



Ordinary Meeting of Council Agenda

**to be held on Tuesday 10 April 2018 at 7.00pm
Richmond Town Hall**

Arrangements to ensure our meetings are accessible to the public

Council meetings are held at either the Richmond Town Hall or the Fitzroy Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (off Moor Street at Fitzroy, entry foyer at Richmond).
- Interpreting assistance is available by arrangement (*tel. 9205 5110*).
- Auslan interpreting is available by arrangement (*tel. 9205 5110*).
- A hearing loop is available at Richmond only and the receiver accessory is available by arrangement (*tel. 9205 5110*).
- Proposed resolutions are displayed on large screen.
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available at each venue.

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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.”

1A. Presentation to Officers in Receipt of Recent Awards

2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

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

Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- Andrew Day (Director - Corporate, Business and Finance)
- Ivan Gilbert (Group Manager - CEO's Office)
- Lucas Gosling (Acting Director - Community Wellbeing)
- Chris Leivers (Director – City Works and Assets)
- Bruce Phillips (Director - Planning and Place Making)
- Jane Waldock (Assistant Director - Planning and Place making)
- 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 Contractual matters
- 4.2 Matters relating to legal advice

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:
 - (a) contractual matters; and
 - (b) matters relating to legal advice.
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 Meeting held on Tuesday 20 March 2018 be confirmed.

That the minutes of the Special Confidential Council Meeting held on Monday 26 March 2018 be confirmed.

6. Petitions and joint letters

7. Public question time

Yarra City Council welcomes questions from members of the community.

Public question time procedure

Ideally, questions should be submitted to Council in writing by midday on the day of the meeting via the form available on our website. Submitting your question in advance helps us to provide a more comprehensive answer. Questions that have been submitted in advance will be answered first.

Public question time is an opportunity to ask questions about issues for which you have not been able to gain a satisfactory response on a matter. As such, public question time is not:

- a time to make statements or engage in debate with Councillors;
- a forum to be used in relation to planning application matters which are required to be submitted and considered as part of the formal planning submission;
- a forum for initially raising operational matters, which should be directed to the administration in the first instance.

If you wish to raise matters in relation to an item on this meeting agenda, Council will consider submissions on these items in conjunction with and prior to debate on that agenda item.

When you are invited by the meeting chairperson to ask your question, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your questions to the chairperson;
- ask a maximum of two questions;
- speak for a maximum of five minutes;
- refrain from repeating questions that have been asked previously by yourself or others; and
- remain silent following your question unless called upon by the chairperson to make further comment or to clarify any aspects.

8. General business

9. Delegates' reports

10. Questions without notice

11. Council business reports

Item	Page	Rec. Page	Report Presenter
11.1 Amendment C219 (Trenerry Crescent) Consideration of Panel Report	8	18	David Walmsley – Manager City Strategy
11.2 Update on recent Wellington Street Copenhagen bike lane tender	178	181	Jane Waldock – Assistant Director Planning and Place Making
11.3 Accessibility of Yarra Railway Stations	185	189	Adrian Murphy – Manager Aged and Disability Services
11.4 Community Grants 2018/19 Initiation Report	286	293	Aldo Malavisi – Community Partnerships Unit Manager
11.5 Proposed Motions for MAV State Council 2018	329	330	Ivan Gilbert – Group Manager Chief Executive's Office
11.6 Councillor Attendance at ICLEI World Congress 2018 - Authorisation	338	339	Ivan Gilbert – Group Manager Chief Executive's Office
11.7 Councillor Attendance at ALGA 2018 National Conference - Authorisation	350	351	Ivan Gilbert – Group Manager Chief Executive's Office

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

Public submissions procedure

When you are invited by the meeting chairperson to make your submission, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your submission to the chairperson;
- speak for a maximum of five minutes;
- confine your remarks to the matter under consideration;
- refrain from repeating information already provided by previous submitters; and
- remain silent following your 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.4 of 2018 - Walmer Street Bridge	352	352	Councillor Stone

13. Urgent business

Nil

11.1 Amendment C219 (Trenerry Crescent) Consideration of Panel Report

Trim Record Number: D18/39886

Responsible Officer: Director Planning and Place Making

Purpose

1. The purpose of this report is:
 - (a) To provide Councillors with an overview of the key recommendations of the independent Planning Panel that considered Amendments C218 and C219 at a joint Planning Panel hearing that occurred in August 2017; and
 - (b) To recommend an alternate version of Amendment C219 for adoption for the reasons outlined in this report.
2. Council must decide whether to:
 - (a) adopt the amendment as recommended by the Panel Report and submit it to the Minister for Planning for final approval in accordance with the relevant provisions of the Planning and Environment Act 1987; or
 - (b) adopt the Amendment in the form recommended in this report which includes an alternate version of the amendment based for reasons outlined in the report, and submit it to the Minister; or
 - (c) adopt the Amendment as exhibited and submit it to the Minister; or
 - (d) abandon the Amendment and advise the Minister that Council has abandoned it.
3. In accordance with Section 27 of the *Planning and Environment Act 1987 (the Act)*, a Planning Authority (Council) must consider the Panel's recommendations before adopting an amendment and must justify any variations to the Panel's recommendations.

Background

4. Amendment C219 proposes to rezone land at 112–124 and 126-142 Trenerry Crescent from Commercial 2 Zone to Mixed Use Zone and apply a Development Plan Overlay and an Environmental Audit Overlay.
5. The Amendment facilitates urban renewal of underutilised commercial land, and supports the achievement of Council's preferred vision for the subject sites, as articulated in the adopted Johnston Street Local Area Plan, 2015.
6. Conditional authorisation was received for the Amendment on 8 November 2016 which stated 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."*
7. The Amendment was exhibited from 24 November to 24 December 2016 and received 16 submissions, of which 14 were by the same people or organisation. Most of the submissions covered similar issues.
8. On 4 July 2017 Council resolved to seek the appointment of a Planning Panel in accordance with Section 23 of the Act as there were a number of issues raised in submissions that could not be resolved through changes to the Amendment.
9. At that meeting, Council endorsed the Amendment with a number of changes in response to submissions (Attachment 1). Particular issues relating to traffic, heritage and building heights were addressed in the revised amendment submitted to the Panel.
10. A joint Panel hearing was conducted in August 2017, with appearances made by: proponents and their legal representatives; VicRoads; and a representative of the Collingwood Historical Society.

11. A number of issues were common to both amendments and these were outlined in the Panel report.
12. Council had legal representation, which called on expert witnesses for heritage and traffic.

Submissions and Issues considered by the Panel

13. Across the 16 submissions received for the Amendment, the following key issues of concern were expressed at the Panel hearing:
 - (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).
14. Some of the issues raised in submissions could not be addressed through changes to the Amendment and often had broader implications. These included the following issues:
 - (a) traffic volumes throughout the local area; and
 - (b) a growing population resulting in pressure on existing infrastructure and amenity of the local area.

Panel Report and Recommendations

15. The Panel report was received by Council officers on 25 October 2017 and the Panel's recommended changes (the Panel preferred version of the Amendments) are in the Appendices of the Panel report (Attachment 2).

Officer Recommended Changes

16. The version of the Amendment (Schedule 14 to the DPO) being recommended for adoption is found as Attachment 3 to this report.

Issues Common to Both Amendments

17. In addressing Amendments C218 and C219 (as a combined Panel hearing) the Panel considered the following issues that were common to both Amendments:
 - (a) Duplication of provisions in the Design and Development Overlay Schedule 1(DDO1) Yarra (Birrarung) River Corridor Protection; and
 - (b) Traffic (conditions and impacts from new development).

Duplication of provisions in DDO1 (Amendment C219)
18. The Panel considered whether the Schedule 14 to the DPO should duplicate the provisions of DDO1. DDO1 was revised in February 2017 to introduce mandatory maximum height controls that were previously discretionary. The DDO1 control expires in January 2021 but is expected to become permanent at some stage.
19. Experts for the proponent presented evidence to the Panel that favoured including an additional discretionary building height control - expressed as a 'preferred maximum 25 metres' - on the Indicative Framework Plan within the DPO14 schedule. The Panel considered that it would be consistent with the building height limits envisioned in the JSLAP and the mandatory controls in DDO1, and would only apply if DDO1 is amended or expires in 2021 without being extended.
20. **The Panel made the recommendation to delete any duplication of the DDO1 provisions in the Development Plan Overlay Schedule but include a reference to applicable DDO1 requirements and retain specific provisions that add to DDO1.**

Officer Response

21. Officers agree with the changes recommended by the Panel to refine the content of the Schedule to the DPO. Council officers however, disagree with the Panel's view to include reference to a 'preferred' maximum height as the Minister's authorisation to prepare and exhibit the Amendment required it to be consistent with any future changes to the planning controls for the Yarra River. DDO1 was revised and gazetted on 24 February, 2017 and contained mandatory height and setback provisions.
22. The proponent emphasised that DDO1 is interim (or temporary) and could therefore change in the future. Officers, however, consider that it can be assumed - due to the ongoing work and collaboration with DELWP towards the protection of the state significant Yarra River corridor from inappropriate development - that DDO1 will become permanent in some form. The mandatory heights and setbacks provisions contained in DDO1 reflect the community's (and Council's) strong desire for certainty in planning controls.
23. Council agreed during the Panel that duplication of (the general) provisions of DDO1 in the Schedule to the DPO is not absolutely necessary and some elements of the schedule can be deleted provided that the 25 metre building height control is inserted, as exhibited.

Traffic

24. The issue considered by the Panel was whether the potential development outcomes under Amendment C219 would have a significant impact on traffic in the local area and whether the proponents should be required to conduct traffic impact assessments and make a proportional contribution to traffic mitigation works – in particular, a signalised intersection at Johnston Street.
25. The Panel considered the issue of traffic for Amendments C218 and C219 simultaneously.
26. For Amendments C218 and C219, the evidence provided by Council's expert (GTA Consultants) and the experts engaged by both sets of proponents, concluded that the impact of future development on the overall traffic volumes would be minimal and that it was unreasonable to impose the cost of a signalised intersection on either one or both sets of proponents.
27. Based on their traffic modelling, GTA Consultants estimated that the additional traffic added to the network by assumed development outcomes for Amendments C218 and C219 is approximately 3% for the two combined amendments.
28. The VicRoads representative acknowledged that in light of the traffic evidence it would not be equitable to require the proponents to fund installation of new traffic signals. VicRoads relinquished the requirement that the proponents pay for works to be carried out for a signalised intersection.
29. **The Panel made the following recommendation:**
 - (a) ***Retain the provision in Amendments C218 and C219 requiring the proponent to provide a traffic and car parking impact assessment but delete reference to it being to the satisfaction of VicRoads and the requirement for proponents to contribute to mitigation works.***

Officer Response

30. Council officers acknowledge the Panel's advice and commentary in response to the evidence presented on traffic. It is clear that there is an existing traffic issue which occurs mainly during peak periods and that a signalised intersection is, in the view of Council's expert, needed now. However, it was concluded that it is not the direct responsibility of either proponent.
31. The amendments may have some impact on the local road network and as such a future permit application should consider those impacts and whether any mitigation measures should be introduced as a result.

32. The changes to the Schedule to the DPO in Attachment 3, which are recommended for adoption by Council, include the following changes in response to the Panel recommendation:

Panel Recommendation	Officer Recommended Change for Adoption
<p>Retain the provision requiring the proponent to provide a traffic and car parking impact assessment but delete reference to it being to the satisfaction of VicRoads and the requirement for proponents to contribute to mitigation works.</p>	<p>The following wording has been inserted into the schedule (DPO14) which officers believe is acceptable in relation to varying the Panel's recommendation:</p> <ul style="list-style-type: none"> • <i>the impact of any additional traffic on the surrounding road network, and how any necessary mitigation measures should be addressed. (Change 1 – found in the schedule to the DPO)</i> <p>The following additional dot point has also been inserted in the Schedule to the DPO: (A Traffic Management Report identifying)</p> <ul style="list-style-type: none"> • <i>other mitigation measures identified through a traffic and car parking report. (Change 1a)</i>

Traffic Further Actions/Council Projects

33. On January 17, 2018, VicRoads announced via their web site, funding for traffic lights at the Abbotsford Convent. This follows several years of advocacy to the State Government by Council.
34. These lights are in addition to lights already in operation at Paterson Street in Abbotsford, (85m to the east of Trenerry Crescent) and Nicholson Street (325m to the west). This means there will be 3 signalised intersections along Johnston Street within a length of around 400m.
35. The combination of lights would have the cumulative effect of calming traffic along Johnston Street, but not necessarily ease traffic conditions for Trenerry Crescent, where the key concern is pedestrian and cyclist safety.
36. A further traffic study to determine the broad network conditions relating to traffic originating from (or travelling through) Clifton Hill towards (and from) Johnston Street is recommended and this would take the form of a future or updated Local Area Place Management Plan (LAPM).

Issues Specific to Amendment C219

37. Issues specified to Amendment C219 are:
- (a) Heritage;
 - (b) Height;
 - (c) Form and content of Amendment C219 and DPO; and
 - (d) Requirement for public shared pathway.
38. The officer recommended changes that are discussed in this report are numbered (as changes) within the Schedule to the DPO and on the Panel recommended version of the Indicative Framework Plan (Attachment 3 and 6 respectively).

Heritage

39. The Panel has recommended that Council adopt the citation (Statement of Significance) for 112-124 Trenerry Crescent, as provided by GJM Heritage and submitted to the Panel by Council officers. In order to give the Statement of Significance effect, it needs to be referenced in in clauses 21.11 and 22.02 in the Planning Scheme, as set out in attachments 7 and 8.

40. The former Austral Silk and Cotton Mills (Austral) building at 112-124 Trenerry Crescent is graded as *Individually Significant* and is part of HO337.
41. The Panel, having regard to the expert evidence report submitted by the proponent, recommended the following change to the Indicative Framework Plan that affects the heritage elements of the site at 112-124 Trenerry Crescent:
 - (a) addition (or wrap-around) of a building envelope along the northern façade of the heritage building based on the proponent's heritage expert report; and
 - (b) removal of reference to an 8m height limit for any building envelopes surrounding the heritage building.
42. The Panel also recommended removing from the Schedule, the need for a Conservation Management Plan, as a Heritage Impact Statement is the standard report to produce for a permit application involving a heritage building.
43. It should be noted that an expert report was submitted to the Panel but the proponent's expert was not called to give evidence or allowed to be cross examined by Council's legal representative. Therefore the views contained within the report were not open to questioning during the planning Panel process, which was a point made to the Panel by Council.
44. The expert's view relates to the wrap-around building envelope. The expert report justified the additional building envelope by noting that there were (at some previous time) industrial/warehouse buildings to the north of the current heritage building and in fact, the two sites were almost completely occupied with warehouse buildings from varying periods.

Officer Response

45. Officers agree that a requirement for a Conservation Management Plan is unnecessary as a Heritage Impact Statement is more appropriate and agree to the changes to the Schedule to the DPO as proposed by the Panel.
46. Officers however, disagree with a number of graphic changes to the Indicative Framework Plan that relate to the heritage building. Further independent heritage advice was sought in relation to the recommendations. The independent advice supports Council officers proposed variations to the Panel's recommendations (found as Attachment 6).
47. The post-Panel advice received from GJM Heritage comments on the negative impacts of both the potential for built form at the northern side of the heritage building and the removal of the 8m height limit at the eastern interface:
 - (a) *it is our view that a development constructed to the north of the heritage building in accordance with the recommended Indicative Framework Plan is unacceptable in heritage terms; and*
 - (b) *a discretionary height control of 8m is necessary to ensure that the height of any new development east of the former Austral Silk and Cotton Mills Factory/Warehouse does not reduce its landmark qualities and visual prominence when viewed from key public vantage points along the Yarra River.*
48. The DPO Schedule recommended by officers for adoption by Council includes the following changes:

Panel Recommendation	Officer Recommended Change for Adoption
<p>Insert an additional key view-point on the Indicative Framework Plan at Freeway edge</p> <p>Identify a future building envelope (in addition to the one already at the rear) at the northern edge of the heritage building</p> <p>Remove reference to an 8m height limit on the pink building envelope in the legend</p>	<p>Delete added view point as it cannot be achieved if the site at 126-142 Trenerry is developed (of minor consequence to the plan) (Change 2)</p> <p>Remove added/extended building envelope as conflicts with the objective to retain a view corridor through the site as well as the heritage advice from GJM heritage. (Change 3)</p> <p>Expert evidence by the proponent noted that the southernmost part of the heritage building has a façade facing Trenerry Crescent. Views of this facade should be protected. Council’s expert agreed with this and as such the Schedule DPO has been amended to protect views to southernmost part of the heritage building (Change 4).</p> <p>Reinstate 8m height limit in legend (Change 5) in accordance with the advice received from GJM Heritage in relation to a suitable built form response at the eastern side of the heritage building.</p>

Maximum Heights

49. The Panel accepted a revised version of the Schedule to the DPO, submitted by the proponent that has significantly modified the Indicative Framework Plan, including a preferred 25m maximum height (not including the street wall height).

Officer Response

50. The Panel’s version of the plan allows for 25m across the entire site, because it removes the setback lines that were previously on the Plan to illustrate the transition in maximum heights across the site. This is inconsistent with DDO1 which includes setbacks and transitional heights towards the river. The Panel’s version does not comply with the conditional authorisation as it is inconsistent with DDO1. Indeed the transition in building heights towards the Yarra River were part of the previous DDO 1.
51. The post-exhibition version of Amendment C219 expresses a maximum height of 25m for the two affected sites, which was drafted and amended in accordance with DDO1, as specified in the conditional authorisation letter to Council.
52. The change to the hatching across the site now confuses where it should apply and what it means for built form on the site. It is simpler to remove the hatching, reinstate the setback lines, and combine wording in the legend relating to the provisions of DDO1 and SLO1 with the general built form aspirations for the site (Change 8 – Attachment 6).
53. The heights, setbacks and other elements on the Indicative Framework Plan do not need to be expressed as either preferred or mandatory because of how the Development Plan Overlay operates.
54. The Schedule to the Development Plan Overlay states the following requirement:
- (a) *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.*
55. In addition the parent clause (43.04) to the DPO states:
- (a) *A permit granted must:*
- (i) *be generally in accordance with the development plan; and*
- (ii) *include any conditions or requirements specified in a schedule to this overlay.*

- 56. Simply labelling the maximum heights on the plan is sufficient, and as stated previously, DDO1 applies already.
- 57. The Panel also included wording in the schedule that refers to the need to consider DDO1 – again, this removes the need to identify a preferred maximum height on the Indicative Framework Plan.
- 58. The DPO Schedule recommended by officers for adoption by Council includes the following changes:

Panel Recommendation	Officer Recommended Change for Adoption
Label maximum height as preferred 25m	Remove reference to “preferred” 25m height limit as it is inconsistent with DDO1 and non-compliant with conditional authorisation – label as 25m maximum. (Change 6)
Label street wall height as preferred (northern site)	Remove word “preferred” (Change 7)
Extend hatching south of property boundary (126-142 Trenerry Crescent)	Remove hatching which has been extended by panel and combine wording in legend with first entry in legend relating to site are (Site Area – DDO1 applies) (Change 8)

Requirement for Public Shared Pathway

- 59. The Panel concluded that there was not a strong justification for a public pathway:
 - (a) *The Panel accepts that the gap between the buildings at 112-124 and 126-142 Trenerry Crescent provides the best of few opportunities to view the river corridor from the street. However, the Panel does not accept the gap should be preserved forever as it is today.*
- 60. The Panel report also provided commentary that supports a view corridor to be retained:
 - (a) *The Panel accepts the merit of utilising the gap between buildings on the site(s) to allow view lines to the river corridor but does not support the pedestrian and cycling link on the property at 112-124 Trenerry Crescent as an essential element in achieving a better experience in accessing the river corridor; and*
 - (b) *The Panel has amended the Indicative Framework Plan to identify a view corridor but has deleted the requirement for the link.*

Panel Recommendation:

- (c) **Delete the requirement for the publicly accessible shared path shown on the Indicative Framework Plan and adopt the wording of the Panel preferred form of the Indicative Plan at Appendix E.**

Officer Response

- 61. Identifying opportunities to improve linkages to the Yarra River corridor is identified in State Planning Policy (Clause 12.05-2 Yarra River Protection):
 - (a) *Retain and enhance people’s enjoyment of the river and its environment by:*
 - (i) *ensuring linkages and public access to the river and its parklands are maintained, enhanced and new links created where appropriate.*
- 62. The opportunity for a shared public link is also identified in the *Johnston Street Local Area Plan* as an opportunity to strengthen the network of pedestrian and cycling links in close proximity to the Capital City Trail and to utilise existing opportunities to provide pedestrian/cycling links through larger sites, which is suitable in this location.
- 63. The current pedestrian path along Trenerry Crescent becomes difficult to navigate at the north-west corner of the site which is a sharp right turn along a narrow footpath at this location. If the shared public link is not achieved in the future, the improvement to the north-west corner of the site should be undertaken at a minimum.

64. The Panel’s recommended changes in relation to ‘form and content’ to the DPO Schedule are generally accepted with the exception, that the Vision section of the DPO, should include a reference to the publicly accessible link opportunity. This provides a consistency between the DPO and the Indicative Framework Plan.
65. The Panel’s recommended changes to the Indicative Framework Plan, in relation to the public link opportunity, are not supported by officers for the following reasons:
 - (a) The link is not legible, it should be more clearly illustrated; and
 - (b) The wording relating to the public link being “negotiated with the land owner” should be revised to achieve an improved planning control. When a Development Plan is submitted this matter would be “negotiated with the land owner”, prior to approval.
66. The DPO Schedule recommended by officers for adoption by Council includes the following changes:

Panel Recommendation	Officer Recommended Change for Adoption
<p>Remove all references to the requirement to provide a shared link from the Schedule to the DPO</p> <p>Modify references to the shared link on the Indicative Framework Plan</p>	<p>Officers agree with some of the changes but have re-inserted the following wording into the schedule under the Vision section to establish a relationship to the <i>potential</i> for a shared link within the Schedule:</p> <ul style="list-style-type: none"> • <i>Explore the potential for a publicly accessible shared link as identified on the Indicative Framework Plan. (Change 9 – Vision section of Schedule to DPO)</i> <p>The symbol representing the shared link opportunity has been modified (Change 10) and the reference in the legend also modified (Change 11) as follows:</p> <ul style="list-style-type: none"> • “Public link opportunity”

Form and Content

Changes to the Indicative Framework Plan (IFP)

67. The Panel considered evidence from the proponent that reduced the amount of graphic details on the Indicative Framework Plan and some of the changes are supported by Council officers as the plan has gone through several iterations before the endorsed post-exhibition version submitted to the Panel.
68. Changes (suggested by the proponent) to the wording of various components within the legend were accepted by the Panel without any explanation in the Panel report or during the Panel hearing.
69. The Panel recommended the following change in order to remove repetition with DDO1:
 - (a) The removal of the setback lines along with the 18m and 11m maximum heights.
70. This suggests that in the absence of DDO1, the maximum (preferred) height across the entire site is 25m without any transition in height towards to river corridor. The Panel’s recommended change appears to have overlooked this possibility, keeping in mind that both sets of proponents repeatedly emphasised the interim nature of DDO1 during the Panel process. Again, there is a need to comply with the conditional authorisation for the amendments.
71. The Panel recommended version of the IFP also modifies the graphic relating to the view corridor through the site. However, the poorly modified graphic creates a conflict with another graphic element which was discussed previously (the heritage envelope identified in pink).
72. The view corridor was discussed previously in relation to the *Public Shared Pathway (or Shared Link Opportunity)* and the Panel provided support for the provision of spacing between buildings to enable the view corridor to be achieved.

Changes to the Schedule to the DPO

- 73. Within Section 2.0 – Conditions and Requirements for Permits – there is a requirement for a Landscape Plan but the Panel’s recommended version deletes all of the detail that the landscape plan would include. Officers consider that this change is unnecessary and unjustified as it is a reasonable requirement at the permit stage.
- 74. The DPO Schedule recommended by officers for adoption by Council includes the following changes:

Panel Recommendation	Officer Recommended Change for Adoption
Delete the setback reference lines that relate to DDO1 and identify the transition of height across the site	Retain the setback lines as they identify the desired transition of building height across the site. (Change 12)
Change graphic that relates to the retention of a view corridor through the site	Delete faint arrow and apply hatching across an area that indicates where view corridor is to be retained (Change 13)
Remove detail in schedule to DPO relating to the requirement for a landscape plan at the permit stage	Reinstate detail (at Clause 2.0) as is considered reasonable and a good outcome considering the context of the site which abuts the Yarra River corridor (Change 14)
Change wording that relates to improving the north-west corner for pedestrians and cyclists	Modify wording to make more certain and clarify that this is in negotiation with <u>Council</u> : <ul style="list-style-type: none"> • <i>Improve corner for pedestrians and cyclists through discussions with Council – (Change 15)</i>

External Consultation

- 75. The Amendment has been consulted upon in accordance with the relevant provisions of the Planning and Environment Act and submitters have been notified as the Amendment has progressed through to the Planning Panel stage.

Internal Consultation (One Yarra)

- 76. The Amendment has had input from statutory planning and the traffic (engineering and sustainable transport) department at Council.

Financial Implications

- 77. The Amendment costs are being covered by the proponent.

Economic Implications

- 78. The Amendment would have positive economic effects on the local area through employment opportunities created on the site.

Sustainability Implications

- 79. The Amendment encourages the use of sustainable transport initiatives to reduce the impacts of traffic on the local area.

Social Implications

- 80. There are no direct social implications.

Human Rights Implications

- 81. There are no known human rights implications.

Communications with CALD Communities Implications

82. The Amendment has been consulted upon through a variety of media options that Council offers including accessible web pages and translation services outlined on fact sheets and letters distributed as part of the amendment process.

Council Plan, Strategy and Policy Implications

83. The Amendment implements the following Council Plan objective:
- (a) *Manage change in Yarra's built form and activity centres through community engagement, land use planning and appropriate structure planning processes.*

Legal Implications

84. The Amendment has been undertaken in accordance with the relevant provisions of the Planning and Environment Act 1987.

Options

85. There are four main options for Councillors to consider in relation to adopting the Amendment:
- (a) adopt the Amendment with the changes recommended by the Planning Panel; or
 - (b) adopt the Amendment with the officer recommended changes which take into account the Panel's recommendations with some variations; or
 - (c) adopt the Amendment as exhibited; or
 - (d) abandon the amendment.

Conclusion

86. The Panel has considered the Amendment (C219) at a Planning Panel that occurred in August 2017 and has made a number of recommendations for changes as outlined in this report.
87. In accordance with Section 27 of the Planning and Environment Act, Council must have regard to and consider the recommendations of the Planning Panel report before deciding to adopt an amendment with or without changes.
88. Council officers have reviewed the recommendations, sought further advice heritage and legal advice, and made subsequent changes to the Amendment in order to:
- (a) maintain the integrity of the Amendment and the purpose for introducing the Development Plan Overlay to the site (Schedule 14);
 - (b) comply with the conditional authorisation which was specifically aimed at ensuring that heights and setbacks were consistent with DDO1, which is mandatory in nature;
 - (c) comply with the Minister's Direction on the Form and Content of Planning Schemes – some of the Panel's recommended changes were put forward on this basis and are generally accepted by Council officers;
 - (d) improve the graphic content of the Indicative Framework Plan; and
 - (e) respond to expert advice that Council had received in relation to heritage matters for the two sites, and to submissions from community members expressing concerns about the heritage building on the site and how it is responded to through the creation of a Development Plan for the site.
89. Officers have concluded that many of the recommended changes by the Panel result in a poor planning control which does not comply with the conditional authorisation for the Amendment.
90. The use of the DPO as a planning tool was agreed to through discussion between Council officers and the proponent to provide a level of certainty in terms of the potential outcomes on the site(s), particularly as the DPO removes third party notification and review rights during the planning permit stage.

RECOMMENDATION

1. That Council notes the report of officers in relation to the Panel's findings in relation to Amendment C219; and the findings and recommendations of the Panel regarding Amendment C219.
2. That Council:
 - (a) having considered the report of the Planning Panel, adopts Amendment C219 in accordance with the officer recommended changes to the Amendment (found as Attachment 3);
 - (b) adopts the Statement of Significance (citation) for 112-124 Trenerry Crescent and the changes to Clause 21.11 and Clause 22.02 (Attachments 7 and 8 respectively) of the Yarra Planning Scheme to include the citation as a reference document; and
 - (c) submits the adopted amendment to the Minister for Planning for approval, in accordance with Section 31 of the Act.
3. That Council note the reasons for varying from the Panel report as outlined in the report.
4. That Officers notify submitters to Amendment C219 of Council's decision.

CONTACT OFFICER: Evan Burman
TITLE: Strategic Planner
TEL: 9205 5075

Attachments

- 1 Revised DPO Schedule C219 Endorsed Post-Exhibition
- 2 Yarra C218 and C219 Panel Report
- 3 Amendment C219 Final Version for Adoption
- 4 GJM C218 C219 Post Panel Advice 25 Jan 2018
- 5 GJM Heritage citation - 112-124 Trenerry Crescent C219
- 6 Yarra C219 Panel Recommended Plan (Officer Changes)
- 7 Municipal Strategic Statement Clause 21.11 - Amendment C219
- 8 Development Guidelines for sites subject to the Heritage Overlay

Attachment 1 - Revised DPO Schedule C219 Endorsed Post-Exhibition

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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

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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

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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

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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 Technical 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

Attachment 1 - Revised DPO Schedule C219 Endorsed Post-Exhibition

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 City Trail 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

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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:

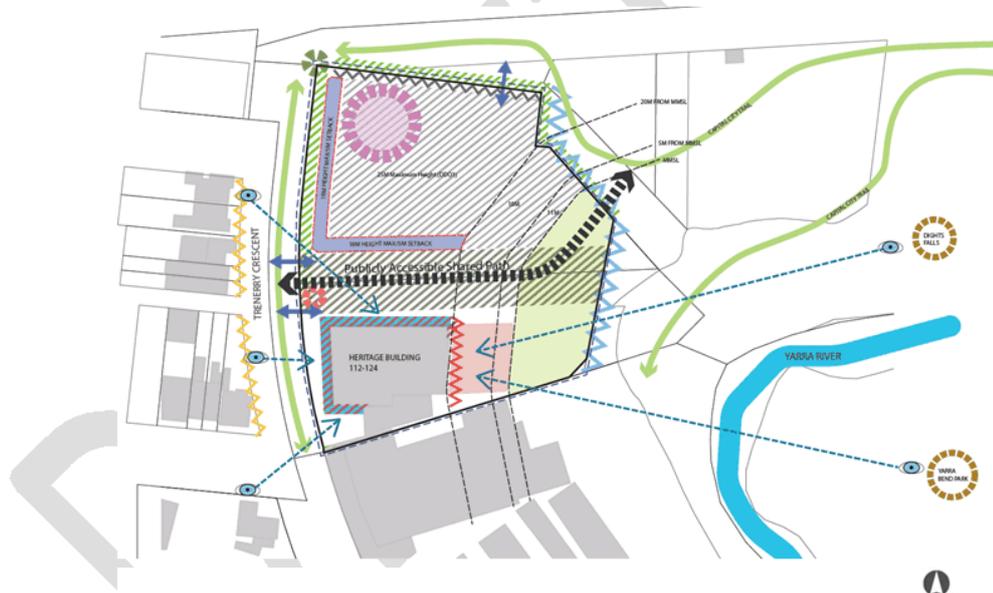
- support employment generating land uses whilst permitting residential uses and encouraging mixed use activities reflective of the character of the area
- provide a high quality architectural design, built form and landscaping response which acknowledges the sites prominent location adjoining the Yarra 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 continuous facades and break up the building mass, maintain the built form rhythm of

Attachment 1 - Revised DPO Schedule C219 Endorsed Post-Exhibition

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 corridor 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



LEGEND:

- | | |
|---|--|
| <ul style="list-style-type: none"> SITE AREA EXISTING PEDESTRIAN / BICYCLE LINKS PUBLICLY ACCESSIBLE SHARED LINK OPPORTUNITY VEHICULAR ACCESS OPPORTUNITY LANDSCAPED SETBACK AREA SENSITIVE RIVER INTERFACE MAINTAIN VIEWS TO HERITAGE BUILDING FACADES TRENERRY CRESCENT INTERFACE KEY VIEWS TO HERITAGE BUILDING 8M PREFERRED HEIGHT LIMIT / MAINTAIN VIEWS TO UPPER LEVELS OF HERITAGE FACADE 18 STREET WALL HEIGHT / 5M SETBACK TO UPPER LEVELS | <ul style="list-style-type: none"> EASTERN FREEWAY INTERFACE (ARTICULATE FACADE / BREAK UP BUILDING MASS) LANDSCAPE TREATMENT INTERFACE (PROVIDE 5M SETBACK FROM WESTERN BOUNDARY) OPPORTUNITY TO IMPROVE CORNER FOR PEDESTRIANS AND CYCLISTS MAINTAIN SEPARATION BETWEEN BUILDINGS (MIN. 20M) HERITAGE SUBSTATION WELL DESIGNED AND ARTICULATED FUTURE BUILT FORM (NEW DEVELOPMENT IN ACCORDANCE WITH THE VISION AND DESIGN GUIDELINES FOR THE SITE) PREFERRED LOCATION FOR TALLER BUILT FORM ON SITE |
|---|--|

Attachment 1 - Revised DPO Schedule C219 Endorsed Post-Exhibition

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 through 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 communal 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:

Attachment 1 - Revised DPO Schedule C219 Endorsed Post-Exhibition

- 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 Trenergy 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 Trenergy 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 Trenergy 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.

Design Guidelines

- 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;

Attachment 1 - Revised DPO Schedule C219 Endorsed Post-Exhibition

- 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

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C219

Decision Guidelines

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.

Attachment 1 - Revised DPO Schedule C219 Endorsed Post-Exhibition

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

DRAFT

Attachment 2 - Yarra C218 and C219 Panel Report

Planning and Environment Act 1987

Panel Report

**Yarra Planning Scheme Amendments C218 and C219
Rezoning of sites in Trenerry Crescent, Abbotsford**

25 October 2017



Attachment 2 - Yarra C218 and C219 Panel Report

Planning and Environment Act 1987

Panel Report pursuant to section 25 of the Act

Rezoning of sites in Trenerry Crescent, Abbotsford

Rezoning of sites in Trenerry Crescent, Abbotsford

25 October 2017



Geoff Underwood, Chair



Amanda Cornwall, Member



Attachment 2 - Yarra C218 and C219 Panel Report

Contents

	Page
1 Introduction.....	1
1.1 The Amendments	1
1.2 Background to the proposals	2
1.3 Issues dealt with in submissions and post exhibition changes	2
1.4 Issues dealt with in this report	3
Section 1 – Issues common to both Amendments.....	5
2 Strategic policy and nature of controls	6
2.1 Policy framework.....	6
2.2 Planning scheme provisions	9
2.3 Nature of the controls.....	11
2.4 Ministerial Directions and Practice Notes.....	17
2.5 Discussion	17
2.6 Conclusion	19
3 Issues common to both Amendments	20
3.1 DDO1 Yarra River corridor controls.....	20
3.2 Traffic issues	29
Section 2 – Issues specific to each amendment.....	38
4 Issues specific to Amendment C218.....	39
4.1 Heritage	39
4.2 Discretionary heights.....	43
4.3 The heritage citation	43
4.4 Conclusions.....	44
4.5 Recommendations.....	44
4.6 Form and content of Amendment C218 and IPO.....	44
5 Issues specific to Amendment C219.....	48
5.1 Heritage and urban design	48
5.2 Discussion	50
5.3 Form and content of Amendment C219 and DPO	50
5.4 Requirement for public shared pathway	51
Appendix A Submitters to the Amendments	
Appendix B Document list	
Appendix C Panel preferred version of Amendment C218	
Appendix D Panel preferred version of citation for 18 Trenerry Crescent	
Appendix E Panel preferred version of Amendment C219	



Attachment 2 - Yarra C218 and C219 Panel Report

List of Figures

	Page
Figure 1 The subject sites	2
Figure 2 Zoning on Trenerry Crescent	15
Figure 3 Mr Gardn'er's minimum extent of heritage fabric to be retained	41

List of Abbreviations

DDO1	Design and Development Overlay, Schedule 1 (Yarra (Birrarung) River Corridor Environs)
DELWP	Department of Environment, Land, Water and Planning
DPO14	Development Plan Overlay, Schedule 14
DTPLI	Department of Transport, Planning and Local Infrastructure (former)
EAO	Environmental Audit Overlay
EPA	Environment Protection Authority
ESO1	Environmental Significance Overlay – Schedule 1 (Yarra River Environs)
HO337	Heritage Overlay (Schedule 337 – Victoria Park Precinct)
IPO2	Incorporated Plan Overlay, Schedule 2
JSLAP	Johnston Street Local Area Plan
LPPF	Local Planning Policy Framework
MMSL	Mandatory Minimum Setback Line
MSS	Municipal Strategic Statement
MUZ	Mixed Use Zone
NRZ	Neighbourhood Residential Zone
RGZ	Residential Growth Zone
SLO1	Significant Landscape Overlay, Schedule 1 (Yarra (Birrarung) River Corridor Environs)
SPPF	State Planning Policy Framework
VPP	Victoria Planning Provisions

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Overview

Amendment Summary	
The Amendments	Yarra Planning Scheme Amendments C218 and C219
Brief description	The Amendments rezone land from Commercial 2 Zone to Commercial 1 Zone (C218) and Mixed Use Zone (C219) to facilitate development for residential and commercial uses. Amendment C218 applies an Incorporated Plan Overlay and Amendment C219 applies a Development Plan Overlay to the respective sites to guide future development. The Amendments reflect the requirements of Design and Development Overlay Schedule 1 (Yarra River Corridor Protection) (DDO1) and the heritage values of existing buildings on the subject sites in Heritage Overlay (Schedule 337 – Victoria Park Precinct) (HO337).
Subject sites	18-62 Trenerry Crescent, Abbotsford (C218) 112-124 and 126-142 Trenerry Crescent, Abbotsford (C219)
The Proponents	Joval Pty Ltd for C218 and Australian Education Union for C219
Planning Authority	Yarra City Council
Authorisation	<p>Granted on 8 November 2016 with the following conditions:</p> <ul style="list-style-type: none"> the Amendments must be consistent with the Yarra River Corridor Controls which were at the time being prepared by the Department of Environment, Land, Water and Planning for Amendment C218 the proposed Schedule 2 to the IPO must be drafted in accordance with the Minister’s Direction on the <i>Form and Content of Planning Schemes for Schedules to the Incorporated Plan Overlay</i> for Amendment C219 the proposed Schedule 14 to the DPO must be drafted strictly in accordance with the Minister’s Direction on the <i>Form and Content of Planning Schemes for Schedules to the Development Plan Overlay</i> for Amendment C219 any clerical or minor errors in the Building Heights Plan within the proposed Schedule 14 to the DPO be amended to the satisfaction of DELWP officers prior to exhibition. <p>In its Part A submission Council outlined how the conditions have been complied with. The Victorian Government gazetted the Yarra River Corridor Controls in the form of GC48 on 24 February 2017. Council addressed the new DDO1 in post exhibition changes to the Amendments.</p>
Exhibition	24 November to 24 December 2016.



Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Post exhibition changes to Amendments

On 4 July 2017 Council endorsed post exhibition changes to the Amendments that include:

- A proposal to require a traffic impact assessment at the planning permit stage and to secure a proportional contribution from the proponents to the cost of traffic signals and works to manage increased traffic resulting from the developments;
- Changes necessary to align with revised Design and Development Overlay Schedule 1 (DDO1) for the Yarra River gazetted in February 2017, which include:
 - mandatory controls for building heights and setbacks, and
 - controls to limit overshadowing of the Yarra River.
- Introducing controls that give further recognition of the heritage values of buildings on each site.

Submissions

There were 16 submissions for each Amendment. Of those submissions, 14 were by the same people or organisations for both Amendments.

Objections and concerns

Most of the submitters either objected to or expressed concerns about the Amendments based on impacts on local traffic and parking, the removal of third party rights under a DPO and IPO, inadequate building height and setback requirements to protect visual impacts on the Yarra River, and inadequate protection of heritage buildings.

Support

The proponents for each Amendment supported the Amendments with the exception that the Proponent for C219 did not support the proposed publicly accessible shared pathway through the middle of their site.

One other submitter supported Amendment C218.

Panel Process	
The Panel	Geoff Underwood (Chair) and Amanda Cornwall. Trevor McCullough was chair of the Panel for the Directions Hearing.
Directions Hearing	25 July 2017 at Planning Panels Victoria, 1 Spring Street, Melbourne
Panel Hearing	9, 10, 11 August 2017 at the Collingwood Town Hall and 16, 17 and 18 August 2017 at the Richmond Town Hall
Site Inspection	Accompanied, 9 August 2017



Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Appearances

Greg Tobin, Harwood Andrews Legal and Evan Burman for Yarra City Council who called the following expert witnesses:

- Mr Jason Sellars, GTA Consultants on traffic
- Mr Jim Gard'ner, GJM Heritage on heritage (by Skype).

Jeremy Gobbo QC for the C218 Proponent instructed by Romy Davidov, Best Hooper, who called the following expert witnesses:

- Charmaine Dunstan, Traffix Group on traffic
- Brodie Blades, David Lock Associates on urban design
- Bryce Raworth, Bryce Raworth and Associates on heritage
- Peter Lovell, Lovell Chen on heritage
- Stuart McGurn, Urbis on town planning
- John Patrick, John Patrick and Associates on landscape (provided expert report but did not appear).

Matthew Townsend, for the C219 Proponent instructed by Nick Sissons, Holding Redlich who called the following expert witnesses:

- Mr John Glossop, Glossop Town Planning on town planning
- Ms Deborah Donald, O'Brien Traffic on traffic
- Mr Mark Sheppard, David Lock Associates on urban design
- Mr Bruce Trethowan on heritage (provided expert report but did not appear).

Andrew Rasulo for VicRoads.

Janet Taylor for Collingwood Historical Society.

Clare Scarlett attended for Boroondara City Council on day 1 only.

Date of this Report

25 October 2017

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Executive Summary

(i) Summary

Rezoning of sites in Trenerry Crescent, Abbotsford (the Amendments) seek to rezone two sites on Trenerry Crescent Abbotsford from Commercial 2 Zone to allow the development of the sites for mixed use including commercial and residential uses.

Strategic planning for the Trenerry Crescent area and the two sites support the rezoning and redevelopment of the sites consistent with recent development in the area. The sites are two of three sites remaining for redevelopment. The Amendments have strong strategic planning support.

Trenerry Crescent is within a Heritage Overlay for the broader Victoria Park Precinct and the two sites each contain buildings of heritage significance under the Overlay. One of the sites at 112-12 and 126-142 Trenerry Crescent has a significant building that will influence any redevelopment proposal.

Land fronting the east side of Trenerry Crescent also backs onto the Yarra River corridor. Recent amendments to the Yarra River controls have applied a new level of development control not in operation at the time of exhibition of Amendments C218 and C219. The Minister for Planning's authorisation for the preparation of the Amendments included a specific requirement that the form of the amendments had to be in strict compliance with the form of Design and Development Overlay 1 now applying to the sites. The Yarra City Council made variations to the exhibited form of the amendments to reflect the provisions of DDO1 and the development constraints applying to the sites.

Presentations to the hearing by the Council as the planning authority and the proponents for Amendments C218 and C219 sought variations to the exhibited documents according to their interpretation of the new controls.

Submissions to the amendments were made by residents of Trenerry Crescent concerned at the impact of traffic from the redevelopment to follow rezoning, the impact of development on the river corridor and heritage issues.

VicRoads appeared at the hearing to further its submission that redevelopment of the sites would add to traffic problems at the intersection of Trenerry Crescent and Johnston Street and to call for contributions from the landowners toward any works necessary to mitigate traffic impacts. During the hearing, VicRoads changed its submission to relinquish the idea of contributions to works.

The protection of the Yarra River corridor is supported by the C218 and C219 Proponents. Each landowner accepts the responsibility to protect the river corridor from additional overshadowing, to limit the visibility of buildings from the river corridor and the Capital City Trail that runs along the riverbank and the imposition of development constraints in the resulting controls implemented by DDO1 and the respective Incorporated Plan Overlay and the Development Plan Overlay.

The key issues at the hearing focussed on the form of the heritage and planning controls for each site. After exhibition of the Amendments, council sought and obtained heritage advice

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

that proposed additional layers of control through the IPO and the DPO as well as citations specially prepared for each site. The council relied upon the advice of its heritage adviser to propose increased protection of existing buildings and to enhance the heritage values of each site. On the other hand, each of the proponents submitted evidence from their own advisors.

The respective submissions presented the Panel with the task of framing controls that allowed redevelopment opportunities while respecting the sensitivity of the Yarra River and environs as required by the DDO1, the heritage of the Victoria Park Precinct and the individual buildings as well as impacts on the local area. The Panel has redrafted the IPO and the DPO and the associated documents to achieve a balance between what might be thought to be competing objectives. The Panel's preferred form of the revised IPO2, DPO14 and the heritage citation for the building at 18-62 Trenerry Crescent are included as appendices.

This report deals provides specific recommendations for Amendments C218 and C219 after discussing the issues that are common to each.

The Panel recommends that the Amendments be adopted with the changes as recommended and contained in the revised documents.

The Panel recommends approval notwithstanding the submissions from local residents who sought the rejection of the rezonings on traffic grounds. The Panel agrees with each of the traffic experts who appeared at the hearing who advised that in their opinion there would be some increase in traffic from the redevelopments to follow but the increases would be marginal and not sufficient to warrant rejection of the Amendments.

(ii) Recommendations

Based on the reasons set out in this Report, the Panel recommends that Rezoning of sites in Trenerry Crescent, Abbotsford be adopted as exhibited subject to the following modifications:

1. In Amendment C218

- a) delete any duplication of Design and Development Overlay Schedule 1 provisions in Incorporated Plan Overlay Schedule 2 but include a reference to applicable Design and Development Overlay Schedule 1 requirements and retain specific provisions that add to Design and Development Overlay Schedule 1, and
- b) delete parts of the Incorporated Plan for the building height and set back provisions of Design and Development Overlay Schedule 1 and add a note that Design and Development Overlay Schedule 1 applies, and express a discretionary preferred maximum 25 metre height (see Appendix C).

2. In Amendment C219

- a) delete any duplication of Design and Development Overlay Schedule 1 provisions in Development Plan Overlay Schedule 14 but include a reference to applicable Design and Development Overlay Schedule 1 requirements and retain specific provisions that add to Design and Development Overlay Schedule 1, and

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

- b) delete parts of the Indicative Framework Plan for the building height and set back provisions of Design and Development Overlay Schedule 1 and add a note that Design and Development Overlay Schedule 1 applies, and express a discretionary preferred maximum 25 metre height (see Appendix E).
- 3. Retain the provision in Amendments C218 and C219 requiring the proponent to provide a traffic and car parking impact assessment but delete reference to it being to the satisfaction of VicRoads and the requirement for proponents to contribute to mitigation works. The Panel's preferred version of the relevant provisions are set out in Appendices C and E.
- 4. In Amendment C218
 - a) Adopt the form of Incorporated Plan Overlay Schedule 2 as contained at Appendix C to clarify building height controls
 - b) Adopt the statement of significance for 18-62 Trenerry Crescent Abbotsford as presented by Mr Lovell for the C218 Proponent and included at Appendix D.
- 5. Adopt the form of Incorporated Plan Overlay Schedule 2 as contained at Appendix C to improve form and content of the overlay and the Indicative Framework Plan.
- 6. Adopt the heritage citation for the former Austral Silk and Cotton Mills warehouse and factory complex as prepared by GJM Heritage for inclusion as a reference document at Clause 22.02-8.
- 7. Adopt the form of Development Plan Overlay Schedule 14 as contained at Appendix E.
- 8. Delete the requirement for the publicly accessible shared path shown on the Indicative Framework Plan and adopt the wording on the Panel preferred form of the Indicative Plan at Appendix E.

Attachment 2 - Yarra C218 and C219 Panel Report

1 Introduction

1.1 The Amendments

1.1.1 Purpose of the Amendments

Amendments C218 and C219 are two separate proposals to rezone land along Trenerry Crescent, Abbotsford to facilitate mixed use development for residential and commercial uses. The subject sites are currently Commercial 2 Zone (C2Z).

The Amendments recognise the heritage values of existing buildings on the sites as set out in Heritage Overlay (Schedule 337 – Victoria Park Precinct) (HO337). The Amendments also reflect the special controls that apply to developments on the Yarra River Corridor under the Design and Development Overlay, Schedule 1 (Yarra River Corridor Protection) (DDO1) with effect from February 2017.

The Amendments ensure necessary environmental assessment of the sites to address any potential soil contamination by applying the Environmental Audit Overlay (EAO).

Description of Amendment C218

Amendment C218 proposes to rezone land at 18-62 Trenerry Crescent from C2Z to Commercial 1 Zone (C1Z) 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 affected by HO337. It comprises a heritage building at the corner of Trenerry Crescent and Turner Street with alterations and extensions principally to the rear in 1984.

Description of Amendment C219

Amendment C219 proposes to rezone two properties at numbers 112-124 and 126-142 Trenerry Crescent from C2Z to the Mixed Use Zone (MUZ). The proponent currently occupies and operates the recently refurbished building at 126-142 Trenerry Crescent as a commercial site.

The Amendment proposes to apply a Development Plan Overlay (DPO) with a new Schedule 14 (DPO14) to the site to manage future development of either property to achieve positive public realm, urban design and built form outcomes.

The building at 112-124 Trenerry Crescent is an *Individually Significant* heritage building affected by HO337. Its future use is reliant on the adaptability of the building which was part of the former Austral Silk and Cotton Mills Factory complex.

1.1.2 The subject sites

Amendment C218 applies to land at 18-62 Trenerry Crescent, Abbotsford and Amendment C219 applies to 112-124 and 126-142 Trenerry Crescent shown in Figure 1.

Attachment 2 - Yarra C218 and C219 Panel Report



Figure 1 The subject sites

1.2 Background to the proposals

Amendment C218 was prepared at the request of the landowner, Joval Pty Ltd (C218 Proponent). Representatives for the C218 Proponent have discussed potential rezoning of the C218 site with Council officers since 2011.

Amendment C219 was prepared at the request of the landowner the Australian Education Union (C219 Proponent). In March 2016 representatives of the C219 Proponent presented Council with a proposal for Amendment C219.

1.3 Issues dealt with in submissions and post exhibition changes

Council received 16 submissions. The submitters were the same for both amendments, except the respective proponents and two individual submitters. See Appendix A.

Submitters raised a number of issues which Council summarised in its Part A submission.¹ Common themes across the submissions were as follows:

- (a) increased traffic volume and need for traffic management measures
- (b) protection of heritage buildings on the respective sites
- (c) building heights and setbacks (sometimes related to consistency with DDO1)
- (d) visual impact of new development on the Yarra River corridor
- (e) impact of increased population on infrastructure, character and amenity
- (f) removal of third party rights as a result of an IPO for C218 and a DPO for C219.

¹ Document 1, Appendix B.

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

The proponents supported the Amendments as exhibited except that the C219 Proponent opposed a requirement to provide a publicly accessible shared pedestrian and cycling path through the middle of the two properties.

In response to submissions, Council sought further advice on heritage and traffic issues, which informed changes to the amendments. The proponents also commissioned consultants to undertake further work on traffic impact assessment, and visual impact analysis.

Revised DDO1 was gazetted on 24 February 2017, introducing mandatory maximum building heights and setbacks, and controls to limit overshadowing and provide protection of the Yarra River.

Upon receipt of the further expert advice it commissioned, and upon the changes to DDO1, Council made a number of substantial post exhibition changes to the Amendments:

- to align the Amendments with the revised DDO1 for the Yarra River corridor
- to require a traffic impact assessment with the planning permit and consideration of a financial contribution by the proponents to any traffic mitigation works
- to introduce new controls that further recognise the heritage values of existing heritage buildings.

At the ordinary Council meeting on 4 July 2017 Council resolved to:

- Endorse the post exhibition changes to the Amendments
- Include heritage citations prepared for the Council by GJM Heritage (GJM) as reference documents to clause 22.02-8 (Development guidelines for sites subject to the Heritage Overlay – references)
- Request the Minister for Planning to appoint a Panel to consider the Amendments in accordance with section 23 of the Planning and Environment Act.

Council notified submitters of the changes on 11 July 2017. Details of the post exhibition changes to the Amendments are set out in Council's Part A submission.²

1.4 Issues dealt with in this report

Council requested the Panel hear the Amendments together because of the common issues and common submitters. In this report, the Panel has grouped issues that are common to both Amendments and addressed specific issues in separate chapters.

This report deals with the issues under the following headings:

- Section 1 - Issues common to both Amendments
- Strategic policy and the nature of the planning controls
 - Policy framework
 - Planning Scheme Provisions
- Issues common to both Amendments
 - DDO1 Yarra River corridor controls
 - Traffic issues

² Document 1, Attachment D for Amendment C218 and Attachment E for Amendment C219.

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

- Section 2 – Issues specific to each Amendment
- Issues specific to Amendment C218
 - Heritage
 - Discretionary heights
 - Form and content of Amendment C218 and IPO.
- Issues specific to Amendment C219
 - Heritage and urban design
 - Form and content of Amendment C219 and DPO
 - Requirement for public shared pathway.

The Panel has provided the recommendations for each Amendment separately, as requested by Council.

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Section 1 – Issues common to both Amendments

Attachment 2 - Yarra C218 and C219 Panel Report

2 Strategic policy and nature of controls

Council provided a response to the Strategic Assessment Guidelines as part of the explanatory report to the exhibited Amendments. The Panel has reviewed Council's response and the policy context of the Amendments, and has made its appraisal of the relevant zone and overlay controls and other relevant planning strategies.

2.1 Policy framework

2.1.1 State Planning Policy Framework

Council's Part A submission stated that the State Planning Policy Framework (SPPF) provisions most relevant to the Amendments are:

- Clause 11 – Settlement;
- Clause 12 – Environmental and Landscape Values;
- Clause 13 – Environmental Risks;
- Clause 15 – Built Environment and Heritage;
- Clause 16 – Housing; and
- Clause 17 – Economic Development.

Council stated that the Amendments respond to the SPPF as follows:³

- The rezoning of the C218 and C219 sites will contribute to the provision of serviced land for housing and diversity of choice; it will provide opportunity for new uses to establish to broaden the mix in the area and provide employment opportunities (Clause 11).
- IPO2 in Amendment C218 and DPO14 in Amendment C219 will apply controls and guidelines consistent with DDO1 and SLO1 to respond to the significance and values of the Yarra River corridor (Clause 12).
- The application of the EAO will ensure any potentially contaminated land is suitable for its intended future use and development (Clause 13).
- IPO2 in Amendment C218 and DPO14 in Amendment C219 will guide development to provide an appropriate built environment and public realm whilst respecting the natural environment (Clause 15).
- The rezoning of the C218 and C219 sites will provide for diversity of housing that is integrated, accessible, sustainable and proximate to activity centres, public transport, schools and open space (Clause 16).
- The C1Z in Amendment C218 and MUZ in Amendment C219 will encourage economic development and allow for mixed use activities and higher density on the well-located sites (Clause 17).

The Amendments support the following policies and directions in Plan Melbourne 2017-2050, which has been approved by Government since the exhibition of the Amendment:

- *Direction 2.2: Deliver more housing closer to jobs and public transport.*
- *Policy 2.2.3: Support new housing in ... places that offer good access to jobs, services and public transport.*
- *Direction 4.4: Respect Melbourne's heritage as we build for the future.*

³ Document 1, paragraphs 64-73.

Attachment 2 - Yarra C218 and C219 Panel Report

- *Policy 4.4.1: Recognise the value of heritage when managing growth and change.*

The evidence of Mr Stuart McGurn, town planning expert for the C218 Proponent, and Mr John Glossop, town planning expert for the C219 Proponent, support Council's view on the relevant state planning policy.

The Panel agrees with Council's analysis of the applicable provisions of the SPPF.

2.1.2 Local Planning Policy Framework

The Amendments respond to the Local Planning Policy Framework (LPPF), which comprises the Municipal Strategic Statement (MSS) at clause 21 of the Yarra Planning Scheme and specific local planning policies. The LPPF includes several provisions relevant to the Amendments, including:

- Municipal Profile (Clause 21.02);
- Vision (Clause 21.03);
- Land Use (Clause 21.04);
- Built Form (Clause 21.05);
- Transport (Clause 21.06);
- Environmental Sustainability (Clause 21.07);
- Neighbourhoods (Clause 21.08);
- Development Guidelines for Sites Subject to the Heritage Overlay (Clause 22.02);
- Environmentally Sustainable Development (Clause 22.17).⁴

Council submitted that broadly the Amendments respond to the vision and objectives in the LPPF as follows:

- *The C218 and C219 sites are well-located to allow the type of development envisaged by the LPPF, which responds to the opportunities emerging from the changing economic structure of the city.*
- *The Amendments will provide increased flexibility for a wider range of uses (including residential), which will enhance commercial activity in the area.*
- *The application of the IPO and DPO controls will ensure that new development addresses the urban design objectives and strategies in the LPPF.*
- *The C218 and C219 sites are located adjacent to the Yarra River. They are well connected to public transport, the Capital City Trail and main roads and present significant opportunity for new development.*

The evidence of Mr McGurn and Mr Glossop, support Council's view on the relevant local planning policy.

The Panel agrees with Council's analysis of the applicable provisions of the LPPF.

2.1.3 Other planning strategies or policies used in formulating the Amendment

Yarra Business and Industrial Land Strategy

⁴ Document 1, paragraphs 74-76.

Attachment 2 - Yarra C218 and C219 Panel Report

Council adopted the *Yarra Business and Industrial Land Strategy* (BILS) in 2012 to guide decision-making relating to future land use, strategic planning and rezoning requests.

BILS recommended as follows for 'CIB 3 – Trenerry Crescent Node':⁵

Rationale: This precinct has an interface with the Yarra River which should be maximised through employment and business opportunities. The precinct is deemed unsuitable for future industrial investment and it is recommended that areas of Business 3 Zone6 be rezoned to Business 2 Zone. Existing Business 2 and 5 zone areas should be retained.

- *Recommended Zones: Retain current zoning arrangements pending further investigation.*
- *Undertake master planning for this area to deal with urban design and access issues and in particular the interface with Yarra Parklands.*

Council completed the further investigation and master planning as part of the *Johnston Street Local Area Plan* (JSLAP), which Council adopted in December 2015.

Johnston Street Local Area Plan and Amendment C220

The strategic basis for the Amendments is supported in the JSLAP, which includes as a land use recommendation:⁷

Retain employment generating land uses activities along Trenerry Crescent, whilst permitting residential uses and encouraging mixed use activities that respect the Yarra River corridor.

With respect to built form, the JSLAP makes the following recommendation:⁸

Ensure that development respects the natural, vegetation dominated characteristics of the Yarra River corridor through recessive, high quality architectural design that displays well-articulated built form.

The subject sites are located within Precinct 7 of the JSLAP (Trenerry Crescent). It describes the future character of the precinct as an ... *eclectic mix of existing heritage buildings and well designed newer buildings ... [where] ... a mix of offices and residential apartments brings life to the street.*

Precinct 7 contains the following built form guidelines and principles:

Trenerry Crescent Interface

- *Street wall/façade height: 4 storeys (15m)*
- *Max height: 6-8 storeys (25m)*

⁵ Page 44.

⁶ The C218 and C219 sites were zoned Business 3 at the time. On 15 July 2013, land zoned Business 3 was converted to C2Z.

⁷ Page 44.

⁸ Page 50.

Attachment 2 - Yarra C218 and C219 Panel Report

- *Upper levels should be set back to reduce visual impact and overshadowing of public and private spaces.*⁹

It also addresses the River Interface and references DDO1.

Council prepared Planning Scheme Amendment C220 to implement the JSLAP in two of its precincts which do not include Trenerry Crescent. Amendment C220 was granted conditional Ministerial authorisation on 9 March 2017. Since then, Council has undertaken further urban design analysis and plans to reconsider Amendment C220 later in 2017.

2.2 Planning scheme provisions

2.2.1 DDO Schedule 1 (Yarra (Birrarrung) River Corridor Protection)

DDO1 sets out objectives, permit requirements, application requirements and decision guidelines relating to the Yarra River corridor.

The explanatory report for Amendment GC48 which introduced the DDO1 controls summarises the changes as introducing:

...mandatory overshadowing, building height and setback requirements for private land within close proximity to, or abutting the Yarra River. ... discretionary controls relating to overshadowing of public open space, permeable surface minimums, materials selections and other siting and design of built form requirements.

GC48 replaced existing DDO controls in the Yarra, Boroondara and Stonnington planning schemes. The C218 and C219 sites are now shown on DDO1 Map Area C with the mandatory building height and setback requirements.

The revised DDO1 is an interim control with an expiry date of 31 January 2021.

Council submitted that the exhibited Amendments were consistent with the revised DDO1, but Council endorsed a number of minor post-exhibition changes in response to Amendment GC48 and submitter concerns. The changes modify how building heights are specified in the Incorporated Plan to the IPO in Amendment C218 and in the Indicative Framework Plan in DPO14 in Amendment C219.

The mandatory building heights and set back requirements in DDO1 are discussed in detail in chapter 3.1.

Significant Landscape Overlay – Schedule 1 (Yarra (Birrarrung) River Corridor Environs)

At the time of exhibition, an Environmental Significance Overlay – Schedule 1 (Yarra River Environs) (ESO1) applied to the sites. DDO1 replaced the ESO1 with the Significant Landscape Overlay – Schedule 1 (Yarra (Birrarrung) River Corridor Environs) (SLO1).

Like the DDO1, the SLO1 sets out objectives, permit requirements, application requirements and decision guidelines relating to the Yarra River corridor.

The SLO1 is an interim control with an expiry date of 31 January 2021.

⁹ Johnston Street Local Area Plan, page 55.

Attachment 2 - Yarra C218 and C219 Panel Report

2.2.2 Heritage Overlay – Schedule 337 (Victoria Park Precinct, Abbotsford)

The sites have buildings that are included within the Heritage Overlay (HO337 – Victoria Park Precinct) so planning permit applications are considered against the provisions of the Heritage Overlay and heritage policy in Clause 22.02 of the Yarra Planning Scheme.

The Heritage Overlay includes the following within its purpose:

To conserve and enhance heritage places of natural or cultural significance.

To conserve and enhance those elements which contribute to the significance of heritage places.

To ensure that development does not adversely affect the significance of heritage places.

The Heritage Overlay requires a permit to subdivide land, demolish or remove a building, construct a building or carry out works. It provides that before deciding on an application the responsible authority must consider certain matters including:

The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place

Any applicable statement of significance, heritage study and any applicable conservation study

Whether the location, bulk, form and appearance of the proposed building will adversely affect the heritage place

Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place

The City of Yarra Review of Heritage Overlay Area 2007, HO337 Victoria Park Heritage Overlay Area, Abbotsford includes a Statement of Significance for the Victoria Park Heritage Overlay Area (Industrial sub-area). Under the heading ‘What is significant?’, the statement includes the following under the sub-heading ‘Industry’:

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 St 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 been gradually 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 in the 1980s.

The City of Yarra Review of Heritage Overlay Areas 2007, Appendix 8 identifies whether sites subject to the Heritage Overlay are ‘individually significant’, ‘contributory or ‘not

Attachment 2 - Yarra C218 and C219 Panel Report

contributory'. Appendix 8, as revised in May 2017, is an incorporated document in the Schedule to Clause 81.01. It identifies:

- 18-62 Trenerry Crescent as individually significant, described as a 'factory/warehouse complex, later Esprit offices' and dated '1890-1925, 1982'.
- 112-120 Trenerry Crescent as individually significant, described as 'Austral Silk and Cotton Mills factory/warehouse complex, former' and dated 1927.

The Scheme does not currently incorporate or refer to statements of significance for 18-62 Trenerry Crescent or 112-124 Trenerry Crescent.

Council endorsed a number of post exhibition changes to the Amendments in July 2017 to reinforce the requirements of the Heritage Overlay and the heritage significance of the individually significant buildings. The Council's proposed changes to the Amendments are discussed in chapters 4 and 5.

2.2.3 Land Subject to Inundation Overlay

The Land Subject to Inundation Overlay (LSIO) applies to each of the properties and sets out objectives and application requirements in relation to the potential flooding impacts on sites and seeks to ensure that built form responses minimise the impacts of flooding.

2.3 Nature of the controls

2.3.1 Proposed planning controls

The proposed planning controls for C218 rezone the land to C1Z, apply an Incorporated Plan Overlay (IPO) – Schedule 2 and apply the Environmental Audit Overlay (EAO).

The proposed planning controls for Amendment C219 are to apply a MUZ, apply a Development Plan Overlay (DPO) – Schedule 14 (DPO14) and apply the EAO.

The Panel has assessed the appropriateness of the overlays and zones and whether the Council should apply the same zone to the whole of Trenerry Crescent. The urban design evidence, particularly the JSLAP and DDO1 indicates that Council should treat all of Trenerry Crescent as one unit, with one zone and one overlay.

Council stated that the proponents chose the IPO and DPO as the most appropriate planning control for the respective sites.

Council considered the IPO to be appropriate as part of Amendment C218 to specify both:

- land use requirements, to ensure a minimum of 20 per cent of the floor space in any new development for office, retail, commercial or other employment-generating uses; and
- built form requirements, to ensure a built form outcome that responds to the site's interface with the Yarra River corridor and public realm along Trenerry Crescent and Turner Street.

Council stated that it considered the DPO an appropriate control for Amendment C219 to manage future development to ensure it:

- is respectful of the Yarra River corridor and the heritage building at 112-124 Trenerry Crescent; and
- delivers benefits to the public realm, including:

Attachment 2 - Yarra C218 and C219 Panel Report

- the retention of views to the Yarra River corridor from Trenerry Crescent between 112-124 and 126-142 Trenerry Crescent; and
- connectivity improvements for pedestrians and cyclists by a shared path through the site, linking Trenerry Crescent and the Capital City Trail.

2.3.2 Purposes of IPO and DPO

The purposes of an IPO and DPO according to *Planning Practice Note 23 – Applying the Incorporated Plan and Development Plan Overlays* (August 2015) (PPN23) are:

- to identify areas that require the planning of future use or development to be shown on a plan before a permit can be granted
- to exempt a planning permit application from notice and review if it is generally in accordance with an approved plan.

An IPO and DPO both:

- require a plan to be prepared before a permit is granted, unless the schedule specifies otherwise;
- guide the content of that plan through requirements identified in the schedule; and
- remove notice requirements and third party review rights for planning permit applications that are ‘generally in accordance with’ the plan. This aspect of the overlays is discussed in further detail below.

The key difference is:

If the planning authority uses an IPO, the plan will be an incorporated document, part of the planning scheme. A planning scheme amendment will be needed to introduce or change the plan.

If the planning authority uses a DPO, the plan will be a development plan. A development plan is not incorporated into the planning scheme. It can be introduced or changed ‘to the satisfaction of the responsible authority’.¹⁰

Council stated that Amendment C218 proposes to apply the IPO and to incorporate the plan. There will only be further opportunity for third party input into the plan for Amendment C218 if changes are subsequently sought to that plan.

PPN23 advises that:¹¹

The IPO requirement for a planning scheme amendment to incorporate or change the plan enables third parties to be involved in the process of making or changing the plan. For this reason, the IPO should normally be used for sites that are likely to affect third-party interests and sites comprising multiple lots in different ownership.

Because the DPO has no public approval process for the plan, it should normally be applied to development proposals that are not likely to significantly affect third-party interests, self-contained sites where ownership

¹⁰ PPN23, page 3.

¹¹ PPN23, page 3.

Attachment 2 - Yarra C218 and C219 Panel Report

is limited to one or two parties and sites that contain no existing residential population and do not adjoin established residential areas.

Council stated it decided to consider the stricter set of factors identified in PPN23 for the DPO in relation to both Amendments. It noted that:

- both sites are in single ownership;
- neither site contains an existing residential population; and
- neither site directly interfaces with residentially zoned land, although the land to the west of Trenerry Crescent is located in the Neighbourhood Residential Zone.

Council stated that it considered the key difference between the use of the overlays in these Amendments is that Amendment C218 includes the plan to be incorporated, and therefore provides a higher level of certainty as to the use and development outcome on that site.

It stated that Amendment C219 retains more flexibility, with a development plan to be prepared at a later date. This is more attractive to the C219 Proponent, which advised the Panel that it does not propose to develop the site at this stage. It has recently refurbished the building at 126-142 Trenerry Crescent which it is currently occupying.

2.3.3 Third party rights

The IPO and DPO parent provisions provide exemption from notice and review of *any application under any provision of this scheme which is generally in accordance with the incorporated plan or development plan respectively.*

Submissions 6, 8 and 14 (Collingwood Historical Society, Collingwood and Abbotsford Residents' Association Inc., and Yarra Riverkeepers Association) expressed the view that the Council should not apply an IPO and DPO to the sites because they exempt notice and review rights for third parties at the permit application stage.

Council submitted that the relevant question is whether sufficient community consultation has been undertaken in relation to the Amendments to justify the exemptions. This includes the level of detail made available for the community to consider and the degree of specificity in the planning controls.

Council's submission noted the comments of the Panel in Amendment C185 to the Ballarat Planning Scheme, which considered the introduction of a Special Use Zone that effectively removed third party notice and review rights. The Panel concluded that:¹²

... the rigorous controls and planning undertaken for SUZ15 as part of this Amendment, including the community consultation undertaken, justifies the exemption applying.

¹² Panel report dated 4 September 2015, page 110.

Attachment 2 - Yarra C218 and C219 Panel Report

Council submitted that *the Amendments have provided an appropriate opportunity for the community and affected parties to make submissions about future development on the sites and provide input into the content and detail of the proposed provisions.*¹³

Council stated that it ensured that the absence of future notification and review rights was clearly communicated when providing notice of the Amendments. The letters sent to owners and occupiers in the surrounding area included a factsheet that stated:

It is important to note that this is [a] critical stage in the planning process as there would be no requirement for the community to be notified about future planning permit applications on the sites.

Council submitted that the proposed planning controls provide sufficient specificity and certainty to manage future development outcomes in conjunction with the planning controls that already apply to the Amendment sites.

The Collingwood Historical Society submitted that an IPO and a DPO are not appropriate. They stated that the owners benefit by fast tracking future development without further third party input but there is no clear benefit to Yarra City Council, its residents and ratepayers or to other Melbournians who enjoy the Yarra River and its surrounds.

2.3.4 Proposed zones

Both Amendment sites are currently located within C2Z. The purpose of the C2Z includes:

To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

The use of land for 'Accommodation (other than Caretaker's house, Motel and Residential hotel)' is prohibited in the C2Z.

The other sites on the eastern side of Trenerry Crescent are located within C1Z with the exception of the site on the corner of Johnston Street. The zones are depicted in Figure 2 below.

¹³ Document 17, paragraph 40.

Attachment 2 - Yarra C218 and C219 Panel Report

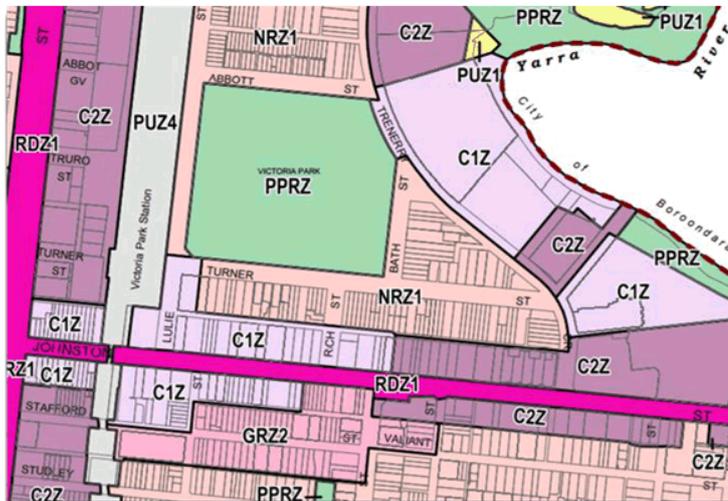


Figure 2 Zoning on Trenerry Crescent

The future zones along the eastern side of Trenerry Crescent are specifically considered in the JSLAP which states as follows with respect to the CIB 3 – Trenerry Crescent Node:

Trenerry [sic] Crescent has only three sites that remain within the Commercial 2 Zone as most sites have been redeveloped for residential and mixed use activities (apartments). The remaining three sites present opportunities for mixed use developments with a mix of office/commercial and residential uses. New development will need to consider the sensitive interface of the Yarra River corridor and respond accordingly.

The BILS recommends rezoning to allow a mix of office and residential uses. The three sites that remain in the Commercial 2 Zone should be rezoned to the Mixed Use Zone to facilitate the mixed-use development that is consistent with the trends that have occurred along Trenerry Crescent in recent years.¹⁴

The ‘remaining three sites’ identified in the JSLAP include the two present Amendment sites. The Land Use Framework Plan in the JSLAP depicts the eastern side of Trenerry Crescent, including the Amendment sites as ‘mix of offices and residential uses, sensitive to the river corridor’.¹⁵

Amendment C218 – Commercial 1 Zone

Rezoning the C218 site from C2Z to C1Z would allow its redevelopment to include residential use which Council considered to be appropriate and not contested.

The purpose of the C1Z includes:

To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.

¹⁴ Johnston Street Local Area Plan, page 18.

¹⁵ Johnston Street Local Area Plan, page 45.

Attachment 2 - Yarra C218 and C219 Panel Report

To provide for residential uses at densities complementary to the role and scale of the commercial centre.

Council submitted that the outcome of Amendment C218 will be to create consistency of zoning with the adjoining sites to the north and south.

Council submitted that the application of C1Z along the eastern side of Trenerry Crescent is appropriate having regard to the size of the sites and their excellent access to:

- public transport, including the Victoria Park train station and bus routes along Johnston Street;
- open space, including adjacency to the Yarra River parkland and Capital City Trail and proximity to Victoria Park; and
- the Johnston Street Neighbourhood Activity Centre.

The C218 Proponent's town planning expert Mr McGurn concluded that the proposed rezoning to C1Z is appropriate.¹⁶

Amendment C219 – Mixed Use Zone

Council supported the proposal by the C219 Proponent to rezone the land from C2Z to MUZ as it would allow the continuation of the proponent's business activities at 126-142 Trenerry Crescent, as well as a mix of uses on both sites including dwellings.

The purpose of the MUZ includes:

To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.

To provide for housing at higher densities.

To encourage development that responds to the existing or preferred neighbourhood character of the area.

Under the MUZ, 'Dwelling (other than Bed and breakfast)' is a section 1 (permit not required) use.

Council submitted that rezoning the C219 site from C2Z to MUZ would allow its redevelopment to include residential use which Council considers to be appropriate and not contested.

Council stated that it was satisfied that the purpose provisions within the MUZ are appropriate for this site and reflect the outcomes sought through application of the DPO and proposed schedule. The MUZ is the zone specifically proposed for this site in the JSLAP.

It submitted that the application of a residential zone in this location constitutes an appropriate response to the adjacent C1Z while achieving a sensible zoning transition at the end of the parcels to the east of Trenerry Crescent.

The report of the C219 Proponent's town planning expert, Mr Glossop, concludes that the proposed rezoning is appropriate.¹⁷ Mr Glossop acknowledges that the 'intended mix of

¹⁶ Document 7, page 11.

¹⁷ Document 12, page 10.

Attachment 2 - Yarra C218 and C219 Panel Report

uses' proposed for this site could also be achieved within the C1Z, but he prefers the MUZ due to the condition that attaches to dwellings as a section 1 use in the C1Z.

2.4 Ministerial Directions and Practice Notes

2.4.1 Ministerial Directions

Council submitted that the Amendment meets the relevant requirements of the following Ministerial Directions:

- Ministerial Direction 11 (Strategic Assessment of Amendments) and Planning Practice Note 46 (Strategic Assessment Guidelines).
- Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the Act.

2.4.2 The Form and Content of IPO and DPO

The authorisation for Amendment C218 required that the proposed Schedule 2 to the IPO must be drafted in accordance with the Minister's Direction on the Form and Content of Planning Schemes for Schedules to the Incorporated Plan Overlay. This is discussed in chapter 4.2.

The authorisation for Amendment C219 required that the proposed Schedule 14 to the DPO must be drafted strictly in accordance with the Minister's Direction on the Form and Content of Planning Schemes for Schedules to the Development Plan Overlay. This is discussed in detail in chapter 5.2.

2.4.3 Repetition of control provisions

Both the C218 Proponent and the C219 Proponent made submissions that the terms of the control documents should be amended to remove what were described as repetitive and therefore unnecessary provisions in the respective overlays and plans. The thrust of the submissions was that repetition across the controls must be avoided to meet the requirements of the direction on the Form and Content of Planning Schemes. Witness statements from heritage and urban design experts sought changes on the grounds of improving the relevance of the documents while the planning experts argued for improved readability and clarity, among other things. The import of the changes varied for all experts but the effect of Mr Glossop's list of changes would result in severe editing of the relevant overlay for the C219 site.

Council on the other hand, submitted that some repetition is acceptable depending on the purpose of the control and the function of the repeated provision.

2.5 Discussion

2.5.1 Policy framework and strategies

The Amendments enjoy strong strategic support and are consistent with the directions and policies of the metropolitan strategy and in Plan Melbourne 2017-2050. They are supported by the JSLAP which recommends a mix of employment generating activities and residential uses for Trenerry Crescent with future built form that respects the characteristics of the Yarra River corridor.

Attachment 2 - Yarra C218 and C219 Panel Report

The Amendments are consistent with DDO1 and SLO1 relating to the Yarra River corridor and the requirements in the local planning scheme of the HO337 Victoria Park Heritage Overlay Area. The details of how the Amendments should reflect the DDO1 controls are discussed in chapter 3.1 and details of the proposed heritage requirements in the Amendments are discussed in chapters 4 and 5.

2.5.2 Nature of the controls

The Panel has assessed the appropriateness of the overlays and zones and whether the same zones and overlay controls should apply to the whole of Trenerry Crescent. The urban design evidence, JSLAP and DDO1 suggest that Council should treat all of Trenerry Crescent as one unit, with a single mixed use zone and one overlay. However, the circumstances for the proposed uses for each site and the nature of the development proposals favour particular controls.

The Panel accepts the proposed planning overlays are appropriate for the specific circumstances of each proponent. An IPO for C218 is justified to achieve the land use and built form requirements sought by Council, specifically 20 per cent of total floor space for commercial use. The plan to guide future use and development will become part of the planning scheme and any changes will require a further amendment.

A DPO is justified for C219 to achieve the proposed retention of views and public realm improvements and to facilitate staged development on the two properties. It reflects the fact that the C219 Proponent has no proposal for the site and allows changes to the development plan to the satisfaction of the responsible authority.

The Panel is also satisfied that the IPO for Amendment C218 and the DPO for Amendment C219 are consistent with PPN23.

The proposed zonings in the Amendments are appropriate. In Amendment C218 the C1Z will create consistency of zoning with the adjoining sites to the north and south. The MUZ for Amendment C219 achieves a zoning transition from C1Z at the north end of Trenerry Crescent.

2.5.3 Repetition of control provisions

The Panel interprets Council's approach to mean that some repetition is acceptable in circumstances where an overlay is tailored and applies to a single site. The content can include provisions primarily found elsewhere in the planning scheme (such as other overlay requirements that could otherwise be missed) and the function of repeating provisions is to draw attention to those other requirements.

The Panel applies that approach to judge whether requirements and provisions present in the planning scheme can be cited in DDO14 and IPO2.

The Panel is supported in this approach with the current structure of the VPP using cross references in zones and overlays to other control provisions to point to the relevance and application of those provisions. For example, a clinical no-repetition approach would see the deletion of the commonly used provision:

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

Attachment 2 - Yarra C218 and C219 Panel Report

The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

There are other examples in the VPP of the referencing of relevant provisions such as particular provisions in Clause 52, the objectives and standards of Clause 56 as well as the objectives, standards and decision guidelines of Clause 58 for an apartment development.

The Panel sees a difference between editing documents to satisfy a type of compliance audit against an approach to allow repeat provisions where the purpose and function warrant it. There is a balance to be achieved between drafting planning documents with a clinically applied pen and expressing the outcome to be achieved under the controls.

2.5.4 Third party rights

In proposing the IPO and DPO, the proponents have agreed to a level of control and prescription not applied to neighbouring sites. There are legitimate concerns that proposals generally in accordance with an approved plan under an IPO or a DPO are exempt from third party notification and review rights at the planning permit stage. The counterbalance is that the community has been given notice of the controls with the opportunity to influence future development through submissions on the DPO and IPO.

The Panel believes that the IPO and DPO provide detailed guidance for future development on the respective sites. The Panel also believes that through the Amendment process the community and affected parties have had sufficient detail and opportunity to have input on the directions of future development on the sites.

2.6 Conclusion

The Panel recommends the adoption of the Amendments subject to modifications in response to submissions on the Yarra River corridor controls, traffic impacts, heritage, and matters of form and content, which are discussed in the following chapters. In determining what modifications to recommend, the Panel has allowed some repeat provisions across the various documents where it will draw attention to those other requirements and articulate the outcome to be achieved.

Particular recommendations for each matter are detailed in relevant sections of the report.

Attachment 2 - Yarra C218 and C219 Panel Report

3 Issues common to both Amendments

3.1 DDO1 Yarra River corridor controls

3.1.1 What is the issue?

The issue is how the controls in DDO1 should be reflected in IPO2 and DPO14. The DDO1 control expires in January 2021 and is regarded by the proponents as an interim control. A question arises about whether the IPO and DPO should duplicate provisions of DDO1 at all to avoid potential future inconsistency or confusion.

The Minister's authorisation to prepare and exhibit the Amendments in 2016 required them to be consistent with any future changes to the planning controls for the Yarra River.

The most contentious control in DDO1 is the mandatory maximum building height with setback requirements for Trenerry Crescent, Area C. Other provisions set objectives, decision guidelines, application requirements and development principles.

Both proponents submitted that the DPO and IPO should include a discretionary preferred maximum building height of 25 metres that would apply if the mandatory maximum building height of 25 metres in DDO1 expires in 2021 or is amended.

The C218 Proponent seeks a discretionary maximum building height of 26 metres measured from the natural ground level at the Trenerry Crescent frontage.

3.1.2 Evidence and submissions

(i) DDO1 and post exhibition changes

The exhibited Amendments provided a maximum discretionary building height expressed as *8 storeys (25 metres)*, with variation in built form to manage the views to and from the Yarra River.

Submissions 4, 5, 6, 7, 8, 10, 11, 12 and 14 (Boroondara City Council, the Collingwood Historical Society, Collingwood and Abbotsford Residents Association, Melbourne Water, and the Yarra Riverkeepers Association) expressed concerns about the impact of future built form on the Yarra River. Some submitters sought building heights that were lower, and some raised questions about consistency with the then DDO1. Some submitters expressed concern about the visual impact of future built form from viewpoints along the Yarra River corridor, including Dights Falls and Yarra Bend Park (within the Boroondara municipality), and overshadowing.

The DDO1 gazetted in February 2017 provides mandatory maximum building heights for future development along Trenerry Crescent and requires minimum setbacks for buildings from the Yarra River so that future developments do not cast any additional overshadowing of the Yarra River. The applicable Setback Map Reference Area C, DDO1 provides:

- *Mandatory Minimum Setback Line (MMSL): 30 metres (measured from the property boundary nearest the river).*
- *Maximum height:*
 - *between 0 and 5 metres from the MMSL: 11 metres.*

Attachment 2 - Yarra C218 and C219 Panel Report

- *between 5 and 20 metres from the MMSL: 18 metres.*
- *beyond 20 metres from the MMSL: 25 metres.*

Council endorsed a number of post exhibition changes to the Amendments to reflect that the revised DDO1 now includes these mandatory requirements. The changes were as follows:

- For Amendment C218:
 - Remove the building heights specified in the Incorporated Plan to the IPO, subject to inclusion of a note on the plan that maximum building heights (not including the street wall height) must be in accordance with DDO1
 - Add a landscaped interface area to the Yarra River in the Incorporated Plan
 - Add an application requirement in the IPO requiring the design response to address the sensitive river corridor environs to minimise visual impacts
 - Extend the scope of the visual impact assessment to require it to include perspectives showing the visual prominence of the development from the public vantage points along the Yarra River corridor and Yarra Bend Park
 - A new decision guideline requiring the responsible authority to consider 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
 - A new requirement for the Incorporated Plan to show areas of landscaping to minimise visual intrusion of development in the Yarra River corridor
 - A new Development Principle on 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.
- For Amendment C219:
 - remove the Building Heights Plan at Figure 2, and in the Indicative Framework Plan at Figure 1 indicate the heights and setbacks mandated in the revised DDO1
 - In section 3 of the DPO, extending the scope of the visual impact assessment required as part of the application to include perspectives showing the visual prominence of the development from the public vantage points along the Yarra River corridor
 - In section 4, Vision, in the DPO add new clauses for the development to minimise the visual impact of new buildings from the Yarra River and adjacent public open space and ensure building elevations are presented at a variety of heights and stepped back from the frontage of the Yarra River and adjacent public open space.

(ii) Submission by C218 Proponent

Proponent issues

The C218 Proponent submitted that the IPO should nominate a discretionary building height of 26 metres, and that building heights should be measured from natural ground level at the centre of the Trenerry Crescent frontage.

The C218 Proponent relied on the urban design evidence of Mr Brodie Blades of David Lock Associates and the town planning evidence of Mr McGurn.

Attachment 2 - Yarra C218 and C219 Panel Report

In support of its position the C218 Proponent submitted that:

- an overall height in the order of 8 storeys is supported by the JSLAP and DDO1
- a discretionary maximum height limit of 26 metres more appropriately allows for 8 storey development given the minimum floor to ceiling height limits for 2 commercial and 6 residential storeys (4 and 3.1 metres respectively)
- building heights should be measured from natural ground level at the centre of the subject site to avoid a wedding cake typology whilst allowing the built form to follow the slope of the land, an outcome contemplated by JSLAP and Council's draft DDO1.

The C218 Proponent submitted that discretionary height limits are generally the preferred means of guiding the height and scale of development. To support this position, the C218 Proponent cited sections of Planning Practice Note 59, *The role of mandatory provisions in planning schemes* which supports performance-based planning based on the principle that there should be discretion.

The submitter also stated that Council's strategic work on the *Yarra River Corridor Strategy 2015* and the JSLAP nominated discretionary rather than mandatory heights for Trenerry Crescent (Precinct 7 in JSLAP).

The C218 Proponent submitted that the future of the mandatory height limit in DDO1 is uncertain because it is interim and because it nominates discretionary heights for other riverside areas nearby (Areas E, F and G).

The C218 Proponent sought an acknowledgement that in February 2017 it had substantially prepared a scheme for the land based on the old DDO1 control. It stated that:

*The Proponent is now burdened with the lengthy and expensive task of formally opposing the height controls in DDO1. In the meantime discretionary height controls ought to be applied in the IPO...This will allow the best planning outcome in the long term and prevent the need for a further planning scheme amendment.*¹⁸

Provision for discretionary building height control

Mr Blades expressed the opinion that *the Incorporated Plan articulates a clear future overall height ambition of a discretionary maximum of 8 storeys (25m)*. He acknowledged that the JSLAP envisions a preferred future height of 6-8 storeys (25 metres) and DDO1 currently provides mandatory maximum height controls of 25 metres.

Mr Blades characterised DDO1 as *an interim control whose permanent provisions are yet to be finalised*.¹⁹ Mr Blades restated his position that a discretionary height control should be in place despite DDO1 because it would be necessary when the DDO1 interim control expires in 2021. He submitted that it is therefore appropriate from an urban design perspective *to consider the principle of maximum building height in the Incorporated Plan* particularly if the final DDO1 height controls allow the exercise of discretion regarding height on the site.²⁰

¹⁸ Document 29, paragraph 35.

¹⁹ Document 2, paragraphs 54-55.

²⁰ Document 2, paragraph 56.

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Mr McGurn expressed the view that DDO1 is an interim control *presumably to allow for additional analysis to be undertaken*. But he considered that *...even if they are modified it remains likely that a high level of protection and control over development...will be maintained*.²¹

Mr McGurn stated if the DDO1 mandatory height limits are modified it would be preferable for the maximum height in the Incorporated Plan to be able to be varied to some degree.²²

Maximum building height of 26 metres

Mr Blades recommended that the maximum height on the C218 site be increased to a discretionary 26 metres. He stated that this is required because the IPO mandates a 20 per cent commercial floorspace requirement for future development of the site. In his opinion:

*A 25m overall preferred height control is not sufficient for flexibility in this sense as it appears to assume a single 4m commercial floor-to-floor height plus seven storeys of residential three metre floor-to-floor heights (4m [commercial ground floor] + 21m [3, FTF height x 7 storeys] = 25m. I recommend increasing the maximum building height on site to a discretionary 26m to allow greater flexibility in the fulfilment of the IPO2's commercial floorspace requirement across multiple storeys.*²³

Mr McGurn's report stated, on the other hand, that the proposed overall height limit of 25 metres is consistent with the heights envisaged by the JSLAP and DDO1.

Natural ground level

Mr Blades recommended inserting an annotation into the Incorporated Plan clearly stating that the reference point for building heights is the natural ground level at the site's frontage to Trenerry Crescent. He noted that the site is steeply sloping and *it is logical from a character perspective to avoid an overtly stepped future built form outcome by simply 'pegging' the intended height on site to natural ground level of the centre of the site's Trenerry Crescent interface*. He cited other mechanisms within the VPP such as many of the City of Melbourne Design and Development Overlays that adopt this approach.²⁴

Mr McGurn's evidence and expert report stated that the DDO1 requirements will limit development on the site to 25 metres above natural ground level at any point.

Other references to DDO1 in the IPO

Mr Blades and Mr McGurn both recommended deleting any reference to building heights in storeys in the IPO2 given that height in metres is the relevant consideration.

Mr Blades and Mr McGurn recommended deleting all replication of DDO1 requirements from the IPO and the Incorporated Plan on the basis that duplication may cause confusion or lead to inconsistency if the DDO1 is changed in future. Mr Blades stated that repeating the provisions of an interim planning control within an Incorporated Plan opens up the potential

²¹ Document 7, paragraphs 66 and 68.

²² Document 7, paragraph 72.

²³ Document 2, paragraph 62 and recommendation 4.

²⁴ Document 2, paragraph 59 and recommendation 2.

Attachment 2 - Yarra C218 and C219 Panel Report

need for *another Amendment process in the future to be consistent with any change in the final, permanent Yarra River controls.*

Mr Blades recommended deleting:

- all reference to the specific provisions of DDO1 in the Incorporated Plan and any duplication of DDO1's objectives and design guidelines in IPO2 and the Incorporated Plan
- Application Requirements within IPO2 such as the requirement for a design response that addresses the sensitive river corridor environs
- the Decision Guideline in IPO2 that requires the responsible authority to consider the extent to which the design of any building minimises visual impacts when viewed from the Yarra River corridor
- any duplication of other relevant planning controls within the Purpose of the Incorporated Plan, specifically the second purpose which encourages new development that respects the sensitive Yarra River corridor interface, as a duplication of other controls.²⁵

Mr McGurn's report suggested refinements to the IPO to avoid duplication of the requirements in DDO1 and SLO1. He pointed to the additional landscaping requirements in the post exhibition versions of:

- IPO2, Application Requirements which require the design response in the permit application to address the sensitive river corridor environs; and
- the Development Principle in the Objectives of the Incorporated Plan, which states: *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.*²⁶

Mr McGurn submitted that as a general principle there is no need to duplicate provisions in an IPO that are in other parts of the planning scheme. In response to questioning from Council he stated that little harm occurs if you do so, but he did not see the need.

The expert evidence on more general matters of Form and Content of the IPO is discussed in chapter 4.2.

(iii) Submission and evidence by C219 Proponent

C219 submission

The C219 Proponent submitted that the draft DPO14 should be amended to avoid duplication of controls and policies that already apply by reason of DDO1 and SLO1. The C219 Proponent submitted that duplicating other planning controls is poor drafting that leads to cluttered planning schemes and often poor and inconsistent outcomes. The C219 Proponent cited an example of the requirement in section 3 that the application include a visual impact assessment that provides perspectives showing the visual prominence of the development from public vantage points along the Yarra River corridor; DDO1 already

²⁵ Document 2, paragraphs 64-66, 86-90, recommendations 5, 8, and 9.

²⁶ Document 7, paragraph 67.

Attachment 2 - Yarra C218 and C219 Panel Report

requires a visual impact assessment of proposed buildings from public viewing points with in the Yarra River corridor.²⁷

The C219 Proponent did not ultimately propose significant changes to how DPO14 addresses the provisions of DDO1. In a track changes version of DPO14 and the Indicative Framework Plan tabled at the hearing the C219 Proponent proposed revisions primarily address heritage, the public shared pedestrian pathway and form and content of planning scheme issues.²⁸ These are discussed in other parts of this report. The C219 Proponent proposed relatively minor editorial changes in relation to DDO1:

- *for refinements to Vision clauses so that building elevations are ‘sufficiently articulated’ rather than ‘presented at a variety of heights’, and deleting reference to maintaining key views to the Yarra River corridor*
- *to delete the Decision Guidelines Section which included a requirement that the responsible authority consider retaining views to the Yarra River corridor environs*
- *for a revised Indicative Framework Plan (IFP) which removes duplication of the building height controls in DDO1 and adds a note that DDO1 applies and a ‘preferred maximum 25m height’.*

Most of these changes followed the evidence of the C219 Proponent’s urban design expert, Mr Mark Sheppard of David Lock Associates. Mr Sheppard recommended that duplication of specific DDO1 requirements be deleted from DPO14 but that it should include a note that DDO1 applies.²⁹

Mr Sheppard tabled a recommended version of the IFP at the Panel hearing which included a note stating that: *The provisions of DDO1 relating to height and setback requirements applies.*

Mr Sheppard also suggested that changes to the IFP include a reference to *preferred 25m maximum height*. During cross examination by Council, Mr Sheppard clarified that the term ‘preferred’ maximum height did not mean ‘at least’ or any meaning different from DDO1.

Town planning evidence

The C219 Proponent presented town planning evidence from Mr Glossop who stated that he considers the landscape and environmental values of the Yarra River are properly protected by DDO1 and SLO1 and there is no need for Amendment C219 to duplicate them.

He cited the Principles in Practice Note 10, Writing Schedules which state that:

- schedules must be read with other planning controls
- local content should not duplicate other provisions.³⁰

²⁷ Document 40, paragraphs 53-60 and paragraph 67 (f).

²⁸ Document 35.

²⁹ Document 13, paragraphs 28-29 and recommendation 4.

³⁰ Document 12, paragraphs 61-63.

Attachment 2 - Yarra C218 and C219 Panel Report

Mr Glossop's opinion was that to comply with the condition in the authorisation for Amendment C219 to be consistent with DDO1 Yarra River corridor controls, DPO14 should be amended to remove all requirements which seek to duplicate or paraphrase it.³¹

Mr Glossop stated that the sort of detail required in the Design Guidelines of DPO14 is either covered in DDO1 or should be addressed in the permit application.

He also stated that the building height and set back requirements from the Yarra River and the landscape designation along that interface in the Indicative Framework Plan should not replicate DDO1 requirements.³²

Mr Glossop considered that the whole IFP should be removed from DPO14. It was his opinion that *a DPO already provides for a plan to be approved under the overlay and it would be inappropriate to tie development on the site to one plan in the overlay schedule (without a planning scheme amendment)*.³³

(iv) Collingwood Historical Society submission

Submissions to the exhibited Amendments expressed concerns about building heights and setbacks along the Yarra River corridor. The Collingwood Historical Society submitted that the building height and setback controls in the revised DDO1 are not sufficient. They stated that there:

needs to be a greater set back from the crest line as well as from the river itself to protect views from Yarra Bend Park and Studley Park.

*The Amendments appear to be promoting monolithic 4 to 8 storey structures on these sensitive sites. While such developments would provide profitable apartments with pleasant views for the privileged few, it would further destroy the amenity of the river for all other Yarra residents and the rest of Melbourne.*³⁴

The mandatory maximum building height and setback controls in the revised DDO1 give assurance on some of those submissions.

(v) Council submissions

During the hearing Council agreed to remove the reference to the building height controls in DDO1 in IPO2 and DPO14 contingent on inserting the discretionary controls which could be expressed as 'preferred maximum'.

Council's closing submission stated that an additional discretionary building height control in the overlays is generally consistent with the JSLAP and it would *do no harm*. Council stated that the point of reference for building heights should be natural ground level, as provided in DDO1.

³¹ Document 12, paragraphs 65.

³² Document 12, paragraph 73.

³³ Document 12, paragraph 72.

³⁴ Document 14.

Attachment 2 - Yarra C218 and C219 Panel Report

Council agreed that duplication of provisions of DDO1 in IPO2 and the Incorporated Plan are not absolutely necessary and could be deleted provided that the 25 metre building height control is inserted.

Council's closing submission on Amendment C219 agreed that any specific DDO1 requirements should be deleted from DPO14 to avoid duplication.

In the context of submissions on heritage controls in IPOs and DPOs, Council argued that they are a site specific control providing a one-stop-shop. He pointed to the Operation of the Overlays section of PPN23 which states that overlays are to be used to:

- *require a plan ... to coordinate proposed use or development before a permit can be granted*
- *guide the content of the plan by specifying that it should contain particular requirements*
- *provide certainty about the nature of the proposed development ...*

3.1.3 Discussion

Discretionary building height controls

The Panel has considered the urban design and town planning evidence that favours including an additional discretionary building height control expressed as a 'preferred maximum 25 metres' in IPO2 and DPO14. It is consistent with the building height limits envisioned in the JSLAP and the mandatory controls in DDO1, and would only apply if DDO1 is amended or expires in 2021 without being extended.

Proposed 26 metre building height and natural ground level in IPO2

The Panel appreciates the challenge for the C218 Proponent to achieve the 8 storeys it desires within a building height of 25 metres. However, the Panel is not convinced by their argument that because the JSLAP and the exhibited IPO mentioned 8 storeys that a discretionary building height control of 26 metres was envisaged.

The Panel accepts the C218 Proponent's position that the IPO is a framework control and should provide some flexibility and discretion. The IPO however must provide an appropriate level of certainty for future development in a way that is consistent with planning policy and strategy. A maximum building height of 25 metres and 6-8 storeys is expressed in the JSLAP and was part of the exhibited IPO2 and Incorporated Plan.

The Panel is not persuaded by the C218 Proponent's argument that the Incorporated Plan should include a note stating that the natural ground level is taken from the Trenerry Crescent frontage. The Panel relies upon the definition of Building Height in Clause 72 of the Planning Scheme, and the town planning evidence of Mr McGurn supports the Panel's position. The Panel does not see any reason to include a provision in the IPO seeking to interpret or contradict DDO1.

Duplication of DDO1 provisions

The Panel understands the Council position that IPOs and DPOs should provide a comprehensive site-specific control but the view is not supported by the expert evidence. The Panel agrees duplicating other planning provisions which may change is not good drafting practice. However, as stated at section 2.4.3, the Panel distinguishes between

Attachment 2 - Yarra C218 and C219 Panel Report

duplication, the verbatim restating of provisions, and repetition that draws attention to a provision elsewhere in the planning scheme.

The Panel agrees with Council and the proponents that the building height controls in DDO1 should not be duplicated in IPO2 and DPO14, but believes the Incorporated Plan and the IFP should include a note that the DDO1 building height and set back controls apply.

The town planning and urban design evidence was clear that any provisions duplicating DDO1 should be deleted from IPO2 and DPO14 and Council agreed with this position. Because of their importance, the Panel sees merit in referring to DDO1 Yarra River corridor controls wherever they apply, such as in the permit application requirements.

The Authorisation for the Amendments required that the final form of the Amendments be consistent with DDO1. The Panel applies that direction in its deliberations. It would be difficult to demonstrate to the Minister that IPO2 and DPO14 are consistent with DDO1 and SLO1 if they are silent on the point.

3.1.4 Conclusions

The Panel believes that Amendment C218 should be amended so that the Incorporated Plan to the IPO includes a note that the revised DDO1 applies and expresses a preferred maximum 25 metre building height (not including the street wall height). Any duplication of DDO1 building height and set back provisions should be deleted and any reference to heights in storeys should be deleted.

The Panel concludes that Amendment C218 should not include a discretionary building height of 26 metres or a note that the reference point for natural ground level is the frontage to Trenerry Crescent.

For Amendment C219 the Panel concludes that the Building Heights Plan at Figure 2, and in the Indicative Framework Plan at Figure 1 should be removed. The Indicative Framework Plan should include a note that the revised DDO1 applies and state a discretionary preferred maximum 25 metre building height (not including the street wall height).

The Panel's preferred drafting for C218 and C219 is in appendices C and E.

3.1.5 Recommendation

The Panel makes the following recommendations:

1. **In Amendment C218**
 - a) **delete any duplication of Design and Development Overlay Schedule 1 provisions in Incorporated Plan Overlay Schedule 2 but include a reference to applicable Design and Development Overlay Schedule 1 requirements and retain specific provisions that add to Design and Development Overlay Schedule 1, and**
 - b) **delete parts of the Incorporated Plan for the building height and set back provisions of Design and Development Overlay Schedule 1 and add a note that Design and Development Overlay Schedule 1 applies, and express a discretionary preferred maximum 25 metre height (see Appendix C).**

Attachment 2 - Yarra C218 and C219 Panel Report

2. In Amendment C219

- a) delete any duplication of Design and Development Overlay Schedule 1 provisions in Development Plan Overlay Schedule 14 but include a reference to applicable Design and Development Overlay Schedule 1 requirements and retain specific provisions that add to Design and Development Overlay Schedule 1, and
- b) delete parts of the Indicative Framework Plan for the building height and set back provisions of Design and Development Overlay Schedule 1 and add a note that Design and Development Overlay Schedule 1 applies, and express a discretionary preferred maximum 25 metre height (see Appendix E).

3.2 Traffic issues

3.2.1 What is the issue

The issue is whether the developments under the Amendments will have a significant impact on traffic and whether the proponents should be required to conduct traffic impact assessments and make a proportional contribution to traffic mitigation works.

Submissions from seven local residents and VicRoads in response to the exhibited Amendments raised concerns about increased traffic in Trenerry Crescent particularly in peak hour and urged rejection of the Amendments because of traffic impacts. Some submissions supported traffic management measures such as traffic lights at the intersection of Trenerry Crescent and Johnston Street. VicRoads recommended traffic signals and sought a requirement at the permit stage that the developers undertake a traffic assessment and be required to contribute to the costs of any mitigation works that are required.

In response to the submissions Council commissioned expert traffic advice from GTA Consultants. The consultants agreed that traffic signals would be the most logical outcome for the intersection and outlined other measures to reduce traffic, such as creating a Green Travel Plan for both sites and promoting bicycle use, car share and use of public transport.

Council asked the proponents to commission expert reports following exhibition of the Amendments. Those reports, by Cardno and One Mile Grid, recognised that the developments would lead to increased traffic but did not conclude that traffic signals are needed.

In response to the VicRoads' submission and the expert traffic advice Council endorsed changes to the Amendments at its meeting on 4 July 2017. The changes would require the proponents to conduct a car parking and traffic impact assessment at the permit application stage as follows:

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.

Attachment 2 - Yarra C218 and C219 Panel Report

Council adopted the position that the most appropriate mechanism to secure the contributions would be through a Section 173 Agreement with the proponents.

3.2.2 Evidence and submissions

Council engaged Mr Jason Sellars of GTA Consultants to provide expert traffic evidence. Other traffic experts were engaged by the proponents with Ms Charmaine Dunstan of Traffix Group giving evidence on C218 and Ms Deborah Donald of O'Brien Traffic on C219. Mr Andrew Rasulo of VicRoads provided a submission and attended the Panel hearings.

Existing traffic problem

Johnston Street is an arterial road and Category 1 Road Zone under the jurisdiction of VicRoads. Trenerry Crescent is a Council managed local road. It is 400 metres from the Eastern Freeway and carries a high volume of through traffic that is avoiding traffic delays on Hoddle Street.

The expert reports describe Trenerry Crescent and its intersection with Johnston Street as presenting a number of challenges. Ms Dunstan described it is a local road that operates as a higher order collector road or limited arterial road because of its connectivity between Clifton Hill and Abbotsford. Ms Donald provided statistical information about vehicle numbers and evidence about traffic origins and destinations. The expert reports described a high volume of bicycle traffic on Trenerry Crescent because it is part of the Capital City Trail, and a high volume of pedestrian traffic because of the nearby Victoria Park train station.

Mr Sellars' expert report assessed the intersection performance and found that it performed with an intersection Degree of Saturation (DOS) of 1.00 during both the weekday AM and PM peak hours. He concluded that the intersection is operating at its theoretical capacity and the existing traffic conditions warrant the introduction of measures to address the capacity constraints.

Mr Sellars' report includes VicRoads data on traffic accidents at the intersection from June 2012 to 2017. There have been 5 accidents causing serious injury (at least one person was sent to hospital), 4 involving a cyclist and a vehicle and the fifth involving a rear end collision between vehicles.

Ms Dunstan's report discusses road safety issues and concludes that *the intersection is not inherently unsafe and the total number of crashes is more a reflection of higher traffic and cyclist numbers than any inherent concerns.*³⁵

VicRoads' submission to the Panel provides site observations from two inspections of the intersection, one during the AM peak and the other during the PM peak. It stated there is a steady traffic flow using Trenerry Crescent beyond what the local road network would generate. It also pointed to a constant stream of pedestrians walking to and from Victoria Park Station who have to cross Trenerry Crescent, often in conflict with turning traffic. The information observed a heavy demand for right turning traffic in the PM peak and a consistent demand for left turning traffic into Trenerry Crescent from Johnston Street despite a ban on this movement during the PM peak.

³⁵ Document 4, page 13.

Attachment 2 - Yarra C218 and C219 Panel Report

Ms Donald's report stated that a reason for delays at the intersection arose because of poor road use by drivers blocking lanes on Trenerry Crescent.

Measures to address traffic

Mr Sellars' report canvasses three intersection improvement options. Option 1 canvasses traffic signals. He concludes that the intersection meets the thresholds for traffic volume and accidents under the guidelines for new traffic signal installations in the VicRoads Traffic Engineering Manual. Option 2 proposed limiting traffic movement to and from Trenerry Crescent by limiting left in and left out turning traffic and option 3 would remove a right turning movement from Trenerry Crescent.

Mr Sellars expressed the view that traffic signals should be installed at the intersection now. His report stated that traffic signals would address problems with the critical right turn movements but would increase delays and queuing. It would provide the highest form of control between competing vehicle, pedestrian and bicycle movements and result in safer intersection performance. In response to questions from the Panel, Mr Sellars offered no opinion on who should install or pay for the traffic signals.

Ms Dunstan stated that Council needs to decide what it wants to do to address the existing problems at the intersection. She stated that while VicRoads is responsible for intersections of two arterial roads, Trenerry Crescent is a local road and the responsibility of Council.

Ms Dunstan submitted that traffic signals would make the intersection safer but would attract more through traffic. Ms Dunstan submitted that the traffic problem is not a road safety issue; it is a result of through traffic and queuing. The authorities need to look at what the through traffic will tolerate. Banning left and right turns will be a deterrent. Traffic problems can be made worse by putting in traffic signals and taking out traffic management.

She stated that installing traffic signals is not necessarily the solution. It was her opinion that the types of accidents that have occurred with bicycles such as car dooring, left turn swipe and right turning cars hitting cyclists are not going to be fixed by traffic signals. Nor would the rear end crash have been prevented as traffic signals increase rear end crashes.

The Panel asked Ms Dunstan for her view on other proposed traffic treatments if no signals are installed. Ms Dunstan recommended a separate left turn lane and parking removal during peak times, and prohibiting right turn at PM peak saying that hardly anyone does it because it is so difficult and therefore there would be little impact. She said that even though there are few right turners they are blocking the left turners while waiting.

Mr Rasulo of VicRoads stated that he agreed with Ms Dunstan that traffic signals will not necessarily address the issues at the intersection. He also stated that there is not sufficient justification for VicRoads to install signals now because of competing funding priorities.

Ms Donald agreed the intersection at Johnston Street and Trenerry Crescent requires signalisation under present conditions. She stated that because the situation exists now, the cost of installation should be resolved between Council and VicRoads.

Council asked Ms Donald if it was her view that the need for signalisation now is the result of the volume of traffic and pedestrians or if it is through traffic or local traffic. She stated that if there was only local traffic the right turn out of Trenerry Crescent would still be an issue,

Attachment 2 - Yarra C218 and C219 Panel Report

so the issue is not just volume. She stated that it is not just the traffic on Johnston Street, it is the combination of all of the traffic conditions.

Mr Rasulo of VicRoads asked Ms Donald whether it is her opinion that traffic signals reduce crashes at the intersection. She stated that she would need more details about the nature of the crashes to answer.

When asked if there are other treatments to improve safety for pedestrians and cyclists Ms Donald stated that there are some measures that could be done, but it depends on the specific causes of the crashes.

She stated that making it more difficult to exit out of Trenerry Crescent might help reduce traffic but the answer depends on sources and destinations of traffic with a study required to determine both and the nature of any changes before they were made.

Mr Rasulo asked Ms Donald whether traffic signals would benefit adjacent streets which have queuing in the peak times. She agreed that it is an area wide problem but that she had not been engaged to look at the area beyond Trenerry Crescent.

In response to a question from Mr Rasulo about the ban on right turns suggested by the other traffic experts she expressed the view that it would not be very helpful, and could have a negative impact.

The Panel asked Ms Donald for her opinion on Mr Sellars' proposals for improvements to the intersection based on current conditions, other than installing traffic signals. She stated that in a general sense the options could work but more study is required.

Impact of the developments on traffic

Mr Sellars stated that the indicative level of traffic increase from development of the sites would be marginal, perhaps between 1-2 per cent. His report assessed the impact on the performance of the intersection from the Amendment C218 site would increase from 1.00 (the existing DOS) to 1.03 during peak periods. He assessed the impact on the performance of the intersection from the Amendment C219 site would increase from 1.00 (the existing DOS) to 1.02 during peak periods.

For both sites combined he assessed the impact on the performance of the intersection would increase from 1.00 (the existing DOS) to 1.04 during the weekday AM peak and 1.03 during the weekday PM peak. The increases relate to the right turn movement from Trenerry Crescent during the weekday AM peak hour and the right turn movement from Johnston Street during the weekday PM peak hour.

Ms Dunstan's report provided detailed estimates of traffic volumes generated by the proposed development at the C218 site. She adopted a conservative residential traffic generation rate of 0.3 vehicle trips per peak hour per dwelling and 3 vehicle trips per dwelling per day. She based her assessment on a development yield of 45 office spaces, one food and drink premises and 160 apartments with 1 car space per apartment, which she regarded as relatively high for current developments in the Richmond/Abbotsford area.

Ms Dunstan's report forecasts that the additional dwellings would generate up to 48 additional movements in the commuter peak hours. She estimated that the development would generate up to 28 vehicle movements through the Johnston Street/Trenerry Crescent

Attachment 2 - Yarra C218 and C219 Panel Report

intersection per peak hour and no more than seven additional movements in the critical right turn movements into or out of Trenerry Crescent.

Ms Dunstan found that additional traffic associated with the development of the C218 site will have negligible impact on the operation of the intersection of Trenerry Crescent and Johnston Street. She also found that the development can be accommodated with or without traffic signals. Ms Dunstan submitted that the proposed application requirements related to traffic engineering matters in the Council's Part A submission are appropriate.

Ms Donald submitted that there is no justification for requiring the C219 Proponent to contribute to cost of works to improve safety of the intersection. Her opinion is that if people are using Trenerry Crescent as a rat run now as her data shows, it would require considerable increase in traffic numbers to deter drivers from continuing to use the street.

She restated her evidence that she considers the VicRoads requirement that the traffic signals be developer funded to be excessive. She stated:

...there is no equity in requiring only the developers of three sites affected by C218 and C219 to contribute to the cost of installing traffic signals. I do not believe there is any nexus between the proposed Planning Scheme Amendments and the VicRoads position.

Ms Donald also answered in the negative a question from Mr Rasulo whether there should be a developer contribution of any sort to any measures.

The Panel asked each of the traffic witnesses how it should respond to submitters who opposed the rezonings on the basis of increased traffic and who sought rejection of the Amendments. Each of the experts took the view that the traffic impacts from each of the proposed developments are marginal and therefore submissions seeking rejection of the Amendments should not be upheld.

How the Amendment should address traffic

Mr Sellars stated that a reasonable expectation would be for both sites to make a contribution to any improvement works at the intersection of an amount commensurate with the impact on intersection performance. He estimated that the Amendment C218 site would increase the existing overall traffic volumes at the intersection during the weekday peak hours combined by 0.97 per cent and the Amendment C219 site will increase existing overall traffic volumes at the intersection during the weekday peak hours combined by 2.1 per cent.

Mr Sellars also recommended travel demand management strategies that could be implemented with the amendment sites to reduce traffic generated by any new development. These included reduced car parking provision for staff at commercial premises and residents, providing motorcycle parking, car share pods and bicycle facilities well beyond statutory requirements and preparing and managing a Green Travel Plan.

Ms Dunstan told the panel that having reviewed the material she believed that any reference in Amendment C218 to traffic works should be removed. She stated that the cost of doing the traffic studies to justify developer contributions would be more than the contribution itself.

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Ms Dunstan stated that the Amendment cannot assign responsibility for traffic to the developers. The work has effectively already been done to demonstrate that the traffic impact of development of these sites will be negligible. She stated that she was concerned about the way the IPO is currently drafted.

The Panel asked Ms Donald if she agreed with the Council's revised position that it would no longer seek a contribution from the proponents as part of the Amendments but keep open the option of requiring a traffic impact assessment at permit application stage. Ms Donald agreed with no contribution being sought but does not agree with the requirement for a traffic impact assessment. In her opinion the traffic impact is going to be small whether the developments are for offices or residential.

VicRoads' submission

VicRoads' submission stated that VicRoads requires the IPO2 and DPO14 to make adequate provision for traffic assessments and necessary mitigating works to its satisfaction at the planning permit stage. VicRoads further seeks that at the planning permit stage it may request a Safety System Audit and Road Safety Audit be conducted to identify potential risks associated with Trenerry Crescent and stipulate permit conditions based on the findings from the audits and traffic impact assessments.

At the hearing Mr Rasulo was asked what is meant by the 'necessary mitigating works'. He stated it depends on the assessment at the time, with a focus on safety.

VicRoads' submission acknowledged the consistent message from all the traffic experts that it would not be equitable to request the proponent to fund installation of new traffic signals. Mr Rasulo stated at the hearing that VicRoads relinquishes the requirement that the proponents pay for works to be carried out.

VicRoads' submission concluded that it is satisfied that traffic signals at the intersection are required now under current operating conditions. It also acknowledged that the traffic pattern in the immediate road network precinct may change in the very near future due to the Hoddle Street Streamline Project, the details of which were not available to the hearing.

The Panel asked Mr Rasulo if he would support the proposals from GTA Consultants other than the traffic signal option. Mr Rasulo stated he would support those traffic measures because they would deliver improvements in safety for cyclists and improved flow of traffic.

The Panel asked Mr Rasulo who would be responsible for carrying out works to improve the intersection. Mr Rasulo stated that the intersection does not qualify as a black spot yet; there is scope for this to occur in the future but there is no guarantee of funding.

Council and proponent submissions

The Panel invited a discussion among the parties on common ground on the traffic issues.

Mr Gobbo for the C218 Proponent stated that the traffic experts agree that some measures are needed at the intersection now. He suggested that Council could use a section 173 agreement to achieve proportional developer contributions to traffic improvements but it would be better dealt with outside the terms of the Amendment.

Attachment 2 - Yarra C218 and C219 Panel Report

He stated that VicRoads has not made a case for traffic signals and there is no proper basis for justifying that the proponents make a contribution to the cost of traffic signals. He stated that the C218 Proponent would prefer that the clause in IPO2 requiring a traffic impact assessment as part of the application requirements delete reference to mitigation measures or financial contributions to the satisfaction of VicRoads.

Council's representative, Mr Tobin stated that the Panel only needs to decide whether the proponents are responsible for traffic impacts and should not come to a view about whether Council or VicRoads should be required to undertake any works.

Council proposed to modify the wording for the Application Requirements in the Amendments so that a traffic impact assessment and a decision about public realm improvements could fall out of ordinary permit application process.

Council's closing submission for Amendment C218 stated that Council seeks to retain the requirement in IPO2 for the proponent to provide a traffic impact assessment as part of the permit application. It stated that the assessment may indicate limited local works, and the operation of Trenerry Crescent may change with VicRoads' broader traffic changes.

Council's closing submission for Amendment C219 stated that the Amendment should include words that call for a traffic assessment and appropriate traffic mitigation measures as part of the permit application requirements.

3.2.3 Discussion

The issue for the Panel is whether the amendments should require the proponents to prepare a traffic impact assessment and contribute to the cost of traffic mitigation works.

The exhibited version of the Amendments did not require the proponents to provide a traffic impact assessment as part of the permit application. Council introduced the requirement as part of the post exhibition changes in response to a submission from VicRoads and a number of local residents.

The three traffic experts agreed that the traffic volume and safety issues at the Trenerry Crescent/Johnston Street intersection during peak periods requires action now. The problems are a mixture of volume because of through traffic which causes delays during the peak periods, and safety issues because of the high volume of cyclists and pedestrians. The experts acknowledged that there had been five serious accidents in the past five years, which meets one of the thresholds of VicRoads for installing traffic signals. The experts held different views on whether the level and nature of the accidents makes the intersection inherently unsafe.

All three traffic experts agreed that the traffic impact of the developments on the Amendment sites would be negligible. Each of the experts pointed to their evidence to disprove submissions that the developments will have a significant impact on traffic problems.

VicRoads acknowledged that in light of the traffic evidence it would not be equitable to require the proponents to fund installation of new traffic signals. It withdrew its requirement that the Amendment provide for the proponents to pay for traffic mitigation works.

Attachment 2 - Yarra C218 and C219 Panel Report

The traffic experts put forward a range of options to address the traffic problems on Trenerry Crescent and at the intersection with Johnston Street. They did not agree that traffic signals are the most appropriate treatment given the nature of the traffic problems. The traffic experts supported alternative traffic management treatments in Trenerry Crescent such as restricting right turning traffic and removing car parking during peak times.

Although VicRoads was satisfied that traffic signals at the intersection are required under current operating conditions it conceded that it would not be installing traffic signals any time soon. It also concluded that the broader works it is undertaking, particularly the Hoddle Street Streamline Project, may reduce through traffic on Trenerry Crescent.

In light of the traffic evidence it is difficult to justify VicRoads' initial position. There is no expert traffic evidence to support a provision in the Amendments that the proponents provide traffic assessments and consider mitigating works and that VicRoads have the position to declare its satisfaction with the traffic impact assessment. Nor is there any evidence to support a requirement that at the planning permit stage VicRoads may request a traffic safety audit and stipulate planning permit conditions based on the findings.

No less than five of Victoria's leading traffic experts have been engaged as part of this Amendment so far. The three traffic experts who appeared before the Panel submitted and VicRoads fairly agreed that the impact of the developments on traffic would be marginal. They all agreed that it would therefore not be equitable to require the proponents to contribute to solutions for what is an existing problem. The Panel endorses VicRoads' decision to relinquish its requirement for a contribution to any mitigating works to solve a problem that exists for other reasons.

The Panel does not need to address the question of who should pay for any traffic mitigation measures in Trenerry Crescent and at the intersection with Johnston Street. That is a matter for Council and VicRoads. What is clear is that the proponents should not be held responsible.

3.2.4 Conclusion

There is an existing traffic problem on Trenerry Crescent and at the intersection with Johnston Street during the peak hour. That is a matter for VicRoads and Council to address. The evidence of the traffic experts indicates that traffic signals are not necessarily the solution.

The evidence of the traffic experts and VicRoads was clear that the development of the subject sites would have marginal impact on traffic. There is therefore no justification for the amendments to require the proponents to provide traffic impact assessments at planning permit stage or to potentially require them to conduct a road safety audit for the purpose of looking at and mitigating road and traffic conditions that are pre-existing. A traffic impact assessment report may be required to support a reduction in car parking provision or other reasons but that is a different matter that may not involve VicRoads.

The panel concludes that a traffic impact assessment is justified to address the safe entry and exit of vehicles from the developments and how these minimise conflicts with any pedestrian and cycle links.

Attachment 2 - Yarra C218 and C219 Panel Report

The Panel relies on the traffic experts in their assessment of traffic situations likely to arise from the development of the sites in its conclusion that the amendments should proceed and submissions calling for rejection of the amendments for traffic reasons are misplaced.

3.2.5 Recommendation

The Panel makes the following recommendation:

- 3. Retain the provision in Amendments C218 and C219 requiring the proponent to provide a traffic and car parking impact assessment but delete reference to it being to the satisfaction of VicRoads and the requirement for proponents to contribute to mitigation works. The Panel's preferred version of the relevant provisions are set out in Appendices C and E.**

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Section 2 – Issues specific to each Amendment

Attachment 2 - Yarra C218 and C219 Panel Report

4 Issues specific to Amendment C218

4.1 Heritage

4.1.1 The heritage and urban issues

The existing buildings at 18-26 Trenerry Crescent are comprised of development from 1911 and 1924 to a later addition in 1984.

The site is graded as *Individually Significant* within precinct overlay HO337 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.

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

Council would consider current and future planning permit applications against the provisions of the Heritage Overlay and heritage policy in Clause 22.02 (Design Guidelines for Sites Subject to the Heritage Overlay) of the Yarra Planning Scheme. This would not change with proposed Amendment C218.

The exhibited Incorporated Plan, as it relates to heritage issues, identifies the heritage elements that should be retained on the site (at a minimum), subject to a more detailed design proposal and a Conservation Management Plan (CMP) or detailed heritage assessment and design response. These are then subject to a statutory planning assessment, including the consideration of heritage issues, as part of the planning permit process.

Submissions 6, 8, and 14 (Collingwood Historical Society, Collingwood and Abbotsford Residents Association, and Yarra Riverkeepers Association) highlight what they submit is the lack of detail in the amendments on the design response to heritage buildings. The submitters state that all of the elements from the different development periods (1911, 1924 and 1984) are ‘contributory’ to the place, and assert that the IPO is insufficient protection for the heritage elements on the site.

Council commissioned a heritage citation for the site from consultants GJM in June 2016 which has been used to inform changes to the amendment in response to submissions on heritage issues. GJM prepared a citation for 18-62 Trenerry Crescent which identifies the 1984 additions, designed by Darryl Jackson AO, as contributing elements to the cultural and historic significance of the place.

The citation for the property needs to be referenced at clause 22.02 to be included in the planning scheme. Though this was not proposed as part of the exhibition material, legal advice obtained by Council supports this inclusion through the current amendment process. This inclusion was not opposed by any party.

Council endorsed changes to the IPO Schedule and Incorporated Plan in July 2017 that are largely informed by recommendations from GJM. The changes further reinforce the requirements of both the Heritage Overlay and the design response to the heritage fabric on

Attachment 2 - Yarra C218 and C219 Panel Report

the site. 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. A heritage report would form part of any planning permit application.

Council also proposed to:

- increase the preferred minimum setback from the heritage façades to be retained from 3 metres to 6 metres, and
- require the connecting architectural element between the 1911 and 1924 buildings to be retained so that future development will sit well behind the three-dimensional architectural form of the existing heritage buildings when viewed from Trenerry Crescent and Turner Street.

4.1.2 Evidence and submissions

Mr Jim Gard'ner of GJM Heritage provided expert evidence for Council on heritage issues. His evidence stated:

- 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 alterations and additions contribute to the significance of the place.
- 18-62 Trenerry Crescent is correctly identified in the Incorporated Document *City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8* (revised May 2017) (Appendix 8) as being of cultural heritage significance to the City of Yarra and meeting the threshold of 'Individually Significant' as defined by Clause 22.02-3 – Levels of Significance in the Yarra Planning Scheme:
- Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also Contributory.
- The complex – including the 1984 additions – is of local significance to the City of Yarra and warrants its grading of 'Individually Significant' within the Victoria Park Precinct.

In his evidence, Mr Gard'ner was critical of what he said was no consideration *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* and provided evidence on the extent of buildings on the site which he submitted should be retained.

Mr Gard'ner was also critical that 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. He called for sufficient building to be retained to avoid façadism.

Mr Gard'ner submitted the minimum extent of building *necessary to retain key public realm views and the legibility of three-dimensional form of the former factory*:

- the Trenerry Street façade and an approximately 6 metre return to the northwest (one structural bay)
- 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

Attachment 2 - Yarra C218 and C219 Panel Report

- the roof form of the 1911 two storey building including the lantern 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 and that the roof form of the pitched roof buildings and the 1984 glazed link building should be retained.

He also stated that an 8-10 metre separation is required between the north-western elevation of the 1911 building on Trenerry Crescent and new built form to the north on the site.

Mr Gard'ner conceded that the saw tooth roof be allowed to be demolished in its entirety but that the pitched roofs be retained to a depth of 6 metres.

The minimum extent of heritage fabric he sought to retain is shown on this extract from figure 23 in Mr Gard'ner's witness statement.



Figure 3 Mr Gard'ner's minimum extent of heritage fabric to be retained

He argued it was essential that the heritage fabric and interfaces are properly documented at Incorporated Plan stage to assist the preparation of appropriate management plans.

He recommended numerous changes be made to the Incorporated Plan Overlay to achieve the outcomes he sought.

Mr Bryce Raworth of Bryce Raworth and Associates provided heritage advice on behalf of the C218 Proponent. He 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. He stated that the 1984 Darryl Jackson additions are (simply) an early example of the adaptive design and re-use of a former industrial/heritage building.

Attachment 2 - Yarra C218 and C219 Panel Report

Mr Raworth referred to a decision by Heritage Victoria in 2007 to not list the building on the Victorian Heritage Register for reasons including that the *'early twentieth century factory buildings were considered to be typical, but not architecturally outstanding for their era.'*

Mr Peter Lovell of Lovell Chen gave evidence for the C218 Proponent. He stated his primary concern was the introduction of heritage requirements in the IPO which he said was adequately addressed in the heritage policy in the planning scheme.

Mr Lovell said the subject building is individually significant as stated in the planning scheme but had not been elevated until 2007 when Daryl Jackson's design works were given status on a mistaken premise.

He said:

- the building is the only building in the area recognised as significant
- the Statement of Significance in the HO337 is a good one; it addresses the precinct properly
- the 1911 building is not individually significant
- the 1920s building is not a heritage building because of the extent of subsequent modifications and the 1920s wall bears no resemblance to original
- the 1984 additions are not a good representation of Daryl Jackson's work.

Mr Lovell noted that a heritage impact statement is required for all buildings in the municipality as a result of the Heritage Overlay so anything additional such as proposed in the IPO is unnecessary. He said a Conservation Management Plan is excessive for this site.

Mr Lovell did not support the proposed decision guidelines because they are repetitive of other requirements.

Mr Lovell's evidence supported demolition of the buildings on site but committed to the retention of all the façade on the 1911 building with so much of the return on Trenerry Crescent and Turner Street as necessary to support the retained wall.

4.1.3 Discussion

Each of the heritage witnesses gave evidence that was thorough in its analysis of the issues and considered in the conclusions. The Panel was presented with some conflicting positions all of which arise from a detailed analysis of the issues. The Panel appreciates the manner in which the witnesses presented their opinions which are genuinely held and logically based.

Council summed up the position of the Panel when he described the task to be about how to establish controls to guide the consideration of future development proposals and not being about whether the building has heritage value.

Clause 2.0 of IPO2 as exhibited stated requirements for permit applications that included a requirement for a heritage impact statement that assesses the impact of the proposed development on the heritage values of the heritage place as well as other information to help consideration of the heritage impacts of a proposed development.

The Incorporated Plan as exhibited contained development principles to be addressed to achieve heritage outcomes.

Attachment 2 - Yarra C218 and C219 Panel Report

The Panel was presented with submissions to change the format and content of the Incorporated Plan especially to delete provisions said to be contained elsewhere in the planning scheme.

The issue for the Panel is to consider how the planning controls should be shaped to achieve the best heritage outcomes when a permit application is made.

Included here are matters about the controls in IPO2, the requirements of the Incorporated Framework Plan, the contents of an Incorporated Plan prepared on the basis of the controls plus a comprehensive heritage analysis and structural engineering advice which will determine the extent of building likely to be retained.

4.2 Discretionary heights

4.2.1 Street wall height to Trenerry Crescent

In its submission during exhibition of Amendment C218, the C218 Proponent sought changes to the IPO Schedule that *allows a degree of discretion in height and setbacks; provides recognition of design excellence and recognises site specific characteristics*. Its submission included specific changes to the Amendment documentation.

The C218 Proponent specifically identified the street wall height of new built form on Trenerry Crescent in its submission. The C218 Proponent sought that this be changed from a mandatory to discretionary height. The exhibited Incorporated Plan in Amendment C218 depicts this as *maximum height 4 storeys (15m)*.

Council considers the mandatory street wall height proposed in Amendment C218 to be justified having regard to:

- the JSLAP and the urban design analysis that underpins it
- the heritage significance of 18-62 Trenerry Crescent; and
- the proposed application of the IPO.

Mr Gard'ner's position on the controls proposed for this site assumes a four storey street wall height, which Mr Gard'ner considers *appropriate in the context of the broader precinct*.³⁶

4.2.2 Height of new building

The C218 Proponent sought to change the wording of IPO2 to state a discretionary height control for the new building. Section 3 of this report deals with the substantive issues on the matter. Section 3.1.4 states the Panel conclusion that the Incorporated Plan to the IPO is to include a note that the revised DDO1 applies and expresses a preferred maximum 25 metre building height (not including the street wall height).

4.3 The heritage citation

There was common ground between the Council and the C218 Proponent for a citation for the site to be included in the LPPF. Whereas the Council supported the GJM version, the proponent urged the Panel to accept the draft statement of significance presented by Mr

³⁶ See page 25 of Mr Gard'ner's expert witness report.

Attachment 2 - Yarra C218 and C219 Panel Report

Lovell that supported the descriptions of the buildings as stated by GJM but downplayed the significance attached by Mr Gard'ner.

The Panel notes that Council largely supported Mr Lovell's draft with the exception that he preferred Mr Gard'ner's grading. The Panel finds that Mr Lovell's draft can be supported. It states the heritage position of the building(s), ascribes heritage significance and sets a basis on which to assess future permit applications. The Panel's preferred form of the statement is at Appendix D.

The Panel notes the difference of opinion between the heritage experts for the C218 Proponent where Mr Raworth differed from Mr Lovell about the way the heritage values of the buildings should be expressed in a statement of significance. The Panel adopts Mr Lovell's draft.

4.4 Conclusions

The Panel concludes:

- Amendment C218 should not include a discretionary maximum building height of 26 metres and adopts the position that IPO2 contain discretionary maximum height controls in the event that DDO1 expires or is amended to remove mandatory building height controls.
- The IPO2 and the Incorporated Framework Plan should be amended to allow a future permit applicant the opportunity to justify a proposal that:
 - retains heritage features including parts of the heritage fabric of the buildings with the façade of the 1911 buildings and part of the Turner Street fabric
 - has a street wall height on the Trenerry Crescent frontage as exhibited in the Incorporated Plan in Amendment C218 that depicts '*maximum height 4 storeys (15m)*'
 - has a preferred maximum building height of 25 metres consistent with DDO1.
- The citation for 18-62 Trenerry Crescent should be the version presented by the C218 Proponent with the Lovell amendments.

4.5 Recommendations

The Panel makes the following recommendations:

4. **In Amendment C218**
 - a) **Adopt the form of Incorporated Plan Overlay Schedule 2 as contained at Appendix C to clarify building height controls**
 - b) **Adopt the statement of significance for 18-62 Trenerry Crescent Abbotsford as presented by Mr Lovell for the C218 Proponent and included at Appendix D.**

4.6 Form and content of Amendment C218 and IPO

4.6.1 The issue

In chapter 2 the Panel reported its position on issues about the Form and Content of each Amendment and the repetition of provisions in the associated documents. This section deals with the form and content of the controls proposed in Amendment C218.

Attachment 2 - Yarra C218 and C219 Panel Report

As reported in chapter 2.4, the authorisation for Amendment C218 required the drafting of IPO2 to be in accordance with the direction on the Form and Content of Planning Schemes. Mr Tobin for Council advised that the form of the Amendment and the IPO had been varied and now complied with the template. It is sufficient for the Panel that the planning authority will recheck the form of the amendment papers taking account of the Panel recommendations prior to adoption of the Amendment.

4.6.2 Evidence and submissions

Council told the Panel that Amendment C218 with the rezoning of the land to C1Z and associated documentation including the IPO had been prepared at the request of the proponents.

The C218 Proponent acknowledged the zone and the overlay controls proposed under Amendment C218 but took issue with the nature and effect of the controls in the IPO that would inhibit how it designs a redevelopment proposal. The C218 Proponent advocated changes to particular controls including the mandating of heights and setbacks to apply to the site whether through DDO1 or IPO2, change to the requirement to retain parts of the buildings which it contests have heritage values worth preserving, changes to the heritage citation covering buildings on site that is proposed to be included in the planning scheme, change to allow the datum point for measuring height to be on the Trenerry Crescent frontage and changes to the requirements for matters to be included in an Incorporated Plan.

The C218 Proponent relied on the evidence of its expert witnesses Messrs McGurn, Blades, Raworth and Lovell to support its submission for changes to the IPO so as to *allow the best planning outcome in the long term and prevent the need for a further planning scheme amendment.*³⁷

4.6.3 Discussion

In chapter 3.1.3, the Panel said it would approach the issue of repetition of provisions across the controls by assessing the purpose of the repetition and the function of that repeated provision. None of that is to disregard the strength of the submissions. The Panel approach is one of balance. If the repetition serves a useful purpose and the function is of little more effect than to draw attention to a provision, the Panel is likely to allow the repeated provision.

The evidence from the witnesses about desired changes to the form of Amendment C218 was put on two main grounds: first, making the documents compliant with government directions. Second, to create a scenario where the proponent can design a development concept with flexibility arising from the discretionary application of controls in DDO1, as far as they can be discretionary, and with IPO2, and its indicative framework plan, as the guiding controls.

The Panel accepts the genuine approach of the proponent. However, the Panel also considers one of the benefits of the controls as exhibited as allowing the later drafting of a concept and its consideration without the usual level of advertising or third party

³⁷ Document 29 para 35.

Attachment 2 - Yarra C218 and C219 Panel Report

participation. One of the reasons given by the planning authority for its advocacy of the nature of the controls was that there had been substantial notification and awareness of the type of development that may result from the controls. The Panel is not prepared to divert far from the form of the controls as exhibited and which third parties are entitled to expect will lead to an outcome that is substantially similar to that anticipated under the exhibited form of the controls.

4.6.4 Conclusions

The C218 Proponent sought changes to particular controls including the mandating of heights and setbacks to apply to the site whether through DDO1 or IPO2. The Panel accepts some of the changes. On the basis of submissions, the Panel has drafted its preferred version of IPO2, contained in Appendix C.

The C218 Proponent sought changes to the requirement to retain parts of the buildings. The Panel does not prescribe the extent of building to be retained but amends IPO2 to allow retention issues to be resolved as part of the planning permit stage.

The C218 Proponent sought changes to the heritage citation covering buildings on site that is proposed to be included in the planning scheme. The Panel accepts Mr Lovell's evidence that the citation as drafted by GJM can be varied without removing the requirement for a heritage report and substantiation of heritage issues at the appropriate time.

The C218 Proponent sought change to allow the datum point for measuring height to be on the Trenerry Crescent frontage. The Panel does not accept this proposition for reasons discussed in chapter 3.1.

The C218 Proponent sought changes to the requirements for matters to be included in an Incorporated Plan. The Panel accepts some of the changes. On the basis of submissions, the Panel has drafted its preferred version of the Incorporated Plan; the Panel version of the Indicative Framework Plan is contained as part of the Incorporated Plan in Appendix C.

The changes of note are to some of the terms applied in the post-exhibition form of the IPO2 and the Incorporated Plan.

In the IPO2:

- The Panel applies the term heritage impact statement instead of the descriptions Comprehensive Heritage Analysis, comprehensive impact assessment, heritage conservation and management plan and the like. The changes are made in proposed clause 1.0 with references in the Requirements for permit applications and in proposed clause 2.0 Decision Guidelines. The change adopts the term used by the C218 Proponent.
- The Panel reduces the breadth of what was to be the focus of a Traffic Impact Assessment Report in proposed clause 1.0. The Panel preferred form of the requirement focusses on addressing car parking and access to Trenerry Crescent for safety reasons. The Panel accepts that the requirement to consider traffic impacts on the intersection of Trenerry Crescent and Johnston Street and the prospect of contributions to any mitigation works can be deleted.
- The Panel removes clauses that duplicate the terms of DDO1 and clarifies that DDO1 applies. The Panel retains and enhances clauses with more specific provisions than

Attachment 2 - Yarra C218 and C219 Panel Report

DDO1 to protect the values of the Yarra River corridor adjacent to the subject sites in the Requirements and Decision Guidelines.

For the Incorporated Plan, in addition to improvements to simplify the Plan including the removal of the notes, the Panel:

- Removes requirements that duplicate the terms of DDO1 in the Development Principles and Landscape Principles in the Objectives
- Clarifies provisions that add more detailed requirements than DDO1 within the Objectives
- Amends the attached plan to specify that DDO1 applies to the subject site
- Reorganises the Objectives that address heritage issues under a new heading for 'heritage principles'
- Applies the description "preferred maximum building height" to the building area outside the DDO1 area
- Sets the street wall height on Trenerry Crescent at "15 metres preferred height"
- Removes the requirement for spacing between the retained façade on TC and new building along the street frontage and the identification of the area as the preferred vehicle entry point off Trenerry Crescent
- Reduces the depth of the minimum setback above the heritage façade to a preferred minimum of 2 metres above the heritage facade
- Identifies preferred vehicle access points on Trenerry Crescent and Turner Street
- Replaces the word façade with fabric to identify "other heritage fabric" to be considered for retention.

4.6.5 Recommendation

The Panel makes the following recommendation:

5. **Adopt the form of Incorporated Plan Overlay Schedule 2 as contained at Appendix C to improve form and content of the overlay and the Indicative Framework Plan.**

Attachment 2 - Yarra C218 and C219 Panel Report

5 Issues specific to Amendment C219

5.1 Heritage and urban design

5.1.1 The heritage issues

The former Austral Silk and Cotton Mills (Austral) building at 112-124 Trenerry Crescent is graded as *Individually Significant* and is part of HO337. Current and future planning permit applications would be considered against the provisions of the HO and Clause 22.02.

Advice to Council by GJM includes a new citation for the site. Although not formally part of the exhibited amendment, the citation for the property would need to be referenced at Clause 22.02 to be included in the planning scheme. Legal advice to Council supports this occurring through the current amendment process. This inclusion was not opposed by any party.

Submissions 6, 8, 13 and 14 (Collingwood Historical Society, Collingwood and Abbotsford Residents Association, a local resident and Yarra Riverkeepers Association) highlight concerns about the lack of detail in Amendment C219 in addressing the design response to the former Austral building.

In response to submissions Council sought advice from GJM. The subsequent advice highlighted the importance of this prominent heritage building with all visible façades important for the reading of the building and recommended changes to the DPO Schedule to reinforce the heritage significance of the building and to clarify the heritage requirements when submitting a Development Plan for approval and at the planning permit stage. Specifically, the report 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.

Council proposed a number of changes to the DPO Schedule to reflect GJM's advice including:

- changes to the Vision section to ensure development maintains views to the heritage building from Trenerry Crescent
- changing the requirements for the Development Plan to ensure that development responds to a future Conservation Management Plan or similar analysis
- modifying the Indicative Framework Plan within the Schedule to the DPO to reinforce the heritage significance of the building and key view lines to the prominent façades
- altering the decision guidelines.

Council proposed to modify the Indicative Framework Plan and design guidelines within DPO14 to reinforce the heritage significance of the building and key view lines to the prominent façades.

Attachment 2 - Yarra C218 and C219 Panel Report

Council commissioned a heritage citation from GJM as part of the Amendment process and seeks to have the citation listed as a reference document at Clause 22.02-8. Council stated that referring to the heritage citations within clause 22.02-8 would be consistent with the existing treatment and structure of heritage documents within the Scheme.

Mr Townsend for the C219 Proponent made substantive submissions on heritage matters through presentations and cross examination of Mr Gard'ner. Those submissions took issue with some aspects of the heritage information and controls particularly affecting the ability to develop the northern part of the site, with the protection of view lines to the Austral building from off-site vantage points including the requirement for a 20 metre setback distance for new building on the northern land as well as the requirement for a public link through the site from Trenerry Crescent to the River corridor.

The proposed statement of significance presented by Mr Gard'ner was accepted by the C219 Proponent but the proponent sought changes to the heritage provisions in DPO14.

5.1.2 Evidence and submissions

Mr Gard'ner provided expert evidence to substantiate the level of heritage control in DPO14 and the Indicative Framework Plan. Mr Gard'ner distinguished the AEU building on the northern part of the site at 126-142 Trenerry Crescent which he stated *was constructed in the 1980s in a Post-modern style and it is my opinion that it does not have any heritage significance in its own right nor as part of the Victoria Park Precinct* from the Austral site at 112-124 Trenerry Crescent which he said was *of local historical and aesthetic significance to the City of Yarra and which was of cultural heritage significance to the City of Yarra and meets the threshold of 'Individually Significant' as defined by Clause 22.02-3 – Levels of Significance in the Yarra Planning Scheme.*

Mr Bruce Trethowan prepared evidence on heritage matters for the C219 which was submitted to the hearing. Mr Trethowan was not called but his evidence remains for consideration.

Mr Trethowan supported the significance of the Austral building. His evidence was:

Given the greater understanding of the history and development of the site and its importance within the area, all remaining industrial structures on the subject site dating from the interwar period should be retained. These structures comprise:

- *the 1927 Building*
- *the addition to the south of the 1927 Building*
- *the substation building*
- *the remnant walls*

He stated that *These structures should be scheduled (under Schedule 14) and their location identified on the IDF.*³⁸

Mr Trethowan's submission went on to state that any new building extension to the Austral building should be limited to one storey in nominated locations, should have a street wall

³⁸ Document 11 paras 51 and 52.

Attachment 2 - Yarra C218 and C219 Panel Report

height of 8 metres to Trenerry Crescent and an appropriate separation of the 1927 Austral building from new construction.³⁹

5.2 Discussion

The C219 Proponent's position did not focus on heritage issues per se save for arguing that the shared link was not supported on heritage grounds. Instead, the C219 Proponent argued that heritage issues arising from the exhibited form of the amendment should be left to play out at the appropriate stage as there is no current redevelopment proposal.

There are implications for the heritage buildings on the AEU land as a result of evidence from Mr Sheppard, for example the issue of the pedestrian and cycling link, but none that effect the form of the controls.

5.2.1 Conclusions

The Panel concludes there are no heritage issues to warrant changes to the Amendment.

The Panel adopts the heritage citation as proposed by Mr Gard'ner without amendment.

5.2.2 Recommendations

The Panel makes the following recommendations:

6. **Adopt the heritage citation for the former Austral Silk and Cotton Mills warehouse and factory complex as prepared by GJM Heritage for inclusion as a reference document at Clause 22.02-8.**

5.3 Form and content of Amendment C219 and DPO

5.3.1 The issue

The purpose of this part of the report is to address matters unique to Amendment C219 and DPO14. The Panel does not repeat what has been said previously in the report about compliance with relevant Ministerial Directions. Here the Panel addresses the submissions from the C219 Proponent about the drafting of the controls and the repetition of requirements across documents as the main issues. The Panel also notes that it is sufficient that the planning authority will recheck the form of the amendment papers taking account of the Panel recommendations prior to adoption of the Amendment.

5.3.2 Evidence and submissions

Mr Townsend for the C219 Proponent called for the deletion of what he described as additional controls in the Indicative Framework Plan in DPO14 dealing with the height of future development in view of the recent introduction of DDO1.⁴⁰ Mr Townsend submitted there is little strategic justification for the layers of controls requested in proposed DPO14.⁴¹

Mr Townsend relies on the evidence of Mr Glossop and Mr Sheppard. In his evidence Mr Glossop made numerous recommendations for variation of the proposed planning controls to achieve compliance with Ministerial Directions and Planning Practice Notes. If all the

³⁹ Document 11 para 54.

⁴⁰ Document 31 para 8.

⁴¹ Document 31 para 10.

Attachment 2 - Yarra C218 and C219 Panel Report

changes were made, the documentation would be substantially reduced in size. The evidence of Mr Sheppard was that editing the documents would lead to improvements for clarity and better understanding.

5.3.3 Discussion

The Panel has previously outlined the approach it adopts in measuring changes sought by the proponents. In considering the many submissions for changes to the C219 documents, the Panel seeks to achieve a balance between strict compliance with Ministerial Directions and Practice Notes and practical drafting to state the outcome to be achieved under the controls of the DPO, the future Development Plan and the Indicative Framework Plan.

There is no contest that the Austral building is of heritage significance and an important example of the industrial past. Neither is there any contest that the significance of the building must be protected and appropriate controls applied for the purpose. Striking the right balance to reduce the layers of control the C219 Proponent criticises viz a vis establishing controls that allow future development, especially building on the northern part of the site at 126-142 Trenerry Crescent that is not covered by the heritage overlay and has less constraints, that respects and protects the heritage building and river corridor issues is the task for the Panel.

The C219 Proponent and witnesses sought substantial change to DPO14 and the Indicative Framework Plan. Council continued to advocate for the post exhibition version of DPO14 as amended by council at its July meeting with some tidying amendments and minor change to the Indicative Framework Plan.

The panel believes the differences between the two positions are about detail and not effect and agrees to changes that address issues raised by both parties.

5.3.4 Conclusions

The changes to the DPO14 are mostly 'tidy ups' as Council described them, and to improve the Indicative Framework Plan to illustrate matters to be addressed at the concept design stage and to be considered at application stage.

The Panel preferred version of DPO14 is in Appendix E.

5.3.5 Recommendation

The Panel makes the following recommendations:

7. **Adopt the form of Development Plan Overlay Schedule 14 as contained at Appendix E.**

5.4 Requirement for public shared pathway

5.4.1 The issue

The C219 Proponent opposed Council's requirement that it provide a 20 metre wide publicly accessible shared pedestrian and cycling path through the two properties at 112-124 and 126-142 Trenerry Crescent on the basis that it is onerous and unnecessary.

Attachment 2 - Yarra C218 and C219 Panel Report

5.4.2 Evidence and submissions

Council submitted that the requirement is justified on the basis that a shared pedestrian and cycling path connection was identified as an opportunity in Appendix C of the JSLAP and the connection would formalise a route already used as a short-cut. Council stated that the pathway, also called a link in the documents, would help to provide favourable community benefit from the Amendment that otherwise is limited beyond providing more housing.

Council stated that the pathway is located in an area that cannot be built on because of the building separation requirements applied for heritage reasons and because it is the only location for vehicles to access the building. In addition, he submitted that the setback requirements applying to the Yarra River mean the proponent is not able to have buildings in much of the area. Council acknowledged that the proponent could use the area as private outdoor space and that it could be a constraint to the development but regarded the requirement as not onerous.

For the C219 Proponent, Mr Trethowan opposed what he described as *an open bicycle connection between the western arm of Trenerry Crescent and the Dight's Mill carpark and bicycle track* saying it *would not be a positive initiative from a heritage perspective and is unacceptable*⁴². Instead, he favoured on-street improvements for vehicles, bicycles and pedestrians at and within the north-western sector of 126-142 Trenerry Crescent.

The C219 Proponent submitted that the proper time for Council to negotiate the option of a publicly accessible shared pathway with the land owner is at the planning permit stage.

Mr Glossop for the C219 Proponent characterised the Council's proposal as compulsory acquisition of land but with no opportunity for compensation for the land owner.

5.4.3 Discussion

Appendix C of JSLAP states it *provides a more detailed contextual analysis of Trenerry Crescent than is outlined in JSLAP, and is intended to identify opportunities that exist in terms of public access to the river corridor and the remaining development opportunities for Trenerry Crescent that should carefully respond to the natural characteristics of the river corridor*.⁴³

It identifies three locations along Trenerry Crescent where views to the Yarra River corridor are possible and gives this as a reason to preserve the existing view lines at the AEU site and for the goal of formalising a pedestrian and cycling link to the river corridor.⁴⁴

The document states that the space between the two buildings at 112-124 and 126-142 Trenerry Crescent *should be maintained to ensure that view lines to the river corridor are also maintained* and that *the opportunity exists to establish a more formalised pedestrian link between the two northern-most buildings on Trenerry Crescent through to the river and Capital City Trail*.⁴⁵

⁴² Document 11 para 69.

⁴³ Document 24 and document 16 page 3.

⁴⁴ Section 3.2 Appendix C JSLAP.

⁴⁵ Document 16 section 3.2 page 17.

Attachment 2 - Yarra C218 and C219 Panel Report

Certain design principles are proposed for new development at 126-142 Trenerry Crescent with the *consideration of existing car parking and access arrangement to allow sufficient space for car access whilst enabling a shared path that runs in line with the property boundaries.*⁴⁶

The recommendations in Appendix C⁴⁷ are (to):

Investigate opportunities to enhance the public realm along Turner Street and to improve existing physical links to the Capital City Trail

Maintain/preserve visual connections to the river corridor (spaces between buildings)

Investigate opportunities to create new pedestrian link to connects Trenerry Crescent to the Capital City Trail as part of an open space contribution.

The Panel notes the gap between the two buildings at 112-124 and 126-142 Trenerry Crescent is one of the few locations along the street where views to the river corridor are possible. The Panel also notes the use of the words 'opportunity' and 'potential' to describe the goal of maintaining and formalising visual and physical links including the current informal public use of the gap between buildings by pedestrians that occurred during the accompanied inspection of the area.

The rationale for maintaining the separation of any new buildings as part of redevelopment of the two AEU properties is strong. There are heritage considerations for maintaining views to the Austral building and urban design principles to preserve viewing opportunities to the river corridor.

The issue for the Panel is whether the gap between the buildings should be set aside as a separation distance with a pedestrian and cycling link either with the land in freehold ownership or becoming public land by one means or another.

The Panel was told the distance from the current building line of the Austral building to the lot boundary was 17 metres. That is not the distance between the two buildings which is greater when the further setback of the AEU occupied building from the common boundary is considered. The separation distance is therefore more than the 20 metre wide link that the council advocated. The Panel proceeds on the basis that the link would be wholly within the property at 112-124 Trenerry Crescent but not within number 126-142. This approach differs from the concept of a shared path that runs in line with the property boundaries as imagined in the Development Guidelines for 126-142 Trenerry Crescent in Appendix C to the JSLAP but it is consistent with the approach at the hearing.

Though Council advocated a 20 metre wide link none of the descriptions in JSLAP or Appendix C prescribe a width. In answer to a question from by Mr Townsend for the C219 Proponent, Mr Gard'ner replied that he was not concerned with a separation distance of 20 metres or 22 metres or 18 metres or less, provided the width achieved the same heritage objectives. Mr Sheppard's evidence was that the 20 metre dimension was *a somewhat*

⁴⁶ Document 16 section 4.6 page 25.

⁴⁷ Document 16 section 5.0 page 26.

Attachment 2 - Yarra C218 and C219 Panel Report

*arbitrary distance and the northern edge of the separation should be defined by the boundary, if this is considered sufficient for heritage purposes.*⁴⁸

Mr Sheppard's evidence was that he broadly supported the idea of enhanced access to the river corridor but there is *marginal public benefit in such a link, given that it effectively duplicates the existing path around the northern edge of the subject land and does not align with any particular desire line.* His further issue is that upon arrival at the top of the river embankment, *the slope of the embankment precludes any opportunity to directly access the Main Yarra Trail.*⁴⁹

Mr Sheppard preferred the Indicative Framework Plan concept of improvements at the north-west corner of the property at 126-142 Trenerry Crescent as well as on-street improvements.

Mr Sheppard's recommendation was to change the reference to a 'public shared link opportunity' to an opportunity that should be explored if possible. His recommendation was based on his conclusion that *it is inappropriate to impose a link on development of the subject land. However, it should be encouraged provided it is practical.*⁵⁰

The notion that the idea be explored is consistent with the opportunity noted on figure 11, Development Opportunities and Principles in Appendix C to the JSLAP, which reads *Maintain and formalise through link and visual connection to Capital City Trail (in consultation with property owner).*

As a principle, the Panel prefers a consultative approach especially where there is no specificity to the land to be set aside, there is no development proposal afoot to identify an area of land and no programme to achieve the objective.

That pedestrians use the space between the buildings now as a short cut is insufficient justification to set aside an area for continued use as a public walkway. The landowner can stop that activity by the erection of fencing to prevent access.

On the other hand, the existing visual link between the two buildings will remain because of the separation of any new construction on either of 112-124 or 126-142 Trenerry Crescent. Given the landowner has no plan to develop either property, maintaining the visual link in the short term is moot. Further, the Panel accepts that in the future there will necessarily be a separation of any additions to the Austral building and building on the northern site so a visual link to the river corridor will remain.

Ms Donald's evidence that the travel distance is similar around the property as it is through it and that improvements will make for safer use of the footpath adds to Mr Sheppard's evidence; the Panel accepts the evidence of both experts.

5.4.4 Conclusions

The street wall façade along the length of Trenerry Crescent is a strong physical element and feature of the area. So too is the existing built form that mixes older heritage buildings with

⁴⁸ Document 13 para 32.

⁴⁹ Document 13 para 34.

⁵⁰ Document 13 para 36.

Attachment 2 - Yarra C218 and C219 Panel Report

newer contemporary buildings. The formation of buildings and the almost continuous line of building along Trenerry Crescent means the presence of the Yarra River corridor is not obvious from the street. JSLAP, the more detailed Appendix C and the evidence to the Panel all confirm these circumstances to provide the Panel with a context within which to draw its conclusions.

The Panel accepts that the gap between the buildings at 112-124 and 126-142 Trenerry Crescent provides the best of few opportunities to view the river corridor from the street. However, the Panel does not accept the gap should be preserved forever as it is today.

The purpose of Amendment C219 is to establish controls to guide the future development of the AEU land. The landowner will be able to develop the site or sites for whatever form of development a permit allows. By definition, the gap as it is today is likely to change. The principle direction of DDO1 is to set controls to protect the Yarra River environs from adverse impacts from development. The principle direction of DPO14 is to set the controls to guide development concepts shaped in the context of the river controls. The Panel accepts the merit of utilising the gap between buildings on the site(s) to allow view lines to the river corridor but does not support the pedestrian and cycling link on the property at 112-124 Trenerry Crescent as an essential element in achieving a better experience in accessing the river corridor.

The Panel has amended the Indicative Framework Plan to identify a view corridor but has deleted the requirement for the link.

The Panel does not rule out the prospect that Council consulting with the property owner may lead to the JSLAP goal of a pedestrian and cycling link being achieved. The Panel can preserve that opportunity by recommending a suitable form of controls over future development in DPO14 and the Indicative Framework Plan. The Panel has amended the wording on the Indicative Framework Plan to read Potential public link opportunity to be negotiated with the owner.

The Panel endorses the identification of on-street improvements adjacent to the north-west corner of 126-142 Trenerry Crescent as a requirement of the Indicative Framework Plan notwithstanding the works are unspecified. The Panel agrees with Ms Donald that the actual changes would be best determined through a detailed review of the area including how any changes will impact existing parking within number 126-142⁵¹ assuming land within the site is taken for the improvements.

The changes adopt submissions by the council as well as the C219 Proponent including through the witnesses. The changes apply to each of the proposed clauses in DPO14 for consistent use of terms and for clarity. They have the effect of ensuring respect for the heritage building and features of the land; to simplify the Indicative Framework Plan while at the same time providing direction on matters to be considered at relevant stages of the development process, and to ensure DDO1 is applied.

⁵¹ Document 34 section 10.2.

Attachment 2 - Yarra C218 and C219 Panel Report

In the DPO14:

- The Panel applies the term heritage impact statement instead of other descriptions such as comprehensive heritage analysis, comprehensive impact assessment, conservation management plan and the like.
- The Panel reduces the breadth of a Traffic Management Report in proposed clause 3.0 to address car parking and access to Trenerry Crescent for safety reasons. The Panel accepts that the requirement to consider traffic impacts on the intersection of Trenerry Crescent and Johnston Street and the prospect of contributions to any mitigation works can be deleted.
- The Panel removes clauses that duplicate or seek to paraphrase the terms of DDO1 and clarifies that DDO1 applies in Requirements. The Panel retains and enhances clauses with more detailed or specific provisions than DDO1 to protect the values of the Yarra River corridor adjacent to the subject sites.
- The Panel removes the requirement for the Development Plan to provide details of known contamination as it duplicates other planning requirements for an environmental audit, which may follow the Development Plan rather than precede it.
- The Panel removes the requirement for the site plan in the Development Plan to show the location and alignment of a publicly accessible pedestrian/pathway link but leaves the option for a link.
- The Panel removes the Decision Guidelines section as it is not consistent with Ministerial Direction on Form and Content. The requirements are already covered in the Conditions and Requirements for Permits and in the Decision Guidelines in DDO1.

For the Indicative Framework Plan, with the aim to improve and simplify the Plan, the Panel:

- Notes DDO1 applies within the site area by adding words to the legend
- Applies the description “preferred 25 metres maximum height” to the building area on the northern part of the site
- Identifies a maximum wall height of 8 metres on the Trenerry Crescent frontage of the northern part of the site
- Amends the requirement for the publicly accessible shared path by amending the note to read Potential public link opportunity to be negotiated with the owner
- Varies the description of the note about maintaining views to the heritage building to read Maintain views to upper levels of heritage façade / development to respect the heritage building
- Includes additional locations as key view to the heritage building from near Maugie Street and at the Eastern Freeway near the Dights Falls car park
- Deletes the landscape setback area
- Deletes reference to a sensitive river interface
- Deletes the requirement to maintain separation between buildings (min 20 metres)
- Deletes the identification of the location for taller buildings
- Deletes the note about the interface with the Eastern Freeway and replaces it with a note to Enhance interface with public realm.

Attachment 2 - Yarra C218 and C219 Panel Report

5.4.5 Recommendation

The Panel makes the following recommendations:

8. **Delete the requirement for the publicly accessible shared path shown on the Indicative Framework Plan and adopt the wording on the Panel preferred form of the Indicative Plan at Appendix E.**

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Appendix A Submitters to the Amendments

No.	Submitter
1	Andy Hine
2	Alexander & Chantal Marks
3	Andrew White
4	Alistair Riddell
5	Judith Braniska
6	Collingwood Historical Society
7	Christine Parrott
8	Collingwood and Abbotsford Residents' Association Inc
9	Simon Hoeksma
10	Melbourne Water
11	City of Boroondara
12	Proponent - SJB Planning for C218 and AEU for C219
13	Chapman and Bailey architects for Johnston Street (for C218) and Peter Virgona (for C219)
14	Riverkeepers Association
15	Owners Committee 80-84 Trenerry Crescent
16	VicRoads

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Appendix B Document list

No.	Date	Description	Tabled by
1	2 Aug	Part A submission for Yarra City Council	Tessa D'Abbs, Harwood Andrews
2	4 Aug	Expert urban design evidence for Joval PL	Brodie Blades, David Lock Associates
3	4 Aug	Expert witness statement on conservation urban design for Joval PL	Bryce Raworth, Conservation Consultant/Architectural Historian
4	4 Aug	Assessment of the potential traffic engineering impacts for Joval PL	Charmaine Dunstan, Traffix Group, Traffic Engineers and Transport Planners
5	4 Aug	Landscaping considerations for Joval PL	John Patrick Landscape Architects Pty Ltd
6	4 Aug	Heritage evidence for Joval PL	Peter Lovell, Lovell Chen Pty Ltd, Architects and Heritage Consultants
7	4 Aug	Statement of town planning evidence for Joval PL	Stuart McGurn, Urbis Pty Ltd
8	4 Aug	Expert witness report, Traffic impact and transport, for Yarra City Council	Jason Sellars, GTA consultants
9	4 Aug	Expert witness report, Heritage evidence, for Yarra City Council	Jim Gardner, GJM consultants
10	7 Aug	Expert witness report, Traffic evidence, for Australian Education Union	Deborah Donald, O'Brien Traffic
11	7 Aug	Expert witness report, Heritage evidence, for Australian Education Union	Bruce Trethowan, Trethowan Architecture
12	7 Aug	Expert witness report, Planning evidence, for Australian Education Union	John Glossop, Director Glossop Town Planning Pty Ltd
13	7 Aug	Expert urban design evidence for Australian Education Union	Mark Sheppard, David Lock Associates
14	7 Aug	Late submission to Panel; Collingwood Historical Society submission to Council meeting 4 July 2017	Collingwood Historical Society Inc
15	9 Aug	Council officers' report for C219 for Council meeting 4 July 2017, Agenda paper 418 (to replace report for C218 erroneously included in original folder)	Yarra City Council
16	9 Aug	Folder of documents including track	Yarra City Council

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

		changes version of post exhibition modified version of Amendments C218 and C219	
17	9 Aug	Part B submission	City of Yarra
18	10 Aug	Amcors Site, Heidelberg Road, Alphington, Schedule 11 to the Development Plan Overlay, Yarra Planning Scheme	City of Yarra
19	10 Aug	Channel 9 site, Bendigo Street, East Richmond, Schedule 5 to the Development Plan Overlay, Yarra Planning Scheme	City of Yarra
20	10 Aug	Kinnears Precinct, Footscray, Schedule 14 to the Development Plan Overlay, Maribyrnong Planning Scheme	City of Yarra
21	10 Aug	Melbourne Planning Scheme C240 Bourke Hill	City of Yarra
22	10 Aug	VicRoads submission to Planning Panel	Andrew Rasulo, VicRoads
23	11 Aug	Enlarged version of Figure 3, Mr Brodie’s urban design expert report	Brodie Blades, Urban Design Expert report for Joval PL
24	11 Aug	Enlarged version of App C of Mr Brodie’s urban design expert report showing building heights on Trenerry Cres (from JSLAP)	Brodie Blades, Urban Design Expert report for Joval PL
25	11 Aug	Enlarged version of Figure 10 of Mr Brodie’s Urban Design Expert report	Brodie Blades, Urban Design Expert report for Joval PL
26	11 Aug	Enlarged version of Figure 12 of Mr Brodie’s Urban Design Expert report	Brodie Blades, Urban Design Expert report for Joval PL
27	15 Aug	Joval PL drafts on heritage provisions in IPO Schedule 2 and Incorporated Plan, Yarra Amendment C218	City of Yarra
28	15 Aug	Email from VicRoads confirming that information on Hoddle St project will not be available during the Panel	City of Yarra
29	16 Aug	Submission on behalf of Joval Pty Ltd	Jeremy Gobbo and Ms Nicola Collingwood for Joval PL
30	16 Aug	Closing submission City of Yarra	Greg Tobin for City of Yarra
31	17 Aug	Opening submission on behalf of Australian Education Union	Matthew Townsend for Australian Education Union
32	17 Aug	Statement by AEU branch secretary	Matthew Townsend for Australian Education Union
33	17 Aug	PowerPoint presentation on urban design	Mark Sheppard, David Locke

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

		expert evidence	Associates
34	17 Aug	Pedestrians walking speed reference document	Deborah Donald for Australian Education Union
35	18 Aug	Letter sent by email on behalf of C219 Proponent attaching: (a) tracked changes version of C219 Proponent's suggested changes to DPO14 and (b) Ministerial Direction of Form and Content of Planning Schemes dated 9 April 2017 (Gazetted 24 May 2017).	Nick Sissons, Holding Redlich for Australian Education Union
36	18 Aug	Photos of C219 site	John Glossop, expert for Australian Education Union
37	18 Aug	Practice Note of Incorporated Plan and Development Plan Overlays, PPN	John Glossop, expert for Australian Education Union
38	18 Aug	Planning Practice Note 10, Writing schedules	John Glossop, expert for Australian Education Union
39	18 Aug	Ministerial Direction, The Form and Content of Planning Schemes, previous version.	John Glossop, expert for Australian Education Union
40	18 Aug	Submission on behalf of AEU	Matthew Townsend for Australian Education Union
41	18 Aug	Closing submission on behalf of Yarra City Council	Greg Tobin for Yarra City Council
42	18 Aug	PI 34, Transformation of Amendment, VPRS Guide to Planning Panels	Greg Tobin for Yarra City Council
43	18 Aug	Email with attachment showing C218 Proponent's proposed revisions to Incorporated Plan in IPO2	Romy Davidov, Best Hooper lawyers for Joval Pty Ltd
44	25 Aug	AEU version of a revised Indicative Framework Plan for DPO14 as discussed during the AEU evidence and submissions	Nick Sissons, Holding Redlich for Australian Education Union
45	31 Aug	Email clarifying C218 Proponent position on the heritage issues, with attachments showing proposed revisions to IPO2 and the Incorporated Plan	Romy Davidov, Best Hooper lawyers for Joval Pty Ltd

 Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Appendix C Panel preferred version of IPO2

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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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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.

In addition to requirements in other provisions of the scheme particularly Schedule 1 to the Design and Development Overlay, Yarra (Birrarrung) River Corridor Protection, 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 facades in order to minimise visual impacts when viewed from the river corridor and Yarra Bend Park; and
 - provides safe and efficient pedestrian and vehicle access to the building.
- 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.
- A visual impact assessment, to the specifications of the responsible authority, that provides for 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;
 - 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 (including Capital City Trail, Dights Falls and Yarra Bend Park).
- A car parking and traffic impact assessment that considers:

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

- the safe entry and exit of vehicles and how these minimise conflicts with any existing pedestrian and cycle links;
 - 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 that promote sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities;
 - the provision of car parking, circulation and layout of car parking, and the recommended bicycle parking provision rates.
- 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.

2.0 Decision guidelines

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C218

In addition to requirements in other provisions of the scheme, particularly Schedule 1 to the Design and Development Overlay, Yarra (Birrarrung) River Corridor Protection, 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 Trenerry 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 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;
- 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 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 the design of 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.

3.0 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:

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

- Relevant building heights and setbacks across the site;
- Building height in metres or RLs;
- Heritage features to be retained;
- Other heritage features;
- 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.

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

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

18-62 Trenerry Crescent, Abbotsford (Incorporated 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.

To require new developments to apply the provisions and requirements of Schedule 1 to the Design and Development Overlay, Yarra (Birrarrung) River Corridor Protection.

3.0 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

- Ensure that built form at the river corridor interface is well designed and articulated in order to break up the building mass and provide suitable setbacks to the Yarra River corridor.
- Locate taller built form towards the Trenerry Crescent interface (away from the river corridor) and set back upper levels from the street wall façade.
- Ensure that the form of development reflects high quality architecture, urban design and landscaping.
- 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.
- 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.

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.

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

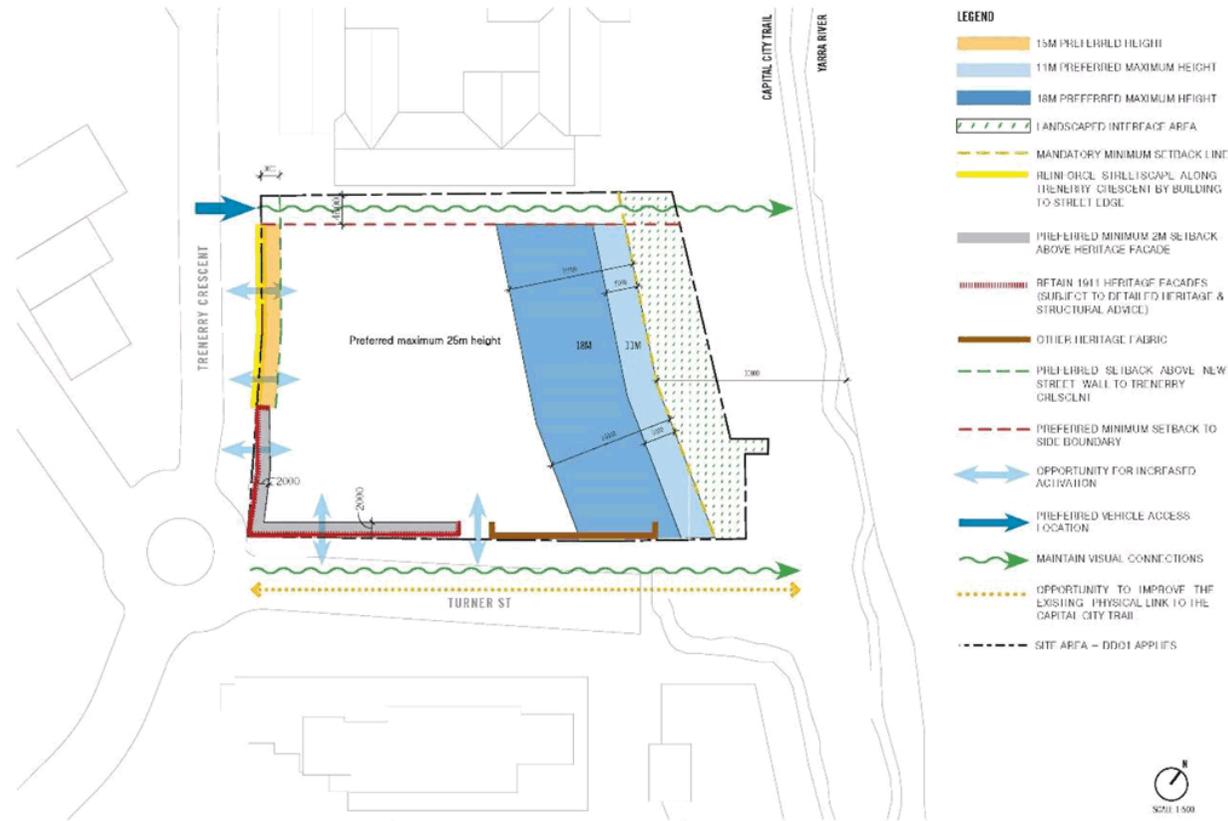
- Provide adequate bicycle facilities (bicycle storage spaces and end-of-trip facilities) for future residents and workers on the site to reduce the need for car parking spaces and consequently, reliance on motor vehicles.

Heritage principles

- 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 appropriate, 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 and/or transitions 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 and/or transitioned from the retained heritage façades to enable them to be understood as having three dimensional form and appreciated as separate from the new development above and/or behind.
- Provide an appropriate design response to the heritage building on the site in accordance with a Heritage Impact Statement.

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report



18 - 62 TRENNERY CRESCENT, ABBOTSFORD - INCORPORATED PLAN (Panel preferred version, October, 2017)

Attachment 2 - Yarra C218 and C219 Panel Report

Appendix D Panel preferred version of citation for the C218 land at 18-62 Trenerry Crescent Abbotsford

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

Address: 20-60 Trenerry Crescent, Abbotsford
Prepared by: GJM Heritage and as amended by P Lovell
Survey Date: 25 July 2016

Place type: Factory/warehouse	Architect: No known (1911, 1920s), Daryl Jackson (1984 alterations)
Grading: Individually Significant	Builder: Not known
Integrity: Moderate-High (1911); Low (1920s); 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 2 - Yarra C218 and C219 Panel Report



Figure 2. The north-west elevation of the 1911 building (right) with its gabled third-storey, the 1984 glazed walkway and the modified 1920s brick office building (left).

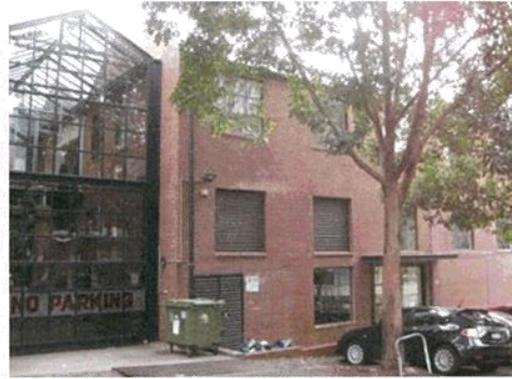


Figure 3. The 1920s factory building (right) and 1984 two-storey glazed structure that links the 1920s and 1911 buildings.



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 citation¹, 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

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

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

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 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.

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 described as 'Pure Malt extract and cod liver oil and Maltocrete manufacturers, agents for Zeestos' in 1920,

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.

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

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 works to accommodate the reuse of the place by the Esprit de Corps clothing company. The development adapted the three early twentieth century buildings which underwent some alterations, while the new structures comprised glazed links and a new warehouse/workroom building on the north-east corner of the site. Jackson's design integrated a stylised industrial theme appropriate to the site's history and received a citation as a finalist in the Royal Australian Institute of Architects Presidents Award 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

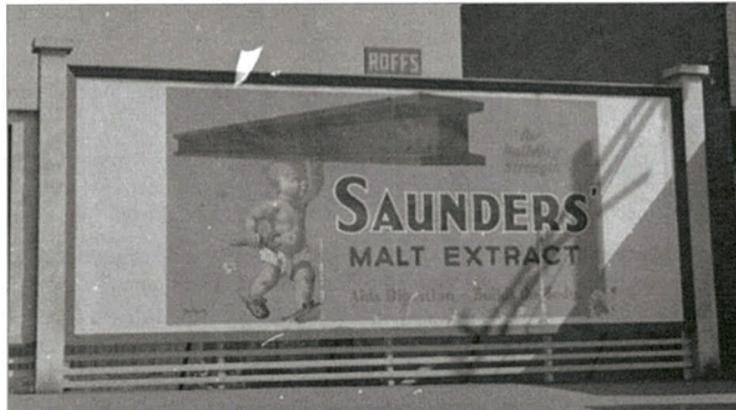


Figure 5. A c 1930s billboard in Sydney for 'Saunders Malt Extract'
(Source: State Library of NSW, 'Billboard advertising Saunders', No. 29837).

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.

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report



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

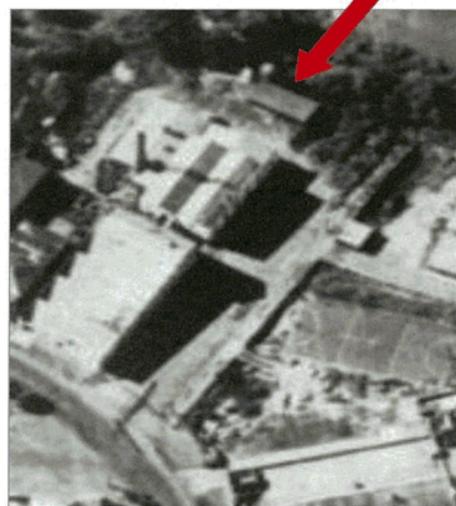


Figure 7. Detail of a second 1966 aerial of Trenergy Crescent and Yarra Falls (Source: COYL, ID. YL CL Pic 104).

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 additions 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 Trenergy Street (located on the Trenergy 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 facade 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 facade 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 original 1920s red-brick engineering works survives as a fragment as now largely overbuilt in the 1984 works. This building approximates 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 works include a the adapted 1920s red-brick building on the northern boundary of the site, the glazed walkway between this building and the 1911 building, a two-storey glazed link between the 1911 and

Attachment 2 - Yarra C218 and C219 Panel Report

1920s buildings to the east and a glazed warehouse/workroom building to the rear of the site constructed on an exposed off-form reinforced concrete base.

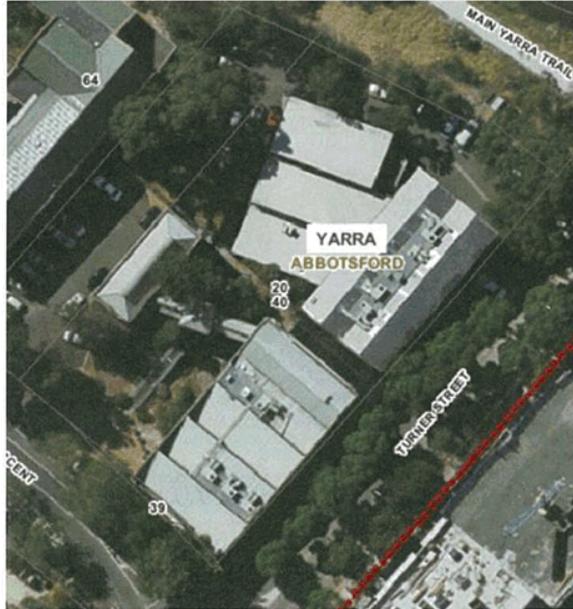


Figure 8. An aerial of the site dating to 2010 (Source: Planning Maps Online, 2016)

Condition and Integrity

The 1911, 1920s and 1984 buildings have been well maintained and are all in 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 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:

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 facade 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 facade, 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.

Attachment 2 - Yarra C218 and C219 Panel Report



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 facade. 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)

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 facade in comparison, but is less intact due to alterations to the windows and sills.

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017



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

Conclusion

The W. Saunders & Son Factory/Warehouse Complex has a modestly-scaled facade fronting Trenerry Crescent but a dominant and increasing presence a long 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 constructed during the Edwardian period with subtle Classical expression to the Trenerry Crescent facade.

The 1984 additions to the complex by Daryl Jackson AO for the Esprit de Corps company are a well resolved contextual design response to the 1911 and 1920s buildings. This design still provides an effective integration of the various buildings on the site and is a successful example of 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 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 factory, built for W. Saunders & Son, who were manufacturers of malt extract and cod liver oil. The place is of historical interest as evidencing 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.

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

The Edwardian building is of aesthetic significance for its 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, and respond to the topography of the site by increasing in height and presence as the land slopes towards the Yarra River.

The new structures designed by architect Daryl Jackson AO in 1984 are of architectural interest, 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.

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Statement of Significance

What is significant?

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

The 1911 Edwardian building is of primary significance to the site. The 1984 new and adapted structures designed by architect Darryl Jackson AO are of contributory significance to the site. 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 externally 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 interest 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 A)

The Edwardian building is of aesthetic significance for its 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, and responds to the topography of the site by increasing in height and presence as the land slopes towards the Yarra River. (Criterion E)

The works designed by architect Darryl Jackson in 1984 are of aesthetic interest, 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 the adapted red-brick building on the northern boundary of the site, a glazed walkway between this and the 1911 building the 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
Prohibited Uses Permitted?	No
Incorporated Plan?	HO337 Precinct: Yes
Aboriginal Heritage Place?	Not assessed

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

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.

Heritage Victoria (HV) assessment of 'Esprit De Corps Complex, 40 Turner Street & 40-60 Trenerry Crescent, Abbotsford', accessed via Hermes 13 Jul 2016.

Vines, Gary & Matthew Churchward (1992) 'Northern Suburbs Factory Study'.

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

Appendix E Panel preferred version of Amendment C219

DD/MM/YY
YY
C219

SCHEDULE 14 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO14**.

112-124 & 126-142 Trenerry Crescent, Abbotsford

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

DD/MM/YY
YY
C219

A permit may be granted before a development plan has been approved to allow

- The use of an existing building.
- Minor buildings and works to existing buildings.
- 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

DD/MM/YY
YY
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.

In addition to any requirements in other provisions of the scheme, particularly Schedule 1 to the Design and Development Overlay – Yarra (Birrarrung) River Corridor Protection, an application must be accompanied by the following information (as appropriate):

- 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 Infrastructure Technical *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 Yarra 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

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

- Perspectives showing the visual prominence of the development from public vantage points along the Yarra River corridor (including Capital City Trail, Dights Falls and Yarra Bend Park), and 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, along with relevant citations and studies;
- A car parking and traffic impact assessment that considers:
 - the safe entry and exit of vehicles and how these minimise conflicts with any existing pedestrian and cycle links
 - 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 that promote sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities
 - the provision of car parking, circulation and layout of car parking, and the recommended bicycle parking provision rates;
- A Landscape 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.

3.0 Requirements for Development Plan

DD/MM/YY
YY C219

The Development Plan must be consistent with the following Vision for the site, and be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1 to the satisfaction of the responsible authority. In addition the Development Plan must be consistent with any requirements in other provisions of the scheme, particularly Schedule 1 to the Design and Development Overlay – Yarra (Birrarrung) River Corridor Protection.

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 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.

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 site's 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;
- 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 and robust industrial character;

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

- not dominate views to the former Austral Silk and Cotton Mills complex from the Yarra River corridor;
- maintain key views to Yarra River corridor and to the western facade and appropriate views of the upper levels of the former Austral Silk and Cotton Mills complex when viewed from Trenerry Crescent;
- Provide appropriate opportunities for the improvement of the safety of pedestrian and cyclist movements at the north western corner of the site.

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.
- An arboricultural assessment of any significant vegetation on the land, including advice on the long term health and retention value of such vegetation.

Plans and Reports

- 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 indicative location of car and bicycle parking areas;
 - the vehicle and pedestrian access locations;
 - the location of any areas of public 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 existing pedestrian/cycle links (including Capital City Trail);
 - Shadow diagrams of the proposed building envelopes shown in the proposed Development Plan between 11:00am and 2:00pm on 22 June.
 - A Landscape Plan that includes:

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Yarra Planning Scheme Amendments C218 and C219 | Panel Report | 25 October 2017

- 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 Heritage Impact Assessment prepared for the former Austral Silk and Cotton Mills building and substation 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 Report identifying:
 - the safe entry and exit of vehicles and how these minimise conflicts any existing pedestrian and cycle links;
 - 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 provision rates.

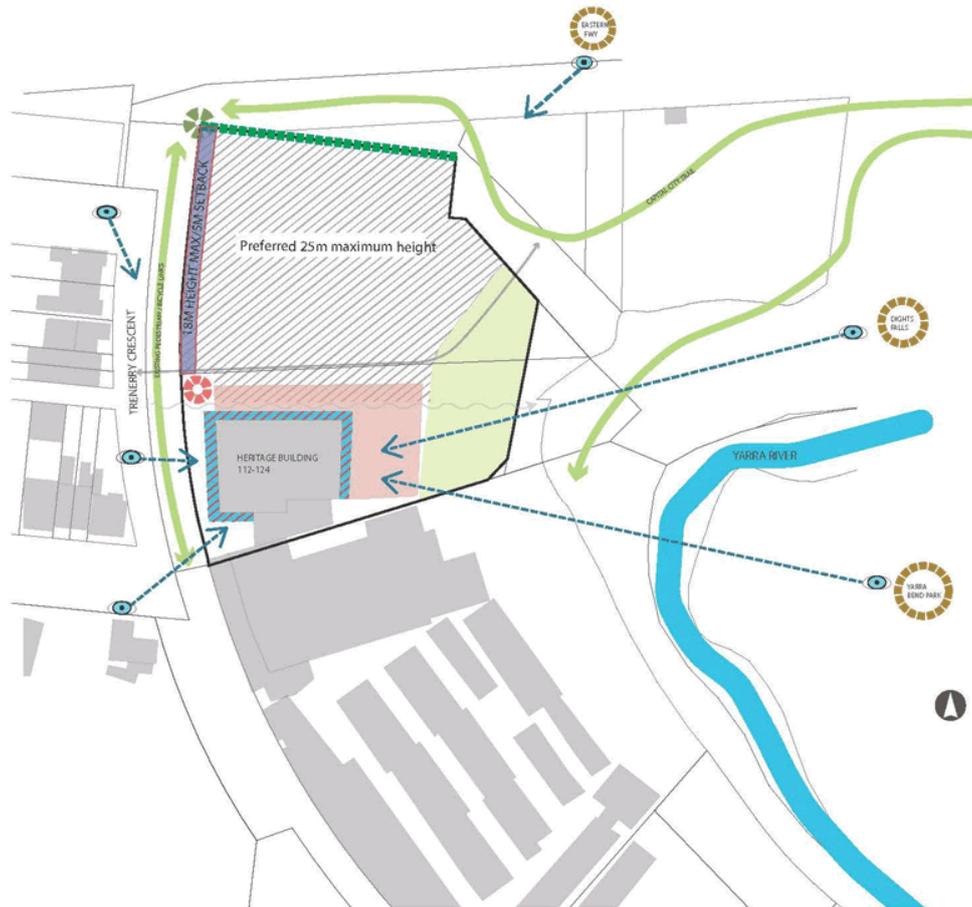
Design Guidelines

- 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 treatments for communal open space;
 - 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 heritage impact assessment prepared for the place;
 - The treatment of building services, including roof top services/elements, should be screened from the public realm.

Appendices

Attachment 2 - Yarra C218 and C219 Panel Report

Figure 1 Indicative Framework Plan



LEGEND

- | | |
|--|---|
| SITE AREA - DD01 APPLIES | EXPLORE IMPROVEMENTS TO CORNER FOR PEDESTRIANS AND CYCLISTS THROUGH NEGOTIATIONS WITH LANDOWNER |
| EXISTING PEDESTRIAN / BICYCLE LINKS AND CAPITAL CITY TRAIL | HERITAGE SUBSTATION |
| MAINTAIN VIEWS TO HERITAGE BUILDING FACADES | WELL DESIGNED AND ARTICULATED BUILT FORM (THE PROVISIONS OF DD01 AND SLOT RELATING TO HEIGHT AND SETBACK APPLY) |
| KEY VIEWS TO HERITAGE BUILDING | POTENTIAL PUBLIC LINK OPPORTUNITY TO BE NEGOTIATED WITH LANDOWNER |
| MAINTAIN VIEWS TO UPPER LEVELS OF HERITAGE FACADE / DEVELOPMENT TO RESPECT THE HERITAGE BUILDING | RETAIN VISUAL CONNECTION TO YARRA RIVER CORRIDOR THROUGH NEGOTIATION WITH LANDOWNER |
| PREFERRED MAXIMUM 18M STREET WALL HEIGHT / 5M SETBACK TO UPPER LEVELS | |
| ENHANCE INTERFACE WITH PUBLIC REALM | |

Attachment 3 - Amendment C219 Final Version for Adoption

SCHEDULE 14 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO14**.

112-124 & 126-142 Trenerry Crescent, Abbotsford

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

DD/MM/YY
YY C219

A permit may be granted before a development plan has been approved to allow

- The use of an existing building.
- Minor buildings and works to existing buildings.
- 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

DD/MM/YY
YY 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.

In addition to any requirements in other provisions of the scheme, particularly Schedule 1 to the Design and Development Overlay – Yarra (Birrarrung) River Corridor Protection, an application must be accompanied by the following information (as appropriate):

- 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 Infrastructure Technical *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 Yarra 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
 - Perspectives showing the visual prominence of the development from public vantage points along the Yarra River corridor (including Capital City Trail, Dights Falls and Yarra Bend Park), to the specifications of the responsible authority;

Attachment 3 - Amendment C219 Final Version for Adoption

- 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, along with relevant citations and studies;
- A car parking and traffic impact assessment that considers:
 - the safe entry and exit of vehicles and how these minimise conflicts with any existing pedestrian and cycle links
 - 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 that promote sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities
 - the provision of car parking, circulation and layout of car parking, and the recommended bicycle parking provision rates;
 - the impact of any additional traffic on the surrounding road network, and how any necessary mitigation measures should be addressed;
- A Landscape Plan that includes:
 - 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
- 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.

Comment [BE1]: Change 1

Comment [BE2]: Form and content – Change 14

3.0 Requirements for Development Plan

DD/MM/YY
YY C219

The Development Plan must be consistent with the following Vision for the site, and be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1 to the satisfaction of the responsible authority. In addition the Development Plan must be consistent with any requirements in other provisions of the scheme, particularly Schedule 1 to the Design and Development Overlay – Yarra (Birraring) River Corridor Protection.

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 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.

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 site's 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;
- utilise materials that are respectful of the natural characteristics of the river corridor and respond to the former industrial character of Trenerry Crescent;

Attachment 3 - Amendment C219 Final Version for Adoption

- 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 and robust industrial character;
- not dominate views to the former Austral Silk and Cotton Mills complex from the Yarra River corridor;
- maintain key views to Yarra River corridor and to the western facade and appropriate views of the upper levels of the former Austral Silk and Cotton Mills complex when viewed from Trenerry Crescent;
- Provide appropriate opportunities for the improvement of the safety of pedestrian and cyclist movements at the north western corner of the site;
- Explore the potential for a publicly accessible shared link as identified on the Indicative Framework Plan;

Comment [BE3]: Change 9

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.
- An arboricultural assessment of any significant vegetation on the land, including advice on the long term health and retention value of such vegetation.

Plans and Reports

- 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 indicative location of car and bicycle parking areas;
 - the vehicle and pedestrian access locations;
 - the location of any areas of public 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;

Attachment 3 - Amendment C219 Final Version for Adoption

- 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 existing pedestrian/cycle links (including Capital City Trail);
- Shadow diagrams of the proposed building envelopes shown in the proposed Development Plan between 11:00am and 2:00pm on 22 June.
- A Landscape Plan that includes:
 - the location of landscaped 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 Heritage Impact Assessment prepared for the former Austral Silk and Cotton Mills building and substation 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 Report identifying:
 - the safe entry and exit of vehicles and how these minimise conflicts any existing pedestrian and cycle links;
 - 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 provision rates;
 - other mitigation measures identified through a traffic and car parking report;

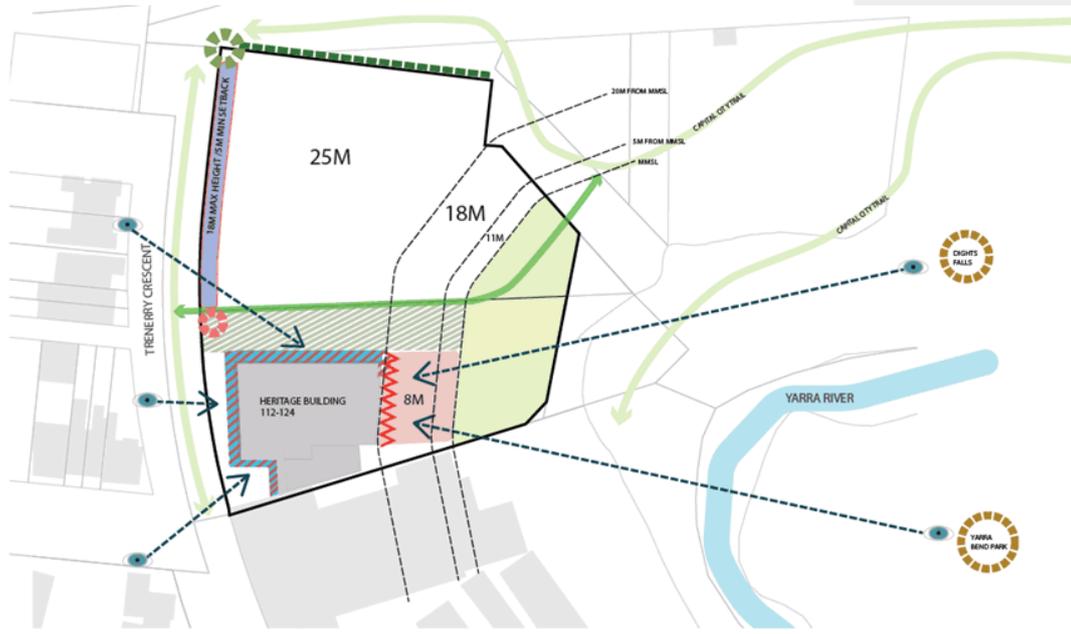
Comment [BE4]: Change 1a

Design Guidelines

- 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 treatments for communal open space;
 - The response of the development to the heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent as identified in a heritage impact assessment prepared for the place;
 - The treatment of building services, including roof top services/elements, should be screened from the public realm.

Attachment 3 - Amendment C219 Final Version for Adoption

Figure 1 Indicative Framework Plan



LEGEND

- | | |
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| <ul style="list-style-type: none"> SITE AREA – WELL DESIGNED AND ARTICULATED BUILT FORM (THE PROVISIONS OF DDO1 AND SLO1 RELATING TO HEIGHTS AND SETBACKS APPLY) CAPITAL CITY TRAIL – EXISTING PEDESTRIAN / CYCLING LINKS EXTERNAL TO SITE MAINTAIN VIEWS TO KEY HERITAGE FAÇADES < KEY VIEWS TO HERITAGE BUILDINGS PREFERRED 8M HEIGHT LIMIT – MAINTAIN VIEWS TO UPPER LEVELS OF HERITAGE FAÇADE 18M MAXIMUM STREET WALL HEIGHT / 5M MINIMUM SETBACK | <ul style="list-style-type: none"> ENHANCE INTERFACE WITH PUBLIC REALM ♻️ IMPROVE CORNER FOR PEDESTRIANS AND CYCLISTS THROUGH DISCUSSIONS WITH COUNCIL ⊕ HERITAGE SUBSTATION PROVIDE BUILDING SEPERATION TO ACHIEVE THE FOLLOWING: <ul style="list-style-type: none"> • A VISUAL CONNECTION TO YARRA RIVER CORRIDOR (FROM TRENERRY CRESCENT) • PUBLIC LINK OPPORTUNITY |
|--|--|

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018



GJM Heritage

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Melbourne, Victoria 3000

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Memorandum of Advice

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

Prepared for: Evan Burman, Strategic Planner, City of Yarra

Date: 25 January 2018

File: 2018-005

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 (GJM) provided advice on these amendments in May 2017 and Jim Gard'ner, Director of GJM provided expert evidence to Planning Panels Victoria (Panel) in August 2017. Prior to this, in July 2016, GJM prepared Heritage Citations and Statements of Significance for two former industrial properties affected by Amendments C218 (18-62 Trenerry Crescent) and C219 (112-124 and 126-142 Trenerry Crescent).

Panel issued its report into Amendments C218 and C219 on 25 October 2017, which recommended a number of changes to the amendments that were contrary to the position of Council and the evidence provided by its expert witness. Council officers have now prepared a preferred Framework Plan for C218 and a preferred Indicative Framework Plan for C219 for Council consideration and adoption.

Council has requested GJM to undertake the following work:

1. Review Panel's recommended Heritage Citation and Statement of Significance for 18-62 Trenerry Crescent, Abbotsford.
2. Review the Panel-recommended Framework Plan within the C218 Incorporated Plan compared to Council's preferred plan, particularly:
 - The facades recommended for retention and the wording in the legend
 - The setback distance from the façade – noting that Council is seeking to reinstate the 6m setback in their preferred plan.
3. Review the Panel-recommended Indicative Framework Plan within the Schedule to the DPO (C219) against Council's preferred plan, specifically:
 - The pink building envelope on northern edge of building
 - Removal of the height limit from the rear interface (which Council is seeking to reinstate in their preferred plan)
 - The interface at the northern edge of the main building to 'Maintain Key Views to Heritage Façades'.

These matters have been considered in the context of the Panel Report and the expert evidence prepared by Jim Gard'ner, Peter Lovell, Bryce Raworth and Bruce Trethowan.



We note that although Panel frequently use the term ‘preferred’ to describe their recommended form of the Heritage Citation or Framework Plans, this memorandum uses the term ‘recommended’ for Panel’s version and ‘preferred’ for Council’s revised version of the documentation.

2. Background

The subject sites (18-62 Trenerry Crescent and 112-142 Trenerry Crescent) are located on the eastern side of Trenerry Crescent, Abbotsford, and are bound 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 to Johnston Street. It follows the line of the Yarra River and demonstrates very different characteristics on its eastern and western sides, with the western side of typified by single-storey Victorian and Edwardian-era dwellings and Victoria Park Oval and the eastern side occupied by a number of late-nineteenth and early-twentieth century former factory buildings. These buildings were deliberately located on the banks of the Yarra River to provide access to water and to 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 have now been converted to office or multi-unit residential uses.



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 building located towards the Yarra River on Turner Street was constructed in the 1920s. In 1984, renowned architect Daryl Jackson AO designed 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.

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 – 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 *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).

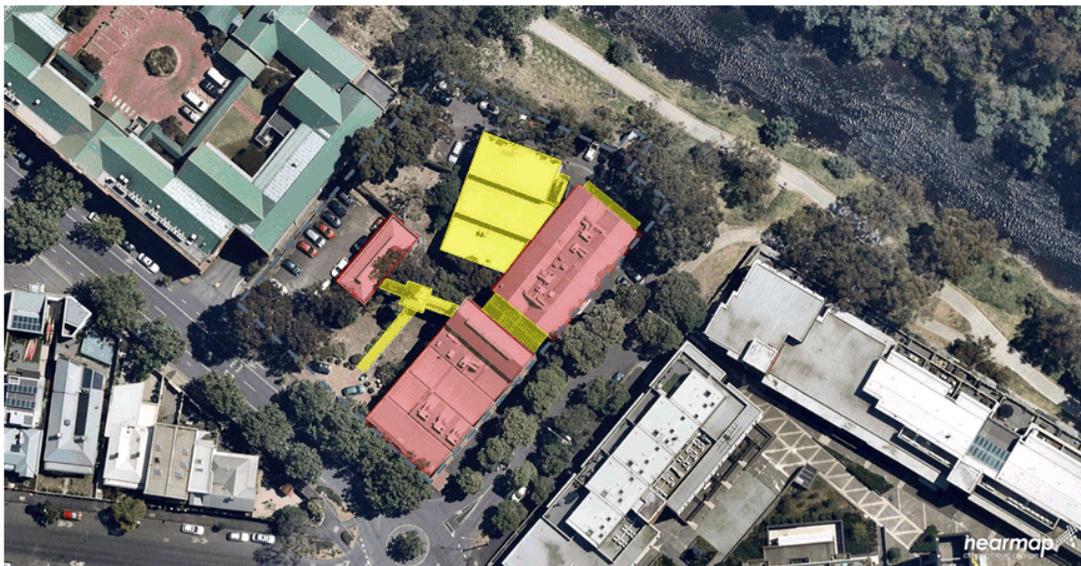


Figure 2. 18-62 Trenerry Crescent, Abbotsford (23 Dec 2016, ©nearmap)

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

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 the factory/warehouse 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.

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018



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) are the dominant features of the Trenerry Crescent streetscape north of Victoria Park (Abbot Street). The prominent ridge top location and the 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.

126-142 Trenerry Crescent is occupied by the AEU building. This building was constructed in the 1980s in a Post-modern style. An at-grade car park occupies what was once the northern part of the Austral Silk and Cotton Mills Factory/Warehouse Complex.

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.



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

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018



2.4 Current Planning Controls

Both 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 the Land Subject to Inundation Overlay (LSIO). Both sites are identified as Areas of Aboriginal Cultural Heritage Sensitivity.

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).

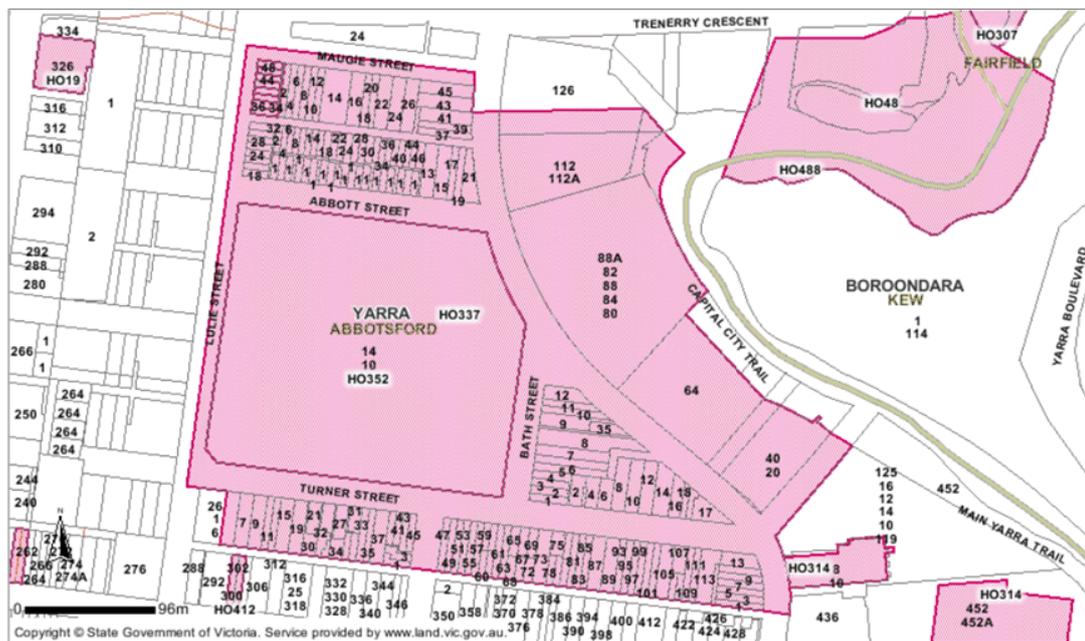
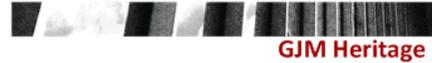


Figure 5. Extent of HO337 – Victoria Park Precinct, Abbotsford (retrieved 18 January 2018)



3. Heritage Citation and Statement of Significance - 18-62 Trenerry Crescent, Abbotsford

GJM has been requested to review Panel's recommended Heritage Citation and Statement of Significance for 18-62 Trenerry Crescent, Abbotsford.

3.1 Background

Although identified as 'Individually Significant' within the HO337, no Statement of Significance had been prepared for 18-62 Trenerry Crescent prior to the July 2016 citation prepared by GJM. The contents of the citation and Statement of Significance were addressed by Messrs. Lovell and Raworth in their expert evidence to Panel.

The citation identified that the 1984 additions and alterations by architect Daryl Jackson AO contributed to the significance of the place. Mr Raworth disagreed with this assertion concluding that no significance could be attributed to the 1980s work, describing these additions as being of 'modest interest'¹. Mr Raworth also asserted that the property as a whole did not warrant its 'Individually Significant' grading and should more appropriately be identified in Appendix 8 as 'Contributory'.

Mr Lovell's assessment was that the heritage place warranted its 'Individually Significant' grading in Appendix 8, but in relation to the 1984 works stated "...that while recognised at the time in architectural circles and of interest, they are not works which warrant elevation in assigning significance to this place"². While Mr Lovell only attributed 'primary significance' to the 1911 building, Mr Lovell did acknowledge that the 1984 works are of 'contributory significance' to the site, and this is reflected in the amended Statement of Significance provided as part of his evidence.

Panel recommended that Mr Lovell's amended citation, which graded the heritage place 'Individually Significant', be adopted by Council for 18-62 Trenerry Crescent, Abbotsford.

3.2 GJM Commentary and Advice

In response to Panel's recommendation GJM has reviewed the Statement of Significance in Appendix D of the Panel Report. It is our view that revised Statement of Significance adequately describes the heritage place, including the contribution the 1984 additions and alterations make to its significance.

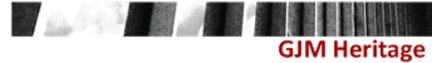
Having said that, we recommend that the following minor amendments be made:

Integrity

Page 1: Mr Lovell has changed the integrity of the 1920s building from moderate to low, however in our opinion the integrity of the 1920s building should be considered as moderate as the building retains its original form and scale despite alterations to openings on the Turner Street façade and the addition to rear. We recommend the integrity of this element be described as 'moderate'.

¹ 18-62 Trenerry Crescent Abbotsford - Expert Witness Statement to Panel Amendment C218 to the Yarra Planning Scheme, 4 August 2017 (Bryce Raworth), para. 35.

² City of Yarra Amendment C218, Statement of Heritage Evidence and Report to Planning Panel 18-62 Trenerry Crescent, Abbotsford, August 2017 (Peter Lovell), p. 23.

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018Place History

Page 3: The first sentence of the Place History states, 'The complex ... comprises four buildings...'. This needs to be clarified to state that these four buildings are comprised of the 1911 building, 1920s building, 1984 building towards the Yarra River, the extensively remodelled 1920s building to the north and the 1984 entrance and linking elements.

Page 4: The final paragraph states, 'The development adapted the three (replacing GJM 'two') early twentieth century buildings...'. This should clarify that these are the 1920s building on the corner of Trenerry Crescent and Turner Street, the 1911 building on Turner Street and the building to the north.

Assessment against Criteria

Pages 8-9: The word 'interest' was introduced into the citation by Mr Lovell a number of times. This term has no recognised meaning in the context of Planning Practice Note 1: *Applying the Heritage Overlay* (July 2015) and should be replaced with the word 'value' or 'significance' (as relevant) to assert heritage value.

Page 9: In the final paragraph '1911' should be deleted and 'respond' replaced by 'responds'.

Statement of Significance

Page 10: Under '*What is significant?*' the statement 'The 1984 new and adapted structures...' needs clarifying and should read 'The new 1984 structures and the 1984 adaption of the 1920s building ... are of contributory significance to the site'.

Page 10: Under '*Why is it significant?*', second paragraph, delete '1911'.

An amended version of the Heritage Citation that incorporates the changes recommended by Peter Lovell and the amendments noted above is provided at Appendix 1. As per the original citation prepared by GJM for the heritage place and that recommended by Panel, the property has been addressed as 20-60 Trenerry Crescent, Abbotsford.

4. Amendment C218 (18-62 Trenerry Crescent)

GJM has been requested to review the Framework Plan within the C218 Incorporated Plan recommended by Panel as compared to Council's preferred plan, particularly in respect of the facades recommended for retention, the wording in the legend, and the setback distance from the façade.

This review is limited to a consideration of the Panel-recommended and Council-preferred Framework Plan and does not involve a detailed review of the written Schedule to the Incorporated Plan Overlay.

In Appendix C of their report, Panel provided a recommended version of the Framework Plan (Figure 7), which substantially amended the exhibited version (Figure 6). This has subsequently been further modified by Council as their preferred plan for adoption (Figure 8).

The comments provided below are based on the assumption that any development on the site will demolish the maximum extent of heritage fabric allowed under the plan and will build to the maximum massing allowable.

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018

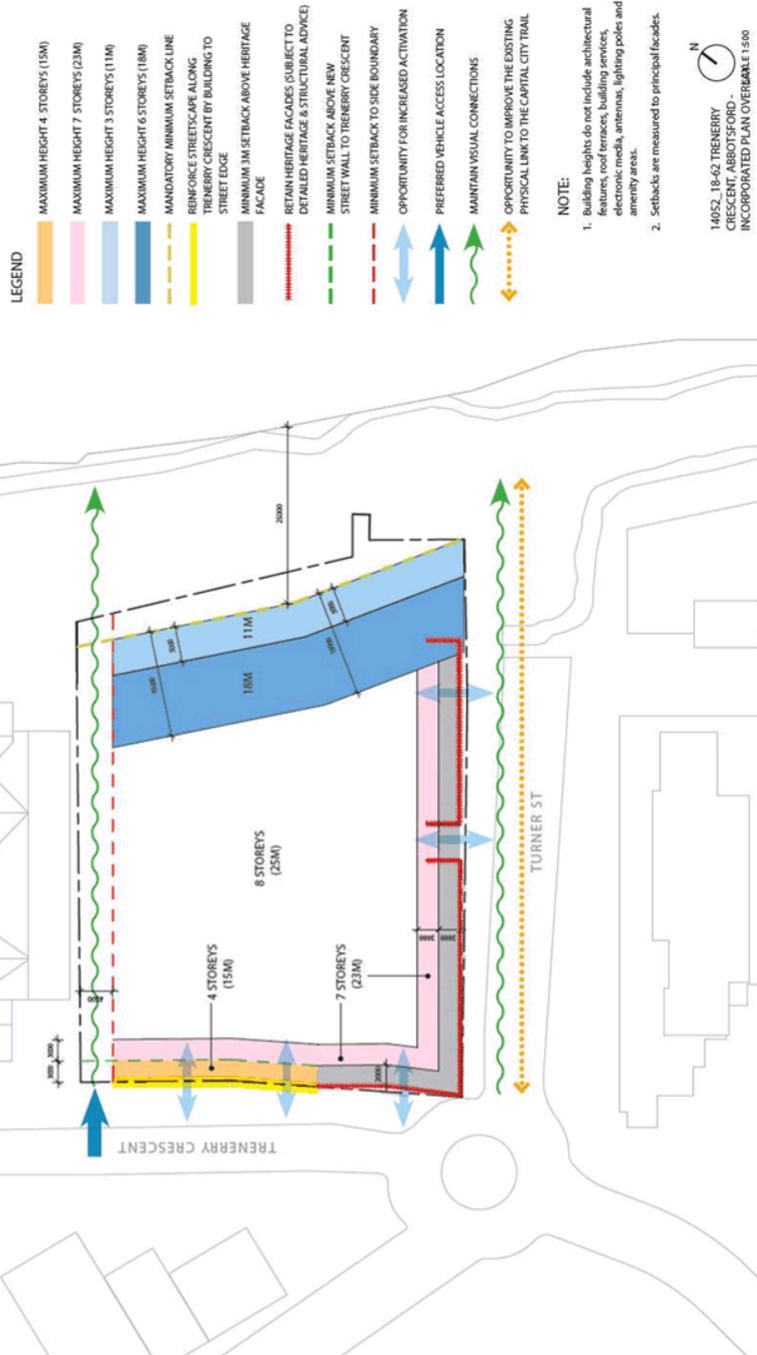
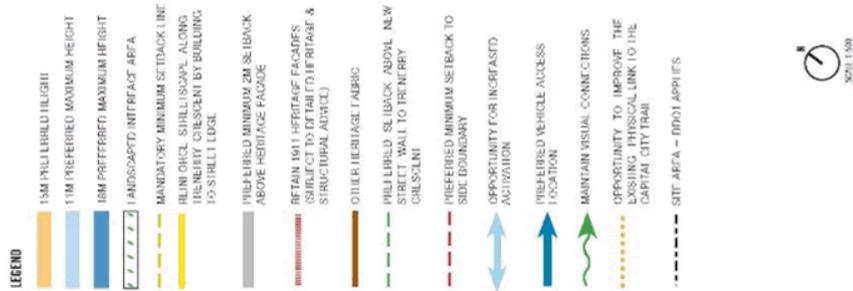


Figure 6. Framework Plan – as exhibited

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018



18-62 TREHERRY CRESCENT, ABBOTSFORD - INCORPORATED PLAN (Panel preferred version, October, 2017)

Figure 7. Framework Plan - Panel recommended version

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018

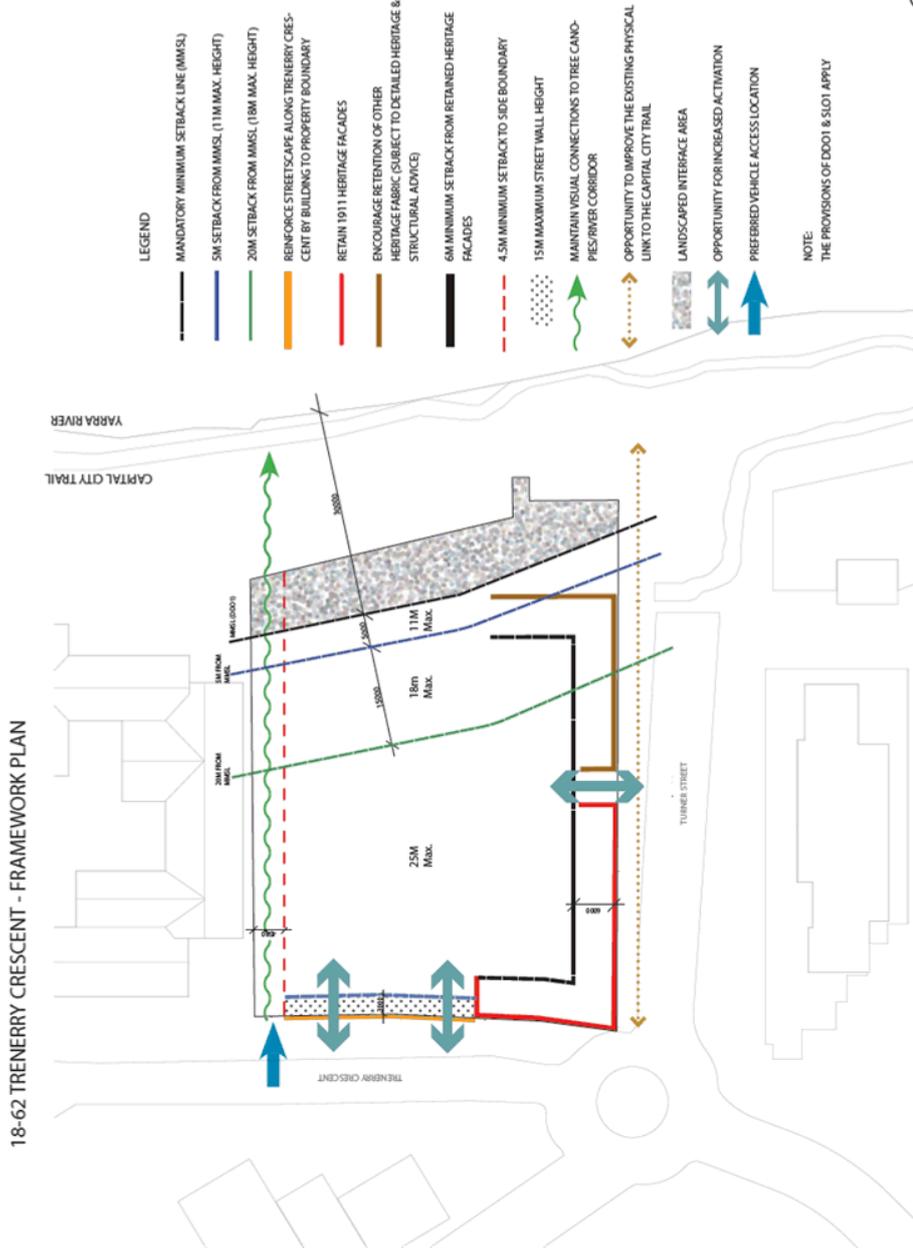
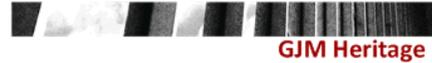


Figure 8. Framework Plan - Council preferred plan for adoption



4.1 Framework Plan as Exhibited

Detailed commentary on the exhibited Framework Plan was provided in expert evidence and is discussed in the Panel Report. It is not repeated in this memorandum.

4.2 Framework Plan recommended by Panel

Panel's recommended Framework Plan complies with the setbacks identified in DDO1, however we note that the Panel version states that building heights within the Area Boundary for DDO1 – Area C are preferred maximum heights, contradicting DDO1 which states that these are mandatory maximum heights. This inconsistency should be corrected prior to adoption and approval of the amendment to avoid contradictory controls.

The Panel-recommended plan increases the amount of fabric of the Trenerry Crescent façade required to be retained by requiring that "...so much of the return on Trenerry Crescent and Turner Street as necessary to support the retained wall."³ However, we note that with modern construction techniques for retaining facades this means that the return depth may be no more than the thickness of the masonry wall itself.

Other changes made to the exhibited Framework Plan recommended by Panel will, in our view, have a detrimental impact of the cultural heritage significance of both 18-62 Trenerry Crescent and the contribution it makes to the Victoria Park Precinct (HO337). These impacts include:

- Removal of the requirement to retain the Turner Street façade of the 1920s building
- Reduced requirement to retain return walls of both the 1911 and 1920s buildings on Turner Street
- Reduced setback behind the retained façade of the 1911 building from 3m to a height of 23m and a further 3m to the height to 25m, to 2m.

These changes are contrary to the heritage provisions of the Yarra Planning Scheme as they allow the complete demolition of all the heritage fabric that has been identified as being of contributory significance (that is the 1920s structures and the 1984 additions and alterations) in Panel's recommended Statement of Significance.

In relation to new built form, the reduction in the setback behind the retained façade of the 1911 building from 3m to 2m further increases the likelihood that the new development will not be visually recessive and will dominate the heritage place.

4.3 Council's preferred Framework Plan

In response to the Panel Report, Council has prepared an amended Framework Plan (Figure 8). This document reflects the increased setbacks from the Yarra River recommended by Panel and retains the heritage elevations of the 1911 building facing both Trenerry Crescent and Turner Street, including return elevations on both streets.

Council's preferred Framework Plan also encourages the retention of the Turner Street elevation and the returns of this building, including the Daryl Jackson adaptation to the end of this building facing the Yarra River (Figure 10). In addition, the Council-preferred Framework Plan draws on Mr Gard'ner's evidence that a minimum 6m setback from the retain heritage fabric is necessary to retain the cultural heritage significance of the place (Figure 9).

³ Panel Report - Yarra Planning Scheme Amendments C218 and C219, 25 October 2017, p. 42.

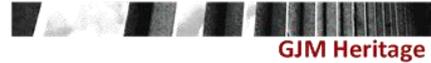


Figure 9. Figure 23 from Mr Gard’ner’s evidence showing minimum acceptable setbacks, roof retention and façade retention (including the 1984 link structure and projecting elements on Yarra River elevation of the 1920s factory building)

KEY: minimum set back (6m) ■ roof to be retained - - - - façade to be retained

4.3.1 Retention of Heritage Fabric

Consistent with Mr Gard’ner’s evidence – and in the absence of any analysis or justification in the Panel Report for the rejection of Council’s position – it is our view that the Panel-recommended Framework Plan will allow the demolition of the vast majority of the significant and contributory fabric in an industrial complex that is identified as being ‘Individually Significant’. We are of the view that the amount of fabric sought to be retained in the Panel-recommended Framework Plan is insufficient to ensure the cultural heritage significance of the place is conserved. We therefore support the retention of historic fabric of both primary and contributory significance to the heritage place, as broadly articulated in Council’s preferred plan. This approach will serve to retain some elements, however modest, of the Jackson designed works that are identified in Panel’s recommended version of the Heritage Citation as being of ‘contributory significance’ to the site.

It is our view that the Council-preferred Framework Plan should not just ‘Encourage Retention of Other Heritage Fabric’ on Turner Street but require that this fabric be retained. The loss of this fabric will remove any record of the history of development on this site beyond its original 1911 form and would result in the complete removal of all fabric that is identified as ‘contributory’ in the Panel-recommended version of the Heritage Citation for the place. Council’s preferred plan allows for the demolition of much fabric of primary and contributory significance, and it is therefore our view that it is reasonable to require that future development retain the Turner Street facades and the return wall facing the Yarra River (including the 1920s and 1984 works) in order to conserve a physical record of the historic development of the site.

In addition, we recommend that Council require the retention of the glazed link element on Turner Street between the 1911 and 1920s building that was designed by Daryl Jackson (Figure 11). This element is already



designed to provide vehicle access and could readily be adapted to meet the requirements of the new development.



Figure 10. 1984 additions to the 1920s building on Turner Street facing the Yarra River



Figure 11. 1984 glazed link on Turner Street

4.3.2 Proposed Setback for Upper Level Development

In the absence of any analysis or justification in the Panel Report for the recommended 2m upper level setbacks, it remains our view that the 6m setback for upper level development in Council’s preferred plan represents the minimum depth necessary to retain the perception of the three-dimensional form and depth of the heritage structures in the streetscape. A lesser setback will result in facadism, where the heritage building has no depth beyond the thickness of the wall itself. The 6m depth has been informed by analysis of the historic fabric, particularly the architectural form of the 1911 building that is identified as being of ‘primary significance’. The 6m depth equates to the architectural module of the 1911 building as evidenced by the solid wall separating the grouped windows on the Turner Street and courtyard elevations and the structural bays of the saw-tooth roof.

It is our view that a lesser setback, such as those as recommended by Panel, will not achieve the following objectives of Clause 22.02:

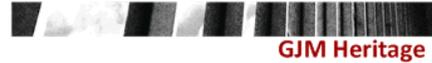
- *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*
- *To preserve the scale and pattern of streetscapes in heritage places.*

A development that is not adequately set back from the retained heritage facades is not considered to meet the policy at Clause 22.02-5.7.1 (General), which is to:

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.*
- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018



- *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- *Be visually recessive and not dominate the heritage place.*

In addition, it is our view that a lesser setback is inadequate to achieve the policy at Clause 22.02-5.7.2 (Industrial, Commercial and Retail Heritage Place or Contributory Elements), which is to:

Encourage new upper level additions and works to:

- *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.*

It is also our view that the Panel-recommended Framework Plan fails to achieve the following purposes of Clause 43.01 – Heritage Overlay:

- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*

While the extent of demolition and the 6m setback proposed in the Council-preferred version of the Framework Plan will not create an ideal heritage outcome, it does represent the minimum necessary to retain a meaningful amount of the heritage fabric to ensure the contribution the place makes to the Victoria Park Precinct is conserved.

4.3.3 Application of Mandatory Controls

It is our view that the application of a mandatory upper level setback is reasonable in this case. We note that Panel's recommended version of the Framework Plan has a 2m preferred setback. In our view, this is likely to lead to upper level setbacks of no greater than 2m, which will reduce the three-dimensional form of the heritage buildings to a thin veneer applied to the elevations of the new development.

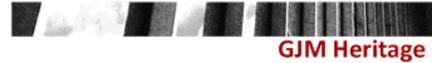
The guidance provided in Planning Practice Note 60: *The role of mandatory provisions in planning schemes* (June 2015) notes that mandatory controls are the exception. The Practice Note provides a number of criteria for the use of mandatory controls (including those for building setbacks) "...to assess whether or not the benefits of any proposed mandatory provision outweigh any loss of opportunity and the flexibility...".

It is our view that the criteria for the application of a mandatory control is met because a lesser distance will not adequately conserve the cultural heritage significance of this 'Individually Significant' place, nor will it retain an appreciation of the three-dimensional form of the heritage buildings when viewed from the public realm. Noting this, we consider it reasonable to allow open balconies to encroach into a mandatory 6m setback.

4.3.4 Framework Plan Legend

The wording of the legend is considered to be broadly reasonable in the various iterations of the Incorporated Plan, noting that the Panel-recommended version adds the word 'preferred' to the descriptions of maximum height and minimum setback. The appropriateness of mandatory setback controls is discussed in section 4.3.3 above.

We recommend that Council's preferred plan remove the qualifying statement in relation to retained heritage fabric being "Subject to detailed heritage and structural advice". The heritage structures are in good condition and there is no apparent reason why they should not be retained as part of any redevelopment. The onus should be on the developer to undertake any structural work necessary to retain the relatively small amount of fabric that the Framework Plan requires.



The wording of the 6m minimum setback could also be amended as it is currently unclear if the setback should be applied if the heritage façade of the 1920s building is demolished.

5. Heritage Citation and Statement of Significance – 112-124 Trenerry Crescent, Abbotsford

Panel has recommended the adoption of the Heritage Citation and Statement of Significance for the Austral Silk and Cotton Mills (Austral) prepared by GJM and therefore no changes to this document are recommended.

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

GJM has been requested to review Panel's recommended Indicative Framework Plan within the Schedule to the DPO (C219) and Council's preferred Indicative Framework Plan, specifically:

- The pink building envelope on the northern edge of the heritage building
- Removal of height limits from the rear interface (which Council proposes to reinstate)
- The interface at the northern edge of the main building to 'Maintain Key Views to Heritage Façades'.

The following advice is limited to a consideration of the Indicative Framework Plan and does not involve a review of the written Schedule to DPO14.

In Appendix E of their report, Panel provided their recommended version of the Indicative Framework Plan (Figure 13), which amended the exhibited version (Figure 12). This has subsequently been further modified by Council as their preferred plan for adoption (Figure 14).

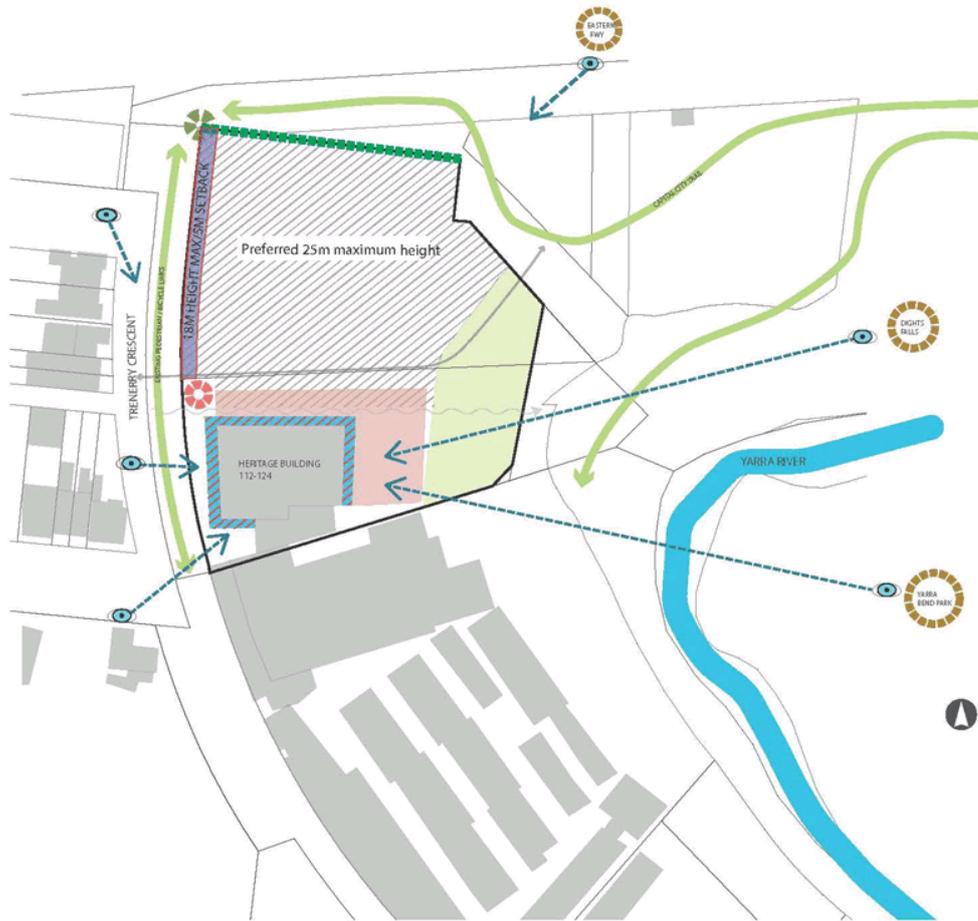
The following comments are based on the assumption that any development on the site will demolish the maximum extent of heritage fabric allowed under the plan and will build to the maximum massing allowable.



LEGEND:

- | | |
|-------------------------------------|--|
| SITE AREA | EASTERN FREEWAY INTERFACE |
| EXISTING PEDESTRIAN / BICYCLE LINKS | LANDSCAPE TREATMENT INTERFACE |
| PUBLIC SHARED LINK OPPORTUNITY | OPPORTUNITY TO IMPROVE CORNER FOR PEDESTRIANS AND CYCLISTS |
| VEHICULAR ACCESS OPPORTUNITY | MAINTAIN SEPARATION BETWEEN BUILDINGS (MIN. 20M) |
| LANDSCAPED SETBACK AREA | HERITAGE SUBSTATION |
| SENSITIVE RIVER INTERFACE | |
| HERITAGE INTERFACE | |
| TRENERRY CRESCENT INTERFACE | |

Figure 12. Indicative Framework Plan – as exhibited



LEGEND

- SITE AREA - DDO1 APPLIES
- EXISTING PEDESTRIAN / BICYCLE LINKS AND CAPITAL CITY TRAIL
- MAINTAIN VIEWS TO HERITAGE BUILDING FACADES
- KEY VIEWS TO HERITAGE BUILDING
- MAINTAIN VIEWS TO UPPER LEVELS OF HERITAGE FACADE / DEVELOPMENT TO RESPECT THE HERITAGE BUILDING
- PREFERRED MAXIMUM 1.8M STREET WALL HEIGHT / 5M SETBACK TO UPPER LEVELS
- ENHANCE INTERFACE WITH PUBLIC REALM
- EXPLORE IMPROVEMENTS TO CORNER FOR PEDESTRIANS AND CYCLISTS THROUGH NEGOTIATIONS WITH LANDOWNER
- HERITAGE SUBSTATION
- WELL DESIGNED AND ARTICULATED BUILT FORM (THE PROVISIONS OF DDO1 AND SLO1 RELATING TO HEIGHT AND SETBACK APPLY)
- POTENTIAL PUBLIC LINK OPPORTUNITY TO BE NEGOTIATED WITH LANDOWNER
- RETAIN VISUAL CONNECTION TO YARRA RIVER CORRIDOR THROUGH NEGOTIATION WITH LANDOWNER

Figure 13. Indicative Framework Plan - Panel recommended version

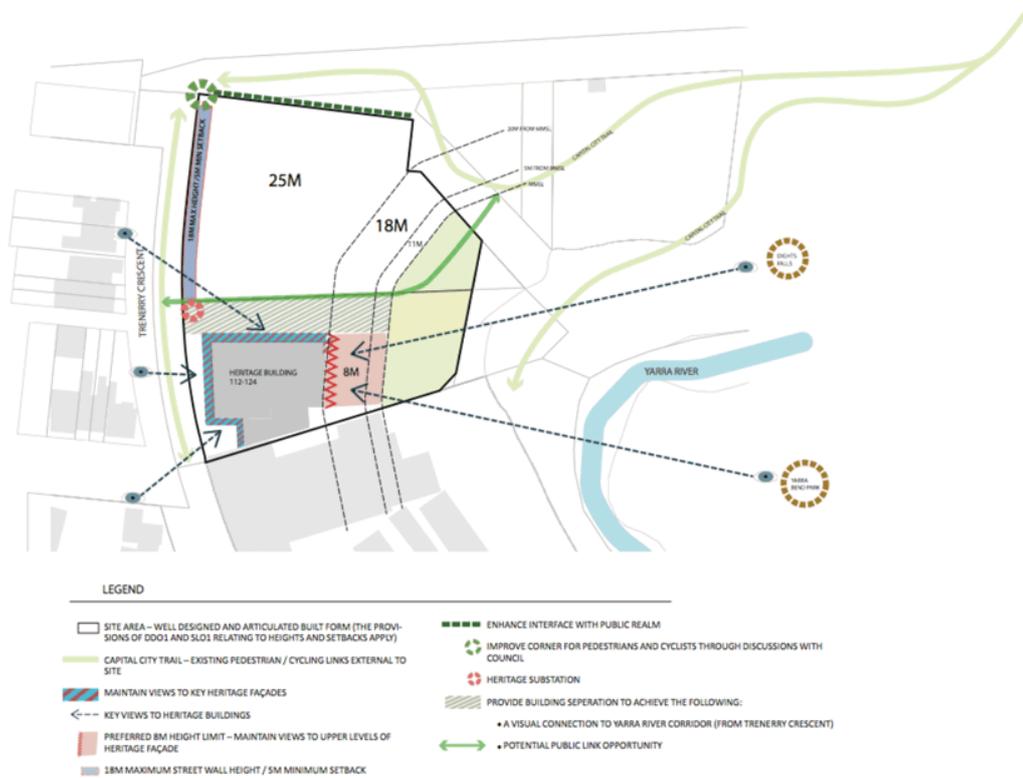


Figure 14. Indicative Framework Plan – Council’s preferred plan

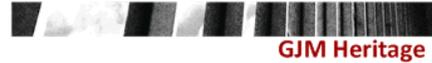
6.1 Indicative Framework Plan as Exhibited

Detailed commentary on the exhibited Indicative Framework Plan was provided in expert evidence and is discussed in the Panel Report. It is not repeated in this memorandum.

6.2 Indicative Framework Plan recommended by Panel

It appears that Panel’s recommended Indicative Framework Plan fails to acknowledge the setback and height requirements of DDO1 resulting in a plan that would contradict the requirements for Area C of DDO1. Like Panel’s recommended Framework Plan for Amendment C218, the Indicative Framework Plan for C219 states that the 25m building height within the Area Boundary for DDO1 – Area C is a preferred maximum height. This contradicts DDO1, which contains mandatory maximum heights. These oversights should be corrected prior to the adoption or approval of the amendment to avoid contradictory controls. The Panel-recommended version of DPO14 removes the building height plan included in the exhibited version of the amendment.

Panel’s recommended Indicative Framework Plan removes the requirement for a ‘landscape treatment interface’ along the Trenerry Street boundary, however this is not considered to have any adverse impact on the heritage



significance of the former Austral Silk and Cotton Mills Factory/Warehouse Complex and is consistent with the expert evidence provided.

Panel also identified key views to the former Austral Silk and Cotton Mills Factory/Warehouse Complex comprising three from Trenerry Crescent to the west, one from what appears to be the north side of Trenerry Crescent opposite the Dights Falls Reserve car park, one from Dights Falls itself, and one from Yarra Bend Park. These are generally considered appropriate, subject to the modification identified at 6.3 below.

6.2.1 The interface of the proposed building envelope at the northern edge of heritage building

The Indicative Framework Plan recommended by Panel removes the requirement for a 20m building separation between the former Austral Silk and Cotton Mills Factory/Warehouse and any new development and introduces the ability to build against the northern elevation of the heritage building. The objective in the legend states that it is only necessary to “Maintain views to the upper levels of the heritage façade / development to respect the heritage building”. These changes are likely to result in new development that obscures an appreciation of the former Austral Silk and Cotton Mills Factory/Warehouse from the north and would mean that the building can no longer be viewed in the round. It is our view that a development constructed to the north of the heritage building in accordance with the recommended Indicative Framework Plan is unacceptable in heritage terms.

6.2.2 Removal of the height limit from the rear interface

Panel’s recommended Indicative Framework Plan explicitly introduces the ability to construct a new building east of the former Austral Silk and Cotton Mills Factory/Warehouse, which may obstruct key views of the heritage building from Dights Falls Reserve and Yarra Bend Park. In his evidence, Mr Trethowan stated that any new development east of the heritage building should be limited to one-storey in height and should be set back from the existing eastern façade by 2m⁴. Mr Gard’ner’s evidence suggested that development to a height of approx. 8m (i.e. the height of the top of the second row of windows on the eastern façade) would be acceptable in heritage terms⁵ (see Figure 15).

It is our view that a discretionary height control of 8m is necessary to ensure that the height of any new development east of the former Austral Silk and Cotton Mills Factory/Warehouse does not reduce its landmark qualities and visual prominence when viewed from key public vantage points along the Yarra River. The notation in the legend of the Panel-recommended Indicative Framework Plan does not adequately define what constitutes the ‘upper levels’ of the heritage building and could be taken to mean only the upper one or two floors of the building.

⁴ Expert Witness Statement (Heritage) for 112-124 and 126-142 Trenerry Crescent Abbotsford, 7 August 2017 (Bruce Trethowan), paras 62-63.

⁵ Expert Witness Statement – Heritage for Yarra Amendments C218 and C219, 3 August 2017 (Jim Gard’ner), p.35.



Figure 15. 112-124 Trenerry Crescent – from Dights Falls Reserve (arrow indicates maximum height of new built form to the east) – Figure 22 from Mr Gard’ner’s evidence.

6.3 Council’s preferred Indicative Framework Plan

In response to the Panel Report, Council officers have prepared an amended Indicative Framework Plan (Figure 14) which ensures consistency with DDO1. It also removes the key view from the north side of Trenerry Crescent, opposite the Dights Falls Reserve car park, which we consider reasonable as this is not a key public realm location from which the public are likely to view the heritage building.

6.3.1 Retention of Heritage Fabric

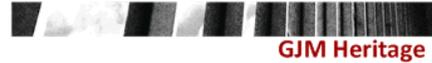
Mr Trethowan, the proponent’s expert witness, recommended increased retention of heritage fabric including the two-storey link structure to the south of the former Austral Silk and Cotton Mills Factory/Warehouse and the remnants of the brick wall of the 1930s saw-tooth roof buildings that now form the site’s Trenerry Crescent boundary, including those elements outside the extent of HO337. Consistent with evidence of both Mr Gard’ner and Mr Trethowan, Council’s preferred Indicative Framework Plan includes retention of the addition south of the former Austral Silk and Cotton Mills Factory/Warehouse.

6.3.2 Proposed building separation

It is our view that physical separation between the north elevation of the heritage building and any new development is necessary to retain the three-dimensional form of the former Austral Silk and Cotton Mills Factory/Warehouse.

We note that the Council-preferred Indicative Framework Plan retains a building separation which, although less than the minimum 20m noted in the exhibited amendment, will achieve a satisfactory heritage outcome that allows views of the north façade of the heritage building to be maintained, provides a visual connection to the Yarra River, and allows a potential public access way through the site. In evidence, Mr Gard’ner and Mr Trethowan disagreed that a public (bicycle) link next to the northern façade of the heritage building would have an adverse impact on the heritage significance of the building. It remains our view that a physical separation between the heritage building and any new development can serve as a public link without any adverse impact on the heritage values of the place.

Further, we recommend that a minimum separation distance be annotated on the Indicative Framework Plan. A new building constructed to the edge of the northern wall of the sub-station would provide a separation of



approx. 15m, and this would appear to provide a satisfactory heritage outcome that protects key views of the northern façade of the former Austral Silk and Cotton Mills Factory/Warehouse.

7. Conclusion

It is our view that the adoption and approval of the Panel-recommended Framework Plan for C218 and Indicative Framework Plan for C219 would result in development that has a substantially greater level of detrimental impact on the two heritage places than the exhibited amendments and is likely to result in development outcomes that are contrary to the heritage provisions of the Yarra Planning Scheme.

Council's preferred Framework Plan and Indicative Framework Plan are likely to result in development that represents an improvement on that recommended by Panel. However, we recommend that the following amendments be made to the Framework Plan for C218 and the Indicative Framework Plan for C219 prior to their adoption by Council:

7.1 Recommended amendments to Amendment C218 documentation

1. Amend the Heritage Citation and Statement of Significance for 20-60 Trenerry Crescent to include the recommended changes in Appendix 1.
2. Amend the legend in the Framework Plan from 'encourage retention' to 'retain' the 1920s structure facing Turner Street and the Yarra River.
3. Amend the Framework Plan to encourage the retention of 1984 elements, including the linking element between the 1911 and 1920s buildings on Turner Street.
4. Clarify if a 6m minimum setback from Turner Street and the Yarra River frontage is required if the heritage facades are not being retained.
5. Remove the qualifying statement in the legend that states heritage fabric is to be retained "Subject to detailed heritage and structural advice".

7.2 Recommended amendments to Amendment C219 documentation

1. Include a minimum dimension for the separation between the northern façade of the former Austral Silk and Cotton Mills Factory/Warehouse and any new development to the north.

GJM Heritage



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Appendix 1 – Amended Citation for 20-60 Trenerry Crescent incorporating changes recommended by Peter Lovell and identifying subsequent amendments recommended by GJM (highlighted)



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: No known (1911, 1920s), Daryl Jackson (1984 alterations)
Grading: Individually Significant	Builder: Not known
Integrity: Moderate-High (1911); Moderate (1920s); 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 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018



Figure 2. The north-west elevation of the 1911 building (right) with its gabled third-storey, the 1984 glazed walkway and the modified 1920s 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 citation⁶, 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

⁶ Victorian Heritage Database (VHD), City of Yarra citation for 'Victoria Park Heritage Precinct', accessed July 2016.

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018

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 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.⁷ 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.

Place History

The complex at 20-60 Trenerry Crescent comprises four buildings (six structures in total) constructed between 1911 and the mid-1980s: **the 1911 building, 1920s building, 1984 building towards the Yarra River, the extensively remodelled 1920s building to the north and the 1984 entrance and linking elements.**

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 1906.⁸

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.⁹ In July 1911, William Stone, clerk, and William Saunders the Younger, malt extract manufacturer of Vaucluse Street, Richmond, purchased the lot.¹⁰

⁷ Gary Vines & Matthew Churchward (1992) 'Northern Suburbs Factory Study', Part One: 63.

⁸ Land Victoria (LV), Certificate of Title V:2279/F669.

⁹ LV, Certificate of Title, V:3384/F680.

¹⁰ LV, Certificate of Title, V:3384/F680.

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018

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.¹¹

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.¹² From the 1910s, the lot to the west was also under the same ownership, on separate titles.¹³ W. Saunders & Son Pty Ltd was 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).¹⁴

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 1981.¹⁵ 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).¹⁶

In 1984, architect Daryl Jackson AO designed works to accommodate the reuse of the place by the Esprit de Corps clothing company. The development adapted the three early twentieth century buildings (the 1920s building on the corner of Trenerry Crescent and Turner Street, the 1911 building on Turner Street and the 1920s building to the north) which underwent some alterations, while the new structures comprised glazed links and a new warehouse/workroom building on the north-east corner of the site. Jackson's design integrated a stylised industrial theme appropriate to the site's history and received a citation as a finalist in the Royal Australian Institute of Architects Presidents Award in 1985.¹⁷ 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).¹⁸

¹¹ Heritage Victoria (HV) assessment of 'Esprit De Corps Complex, 40 Turner Street & 40-60 Trenerry Crescent, Abbotsford', accessed via Hermes 13 Jul 2016.

¹² LV, Certificate of Title, V:3384/F680.

¹³ LV, Certificates of Title, V:3694/F664.

¹⁴ Vines & Churchward (1992) 'Northern Suburbs Factory Study', Part Two: 246.

¹⁵ LV, Certificate of Title, V:3384/F680.

¹⁶ LV, Certificate of Title, V:9464/F422.

¹⁷ HV assessment of 'Esprit De Corps Complex, 40 Turner Street & 40-60 Trenerry Crescent, Abbotsford', accessed via Hermes 13 Jul 2016.

¹⁸ LV, Certificate of Title, V:9464/F422.

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018

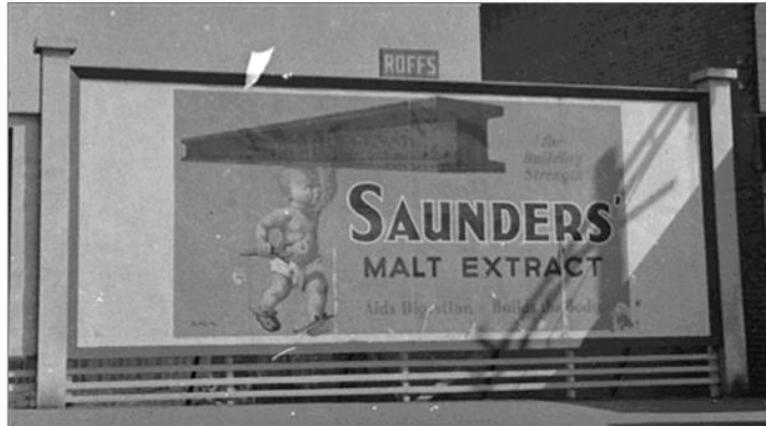


Figure 5. A c1930s billboard in Sydney for 'Saunders Malt Extract'
(Source: State Library of NSW, 'Billboard advertising Saunders', No. 29837).



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

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018**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 additions 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 the original 1920s red-brick engineering works survives as a fragment now largely overbuilt in the 1984 works. This building approximates 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 works include the adapted 1920s red-brick building on northern boundary of the site, the glazed walkway between this building and the 1911 building, a two-storey glazed link between the 1911 and 1920s buildings to the east and a glazed warehouse/workroom building to the rear of the site constructed on an exposed off-form reinforced concrete base.



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

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018

Condition and Integrity

The 1911, 1920s and 1984 buildings have been well maintained and are all in 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 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:

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.

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018

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)

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 constructed 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 well resolved contextual design response to the 1911 and 1920s buildings. This design still provides an effective integration of the various buildings on the site and is a successful example of adaptive reuse of former industrial buildings.

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018

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 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 factory, built for W. Saunders & Son, who were manufacturers of malt extract and cod liver oil. The place is of historical value as evidencing 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 building is of aesthetic significance for its architectural presence within the early twentieth century industrial streetscape of Trenerry Crescent and within the riverscape of the Yarra River. The building has subtle Classical details to the façade and responds to the topography of the site by increasing in height and presence as the land slopes towards the Yarra River.

The new structures designed by architect Daryl Jackson AO in 1984 are of architectural value, 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 Edwardian building is of primary significance to the site. The new 1984 structures and the 1984 adaption of the 1920s buildings designed by architect Darryl Jackson AO are of contributory significance to the site. 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 significance as an externally 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 1984 additions designed by architect Daryl Jackson for the Esprit de Corps company. (Criterion A)

The Edwardian building is of aesthetic significance for its 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 façade and responds to the topography of the site by increasing in height and presence as the land slopes towards the Yarra River. (Criterion E)

Attachment 4 - GJM C218 C219 Post Panel Advice 25 Jan 2018

The works 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 the adapted red-brick building on the northern boundary of the site, the glazed walkway between this and the 1911 building, the 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
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.

Heritage Victoria (HV) assessment of ‘Esprit De Corps Complex, 40 Turner Street & 40-60 Trenerry Crescent, Abbotsford’, accessed via Hermes 13 Jul 2016.

Vines, Gary & Matthew Churchward (1992) ‘Northern Suburbs Factory Study’.

Attachment 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



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 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



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 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



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Historical Context

The following historical context is taken from the HO337 Victoria Park Precinct citation¹, 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 innovative 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 Campbellfield 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'.

Attachment 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



GJM Heritage

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 £2000⁷.

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 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219

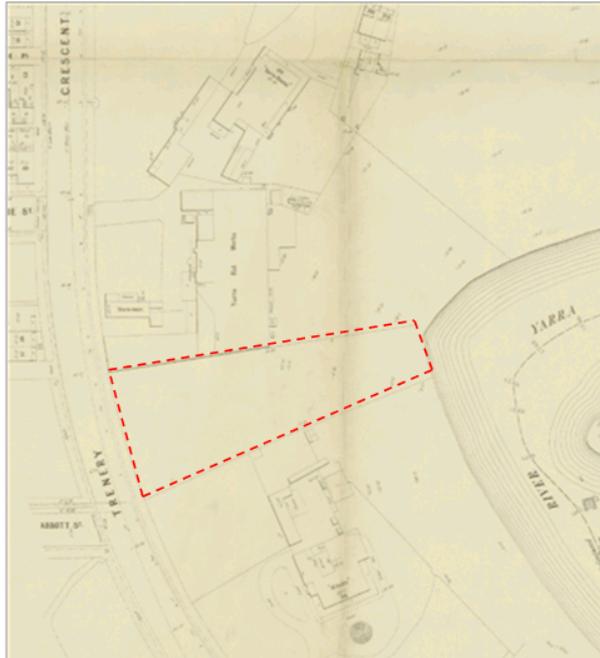


Figure 4. The 1905 MMBW Detail Plan showing the vacant subject site (shown in red), Yarra Hat Works and 'Yarra House' to the north and 'Mikado' to the south. West of Trenerry Crescent was the smaller residential development.

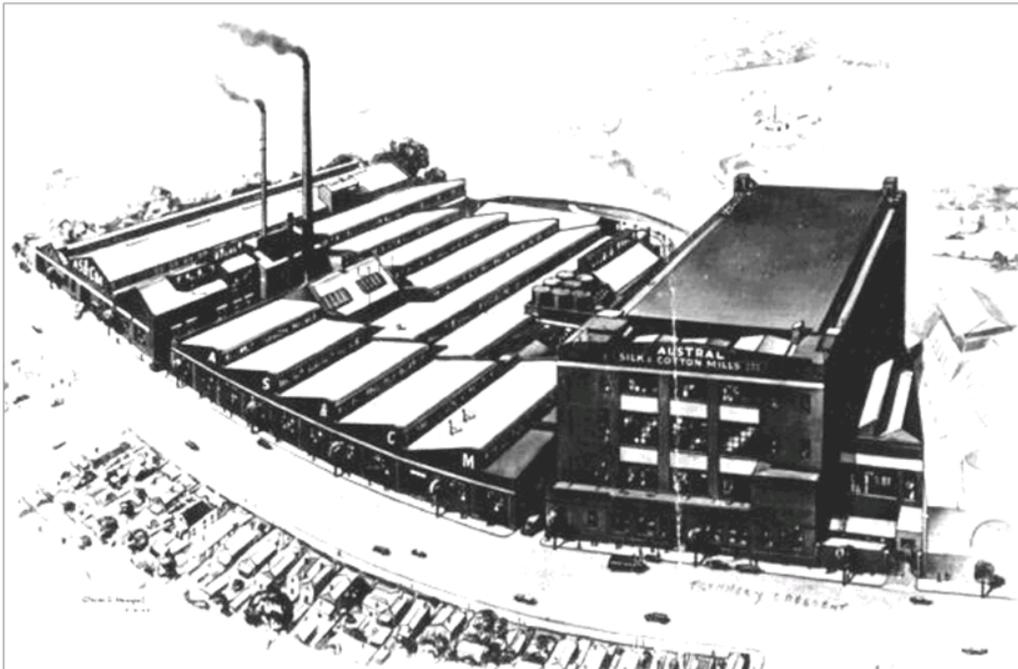


Figure 5. 'Sketch of Austral Silk and Cotton Mills' dated 3 March 1943, by artist Oscar S. Hempel (Source: COYL ID. CL PIC 179).

Attachment 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



GJM Heritage

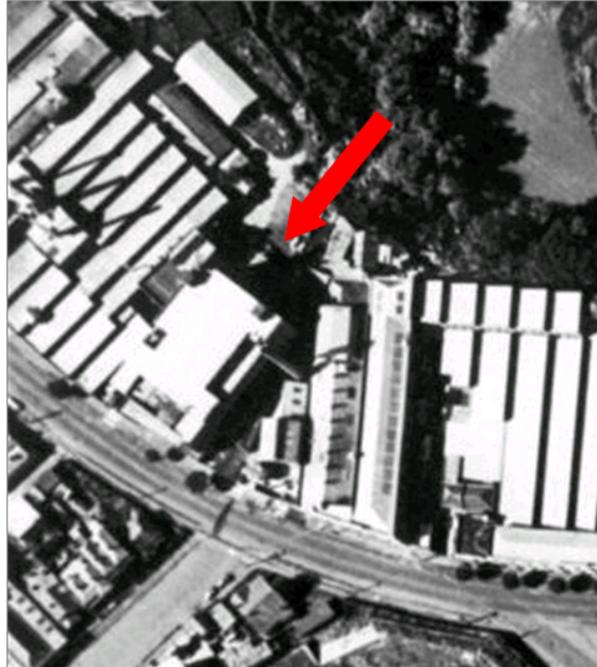


Figure 6. Detail of a 1966 aerial of Trenerry Crescent showing the existing multi-storey building (with arrow) and the other factory buildings (left) which have since been demolished (Source: COYL ID. CL PIC 105).

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.

Attachment 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



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

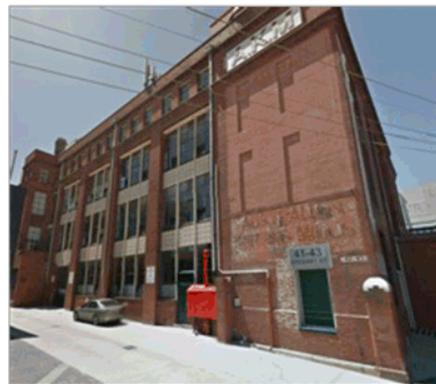
The comparative analysis has been informed by a search of the Hermes database and includes places that are individually significant within the City of Yarra. The following places are comparable in historic use, construction date or architectural style or form:

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 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



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.

Attachment 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



GJM Heritage



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 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



GJM Heritage

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 5 - GJM Heritage citation - 112-124 Trenerry Crescent C219



GJM Heritage

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:

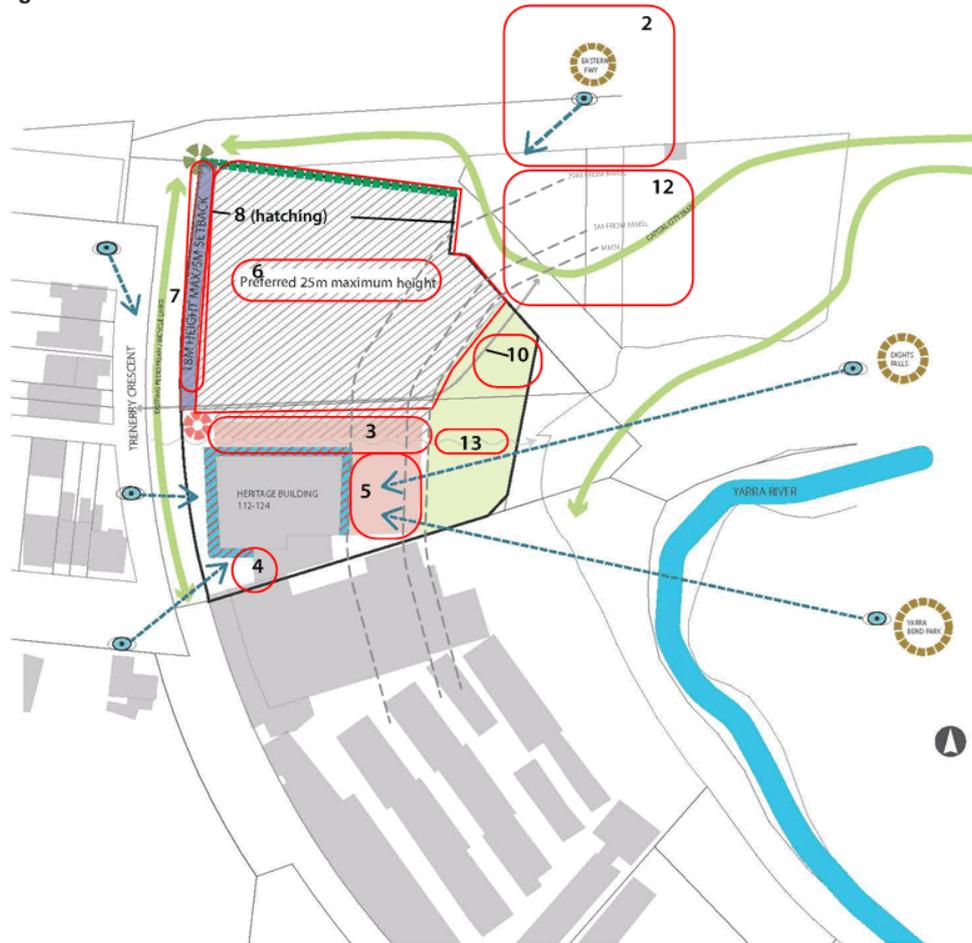
Andrew C. Ward & Associates (May 1995), 'Collingwood Conservation Study Review'.

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.

Attachment 6 - Yarra C219 Panel Recommended Plan (Officer Changes)

Figure 1 Indicative Framework Plan



LEGEND

- SITE AREA - DDO1 APPLIES
- EXISTING PEDESTRIAN / BICYCLE LINKS AND CAPITAL CITY TRAIL
- MAINTAIN VIEWS TO HERITAGE BUILDING FACADES
- KEY VIEWS TO HERITAGE BUILDING
- 5 MAINTAIN VIEWS TO UPPER LEVELS OF HERITAGE FACADE / DEVELOPMENT TO RESPECT THE HERITAGE BUILDING
- 7 PREFERRED MAXIMUM 18M STREET WALL HEIGHT / 5M SETBACK TO UPPER LEVELS
- ENHANCE INTERFACE WITH PUBLIC REALM
- 14 EXPLORE IMPROVEMENTS TO CORNER FOR PEDESTRIANS AND CYCLISTS THROUGH NEGOTIATIONS WITH LANDOWNER
- HERITAGE SUBSTATION
- WELL DESIGNED AND ARTICULATED BUILT FORM (THE PROVISIONS OF DDO1 AND SLOT RELATING TO HEIGHT AND SETBACK APPLY) 8
- 11 POTENTIAL PUBLIC LINK OPPORTUNITY TO BE NEGOTIATED WITH LANDOWNER
- 13 RETAIN VISUAL CONNECTION TO YARRA RIVER CORRIDOR THROUGH NEGOTIATION WITH LANDOWNER

Attachment 7 - Municipal Strategic Statement Clause 21.11 - Amendment C219

YARRA PLANNING SCHEME

21.11 REFERENCE DOCUMENTS19/10/2017
C21935**General**

Council Plan 2005-2009.
Inner Melbourne Action Plan (October 2005).
Yarra City Council Access and Inclusion Policy (November 2004)
City of Yarra Access and Inclusion strategy 2004-2009
Disability Action Plan 2001—2004

Land Use

Yarra Residential Interface Study 2001 (City of Yarra, 2001)

Accommodation and housing

Inner Regional Housing Statement (January 2006)
Retail, entertainment and the arts
Yarra City Council Arts and Cultural Plan, 2005-2009
Inner City Entertainment Precincts Taskforce "A Good Night for All"

Industry, office and commercial

Yarra Economic Development Strategy 2001-2004
Yarra Industrial and Business Land Strategy Review (Hansen Partnerships & Charter, Keck, Cramer, September 2004).

Parks, gardens and public open space

Yarra City Council Recreation Strategy Plan 2003/2008

Built Form**Heritage**

[Heritage Citation: 112-124 Trenerry Crescent, Abbotsford, GJM Heritage, July 2016.](#)
Heritage Gap Study: Review of 17 Precincts Stage 2 Report August 2014, Revised 16 October 2016 (Context Pty Ltd)
Heritage Review of Predefined Areas In Abbotsford & Collingwood Stage 2 Report July 2015 (Context Pty Ltd).
Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, November 2014 (Context Pty Ltd).
City of Yarra Heritage Gaps Study July 2014 – Smith Street South (Anthemion Consultancies)
City of Yarra Heritage Gaps Review One 2013 [Appendix A and B includes Statements of Significance] Incorporated Plan under the provisions of clause 43.01 Heritage Overlay - methodology report, July 2014
City of Yarra Heritage Gaps Review Two 2013
City of Yarra Heritage Gaps Study October 2012 – 233-251 Victoria Street, Abbotsford (Anthemion Consultancies)
World Heritage Environs Area Strategy Plan: Royal Exhibition Building and Carlton Gardens (Department of Planning and Community Development, 2009)

Attachment 7 - Municipal Strategic Statement Clause 21.11 - Amendment C219

YARRA PLANNING SCHEME

*City of Yarra Review of Heritage Overlay Areas 2007 (Graeme Butler and Associates)
[Appendix 7 includes Statements of Significance]*
Yarra Heritage Database 2007 including photos
Development Guidelines for Heritage Places (City of Yarra, 1999)
 "City of Yarra Heritage Review", *Allom Lovell and Associates, 1998.*
 "City of Yarra Heritage Review", *Building Citations Volume 2 Part I and II, Allom Lovell and Associates*
 "Protecting Archaeological Sites in Victoria", *Heritage Victoria, 1998.*
The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance
 "Fitzroy Urban Conservation Study Review", *Allom Lovell and Associates, 1992.*
 "Collingwood Conservation Study", *Andrew Ward and Associates, 1989.*
 "Richmond Conservation Study", *J and T O'Connor and Coleman and Wright Architects, 1985.*
 "Carlton, North Carlton and Princes Hill Conservation Study", *Nigel Lewis and Associates, 1984.*
 "City of Northcote Urban Conservation Study", *Graeme Butler Architect, 1982.*
 "South Fitzroy Conservation Study", *Jacob Lewis Vines Architects, 1979.*
 "North Fitzroy Conservation Study", *Jacob Lewis Vines Architects, 1978.*

Built form character

Urban Design Guidelines for the Yarra River Corridor (City of Yarra, 1998), as amended April 2004
City of Yarra Built Form Review 2003

Transport

Yarra Strategic Transport Statement City of Yarra 2006
Encouraging and increasing walking strategy, City of Yarra 2005

Environmental Sustainability

The Yarra Environment Strategy: Our Sustainable Future (City of Yarra, November 2000).
Review of Policies and Controls for the Yarra River Corridor: Punt Road to Burke Road: Consultant Report (Planisphere and Jones & Whitehead, June 2005).
Middle Yarra Concept Plan (Dept. of Planning and Urban Growth, Dept. of Conservation and Environment, 1990)
Lower Yarra (Punt Road to Dights Falls) Concept Plan (Ministry for Planning and Environment, 1986)
Lower Darebin Creek Concept Plan (Darebin Creek Co-ordinating Committee, 1995)
Merri Creek Management Plan (Merri Creek Management Committee, 1997)
Merri Creek Concept Plan (Draft) (Merri Creek Management Committee, 1997)
Yarra River Corridor Strategy (City of Yarra, 1999)
Yarra Catchment Action Plan (YarraCare, 1996)
Port Phillip and Western Port Regional Catchment Strategy 2004 – 2009 (Port Phillip and Westernport Catchment Management Authority 2004)
Herring Island Enhancement Plan (Acer Wargon Chapman and EDAW AUST, 1995)
Environmental Guidelines for Major Construction Sites (Environment Protection Authority, 1996)
Yarra Bend Park Strategy Plan (Parks Victoria, 1998)

Attachment 7 - Municipal Strategic Statement Clause 21.11 - Amendment C219

YARRA PLANNING SCHEME

Yarra Bend Park Environmental Action Plan (Parks Victoria, April 2000)

Yarra Bend / Fairfield Area: Development Opportunities (Chris Dance Land Design and Fulcrum Town Planners, 1997)

City of Yarra Stormwater Management Plan (AWT, December 2000)

Neighbourhood Plans

Smith / Wellington Streets Mixed Use Precinct Urban Design Framework, March 2005

Victoria Street Activity Precinct Urban Design Framework, July 2004;

Victoria Street East Precinct, Richmond, Urban Design Framework prepared for the City of Yarra 16 November 2005 (mgs in association with Jones and Whitehead Pty Ltd)

Attachment 8 - Development Guidelines for sites subject to the Heritage Overlay

YARRA PLANNING SCHEME

22.02 DEVELOPMENT GUIDELINES FOR SITES SUBJECT TO THE HERITAGE OVERLAY

19/10/2017
C21935

This policy applies to all land within a Heritage Overlay.

22.02-1 Policy Basis

30/09/2010
C85

The MSS highlights the importance of heritage to the identity and character of the municipality and one of its objectives is to protect and enhance the City's heritage places. This policy provides guidance for the protection and enhancement of the City's identified places of cultural and natural heritage significance.

22.02-2 Definitions of Words used in this Policy

30/09/2010
C85

- Adaptation: modifying a place to suit the existing use or a proposed use.
- Architectural integrity: the quality of closely reflecting the architecture of the period in which a building was created.
- Conservation: the process of looking after a place so as to retain its cultural significance.
- Cultural significance: aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
- Fabric: all the physical material of the place including components and fixtures, and can include building interiors.
- Heritage place: anything subject to the Heritage Overlay and can include a site, area, land, landscape, tree, building or other work, or group of buildings of heritage significance, and may include components or spaces. When used in the context of a building graded individually significant, the heritage place is initially the individually significant building and then the broader heritage area. When used in the context of a contributory building, the heritage place is the broader heritage area.
- Maintenance: the continuous protective care of the fabric and setting of a place. It is distinguished from repair which involves restoration and reconstruction.
- Preservation: maintaining the fabric of a place in its existing state and retarding deterioration.
- Reconstruction: returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.
- Restoration: returning the existing fabric of a place to a known earlier state and is distinguished from reconstruction by no introduction of new material into the fabric (note a permit is only required for works, repairs and routine maintenance which change the appearance of a heritage place or which are not undertaken to the same details, specifications and materials).

22.02-3 Levels of Significance

19/10/2017
C235

Every building of cultural significance has been assessed and graded according to its heritage contribution. The levels of significance used are:

- Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also Contributory.
- Contributory: The place is a contributory element within a larger heritage place. A contributory element could include a building, building groups and works, as well as building or landscape parts such as chimneys, verandahs, wall openings, rooflines and paving.

Attachment 8 - Development Guidelines for sites subject to the Heritage Overlay

YARRA PLANNING SCHEME

- Not contributory: The place is not individually significant and not contributory within the heritage place.

The level of significance of every building is identified in the incorporated document, *City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8* (as updated from time to time). Details of methodology used to determine levels of significance can be found in *City of Yarra Review of Heritage Overlay Areas 2007 (Graeme Butler and Associates)*, *City of Yarra Heritage Gaps Review Two 2013*, *City of Yarra Heritage Gaps Study July, 2014 – Smith Street South (Anthemion)*, and *Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, November 2014*.

22.02-4 Objectives

30/09/2010
C85

- To conserve Yarra’s natural and cultural heritage.
- To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.
- To retain significant view lines to, and vistas of, heritage places.
- To preserve the scale and pattern of streetscapes in heritage places.
- To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.
- To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.
- To ensure that additions and new works to a heritage place respect the significance of the place.
- To encourage the retention of ‘individually significant’ and ‘contributory’ heritage places.
- To protect archaeological sites of cultural heritage significance.

22.02-5 Policy

19/10/2017
C235

It is policy to:

22.02-5.1 Demolition

19/10/2017
C235

Full Demolition or Removal of a Building

Generally encourage the retention of a building in a heritage place, unless

- The building is identified as being not contributory.
- The building is identified as a contributory building, and
 - new evidence has become available to demonstrate that the building does not possess the level of heritage significance attributed to it in the incorporated document, *City of Yarra Review of Heritage Areas 2007 Appendix 8* (as updated from time to time)and
 - the building does not form part of a group of similar buildings.

Note: The poor condition of a heritage place should not, in itself, be a reason for permitting demolition.

Encourage the retention of original street furniture and bluestone road or laneway materials and details (where relevant).

An application for demolition is to be accompanied by an application for new development.

Removal of Part of a Heritage Place or Contributory Elements

Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.

Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:

Attachment 8 - Development Guidelines for sites subject to the Heritage Overlay

YARRA PLANNING SCHEME

- That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).
- For a contributory building:
 - that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or
 - the removal of the part would not adversely affect the contribution of the building to the heritage place.
- For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.

22.02-5.2 Original Location

30/09/2010
C85

Encourage the retention of a heritage place or a contributory element to a heritage place in its original location unless:

- The location is not an important component of the cultural significance of the heritage place.
- It can be shown that the relocation is the only reasonable means of ensuring the survival of the heritage place.

22.02-5.3 Reconstruction and Restoration

30/09/2010
C85

Encourage restoration of a heritage place or contributory element if evidence exists to support its accuracy.

Encourage the reconstruction of a building or works which previously existed in a heritage place if:

- The reconstruction will enhance the heritage significance of the heritage place
- Evidence exists to support the accuracy of the reconstruction.

Encourage the reconstruction of original or contributory elements where they have been removed. These elements include, but are not limited to, chimneys, fences, verandahs, roofs and roof elements, wall openings and fitting (including windows and doors), shopfronts and other architectural details and features.

22.02-5.4 Painting and Surface Treatments

30/09/2010
C85

Encourage the removal of paint from originally unpainted masonry surfaces.

Encourage the retention of historic painted signs.

Discourage the sand blasting of render, masonry or timber surfaces; and the painting of unpainted surfaces.

Encourage paint colours to be consistent with the period of the heritage place.

22.02-5.5 Culturally Significant Trees

30/09/2010
C85

Encourage the retention of culturally significant trees in a heritage place unless:

- The trees are to be removed as part of a maintenance program to manage loss of trees due to deterioration caused by old age or disease.
- The trees are causing structural damage to an existing structure and remedial measures (such as root barriers and pruning) cannot be implemented.

Ensure additions and new works respect culturally significant trees (and where possible, significant garden layouts) by siting proposed new development at a distance that ensures the ongoing health of the tree.

Attachment 8 - Development Guidelines for sites subject to the Heritage Overlay

YARRA PLANNING SCHEME

22.02-5.6 Subdivision

30/09/2010
C85

Support the subdivision of sites which do not detract from the heritage value of the place or contributory element.

Where appropriate, use a building envelope plan to protect the heritage values of the place. The building envelope plans should:

- Reflect the original rhythm of the streetscape.
- Allow sufficient space surrounding the heritage place or contributory element to a heritage place to retain its significance or contribution.

22.02-5.7 New Development, Alterations or Additions

30/09/2010
C85

22.02-5.7.1 General

30/09/2010
C85

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
- Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
- Be visually recessive and not dominate the heritage place.
- Be distinguishable from the original historic fabric.
- Not remove, cover, damage or change original historic fabric.
- Not obscure views of principle façades.
- Consider the architectural integrity and context of the heritage place or contributory element.

Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.

Minimise the visibility of new additions by:

- Locating ground level additions and any higher elements towards the rear of the site.
- Encouraging ground level additions to contributory buildings to be sited within the ‘envelope’ created by projected sight lines (see Figure 1)
- Encouraging upper level additions to heritage places to be sited within the ‘envelope’ created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).
- Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.

Attachment 8 - Development Guidelines for sites subject to the Heritage Overlay

YARRA PLANNING SCHEME

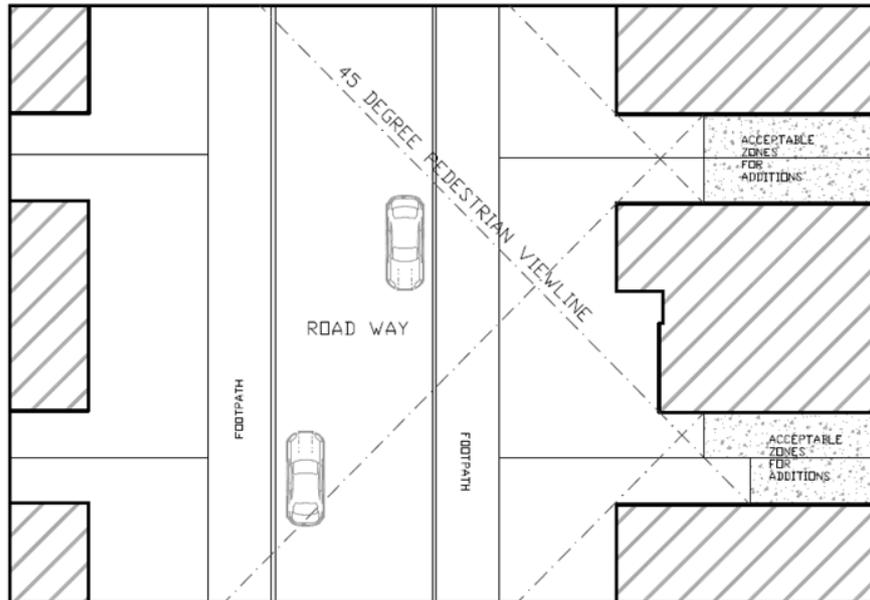


Figure 1 acceptable areas for ground level additions are sited within the area created by drawing a 45 degree view line from the opposite footpath through the front corner of the subject building and the corners of adjacent buildings.

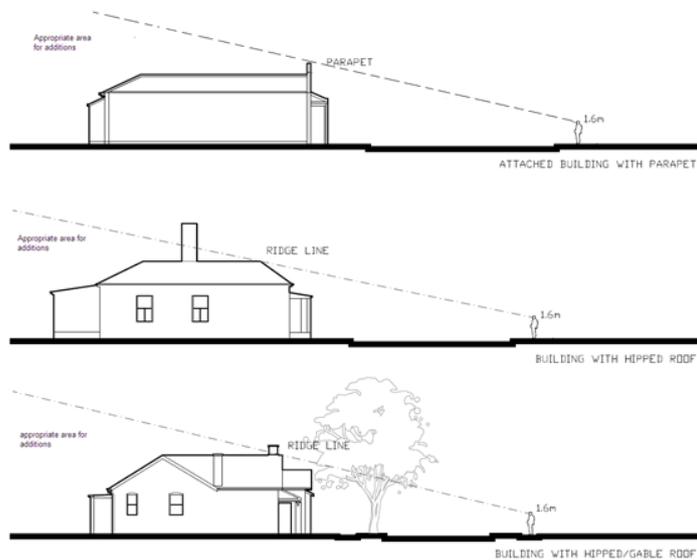


Figure 2 – appropriate areas for upper level additions to contributory buildings are sited within the ‘envelope’ created by projecting a sight line from 1.6 metres above ground level (eye level of average adult person) from the footpath on the opposite side of the street through the top of the front parapet or the ridge line of the principal roof form.

Attachment 8 - Development Guidelines for sites subject to the Heritage Overlay

YARRA PLANNING SCHEME

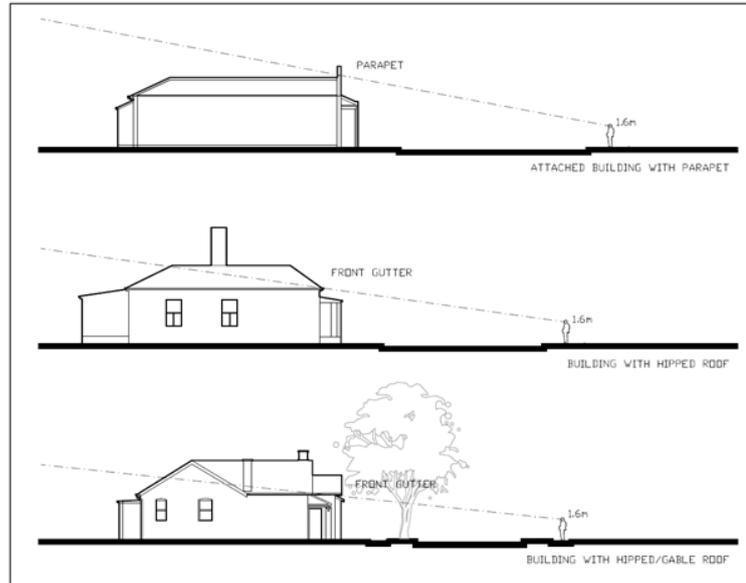


Figure 3 – appropriate areas for upper level additions to individually significant buildings are sited within the ‘envelope’ created by projecting a sight line from 1.6 metres above ground level (eye level of average adult person) from the footpath on the opposite side of the street through the top of the front parapet or the gutter line of the principal roof form.

22.02-5.7.2 Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)

30/09/2010
C85

Corner Sites and Sites with Dual Frontages

Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.

Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

Residential Upper Storey Additions

Encourage new upper storey additions to residential heritage places or contributory elements to heritage places to:

- Preserve the existing roof line, chimney(s) and contributory architectural features that are essential components of the architectural character of the heritage place or contributory elements to the heritage place.
- Respect the scale and form of the heritage place or contributory elements in the heritage place by stepping down in height and setting back from the lower built forms.

Sightlines should be provided to indicate the ‘envelope’ from the street of proposed upper storey additions (refer to the sightline diagrams in 22.02-5.7.1).

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

- Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form

Attachment 8 - Development Guidelines for sites subject to the Heritage Overlay

YARRA PLANNING SCHEME

elements. Each higher element should be set further back from lower heritage built forms.

- Incorporate treatments which make them less apparent.

Carpports, Car Spaces, Garages, and Outbuildings

Encourage carpports, car spaces, garages and outbuildings to be set back behind the front building line (excluding verandahs, porches, bay windows or similar projecting features) of the heritage place or contributory element or to be reasonably obscured. New works should be sited within the 'envelope' shown in Figure 1 of 22.02-5.7.1.

Discourage:

- new vehicle crossovers in streets with few or no crossovers
- high fencing, doors and boundary treatments associated with car parking that are unrelated to the historic character of the area
- new vehicle crossovers in excess of 3 metres wide in residential streets.

Front Fences and Gates

Encourage front fences and gates to be designed to

- allow views to heritage places or contributory elements from surrounding streets
- be a maximum of 1.2 metres high if solid or 1.5 metres high if more than 50% transparent (excluding fence posts)
- be consistent with the architectural period of the heritage place or contributory element to the heritage place.

Ancillaries and Services

Encourage ancillaries or services such as satellite dishes, shade canopies and sails, access ladders, air conditioning plants, wall and roof top mounted lighting, roof top gardens and their associated planting, water meters, and as far as practical aerials, to contributory or significant buildings, to be concealed when viewed from street frontage.

Where there is no reasonable alternative location, ancillaries and services which will reduce green house gas emissions or reduce water consumption, such as solar panels or water storage tanks, or provide universal access (such as wheel chair ramps), may be visible but should be sensitively designed.

Encourage ancillaries or services in new development to be concealed or incorporated into the design of the building.

Encourage ancillaries or services to be installed in a manner whereby they can be removed without damaging heritage fabric.

22.02-6 Archaeological Sites

30/09/2010
C85

Encourage applicants to consult with Heritage Victoria where any proposed buildings or works may affect archaeological relics to facilitate compliance with Part 6 of the *Heritage Act 1995* (Protection of Archaeological Places).

22.02-7 Decision Guidelines

30/09/2010
C85

Before deciding on an application the responsible authority will consider:

- Whether there should be an archival recording of the original building or fabric on the site.
- The heritage significance of the place or element as cited in the relevant Statement of Significance or Building Citation.

Attachment 8 - Development Guidelines for sites subject to the Heritage Overlay

YARRA PLANNING SCHEME

22.02-8 References

19/10/2017
C21935

[Heritage Citation: 112-124 Trenerry Crescent, Abbotsfod. GJM Heritage, July 2016.](#)
 Heritage Gap Study: Review of 17 Precincts Stage 2 Report August 2014, Revised 16 October 2016 (Context Pty Ltd)
 Heritage Review of Predefined Areas In Abbotsford & Collingwood Stage 2 Report July 2015 (Context Pty Ltd).
 Heritage Gap Study: Review of Central Richmond, Stage 2 Final Report, November 2014 (Context Pty Ltd).
 City of Yarra Heritage Gaps Study July 2014 – Smith Street South (Anthemion Consultancies)
 City of Yarra Heritage Gaps Review One 2013 [Appendix A and B includes Statements of Significance] Incorporated Plan under the provisions of clause 43.01 Heritage Overlay - methodology report, July 2014
 City of Yarra Heritage Gaps Review Two 2013
 City of Yarra Heritage Gaps Study October 2012 – 233-251 Victoria Street, Abbotsford (Anthemion Consultancies)
 City of Yarra Review of Heritage Overlay Areas 2007 (Graeme Butler and Associates) [Appendix 7 includes Statements of Significance]
 Yarra Heritage Database 2007 including photos
 “City of Yarra Heritage Review”, Allom Lovell and Associates, 1998.
 “City of Yarra Heritage Review”, Building Citations Volume 2 Part I and II, Allom Lovell and Associates
 “Protecting Archaeological Sites in Victoria”, Heritage Victoria, 1998.
 The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance
 “Fitzroy Urban Conservation Study Review”, Allom Lovell and Associates, 1992.
 “Collingwood Conservation Study”, Andrew Ward and Associates, 1989.
 “Richmond Conservation Study”, J and T O’Connor and Coleman and Wright Architects, 1985.
 “Carlton, North Carlton and Princes Hill Conservation Study”, Nigel Lewis and Associates, 1984.
 “City of Northcote Urban Conservation Study”, Graeme Butler Architect, 1982.
 “South Fitzroy Conservation Study”, Jacob Lewis Vines Architects, 1979.
 “North Fitzroy Conservation Study”, Jacob Lewis Vines Architects, 1978.

11.2 Update on recent Wellington Street Copenhagen bike lane tender

Trim Record Number: D18/56418

Responsible Officer: Assistant Director Planning and Place Making

Purpose

1. To brief Councillors on the outcome of the recent tender process to construct a Copenhagen bicycle lane on Wellington Street between Gipps Street and Johnston Street, Collingwood.

Background

2. In late 2009, Council endorsed the City of Yarra Bicycle Strategy 2010-2015 which focused on increasing cyclist numbers, broadening the rider demographic and improving safety.
3. The Wellington Street route is part of a major North-South route linking the City of Melbourne's Copenhagen lanes in LaTrobe Street and Albert Street in the city to Queens Parade and Clifton Hill. The Yarra Bicycle Strategy includes an action item to improve the bike facilities along the Wellington Street corridor and describes a separated treatment from Johnston Street to Victoria Parade which has a distance of 1.1km. It should be noted that a full Copenhagen style bike route to Queens Parade from Victoria Parade is not possible as there is insufficient space for a separated facility north of Johnston Street.
4. The 2009 Bicycle Strategy gave the Wellington Street project 5 stars out of 5 for its rider recruitment, retention, transport, connectivity and safety characteristics.
5. Between 17th April 2012 and 5th August 2014 seven council reports were produced regarding the Copenhagen bike lane proposal. These reports covered a number of matters including:
 - (a) An options assessment;
 - (b) Consultation approaches;
 - (c) Feedback from consultation phases;
 - (d) Implications of not proceeding with the project;
 - (e) Nominations for a Wellington Street south Traffic, Parking and Advisory group; and
 - (f) Recommendations from the advisory group about how to proceed with the project.
6. On the 5 August 2014 Council resolved to deliver the permanent Copenhagen style option in two discreet phases. The first phase would be the southern section of Wellington Street between Victoria Parade and Gipps Street. That decision considered a number of factors including cost, budgetary impacts, synergies with the Victoria Parade bus lane project (being delivered by VicRoads), lack of prior experience in delivering Copenhagen lanes and significant stakeholder interest in the project.
7. The Copenhagen lane on the southern section of Wellington Street between Victoria Parade and Gipps Street was completed for \$650k in 2015.
8. On 6 October 2015, Council resolved the following:

That Council:

 - (a) *notes that in 2013 Council had instructed Officers to prepare the detailed design for permanent Copenhagen bicycle lanes in Wellington Street between Victoria Parade and Johnston Street;*
 - (b) *notes the completion of the Wellington St Copenhagen Bicycle Lanes between Victoria Parade and Gipps Street;*
 - (c) *refers the construction of the Copenhagen Bicycle Lanes between Gipps and Johnston Streets to the 2016/17 Budget for consideration;*

(d) *instructs Officers that, subject to the project being included in the adopted 2016/2017 Council Budget:*

(i) *to immediately proceed with finalising design plans;*

(ii) *to then commence the planning application process for the construction of Copenhagen Bicycle Lanes between Gipps Street and Johnston Street, and report to Council for planning permit approval (if this is required); and*

(iii) *to upon obtaining a planning permit (if required) OR if a planning permit is not required, to immediately call tenders for the project for construction in the 2016/17 budget period and report to Council for awarding of the contract; and*

(e) *explores scope for external funding for the project.*

9. In 2016 the Bike Strategy Refresh was endorsed by Council. This was an addendum to the original strategy and identified projects and programs for delivery from 2016 to 2021. The 'completion' of the Wellington Street Copenhagen lane was given a priority rating of 5 stars out of 5 following consultation with the Bicycle Advisory Committee.
10. In January 2018 an advertisement was placed calling for tender submissions to potentially construct the remaining section of the Copenhagen bicycle on Wellington Street pending a Council resolution to proceed with the project.
11. Two submissions to construct the project were received and both exceeded \$1m which triggers the requirement for a planning permit. Details of the relevant planning provisions are provided at Appendix A. In summary:
 - (a) an application for a planning permit will be lodged to carry out Roadworks within a Heritage Overlay;
 - (b) VicRoads consent to the project will be sought and included in the planning permit application;
 - (c) Council is the Responsible Authority and will determine the application;
 - (d) Clause 43.01-4 exempts the application from the Notice and Review provisions of the Act; that is, there is no opportunity for third party objections, nor for an objector appeal;
 - (e) as the application does not require notice, Officers can determine the application under delegation or, Councillors may choose to call up the application and have it decided at an IDAC or Full Council meeting; and
 - (f) any third party comments received are not able to have Council's determination reviewed at the Victorian Civil & Administrative Tribunal (VCAT).
12. Based on internal discussions with Council's Planning Department, it is expected that the permit process would take between 3-6 months. It is expected that it would be necessary to retender the project to obtain current prices at that time. If the current approach (to extend the current Copenhagen style infrastructure) remains Council's direction, and a planning permit is issued, it is anticipated that a report could come before Council seeking award of a contract in November/December 2018. If approval is given; construction could commence subsequent to this and funded across the 18/19 and 19/20 financial years (i.e. constructed in mid-2019).

External Consultation

13. No external consultation was required or undertaken regarding this for information only update on the Wellington Street bike lane project.

Internal Consultation (One Yarra)

14. The Statutory Planning team has been consulted to confirm the planning provisions.

Financial Implications

15. There are no significant financial implications associated specifically with obtaining a planning permit for the Copenhagen bike lane. The significant cost of such a project is at construction stage.

Economic Implications

16. There are no economic implications associated with obtaining a planning permit for the Copenhagen bike lane.

Sustainability Implications

17. There are no sustainability implications associated with obtaining a planning permit for the Copenhagen bike lane.

Social Implications

18. It is noted that this project has attracted both strong support and strong opposition from different sectors of the community. The cycling community largely supports the project; but some local businesses and enterprises oppose the project.

Human Rights Implications

19. There are no human rights implications.

Communications with CALD Communities Implications

20. No external communications with CALD communities are required or undertaken regarding this for information only update on the Wellington Street bike lane project.

Council Plan, Strategy and Policy Implications

21. The Wellington Street bicycle lane project (from Victoria Parade to Johnston Street) has been identified in the 2010/15 Bicycle Strategy and 2016 Bicycle Strategy Refresh.

Legal Implications

22. There are no known legal implications associated with this report.

Other Issues

23. There are no other issues.

Options

24. No options are presented as this report is for information only.

Conclusion

25. This report details the outcome of the recent tender process to construct a Copenhagen bicycle lane on Wellington Street between Gipps Street and Johnston Street. In January 2018 an advertisement was placed calling for tender submissions to potentially construct the remaining section of the Copenhagen bicycle lane pending a Council resolution to proceed with the project.
26. Two tender submissions to construct the project were received and both exceeded \$1m which triggers the requirement of a planning permit.
27. It is expected the planning permit process would take between 3- 6 months to a determination stage.
28. If the current approach (to extend the current Copenhagen style infrastructure) remains Council's direction, and a planning permit is issued, it is anticipated that a report could come before Council seeking award of a contract in November/December 2018. If approval is given; construction would commence on a date in 2019 and occur across the two financial years of 18/19 and 19/20.
29. It is noted that this project has attracted both support and opposition from different sectors of the community.

RECOMMENDATION

1. That Council:
 - (a) note the update report on the recent tender for the second stage of a Copenhagen separated bike lane from Gipps Street to Johnston Street, Collingwood;
 - (b) note that due to the tender prices that a planning permit would be required for the construction of that stage of works; and
 - (c) note that a planning permit application will now be lodged for the proposal.

CONTACT OFFICER: Simon Exon
TITLE: Strategic Transport Coordinator
TEL: 9205 5781

Attachments

- 1 Planning Permit Consideration Wellington Street

Attachment 1 - Planning Permit Consideration Wellington Street

ATTACHMENT 1 - Planning Permit Considerations

The Proposal

The application is for roadworks, associated with creating a separated bicycle lane on Wellington Street, between Gipps Street to the south and Johnston Street to the north. Further details of the proposal are as follows:

- The existing on-street car parking will be removed on either side of the street will be removed.
- A segregated bicycle lane will be constructed along either side of the street, within the existing roadway.
 - In some locations along the route, some bluestone paving will be removed, and replaced with asphalt paving, to provide a smooth surface.
- Splitter islands will be constructed along the inside edge of the bike lanes, to separate cyclists from vehicle traffic, and in some locations parked cars.
- Some car parking will be reinstated on the east side of the street, adjacent the splitter islands.
- Access to Johnston Street will be altered, given the cycle lane will be constructed to the intersection.
 - The proposal has been considered by VicRoads, who have offered no objection to the proposal; and all conditions they have imposed have been incorporated into the designs.

Yarra Planning Scheme Provisions

Uses, Buildings, Works, Subdivisions and Demolition Not Requiring a Permit

Clause 62.02-1 – Buildings and works not requiring a permit

- Pursuant to Clause 62.02-1: *Any requirement in this scheme relating to the construction of a building or the construction or carrying out of works, other than a requirement in the Public Conservation and Resource Zone, does not apply to: ...*
 - *Buildings or works with an estimated cost of \$1,000,000 or less carried out by or on behalf of a municipality.*
- As a number of quotes for tender have been received exceeding \$1,000,000 to carry out the works; the above exemption does not apply.

Clause 62.02-2 Buildings and works not requiring a permit unless specifically required by the planning scheme

- Pursuant to Clause 62.02-2, a planning permit is not required to carry out Roadworks; unless specifically required by another part of the scheme.

Zoning

The subject site is zoned:

- Commercial 1 Zone (C1Z)
- Commercial 2 Zone (C2Z)
- Neighbourhood Residential Zone - Schedule 1 (NRZ1)
- General Residential Zone – Schedule 3 (GRZ3)
- Mixed Use Zone.

Attachment 1 - Planning Permit Consideration Wellington Street

The following provisions apply:

- None of the relevant zoning provisions specifically require a permit for Roadworks: Therefore no permit is required under any of the relevant zoning provisions.

Overlays

The subject site is affected by the Design and Development Overlay – Schedule 2 (DDO2).

- There are no specific provisions within the overlay or schedule to the overlay which require a permit for Roadworks: Therefore no permit is required under the overlay.

The subject site is affected by the Heritage Overlay – Schedule 318 (HO318) and Schedule 324 (HO324). The following provisions apply:

- Pursuant to Clause 43.01-1, a planning permit is required to: Construct a building or construct or carry out works, including: ... Roadworks which change the appearance of a heritage place or which are not generally undertaken to the same details, specifications and materials.
- Pursuant to Clause 43.01-4, an application for Roadworks 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 Planning and Environment Act 1987 (the Act).

Relevant Particular Provisions

Clause 52.29 – Land adjacent to a road zone, Category 1, or a public acquisition overlay for a category 1 road zone

- Pursuant to Clause 52.29, a planning permit is required to create or alter access to a Road Zone Category 1.
- However, further to Clause 52.29 a planning permit is not required for *Proposals which, in the opinion of the responsible authority, satisfy requirements or conditions previously agreed in writing between the responsible authority and the Roads Corporation.*
- As VicRoads has previously considered the proposal and their requirements and conditions have been incorporated into the design of proposal at the Johnston Street intersection, no permit is required under Clause 52.29.

General Provisions

- Clause 65 – Decision guidelines

State Planning Policy Framework (SPPF)

Relevant clauses are as follow:

- Clause 10.04 – Integrated decision making
- Clause 11.02 – Urban growth
- Clause 15.01 – Urban environment
- Clause 15.02 – Sustainable development
- Clause 15.03 – Heritage
- Clause 18.01 – Integrated transport
- Clause 18.02 – Movement networks

Attachment 1 - Planning Permit Consideration Wellington Street

Local Planning Policy Framework (LPPF)

Municipal Strategic Statement (MSS)

Relevant clauses are as follow:

- Clause 21.05-1 – Heritage
- Clause 21.05-4 – Public environment
- Clause 21.06 – Transport
- Clause 21.08-5 - Collingwood

Local Policies

Relevant clauses are as follow:

- Clause 22.02 – Development guidelines for sites subject to the heritage overlay

Planning permit process

Given all of the above, an application for a planning permit will be lodged to carry out Roadworks within a Heritage Overlay.

As Council is the Responsible Authority, Council will determine the application.

As Clause 43.01-4 exempts the application from the Notice and Review provisions of the Act; there is no opportunity for third party objections, nor for an objector appeal. Given this:

- There is no opportunity for “6 objections” to trigger an automatic Internal Development Approvals Committee (IDAC) hearing; however Councillors may still choose to call up the application and have it decided at an IDAC meeting.
- Third party objectors are not able to have Council’s determination reviewed at the Victorian Civil & Administrative Tribunal (VCAT).

Based on internal discussions with Council’s Planning Department, it is expected the planning permit process could take up to approximately 6 months.

11.3 Accessibility of Yarra Railway Stations

Executive Summary

Purpose

To present the report *Community Appraisal of Disability Access at Railway Stations in the City of Yarra* (Appraisal Report) and the *Appendix 3 Appraisal Data* for Council's endorsement, and to undertake advocacy for recommended upgrades at the railway stations.

Key Issues

Council resolved to receive a Council Report together with the *Community Appraisal of Disability Access at Railway Stations in the City of Yarra* and the *Appendix 3 Appraisal Data*, following the Delegates Report from the Disability Advisory Committee tabled by Cr Daniel Nguyen at Council meeting on 6 March 2018.

Council's Disability Advisory Committee (DAC) has been advocating for the rights of equitable access to public transport that meets the needs of the whole community, including people with disability, and instigated a project to conduct community access appraisal of Yarra's railway stations.

The appraisal was based on eight accessibility categories that demonstrate what is compliant, what needs improvement, hazards, and priorities for upgrades.

The Appraisal Report provides evidence that none of the nine railway stations in the City of Yarra meet all disability compliance requirements. People with mobility issues and who use wheelchairs, scooters or walking frames have difficulty in accessing Yarra's railway stations and their safety is compromised. The purpose of this evidence was to advocate for accessibility upgrades at railway stations in the City of Yarra.

Council's Strategic foresight in the *Council Plan 2017-2021* supports improvement to 'accessibility to public transport for people with mobility needs and older people (p. 59); and expresses commitment to 'Advocate to the state government for improved accessibility to public transport services' (p.59).

Following consideration of the report, DAC is recommending that Council endorse this report; forward it to PTV, Metro Trains and other relevant organisations; and engage in consultations with the relevant authorities advocating for upgrades to Yarra's railway stations as outlined in the report.

Financial Implications

Financial implications refer to approximately 100 hours of in-kind cost in terms of Officers' time when pursuing advocacy on endorsement of the report.

PROPOSAL

That Council endorses the *Community Appraisal of Disability Access at Railway Stations in the City of Yarra* and the *Appendix 3 Appraisal Data*; and undertake advocacy for upgrades at the railway stations in the municipality as recommended in the Appraisal Report.

11.3 Accessibility of Yarra Railway Stations

Trim Record Number: D18/44627

Responsible Officer: Acting Director Community Wellbeing

Purpose

1. To present the report titled *Community Appraisal of Disability Access at Railway Stations in the City of Yarra* (Appraisal Report); and the *Appendix 3 Appraisal Data*, developed by Public Transport Sub-committee of the Disability Advisory Committee (DAC), for Council's consideration and endorsement.
2. To gain Council support to advocate with the relevant authorities for upgrades recommended in the above report towards achieving improved accessibility at railway stations in Yarra's municipality.

Background

3. At the Council Meeting on 6 March 2018 Cr Daniel Nguyen tabled a Delegates Report from the Disability Advisory Committee, delivered by the committee member, David Brant. The purpose of this Delegates Report was to inform Council about a project instigated by DAC's Public Transport Sub-committee. It involved appraisal of accessibility of all railway stations in the municipality due to DAC's perception that people with disability are limiting their use of public transport in Yarra. The project aimed at collecting and analysing data to compile a report with evidence on the issues of compromised safety experienced by commuters with disability. In response to the above Delegates Report, Council resolved to receive a Council Report together with the *Community Appraisal of Disability Access at Railway Stations in the City of Yarra* (Attachment 1) and the *Appendix 3 Appraisal Data* (Attachment 2).

Appraisal Report

4. The purpose, methodology, data analysis, findings and recommendations for accessibility improvements are outlined in the Attachment 1 - *Community Appraisal of Disability Access at Railway Stations in the City of Yarra* and the Attachment 2 - *Appendix 3 Appraisal Data*. These were endorsed by the Disability Advisory Committee at its meeting on 14 November 2017.
5. The railway stations were appraised against eight disability access categories including:
 - (a) TGSIs (Tactile Ground Surface Indicators – raised dots on ground at top and bottom of ramps, entrance points & direction of path for people who are blind);
 - (b) Wheelchair access point (which is located at the front end on a platform);
 - (c) Shelter (over the wheelchair access point);
 - (d) Ramp gradient, width and handrails;
 - (e) Signage; and
 - (f) Accessible parking bays (i.e. 'disabled parking').
6. In addition to these categories, potential hazards have been identified in areas of:
 - (a) Narrowness of platforms at wheelchair access points;
 - (b) Steepness of ramps;
 - (c) Obstructions on pathways;
 - (d) Visibility issues; and
 - (e) Absence of TGSIs; and trip hazards.
7. Consideration was also given to the level of complexity of these improvements, and priorities for short, medium and long term upgrades were identified.

8. Several new stations in Melbourne including Tarneit, Williams Landing and Wyndham Vale, were also assessed as they represent improved accessibility standards and are best practice examples for all Victorian stations.
9. The significance of this report rests on the fact that all data and evidence is based on direct experiences of people with physical and sensory disabilities who conducted the appraisals at each station. Their particular access requirements were used as an experiential approach to data collection. For example, entry and egress from trains on platforms was conducted by members with walking frames and wheelchairs.
10. The findings were that none of the nine railway stations in the City of Yarra meet all disability compliance requirements. Areas of concerns are listed on page 10 in Attachment 1.
11. Commuters with mobility issues and who use wheelchairs, scooters or walking frames have difficulty in accessing Yarra's railway stations. An example of their safety issues is demonstrated in the photo below.



North Richmond Railway Station, Platform 1

12. DAC calls on Council to engage in consultations with authorities involved in the delivery of public transport services and infrastructure to do more than meet standards, but deliver best practice solutions to ensure safety and accessibility for all community members.

External Consultation

13. Two DAC members, Mary Rispoli and David Brant, were leading the site visits and organising other DAC volunteers with different disability access requirements (i.e. people using electric wheelchair, or walking frame) to join site visits. The Team reported their findings through DAC and this broadened input to twelve other community members.
14. The Appraisal Report includes a case study (p.26 in Attachment 1) from an Ambassador at the Summer Foundation, who is a Yarra resident and his advocate represented him at a DAC meeting.

Internal Consultation (One Yarra)

15. The DAC Public Transport Sub-committee engaged with Council staff to provide support and advice on the project planning, technical expertise, data analysis, and compiling of the final report. This support was provided by Council's officers from Strategic Transport, Parking Management and Aged and Disability Services.

Financial Implications

16. The Team dedicated voluntary hours for approximately 40 site visits and 30 meetings over the three year period.
17. After endorsement of the Appraisal Report further financial implications would involve Officers' workload to instigate systemic advocacy for implementation of recommended improvements. This may amount to in-kind of approximately 100 hours dedicated for drafting correspondence, attending meetings and providing advice on implementation.

Economic Implications

18. Improved accessibility at railway stations would increase community access to activity centres and thus contribute to greater business activities.

Sustainability Implications

19. More people would use public transport in place of the current option available to people with disability of point to point car or taxi travels.

Social Implications

20. The recommend access improvements would improve disability access, community participation and independence for people with disability, our aging population, parents with prams, shopping buggy users and those with temporary injuries or other conditions. Safe public transport travel encourages freedom of movement for all commuters and adds to cohesion of the community.

Human Rights Implications

21. Two principles under the *Charter of Human Rights and Responsibilities* (Vic. 2006) directly support the right of people with disability to equal access to public transport. They include:
 - (a) Recognition and equality before the law ('Measures taken to assist people who are disadvantaged because of discrimination ... '(p.3); and
 - (b) Freedom of movement – 'people have the right to ... move freely ...' (p.3).

Communications with CALD Communities Implications

22. Disability is prevalent across all community groups, gender and age. Recommended improvements include improved signage, shelter protection, etc. These will have positive impact on commuters from CALD communities.

Council Plan, Strategy and Policy Implications

23. The Recommendations in the appraisal report are consistent with the Objective Six in the *Council Plan 2017 – 2021*, which reads: *A connected Yarra – City of Yarra, a place where connectivity and travel options are environmentally sustainable, integrated and well-designed* (p.56). Under this Objective Council's commitment to improved accessibility is demonstrated in:
 - (a) Strategy 6.4 – Improve accessibility to public transport for people with mobility needs and older people (p. 59); and
 - (b) Initiative 6.4 – Advocate to the state government for improved accessibility to public transport services (p.59).

Legal Implications

24. Non-discrimination in access to public transport is supported by the provisions of the Disability Discrimination Act 1992 (Cmth) and Disability Act 2006 (Vic).
25. The Victorian government has placed expectations on local governments "to improve the autonomy, independence, and social inclusion of Victorians with a disability" (*State Disability Plan 2017 – 2020*, p.14).

26. There are no foreseen legal implications to Council for endorsing the Appraisal Report and advocating to State government authorities for improved accessibility to railway stations in Yarra.

Other Issues

27. Poor disability access to public transport is one of the key barrier limiting options, choices and opportunities to social participation of people with disability. This in turn leads to segregation, isolation and poor health outcomes.
28. The scope of this appraisal did not include the public toilets located at railway stations. The DAC has identified this as a separate project. Current knowledge is that toilets are open where there is a station attendant (i.e. Clifton and Richmond) and closed at other stations. The provision of accessible toilets is an important access aspect to the public transport system and warrants specific review.

Options

29. Council endorses the Appraisal Report and its Appendix undertaken by community members of the DAC, and that Council is not assuming responsibility for unforeseen consequences in relation to the content of the report.

Conclusion

30. It is consistent with the strategic planning of Council to advocate for the rights of equitable access to public transport that meets the needs of the whole community, including people with disability.

RECOMMENDATION

1. That Council:
- (a) acknowledges outstanding effort of the Disability Advisory Committee's Public Transport Sub-committee;
 - (b) endorses the *Community Appraisal of Disability Access at Railway Stations in the City of Yarra* and the *Appendix 3 Appraisal Data*;
 - (c) forwards the above report to PTV, Metro Trams and other relevant organisations on behalf of DAC; and
 - (d) undertake advocacy with PTV and Metro Trams for upgrades recommended in the above report.

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Attachments

- 1 Community Appraisal of Disability Access at Railway Stations in the City of Yarra
2 Appendix 3 Appraisal Data

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra



**Community Appraisal
of Disability Access at
Railway Stations in the City of Yarra**

Disability Advisory Committee

D17/191767



Appraisal Reporting 2015 - 2017

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

PREAMBLE

This project has been instigated and guided by the Disability Advisory Committee (DAC) at Yarra City Council (YCC). The significance of this report is the provision of evidence on issues of disability access to the railway stations gathered by "true experts" in access appraisals through their lived experience of sensory and/or physical disability.

This report came to fruition due to an extraordinary determination, numerous visits and tireless data collection by project masterminds Mary Rispoli and David Brant (Community Representatives on the DAC). The engineering expertise, on-site assistance and data verification by Yarra's Traffic Engineer, Warwick Middleton, were of utmost importance in their work.

Generous assistance of DAC member Martin Leckey and former member of DAC Margaret Bayly added to the success. The advice and assistance of Council Officers Marta Rokicki, Pia Borghesi, Nopporn Jittasilp and Simon Exon in respect of data classification and analysis, content, formatting and editorials is also gratefully acknowledged.

The case study provided by the Summer Foundation evidencing safety issues has demonstrated the urgency for action towards improvements for equal access to train commuting. A Yarra resident, who identifies himself as Bily, kindly shared his boarding experience in his electric wheelchair, which adds to the richness of this report.

Special thanks are directed to the Yarra City Council for endorsing this report and to Public Transport Victoria (PTV) for consultative remarks in the process, and for the opportunity to put forward this report. It is anticipated and hoped by DAC that PTV will take advantage of this advocacy initiative and take action on implementation of recommended improvements. This will make Yarra's railway stations friendlier and safer for commuters with disability, and advance community cohesion.

DAC Public Transport Sub-Committee members that worked on this project are as follow:

- Mary Rispoli - DAC
- David Brant - DAC
- Martin Leckey - DAC
- Margret Bayly – former DAC
- Warrick Middleton - YCC
- Marta Rokicki - YCC
- Nopporn Jittasilp -YCC
- Simon Exon – YCC

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

TABLE OF CONTENTS

SECTION 1 INTRODUCTION

1.1	Background	1
1.2	Goals, Objectives and Outcomes.....	2
1.3	Scope and Methodology.....	2
1.4	Demographic Profile – City of Yarra.....	4

SECTION 2 KEY FINDINGS

2.1	Date Overview	6
2.2	Data Analysis.....	10

SECTION 3 SUMMARY & RECOMMENDATIONS

3.1	Summary	11
3.2	Recommendations	11
3.3	Priorities – High, Medium & Low	12

APPENDICES

Appendix 1: Map of Stations	15
Appendix 2: Glossary	16
Appendix 3: Appraisal Data (separate document)	25
Appendix 4: Case Study.....	26
Appendix 5: References.....	28

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

SECTION 1 INTRODUCTION

1.1 BACKGROUND

The community appraisal of the railway stations within the municipality of the City of Yarra (COY) has been instigated by Council's Disability Advisory Committee (DAC). The committee aims to improve the quality of life of people with disability and is made up of community representatives. The DAC is chaired by Yarra City Councillors who present advice and report to Council and to other organisations on behalf of the DAC members. Council values DAC's advice on universal access and mainstream participation, and supports DAC's advocacy for disability rights.

The DAC has frequently received complaints from local citizens with disability about difficulties in accessing public transport. Poor accessibility to public transport constrains individuals' options and choices, and limits opportunities to participate in the community, which leads to segregation from the wider community.

At the DAC meeting on 9 September 2014, members resolved to set up Public Transport Sub-committee (with involvement of representatives from Council's Strategic Transport Branch) to identify issues of accessibility to public transport, with emphasis on safety while boarding; and to advocate for improved accessibility to public transport by people with disability. Making public transport as accessible as possible would benefit not only people with disability but all other members of the community, including parents with prams, elderly, injured youth, and people with buggies.

The Sub-committee took part in numerous consultations with involvement of Public Transport Victoria, Yarra Trams, VicRoads and Strategic Transport at Yarra City Council. For example, the sub-committee participated in consultations on the design of the easy access tram stops on Nicholson St in Fitzroy.

Since September 2014, the Sub-committee conducted (with occasional assistance of Council's Traffic Engineer) on-site community access appraisals of all railway stations in the municipality of the City of Yarra. Many stations received return visits with additional DAC members whose particular disability access requirement levels were used to evidence experiential application of the data collection. For example, entry and egress from trains on critical platforms was performed by DAC members with walking frames and electric wheelchairs.

In addition, regular meetings and workshops were conducted over this period and updates were regularly tabled at DAC meetings. The collected data was audited and verified through additional site visits in March 2017.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

The intent of the community access appraisals of the railway stations was to produce a report that provides evidence on the issues of compromised safety experienced by commuters with disability at the train stations in the City of Yarra; and to provide data that demonstrate priorities for improvements at the audited stations, whilst giving consideration to the level of complexity involved with these improvements. On endorsement by Council, this report will be forwarded to authorities such as Public Transport Victoria, Metro Trains, and any other relevant organisation.

1.2 GOAL, OBJECTIVES & OUTCOMES

The overarching goal of the report is:

To advocate for safer accessibility to railway stations in the City of Yarra and achieve equitable access for people with disability, utilising evidence based research and analysis of data and access requirements based on experiences of commuters with disability, with temporary health conditions, and those restricted by circumstances (e.g. prams).

The objectives and outcomes for achieving this goal include:

- Raising awareness of the relevant authorities regarding the limiting impact of poor accessibility to the railway stations on the lives of people with disability;
- Identifying data and providing analysis on issues of disability access to public transport at the railway stations in the City of Yarra;
- Providing a list of low, medium and high level of hazards and works to be undertaken for achieving better access for people with disability to local railway stations;
- Advocating for prompt removal of potential hazards at the listed railway stations;
- Engaging in consultations with the relevant authorities and providing advice on disability access for all railway stations within the municipality;
- Enabling more people to use public transport; and,
- To ensure that implemented access measures are at “best practice” level and not simply meeting minimum standards.

1.3 SCOPE & METHODOLOGY

1.3.1 Scope

This report analyses the level of accessibility at all stations in the City of Yarra, as listed in the alphabetical order:

- Burnley railway station
- Clifton Hill railway station
- Collingwood railway station
- East Richmond railway station
- North Richmond railway station
- Richmond railway station
- Rushall railway station
- Victoria Park railway station

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

- West Richmond railway station

The location of these stations is marked on the map in the **Attachment 1 - Train Stations in the City of Yarra**.

In addition to the nine railway stations listed above, community access appraisal was also conducted at the new Tarneit railway station¹ for the purpose of comparison with the best practice design at this station.

Tarneit railway station meets most of the *Disability Discrimination Act 1992* (Cth) requirements including ramp access to the platforms, anti-slip surfaces, tactile ground surface indicators, and hearing loops. All the railway stations (including Tarneit station) have been appraised against the following eight disability access categories:

- Tactile Ground Surface Indicators (TGSI);
- Shelter;
- Access ramp gradient;
- Access ramp width
- Access ramp handrails;
- Wheelchair access point (WAP);
- Signage; and,
- Accessible parking bays.

Definitions of the above categories and their significance for accessibility requirements are outlined in the **Attachment 2 - Glossary**. In addition to the accessibility categories, hazards have been recorded alongside the above categories. Identified hazards refer to:

- Narrowness of platforms at WAP (see examples)²;
- Steepness of access ramps;
- Obstructions on pathways;
- Visibility (i.e. poor colour contrast/size of signs);
- Absence of TGSI pathway continuity; and,
- Trip hazards.

Improvements identified in addition to the eight accessibility categories and hazards are also included in the **Appendix 3 - Appraisal Data**.

Poor quality of audio equipment and lack of announcements was not specifically addressed in the appraisal, however, they are an ongoing issues at most train stations. Announcements which are beneficial for people with disability, elderly and tourists can often not be heard across an entire train station.

¹ Tarneit railway station serves the western Melbourne suburb of Tarneit. It is on the Deer Park - West Werribee railway line in Victoria, Australia, which forms part of the Regional Rail Link

² <https://www.dropbox.com/sh/c4n1396z1uyhqaz/AAAnASQZ4RF11EPP-HqX6u33a?dl=0>

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

1.3.2 Methodology

The community access appraisals of the railway stations in the City of Yarra involved consultations, desktop research, site visits for data collection, workshops, data analysis, and data review for verification.

Several consultation sessions were conducted between DAC Community Representatives (who have a lived experience of disability, are experienced in disability access, and are regular public transport users) and Council Officers (representing Strategic Transport, Traffic Engineering, Parking Services and Disability Planning). These consultations aimed to identify the approach, data collection and measuring tools, roles and responsibilities, and schedule of access appraisals.

Desktop research was conducted by Council Officers (within their respected disciplines) on legislation, regulations and standards for design that meets accessibility requirements in the public transport infrastructure. This step was followed by site visits and data collection on the eight categories of accessibility (see categories listed in the section 1.3.1 above). People with a variety of disabilities visited the train stations and boarded trains, including people who use electric wheelchairs, scooters, manual wheelchairs, walking frames and people with vision impairment.

Workshops on data analysis focused on:

- Comparison of the regulatory measures with the collected data from community access appraisals;
- Outline of terminology and concepts;
- Issues of potential harm to commuters from identified hazards;
- Capacity for best practice improvements; and
- Classification of priorities for improvements.

Records were collected in the written format, photographs and video clips. Re-visiting of the railway stations was required for data verification at the completion stage of this report.

1.4 DEMOGRAPHIC PROFILE – CITY OF YARRA

The City of Yarra is undergoing significant growth in population, economic activity and housing development, and this is anticipated to continue. In the five year period between the 2011 and 2016 Census, Yarra's population increased by 14,477, or 18%, to 93,380 (ABS 2016). The population is forecast to increase to 103,191, by 2026.

Transportation is the key element for creating cities and communities that are friendly for families with children, people with disability and older people. These groups make a significant contribution to their communities and the economy, and must be enabled to live safely, enjoy good health and move around confidently.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

Households with children comprise approximately 21% of Yarra households. The number of households with children (both dual and single parent households) increased from 7,053 in 2006 to 8,480 in 2016; representing a 20% increase in this household type. At the same time the Yarra population of 50 years old residents and over is growing significantly. It is expected that by 2025 over 27% of Yarra's population will be 50 years old and over.

It is estimated that 14.8% of residents³ in Yarra have a disability. As rates of disability tend to increase with age, the proportion of Yarra residents with a disability is likely to increase. In 2006, 2,551 residents needed assistance with core activities; by 2016 this had increased to 3,138 residents.

Given that there are approximately 9,159 train trips daily in Yarra (City of Yarra Safe Travel Strategy 2016 - 2026, p.10), the railway stations in the municipality need to be upgraded to provide safe access to trains for residents and visitors of all ages and abilities.

³ ABS 2015, Disability, Aging and Carers Survey.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

SECTION 2 KEY FINDINGS

2.1 DATA OVERVIEW

Data collected in the eight categories at each railway station during accessibility appraisals is presented in the **Table 1** below (see **Appendix 2 Glossary** for definitions and compliance details). The terminology/references in the table are as follow:

- TGSI** Tactile Ground Surface Indicators
- P** TGSI at platform
- E** TGSI at entrance to railway stations
- WAP** Wheelchair Access Point (WAP) located at the front end of platform as a boarding point (DAC recommended 3m in width, including 750mm portable ramp)
- W Ent** WAP sign situated on ground at entrance to platform
- Shelter** Shelter at the front of platform above the WAP
- Signage**..... WAP signs situated on the ground at the entrance to platform, and at the front of platform
- Ramp Gradient**..... Wheelchair accessible compliance gradient indicating the steepness of ramp to train station. Current minimum gradient requirement for wheelchair access ramp is 1:6 (depending on the length).
- Ramp Width** Preferably 2 metre (wide enough for 2 wheelchairs to pass – based on DAC committee recommendation to meet best practice)
- Accessible Parking Bays** The minimum number of disability access parking bays to be implemented. Standard is 1 per 50 parking bays, however, best practice is 1 bay minimum (irrespective of < 50 car parks). Council's Disability Access Parking Bay Policy is minimum 3% to be accessible parking bays)
- Hazards**..... Indicate a variety of objects or situations that have been considered by DAC members as dangerous, and may cause harm (details and pictures can be found in **Appendix 2 Glossary**).
- Risk Level**..... High, Medium or Low - indicate which train station is most at risk in accordance to DAC recommendations.
- Numbers & /** For example 2/9 refers to 2 out of 9 items meeting the criteria.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

TABLE 1: KEY DATA BY STATION									
STATION	TGSI	Shelter	Ramp Gradient	Ramp Width	Wheelchair Access Point (WAP)	Signage*	Accessible Parking Bays	Overall Risk Level	Additional Hazards
Burnley	P. 4/4 E. 0/4	1/3	0/3	3/3	4/4	WAP 4/4 W Ent 0/4	0/3 bays	Low	<ul style="list-style-type: none"> Worn out TGSI Barrier hoops Hand rail missing
Clifton Hill	P. 0/2 E. 2/2	2/2	0/4	4/4	1/2	WAP 2/2 W Ent. 2/2	2/5 bays	High	<ul style="list-style-type: none"> Barrier hoops P 1 station door entrance too narrow
Collingwood	P. 2/2 E. 2/2	0/2	0/2	2/2	1/2	WAP 2/2 W Ent. 0/2	0/2 bays	High	<ul style="list-style-type: none"> See the first video https://www.dropbox.com/sh/c4n1396z1uyhgaz/AAAnASQZ4RF11EPP-HqX6u33a?dl=0
East Richmond	P. 2/2 E.2/2	1/2	0/2	2/2	2/2	WAP 0/2 W Ent. 2/2	0/2 bays	Low	<ul style="list-style-type: none"> Hand rail missing
North Richmond	P. 0/2 E. 0/2	0/2	0/4	0/4	0/2	WAP 2/2 W Ent. 2/2	0/2 bays	High	<ul style="list-style-type: none"> WAP dangerous – see second video https://www.dropbox.com/sh/c4n1396z1uyhgaz/AAAnASQZ4RF11EPP-

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

TABLE 1: KEY DATA BY STATION									
STATION	TGSI	Shelter	Ramp Gradient	Ramp Width	Wheelchair Access Point (WAP)	Signage*	Accessible Parking Bays	Overall Risk Level	Additional Hazards
									HqX6u33a?dl=0
Richmond	P. 10/10 E. 10/10 See note	10/10	0/12	11/12	1/10. Other 9 platforms are not compliant (but close to compliance)	WAP 10/10	0/2 bays	Low	<ul style="list-style-type: none"> • Blue low contrast and worn out TGSI. • External entrance TGSI. • Platform furniture. • Black poles
Rushall	P. 2/2 E. 2/2	1/2	1/3	3/3	2/2	WAP. 2/2 W Ent. 1/2	0/4 bays	Low	<ul style="list-style-type: none"> • Dark poles
Victoria Park	P. 0/2 E. 0/2	0/2	0/4	4/4	1/2	WAP. 2/2 W Ent. 2/2	0/6 bays	High	<ul style="list-style-type: none"> • P1 too narrow and close to pole
West Richmond	P. 0/2 E. 0/2	0/2	0/1	1/1	2/2	WAP. 2/2 W Ent. 0/2	0/2 bays	Low	<ul style="list-style-type: none"> • Surveillance camera on pole too dark
Tarneit	P. 2/2 E. 2/2	2/2	2/2	2/2	2/2 wide enough but no wheelchair signage	WAP is replaced by Boarding assistance sign on both platforms.	12 accessible parking bays (2 large bays).	N/A	<ul style="list-style-type: none"> • TGSI absent from access pathway from P1 to P2 to bus stop and car park.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

TABLE 1: KEY DATA BY STATION									
STATION	TGSI	Shelter	Ramp Gradient	Ramp Width	Wheelchair Access Point (WAP)	Signage*	Accessible Parking Bays	Overall Risk Level	Additional Hazards
						Platforms signs nice and large			<ul style="list-style-type: none"> LCD screens (print too small)

* Note: The data recorded under the 'Signage' category refers only to the wheelchair access sign at the entrance to a platform and at the boarding point on the platform. However, all railway stations would benefit from larger print of the station names for easy reading, and by having signage that illuminates at night.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

2.2 DATA ANALYSIS

The following are key observations based on analysis of the data.

AREAS FOR CONCERN

- None of the nine (9) railway stations in Yarra meet all disability compliance requirements.
- The railway stations in Yarra are particularly difficult to access for people who use wheelchairs, scooters, walking frames or have other mobility issues.
- Four (4) out of nine (9) railway stations do not have Tactile Ground Surface Indicators along all or some of their platforms.
- Four (4) out of nine (9) railway stations do not have TGSIs at the station main entry and exit points. TGSIs are required for people who are blind or with low vision, to travel safely and independently. Having TGSIs at top, bottom of steps, ramps and in front of lifts is very important.
- Only two (2) out of nine (9) railway stations have shelter at the WAP (Wheelchair Access Point) on the platforms where people with disability would board the train. There are three (3) stations that have shelter at some platforms only.
- One (1) out of nine (9) stations have accessible parking bays and there is a capacity to increase a number of accessible parking bays located at railway stations.
- Four (4) out of nine (9) railway stations have enough room for a wheelchair to board the train at the WAP located at the front end of platform.
- The railway station ramps are too steep. Only one side of Rushall station meets the appropriate ramp gradient standard.
- The majority of signage could be improved. The station sign names can be larger in font size. Whilst eight (8) out of (9) railway stations had the blue and white Wheelchair Accessible Point symbols at end of platform, only four (4) out of (9) had WAP symbols at entry and exit points of the railway station.
- There are a number of hazards as perceived by the appraisal team, in and around railway stations that could be eliminated. These include barrier hoops, trip hazards, poor colour contrast (i.e. poles which are dark in colour), worn out TGSIs, narrow WAPs, furniture in the pathway at WAP and other location specific hazards.

POSITIVE DESIGN ELEMENTS

- All railway stations had adequate hand rails. There were a handful of cases where rails were missing (to be replaced).
- All Railway Stations had adequate ramp width.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

SECTION 3 SUMMARY & RECOMMENDATIONS

3.1 SUMMARY

Railway stations in Yarra require upgrades to improve accessibility for people with disability, older people, those with temporary health conditions or restricted by circumstances (i.e. with prams) - and in general easier to access for all.

The City of Yarra is a strong advocate for improved disability access and urges the State Government and PTV to ensure that all residents can access all types of public transport. We encourage all agencies involved in the delivery of public transport services and infrastructure to do more than meet standards, but aspire to deliver best practice solutions to ensure accessibility for all ages and abilities.

A formal commitment to this goal is outlined in the following positioning statement:

“The Disability Advisory Committee supports the rights of all residents to access public transport in our municipality. Future redevelopment and/or upgrades of existing stations/tram stops or newly built public transport infrastructure must be designed to cater to the needs of our whole community – taking into consideration best practice universal design principles that ensure access for all.”

This position of the DAC is consistent with Council's commitment outlined in the *Council Plan 2017 – 2021*:

- Strategy 6.4 - Improve accessibility to public transport for people with mobility needs and older people;
- Initiative 6.4.1 Advocate to the state government for improved accessibility to public transport services.

3.2 RECOMMENDATIONS

Recommendation 1

Council endorses this Community Appraisal Report; acknowledges outstanding effort of the Disability Advisory Committee's Public Transport Sub-Committee; and advocates to the Public Transport Victoria and Metro Trains for implementation of upgrades listed in Recommendation 2 below.

Recommendation 2

Public Transport Victoria to table this Community Appraisal Report at the Public Transport Access Committee meeting; and include the alterations and additions to the nominated Yarra railway stations (based on the findings of this accessibility appraisal) in future upgrade and maintenance programs.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

Areas for upgrade include:

- More Disability Access Parking Bays;
- Installation of shelters at WAPs;
- Upgrade of ramps to a compliant grade;
- Colour contrast on poles;
- Three (3) meter width Wheelchair Access Points at front end of platforms;
- Repair of Tactile Ground Surface Indicators;
- Better signage – including larger railway station name signs;
- Wheelchairs Access Point symbols; and,
- Speakers at WAPs are checked and their functionality reinstated. (Note: The audible equipment at the railway stations has not been included in the audit as it was difficult to ascertain a reliable level of accessibility. It has been identified, however, that speakers are often unclear or inaudible. Tarneit railway station provides an example of excellence in audible information.)

3.3 PRIORITIES – HIGH, MEDIUM & LOW

Table 2 (over page) sets out improvement priorities that the DAC's Public Transport Sub-Committee believe need to be attained if the railways stations in Yarra are to be truly accessible. City of Yarra can play a key role in an ongoing advocacy to PTV for implementation of these access priorities at the railway stations.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

TABLE 2: IMPROVEMENTS BY STATION			
STATION	High Priority	Medium Priority	Low Priority
Burnley	<ul style="list-style-type: none"> • Shelter • Ramp Gradient 	<ul style="list-style-type: none"> • TGSi • Parking Bays (YCC) 	<ul style="list-style-type: none"> • Handrails • Signs – station name
Clifton Hill	<ul style="list-style-type: none"> • TGSi • WAP • Hazard- widen door 	<ul style="list-style-type: none"> • Accessible Parking Bays (YCC) 	<ul style="list-style-type: none"> • Handrails • Signs - station name • Hazards - bollards
Collingwood	<ul style="list-style-type: none"> • Shelter • Ramp Gradient • WAP 	<ul style="list-style-type: none"> • Accessible Parking Bays (YCC) • Hazard- tow bar/install bollard • Hazard- footpath gutter- YCC 	<ul style="list-style-type: none"> • Signs - station name
East Richmond	<ul style="list-style-type: none"> • Shelter • Ramp Gradient • Accessible Parking Bays 	<ul style="list-style-type: none"> • TGSi • Signs- WAP 	<ul style="list-style-type: none"> • Handrails • Signs - station name
North Richmond	<ul style="list-style-type: none"> • TGSi • Shelter • Ramp Gradient • WAP 	<ul style="list-style-type: none"> • Accessible Parking Bay (YCC) 	<ul style="list-style-type: none"> • Signs - station name
Richmond	<ul style="list-style-type: none"> • TGSi • Ramp Gradient • WAP • Accessible Parking Bays 	<ul style="list-style-type: none"> • Handrails • Hazard - footpath 	<ul style="list-style-type: none"> • Signs- station name & directional
Rushall	<ul style="list-style-type: none"> • TGSi • Shelter • Ramp Gradient • Accessible Parking Bays • Other – station crossing 		<ul style="list-style-type: none"> • Signs – station name • Hazards – bollards/pole

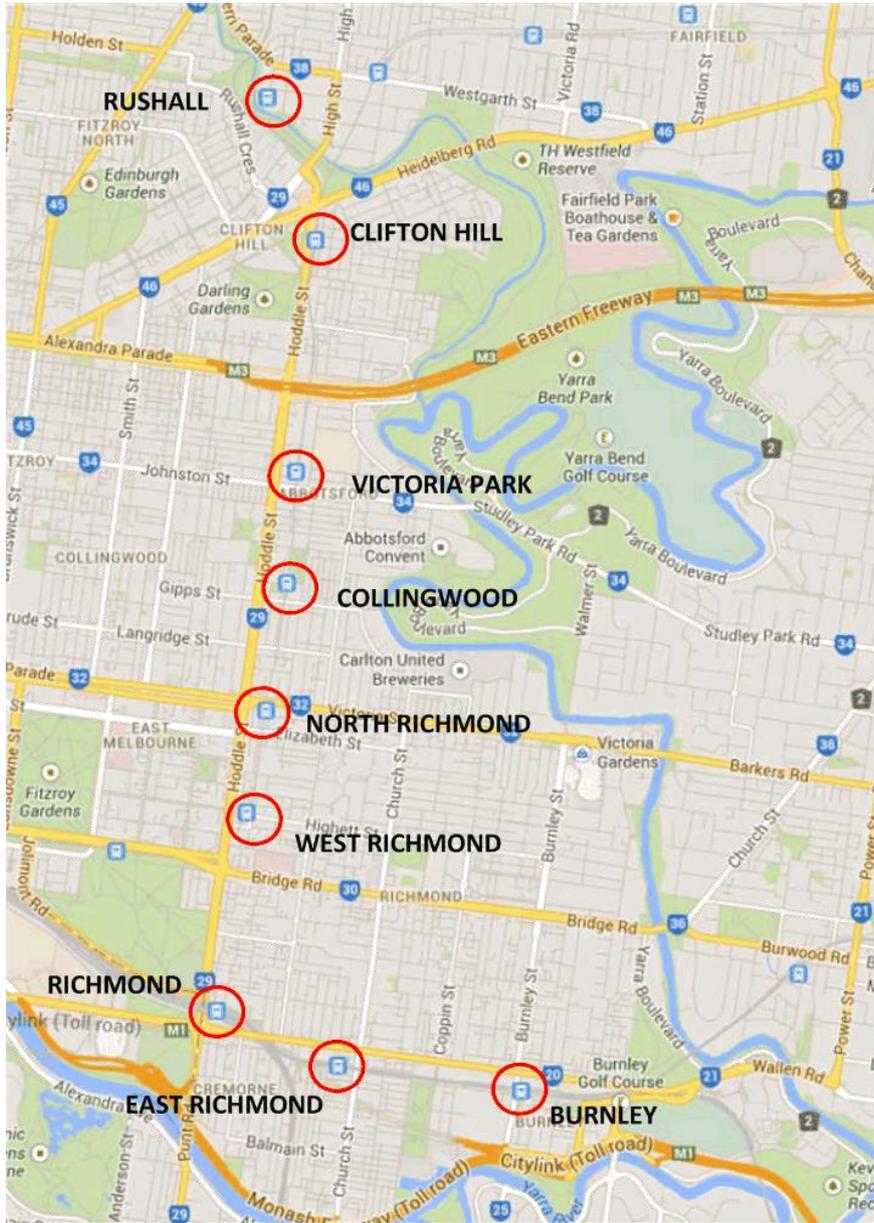
Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

TABLE 2: IMPROVEMENTS BY STATION (cont.)			
STATION	High Priority	Medium Priority	Low Priority
Victoria Park	<ul style="list-style-type: none"> • TGSI • Shelter • Ramp Gradient • WAP • Accessible Parking Bays • Hazard – pole 		<ul style="list-style-type: none"> • Signs - station name
West Richmond	<ul style="list-style-type: none"> • TGSI • Shelter • Ramp Gradient • Accessible Parking Bay • Hazard – footpath at entrance 	<ul style="list-style-type: none"> • Hazard -Pole 	<ul style="list-style-type: none"> • Signs - station name

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

APPENDIX 1

Map of Stations



APPENDIX 2 Glossary

- **UNIVERSAL DESIGN PRINCIPLES**

Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

- **ACCESSIBILITY**

Accessible public transport refers to the provision of access to public transport for all members of the community (including people with prams, older persons, those with temporary injuries or health conditions, people with disability, and those with special needs.)

Requirements include:

- a) Enabling commuters to easily change to other modes of transport that are situated in close proximity to the station, for example bicycle parking/storage, car parks and bus/coach/tram stops.
- b) Designing and locating the station entry and station infrastructure, as identified by its category and the ARO's requirements, to allow for physical access for all passengers (current and future).
- c) Ensuring that the rail passengers' needs are taken into account, for example passenger facilities identified by the station category, and the rail operators' requirements are provided.
- d) The station should be designed so that its layout is able to be comprehended by unfamiliar users, and orientation only supplemented by signage and maps.
- e) New station designs and/or substantial alterations comply with the DDA and the DSAPT VRIOGS 002.1 Railway station Design Standard and Guidelines.

- **TACTILE GROUND SURFACE INDICATORS (TGSi)**

The raised dots and lines imprinted into the ground to indicate entrance points and the direction of path, for people who are blind or have a vision impairment. TGSi are located at top and bottom of ramps, along the platform, in front of lifts, escalators, entrances and in front of the information buttons area. They also indicate a continuous pathway to and from places. A high colour contrast and continuity of colour is advisable.

- a) Warning TGSIs are required on train stations along the platform edge of the platform, at the top and bottom of stairs, ramps and escalators, overhead obstructions below a height of 2000mm, hazards within a circulation space or adjacent to a path of travel and at various other locations as set out in the DSAPT55. The style and dimensions of TGSIs must comply with AS1428.4.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

b) Close to the edges of railway platforms continuous strips of hazards tiles 600mm wide shall be installed. However where discrete TGSi dots are used, this width may be reduced to 585mm.55.

c) The TGSi shall consist of appropriate hazard warning markers which have a luminance contrast of 30% for solid tiles and 45% for discrete units. *VRIOGS 002.1 Railway Station Design Standard and Guidelines.*

d) The colour of the TGSi dots for the stand back line is yellow and the colour of the other dots along the TGSi located at the edge of the platform is "Light Terracotta" (pathfinder specifications: 1595C Orange MB 30827). *VRIOGS 002.1 Railway Station Design Standard and Guidelines.*



• SHELTER

Shelter at or close to Wheelchair Access Point (WAP) on platform, located at the front end of platform: to protect people from wind, sun and rain. To be closer to the WAP point is a time saver for the train drivers (see lack of shelter below).

A waiting shelter shall be provided adjacent to the first door of the train carriage. This is to allow passengers with disabilities a sheltered waiting space to allow for the driver to assist loading. *VRIOGS 002.1 Railway Station Design Standard and Guidelines.*



• ACCESS RAMPS & LANDINGS

Access ramps to station can be internal /external to railway station and refers to the gradient of the pathways that leads to railway station platform. The DAC recommends a 1 in 6 ramp gradient to be a much better and user friendly gradient.

The engineering design requirements for ramps and landings include:

a) Ramps shall have an unobstructed width of not less than 1800mm;

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

- b) Ramps shall have a maximum longitudinal gradient of 1:14.49;
- c) Ramps shall be provided with landings at the top and bottom of the ramp and at intervals not exceeding 4.9m;
 - i. For ramps of longitudinal gradients of 1 in 14: 9m.
 - ii. For ramps of longitudinal gradients of 1 in 20: 15m and
 - iii. For ramps of longitudinal gradients between 1 in 14 and steeper than 1 in 20, at intervals which shall be obtained by linear interpolation. *VRIOGS 002.1 Railway Station Design Standard and Guidelines.*



• ACCESS RAMP WIDTH

The width of the internal/external ramps which at railway stations. The width is important to have turnaround space and allow enough room for two wheelchairs/scooters to pass. Ramps shall have an unobstructed width of not less than 1800mm. *VRIOGS 002.1 Railway Station Design Standard and Guidelines*



• WHEELCHAIR ACCESS POINT (WAP)

The WAP is where the start of the platform meets the front end of the train, first carriage. The platform width is measured from platform fence line to edge of platform, where it connects with train door. This is where a person in a wheelchair, scooter or walking frame etc. enters/exits train. The train driver places a portable wheelchair ramp to create a bridge from platform to train. When in place, the portable wheelchair ramp extends 750 millimetres onto the platform.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

The platform width has been measured to represent an accurate usable area for wheelchairs and scooters to safely enter/exit trains, therefore including the 750 mms. In total, a 3 metre wide platform is recommended by the DAC Committee.

Also referred to as, the Platform Setback Width the preferred width is 3500mm, fully compliant DSAPT 3145mm and minimum 2535mm. *VRIOGS 002.1 Railway Station Design Standard and Guidelines*



- **HANDRAILS & GRABRAILS**

Handrails on both sides of access ramps offer support and stability.

The engineering design requirements for Handrails and Grabrails include:

- The design and construction of handrails shall comply with AS 1428.1;
- The top of the handrails shall be located not less than 865mm nor more than 1000mm above the nosing of stairway tread or the plane of finished floor of the walkway, ramp or landing;
- The end of the handrail shall be extended parallel to the surface below for a minimum of 300mm (450mm is preferred). The end shall be continuous rail, turned down 100mm or be returned fully to the end post of the wall face. Where a handrail is not continued, a tactile button shall be provided 150mm from the end;
- Handrails shall be provided along an access path wherever passengers are likely to require additional support;
- Handrails shall not rotate within their fittings;
- A grabrail shall not be less than 30mm and not more than 40mm diameter;
- A grabrail or handrail shall be provided at fixed locations where passengers are required to pay fares.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra



Handrails

The installation of stairway handrails shall be in accordance with the following:

- a) A handrail on steps need not extend beyond the top or bottom of the steps;
- b) Where there is a background wall, handrails shall have a luminance contrast factor with the wall of not less than 0.3 (30 percent). *VRIOGS 002.1 Railway Station Design Standard and Guidelines*

• SIGNAGE & SYMBOLS

Signage includes the railway station names, reception sign, information and signage for Wheelchair Access Points. It is advised to have a WAP sign on platform at railway station entry on all platforms, and a second WAP sign at actual WAP train entry and exit point.

The engineering design requirements for symbols used within railway station design are:

- a) The international symbols for accessibility and deafness shall be used to identify an access path and which facilities and boarding points are accessible. *VRIOGS 002.1 Railway Station Design Standard and Guidelines*



• ACCESSIBLE PARKING BAYS

Accessible Parking Bays also known as 'disabled parking' bays are located at railway stations, specifically for public transport passengers. DDA-compliant disabled parking bays shall be provided within the car park.

The ratio of disabled parking bays to generic parking bays shall be 1:5043. Disabled car parking spaces shall be marked with the access symbol on the pavement and signage. An accessible path must be provided from any disabled car parking to a

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

station entry, which includes ramps, walkway lighting and other facilities, all in accordance with the DSAPT. Parking layout should minimize the length of the accessible route to the platform. *VRIOGS 002.1 Railway Station Design Standard and Guidelines*. See examples below.



- **OTHER HAZARDS**

Hazards can vary across Stations. Key hazards are identified below.

Narrow Platforms

See video of a narrow platform at North Richmond Railway Station and the difficulties it causes for a person in a wheelchair (link below).

<https://www.dropbox.com/sh/c4n1396z1uyhqaz/AAAnASQZ4RF11EPP-HqX6u33a?dl=0>



Narrow Pathway to Train Station

At Collingwood Station cars are able to park over the designated areas and overlap and obstruct the pathway (see picture below).



Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

At Collingwood PTV car park a vehicle is parked in an undesignated spot obstructing pedestrian pathway (see picture below). A bollard could be put in place to stop vehicle from parking there and ensure better access.



Doorway Width

At Clifton Hill Station the doorway is too narrow (see picture below). It would be a relatively simple process to widen the doorway for easy access.



Steep Access Ramps

This very long steep ramp at North Richmond (picture below) is extremely difficult for a person with a disability to navigate safely. Other train stations with similar steep ramps are Collingwood, Clifton Hill, Burnley, Victoria Park and Rushall. .



Pathway Barriers

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

The black pole at Rushall and West Richmond Stations (see pictures below) is a hazard for people with vision impairment. It is situated right in the middle of the walkway, an easy obstacle to bump into. There is an option of putting a yellow or bright coloured strip on pole at eye level or to paint the entire pole.



Rushall Station



West Richmond Station

These barriers (see picture below) deter cyclists from riding through them but are a significant hazard for people with vision loss, people in wheelchair or scooters, and those with prams.



Blue or Worn TGS

Absent TGS (that are meant to indicate a continuous pathway), or Blue TGS which has a low colour contrast (especially when asphalt is wet) makes it difficult for people with vision loss to see. The DAC advises changes to yellow or terracotta (a high contrast colour). This occurs at a number of stations (Richmond in picture below).



Poor audio/Lack of Announcements

It is difficult to hear the audio announcements if passengers are at the far end of a platform.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

APPENDIX 3
Appraisal Data

Please see separate document – Appraisal Data

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

APPENDIX 4

Case Study

Outline below are details of a resident's experience at Collingwood Station. Noted first, is a letter from the resident, and second, some follow-up information provided on Bily's behalf (Bily has ABI and is an Ambassador for the Sumner Foundation. He enjoys independent living arrangements.

To whom it may concern,

Thank you for taking the time to listen to my feedback. I love living in the Yarra district. I hope the council continues to work towards the goal of creating a safe and accessible place to live for people with a disability.

Around 2014, I had the unfortunate experience of being hit by a train at Collingwood Station.

There is virtually no room to turn my wheelchair because of the narrow platform design at Victoria Park, Collingwood Station and North Richmond – one follows after the other making my options very limited.

On the day I had the accident, the train pulled up at Collingwood Station and I couldn't get out of the way and was hit with the full force of the train. The impact was so powerful; I broke my leg and suffered terrible pain.

Immediately following the train accident, I took myself to hospital. The doctors put my leg in a cast and admitted me for the night.

Since then I have not had the courage to use the station because the narrow ending making it unsafe to maneuver a large wheelchair.

I cannot use a taxi as a mode of transport because I now suffer from panic attacks in restricted areas.

My only option is to use trams but that option has its limitations and makes it difficult for me to get where I need go. Until the platforms are wider at the train stations in question, I am afraid I can't use the system like most other people do.

I hope you can assist me in some way; I want to be independent and keep my life moving forward.

Kind Regards,

Bily.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

Follow up information on the incident confirmed the following:

- Bily always used the access boarding point as there is no other way on.
- The train driver knew Bily was hit by the train.
- Bily broke his right ankle.
- He doesn't think it was reported to Metro.
- Bily can't use taxi's so he took himself to St Vincent's hospital.
- Bily isn't able to give an exact date except for it being 2014.

Attachment 1 - Community Appraisal of Disability Access at Railway Stations in the City of Yarra

APPENDIX 5

References

- Victorian Rail Industry Operations Group Standards. VRIOGS 002.1. Railway Station Design Standard and guidelines, Revision A 2011

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

APPENDIX 3 Appraisal Data

The research data presented below features information from community appraisal of disability access at railway stations in the City of Yarra. Records about each station are presented in individual tables with description of the current level of compliance, suggested improvements and other commentaries and images, which are referenced against the eight accessibility categories (TGSi, shelter at WAP, ramp gradient, ramp width, WAP, handrails, signs, accessible parking bays) and against potential hazards. In some instances an additional row is added as 'other improvements', when more opportunities for better accessibility, beyond the listed categories, has been observed. For terminology and abbreviations please refer to *Section 2 Key Findings* and to *Appendix 2 Glossary* in the main report (pp. 6 and 16).

1. Burnley Railway Station

The Burnley Railway Station services four routes which are Alamein, Belgrave, Glen Waverley and Lilydale.

TABLE 1. BURNLEY STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSi	TGSi platform edge 4/4 TGSi entrance 4/4 TGSi Ramps 2/3	<ul style="list-style-type: none"> • Large parts of TGSi are worn out and present trip hazard. • Damaged TGSi needs replacing. • Madden Grove top of ramp TGSi is worn out and needs replacing. • Tunnel from Madden Grove towards Swan Street does not have directional TGSi for pathway finding. 	Evidence of damaged TGSi on platform. 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 1. BURNLEY STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>Madden Grove exit ramp shows TGSi worn out.</p>  <p>No directional TGSi in tunnel from Madden Grove heading towards Swan Street.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 1. BURNLEY STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
Shelter at WAP	Shelter at WAP available 1/3 Shelter on P3 &4 has a combined platform and shelter	<ul style="list-style-type: none"> Platform P1 and P2 require shelter. 	
Ramp Gradient	Ramp gradient 0/3	<ul style="list-style-type: none"> Non-compliant access ramps gradient 3/3 P1 & P2 = 1:8 P3 & P4 = 1:8 Other 1:8 	
Ramp Width	Ramp width compliant 3/3		
WAP	WAP compliant 4/4 P 1 = 4m P 2 = 4.1m P3 & P4 = 10.6 combined platform width		
Handrails	Handrails 3/3 Compliant Hand Rail in Tunnel	<ul style="list-style-type: none"> Some parts of the tunnel do not have handrails. 	Handrails missing.

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 1. BURNLEY STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Signs	WAP signs on platform E 4/4 Signs at WAP 4/4	<ul style="list-style-type: none"> Sign - station name needs to be larger 	
Accessible Parking Bays	Nil	<ul style="list-style-type: none"> There are currently no accessible parking bays. Capacity identified for construction of 3 bays. 	Yarra could identify where additional bays may be installed on land under Yarra's jurisdiction.
Hazard	N/A	<ul style="list-style-type: none"> Barrier hoops make it difficult for double prams, scooters, wheelchairs to navigate and become a hazard. 	<p>Bollards are a hazard for people with double prams, scooters and people with low vision. If possible make the gap larger or remove them.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

2. Clifton Hill Railway Station

Clifton Hill is a major station with train lines to Hurstbridge and South Morang. It is also the gateway to Clifton Hill bus exchange precinct.

TABLE 2. CLIFTON HILL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSI	TGSI 0/2 on Platforms' edge TGSI 0/2 at entrance TGSI ramps 0/4	<ul style="list-style-type: none"> Clifton Hill is a transfer point railway station, frequently used by many. Install TGSI on both Platform 1 & 2, and at the station entrances. 	<p>Platforms 1 and 2 require installation of TGSI along the platforms' edge.</p>  <p>TGSI need to be installed at Platform 2 railway station entrance both on footpath and on platform.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 2. CLIFTON HILL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>TGSI need to be installed at Platform 1 railway station entrance both on footpath and on platform entrance.</p> 
Shelter at WAP	Shelter at WAP 2/2		<p>A lovely brand new large shelter close to WAP on both Platform 1 and Platform 2.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 2. CLIFTON HILL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Ramp Gradient	0 out of 4 ramps	<ul style="list-style-type: none"> Non-compliant access ramps gradient 4/4. Examples: P1 = 1:10 (and 1:12 at some points) P2 = 1:9 On northern side of Clifton Hill Station, P1 & P2 have extra space where the ramps can be extended to be more accessible. 	<p>This is the northern side of P1.</p> 
Ramp Width	Ramp width compliant 4/4		
WAP	WAP 1/2 P 2 = 5.5m	<ul style="list-style-type: none"> P 1 = 2.8m P1 can be easily widened. 	<p>This photo shows the narrowing of Platform 1 at the wheelchair access point for boarding the train. This point can be widened by pushing fence back, and thus meeting compliance (which is 3145mm as per VRIOGS002.1</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 2. CLIFTON HILL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			version A). 
Handrails	Handrails 4/4 on the ramps Rails present on south side of tunnel 1/2	<ul style="list-style-type: none"> Handrail missing on north side of tunnel underpass and needs to be installed (1/2) 	
Signs	WAP signs compliant 2/2 on platform, P1 & P2 WAP at entrance compliant 2/2	<ul style="list-style-type: none"> Sign -Larger print on the Station name 	The Printed name on sign could be larger and bold writing. 
Accessible Parking Bays	There are currently two accessible parking bays on P1 side near bike	<ul style="list-style-type: none"> There is room for 3 more accessible bays at Clifton Hill station, north car park. Clifton 	Two accessible parking bays very close to P1 main entrance.

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 2. CLIFTON HILL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
	storage area.	<p>hill is an interchange station and used by many.</p> <ul style="list-style-type: none"> Capacity has been identified for construction of 3 additional bays at north of P1 where there is more parking 	 <p>Below is PTV land where some more accessible parking bays could be installed.</p> 
Hazard		<ul style="list-style-type: none"> Footpath Bollards/Barrier hoops. These bollards do not allow enough room for scooters, double prams and some wheelchairs. There is a space of 92 cm in 	<p>Footpath Bollards can be an obstacle for people with vision loss; and they are difficult to navigate around for people with twin prams, wheelchairs and scooters.</p>

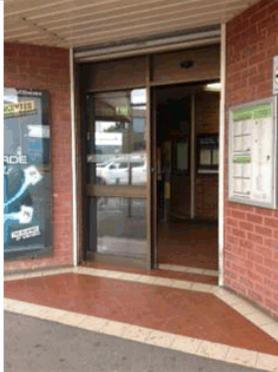
Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 2. CLIFTON HILL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
		width and 160 cm area to navigate between bollards.	
Other Improvements		<ul style="list-style-type: none"> Widen P1 glass door at entrance. The double entrance to platform 1 has a fixed glass door and an automatic opening door that slides. It would be strongly recommended to change the door for both sides to open making it accessible for wheelchairs, scooters and double prams. 	<p>Picture Clifton Hill P1 main entrance door which only half opens. Access through both doors would be advisable. The doorway measures at roughly 82 cm - far too narrow.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 2. CLIFTON HILL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

3. Collingwood Railway Station

Collingwood station has both Hurstbridge and South Morang lines.

TABLE 3. COLLINGWOOD STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSI	TGSI at platforms 2/2 TGSI entrance 2/2 TGSI ramps 4/4 TGSI Stairs 2/2		
Shelter at WAP	Compliant 0/2	<ul style="list-style-type: none"> Requires shelter at WAP on P1 & P2 	<p>Having a Shelter at WAP means that commuters who need assistance boarding the train are sheltered from the sun, rain and wind. It also means less time for driver to wait for commuter to board train. Photo indicates no shelter on P1 and P2 at Collingwood Station.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 3. COLLINGWOOD STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			Platform 1 Platform 2
Ramp Gradient	Compliant 0/2	<ul style="list-style-type: none"> • Non-compliant access ramps 2/2 • P1 = 1 : 10 and 1:12 at other points. • P2 = 1 : 10 	<p>Very steep ramps make access difficult for manual wheelchairs, people on crutches or walking aids and people with shopping buggies. They are steep and quite high resulting in a lengthy ramp. Ramps need to be a maximum grade of 1:6 or less. The installation of an elevator is also an option to consider (see over page).</p> 
Ramp Width	Compliant 2/2 P1 & P2 = 2.2		
WAP	Compliant 1/2 P1 = 3.2	<ul style="list-style-type: none"> • Non-compliant 1/2 • P2 = 2.5 	Platform 2 is too narrow.

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 3. COLLINGWOOD STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			 <p>Please refer to Case Study (Appendix 4 Community Appraisal of Disability Access Report) describing harm endured by a commuter when using electric powered wheelchair at this very point.</p>
Handrails	Handrails 2/2		
Signs	WAP sign on platform 2/2 WAP sign on entrance 2/2	<ul style="list-style-type: none"> Larger station signs would be advantageous. 	<p>Photo shows station name signs which can be larger text and illuminated for night reading.</p> 
Accessible Parking Bays	There are currently no accessible parking bays on PTV owned land (i.e. in the existing car park on the west site of the station).	<ul style="list-style-type: none"> 2 accessible parking bays are recommended. 	<p>Commuters are likely to take the two bays allocated for the library on P2 side of platform. Photo shows library accessible parking bays.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 3. COLLINGWOOD STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Hazard		<ul style="list-style-type: none"> Pedestrian crossover access is too steep. This needs to be recommended for Yarra City Council to fix. 	<p>This is a photo of a person using an electric wheelchair getting stuck on footpath crossover due to steepness of crossover. The front footplates are scraping the ground and could cause a wheelchair to topple over. This footpath crossover requires YCC to eliminate danger and modify crossover.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 3. COLLINGWOOD STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
Other Improvements: No 1		<ul style="list-style-type: none"> Car parked blocking pedestrian access - install bollards. The Blue sedan is parked in a pedestrian walkway. This path leads to the Collingwood Library. This occurs extremely often. These car parking bays belong to PTV. 	
Other Improvements: No 2		<ul style="list-style-type: none"> Towbar obstructs pedestrian footpath. This footpath access's Gipps Street and Stanton Street to Collingwood Library, Collingwood Railway Station and Collingwood Town Hall. It is used by many. Blocked footpath provides only 110 cm pass for pedestrians. Move cement blocks further away from the footpath. 	<p>These cars are parked on PTV land, the cement rectangular blocks guide cars on how far they can park. The cement blocks are too far back and cars overhang onto footpath. It is an extra hazard if cars have a towbar.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 3. COLLINGWOOD STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

4. East Richmond Railway Station

East Richmond railway station is situated near Swan St and Church St. It services four routes which are Alamein, Belgrave, Glen Waverley and Lilydale.

TABLE 4. EAST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSI	TGSI Platform edge 2/2 TGSI at Entrance 2/2 TGSI Ramps 2/2 TGSI Stairs 0/2	<ul style="list-style-type: none"> Both Platform 1 and 2 have stairs requiring TGSI. 	<p>P1 missing TGSI on top and bottom of Stairs.</p>  <p>P2 missing TGSI at top of stairs. There is also a step up from the gutter which is a hazard. Flat entry to steps is advisable.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 4. EAST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
Shelter at WAP	Shelter 1/2 P2 has at shelter	<ul style="list-style-type: none"> • Non-compliant 1/2 • P 1 requires shelter 	<p>Photo of P1 demonstrates lack of shelter.</p> 
Ramp Gradient	Compliant 0/2	<ul style="list-style-type: none"> • Non-compliant access ramps 2/2 P1 = 1:8 P2 = 1:8 and 1:15 at other points of ramp. • Ramps need to be a maximum grade of 1:6 or less. The installation of an elevator is also an option to consider. There is a significant issue for people walking up this ramp, particularly if you could not walk far,, you had to carry your shopping, or push a pram up on a daily basis 	<p>This photo indicates how steep and long the ramp is on P1. Steep ramps make access difficult for manual wheelchairs, people on crutches or walking aids and people with shopping buggies. They are also quite high resulting in a lengthy ramp.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 4. EAST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			 <p>This is a flat entrance to East Richmond Platform 2 that is currently not being used but with some modifications could be an excellent wheelchair accessible entry. The pathway leads to a car park.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 4. EAST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>The ticket scanner could be moved over for clearer access. Path width is 1400 mm (there are possible room for pathway to be widened).</p>  <p>This is the other end of path leading into car park. A level entry into car park would be necessary and here is the scope for widening the pathway.</p> <p>This could be an alternate path to railway station on P2. The Surrounding has a flat entrance. The path is narrow but could be widened for wheelchair level access from swan street car park.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 4. EAST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Ramp Width	Compliant 2/2 P1 = 2.4 P2 = 2.2	<ul style="list-style-type: none"> Non-compliant 0/2 	
WAP	Compliant 2/2 P 1 = 390mm or 3.9 metre P 2 = 460 mm or 4.6 metre	<ul style="list-style-type: none"> Non-compliant 0/2 	
Handrails	Handrails compliant at 1/2 platforms. P1 has a handrail	<ul style="list-style-type: none"> Non-compliant 1/2 Handrail required on P2 ramp on side of the brick wall. 	Handrail missing. Add a hand rail on right hand wall of access ramp/pathway to railway station.

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 4. EAST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Signs	<p>WAP sign Platform edge 0/2 WAP sign Entrance 2/2</p>	<ul style="list-style-type: none"> WAP sign on edge of Platform 2 to be installed. Sign - larger station name sign. 	<p>Train station name sign could be larger text size and illuminated for night time visibility.</p> 
Accessible Parking Bays		<ul style="list-style-type: none"> No disability access parking bays available. 	<p>City of Yarra owns the land at the Swan Street car park next to the P2 side of the station. There are plenty of car parks available and could be there and 2 accessible</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 4. EAST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
		<ul style="list-style-type: none"> It is recommended to implement 2 accessible parking bays on P2 side of East Richmond railway station. 	<p>parking bays could be constructed for train commuters with disability.</p> <p>There is a flat pathway leading to station if there was a second entry into station.</p> 

5. North Richmond Railway Station

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

This train station frequently used for Victoria Street shopping precinct East Melbourne Medical Precinct and city travel. Both South Morang and Hurstbridge lines pass through North Richmond.

TABLE 5. NORTH RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSI	TGSI on Platform 0/2 TGSI on entrance 0/2 TGSI on Ramps 0/4 TGSI on Stairs N/A	<ul style="list-style-type: none"> TGSI is required on P1 & P2 at both platforms, ramps and at entrance. 	<p>Photo shows that P1 requires TGSI along platform.</p>  <p>This photo indicates absence of TGSI on P2 and at main entrance.</p>  <p>This photo shows that P2 requires TGSI along platform and at entrance of railway station.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 5. NORTH RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Shelter at WAP	Compliance 0/2 no shelter at WAP point	<ul style="list-style-type: none"> Required to install Shelter at WAP on P 1 & P2. 	Having a Shelter at WAP means that commuters who need assistance boarding the train are sheltered from the sun, rain and wind. Having a shelter at WAP also means less time for driver to wait for commuter to board train.
Ramp Gradient	0/4 compliant	<ul style="list-style-type: none"> Non-compliant 4/4 P 1 = 1:9 P 2 = 1:9 	<p>Very steep ramps make access difficult for manual wheelchairs, people on crutches or walking aids and people with shopping buggies (see picture over page). They are steep and quite high resulting in a lengthy ramp.</p> <p>Ramps need to be a maximum grade of 1:6 or less. The installation of an elevator is also an option to consider (see over page).</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 5. NORTH RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Ramp Width	Compliant 4/4 P1 = 2.2 P2 = 2.2		
WAP	Compliant 0/2	<ul style="list-style-type: none"> Non-compliant 2/2 P1 = 1.9m P2 = 2.2m P1 is dangerous and most people in wheelchairs would avoid this at all costs. Once the portable ramp is put in place by driver there is just over 1 metre to get off train, navigate a wheelchair and make a left turn in wheelchair to head to exit gate. 	<p>Photo shows extremely narrow WAP boarding point (3 metres is the minimum WAP recommendation.) Dangerous for people requiring wheelchair access. Also limited room for blind people to navigate safely.</p>  <p>Below is link that shows video footage of the difficulties Martin has getting off the train at North Richmond Station.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 5. NORTH RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			https://www.dropbox.com/sh/c4n1396z1uyhqaz/AAAnASQZ4RF11EPP-HqX6u33a?dl=0
Handrails	Handrails 4/4. Both P1 & 2 have handrails		
Signs	WAP Sign on Platform 2/2 WAP sign on Entrance 2/2	<ul style="list-style-type: none"> Larger font on station name sign is required. 	<p>Writing on North Richmond sign could be larger in print and bolder.</p> 
Accessible Parking Bays	There are no accessible parking bays.	<ul style="list-style-type: none"> Requires 2 accessible parking bays to be located in Elizabeth Street. City of Yarra (ownership). 	<p>Possible location for accessible parking bay in Elizabeth Street.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

6. Richmond Railway Station

Richmond Railway Station has 10 platforms and is extremely busy due to multiple train route lines stopping there. These routes include Alamein, Belgrave, Cranbourne, Frankston, Glen Waverley, Lilydale, Pakenham and Sandringham line. The station services AMMI Park (rugby, soccer), MCG (cricket, AFL), Tennis Centre (tennis, concerts) and is used by tourists.

TABLE 6. RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSI	TGSI 10/10 TGSI on Platform 10/10 TGSI on entrance 10/10 TGSI on Ramps 10/10 TGSI on Stairs 10/10 External Ramps Swan street and Punt Road entrance. Sports Subway Sports Subway entrance Olympic boulevard to Brunton Ave Swan to Stewart Stewart Street entrance Main Customer service entry point at east end of Station from Swan St ramp and stairs. Richmond middle corridor from stairs to platform.	<ul style="list-style-type: none"> TGSI Blue low contrast, replace with high contrast TGSI. Replace (they are wearing out) TGSIs (i.e. on ramp, platform, etc.). Requires TGSI at entrances, ramps internal and external steps. Swan Street stairs have TGSI on top but <u>not</u> bottom of stairs. Swan Street Ramp - TGSI at top but not bottom of ramp. Richmond Sports Subway entrance of Railway Station does not have TGSI at northern entrance near ticket validation machine nor directional TGSI heading to platforms. Install TGSI directional way finder TGSI at Punt Road end of Sports subway. Stewart Street stairs. Replace TGSI at top and bottom of stairs. Choose a better colour for high colour contrast. Stewart Street ramp. Replace worn out TGSI with 	At Richmond train station, there are many points where the TGSI are worn out making it difficult to see or feel. Replace with high colour contrast TGSI. The blue TGSI is not considered a high colour contrast. It is not easily seen by those with low vision. High colour contrast is best. Other TGSI colours used by PTV are orange, yellow and terracotta. When replacing TGSI in future use a higher colour contrast TGSI.



Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 6. RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
		<p>high colour contrast TGSi</p> <ul style="list-style-type: none"> Stewart Street entrance ticket validation machine entrance from ramp and stairs - install TGSi. Install TGSi at Customer Service desk and directional TGSi along entrance to platforms. Install TGSi at Ticket Validation point at main entrance near customer service area. Install directional way finder TGSi from subway entrance, corridor to platforms. 	<p>Swan Street stairs lack of TGSi at bottom of stairs.</p>  <p>Swan street ramp does not have TGSi at bottom of ramp.</p>  <p>Richmond Sports Subway does not have TGSi at northern entry point/Ticket validation machine. Directional Way finder TGSi to platform entrance is also missing.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 6. RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>Lack of TGSi directional way finder from Sports Subway Swan street.</p>  <p>Worn out TGSi at top and stairs.</p>  <p>Worn out and low contrast of TGSi on ramp. Replace with high colour contrast TGSi.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 6. RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>Stewart Street entrance shows lack of TGSi at Ticket Validation machine.</p>  <p>The photos below show the lack of TGSi through the main area of Richmond station including amenities, Customer Service desk and pathway to platforms.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 6. RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>a) Missing TGSi at Ticket Validation point and lack of directional way finding TGSi and b) Lack of TGSi directional Way finder at steward to Swan street eastern subway entrance.</p>  <p>Lack of TGSi directional Way finder to platform at middle stairway corridor Richmond. TGSi are an important way finder for people who are blind or vision impaired. Richmond is a pivotal train station for many train routes, extremely busy and frequently used.</p> <p>By Installing TGSi way finders at the above mentioned locations at Richmond station will assist people with disability to be more independent in their travels.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 6. RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
Shelter at WAP	Shelter 10/10		
Ramp Gradient (external ramps)		<ul style="list-style-type: none"> Non-compliant station access ramps 2/2 Ramp gradient is 1:9 Compliance could be feasible at Stewart and Swan Streets with extension. Explore alternative to external ramps 	<p>External ramp too steep. Ramp has room to be extended for a better more accessible gradient.</p> 
Ramp Gradient (internal ramps)	Both sides of the ramp walls leading from main area of station to individual platforms are different colours. This is a great example of colour coding.	<ul style="list-style-type: none"> Non-compliant 10/10 P 1 to P10 = ramp gradient 1:9 	<p>Photos show colour coding of ramps. Very effective.</p> 
Ramp Width	Internal compliant 10/10 P1 –P 10 = 3.1ms External compliant 2/2 (i.e. 2.7ms & 3.3ms)		

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 6. RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
WAP	Compliant WAP 1/10 (P 1 = 3.1)	<ul style="list-style-type: none"> 9 out 10 WAPs are non-compliant. WAP is restricted by platform furnishing. P2 = 2.6 P9 = 2.8 P10 = 2.8	Platform furnishing can cause smaller area for WAP. Either move furnishings away from WAP sign or move WAP sign and place of boarding. 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 6. RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
Handrails	Handrails 10/10 Handrails in tunnel 0/4 Handrails in main entrance 0	<ul style="list-style-type: none"> Requires handrails in both tunnels, main entrance and city 	<p>a) Middle tunnel from stairs to platform missing handrail, and b) Missing handrail in corridor from Swan to Stewart Street.</p> 
Signs	WAP signs platform edge 10/10 Trains heading into City leave from platforms 1, 3, 5, 7 & 8. WAP signs at entrance N/A due to layout of station. WAP entrance sign N/A	<ul style="list-style-type: none"> The written word on the Station name signs could be larger print and bold. 	<p>There is room on name sign to enlarge font and in bold letters. This would make sign easier to see for people with vision loss, elderly people and general public as well. Signs would be more visible if they were illuminated during the evenings.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 6. RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
Accessible Parking Bays	There are currently no accessible parking bays	<ul style="list-style-type: none"> Recommend two accessible parking bays installed near 25 Swan St Richmond. 	YCC to install 2 accessible parking bays near 25 Swan street Richmond.
Hazard		<ul style="list-style-type: none"> Footpath on Stewart Street stops and leads onto road. Hazard for people with little or no vision. 	<p>Footpath leads onto Stewart street road. Remove barrier wall and clear pathway.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

7. Rushall Railway Station

The Rushall railway station is on the South Morang line.

TABLE 7. RUSHALL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSI	TGSI compliance 1/2 P2, TGSI on platform 2/2 P2 TGSI on entrance 2/2 TGSI on ramps 0/4 TGSI on stairs 0/1	<ul style="list-style-type: none"> TGSI is required on P2 at top and bottom of stairs. TGSI required at top and bottom of ramps. 	<p>Stairs on P2 side of station requires TGSI at top and bottom of stairs.</p> 
Shelter at WAP	Shelter 1/2 Shelter at WAP on P2	<ul style="list-style-type: none"> 1/2 Shelter non-compliant Shelter requires at WAP on P1. 	<p>Great shelter at WAP on P2.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 7. RUSHALL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>Photo of P1 requires shelter at Wheelchair Access Point of platform to protect commuters from the weather.</p> 
Ramp Gradient	External railway station access ramps 1/4 P2 – 1:6	<ul style="list-style-type: none"> • 2/3 non-compliant access ramps on P 1 & P2 • P1 South ramp is 1:8, and North ramp is 1:9 	<p>Ramp gradient too steep.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 7. RUSHALL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>Photo of P1 above gradient that meets compliancy. This is graded at 1:6. The only one in Yarra that is compliant.</p> 
Ramp Width	Ramp width compliant 3/3 Flat in tunnel		
WAP	Compliant 2/2 P 1 = 3.2 P 2 = 4.9	<ul style="list-style-type: none"> 0/2 	
Handrails	Handrails 3 /3 compliant		
Signs	WAP Sign on platform 2/2 WAP sign on entrance 1/2	<ul style="list-style-type: none"> WAP sign at entrance required Sign- larger station name signs 	<p>There is room on current name sign to enlarge font and in bold letters. This would make your sign easier to see for people with vision loss, elderly people and general public as well.</p> <p>Signs would be more visible if they were illuminated during the evenings (see over page).</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 7. RUSHALL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Accessible Parking Bays	There is currently no accessible parking bay.	<ul style="list-style-type: none"> • 4 disability access parking bays on the site of P2 could be installed. • 2 are PTV ownership. 	<p>The photos below and over page of P2 area currently gravel could be appropriate for the implementation of two accessible parking bays. Accessible parking bays are located very close to P2 entrance which has an accessible ramp.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 7. RUSHALL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Hazard		<ul style="list-style-type: none"> Bollards are a hazard for people who use scooters, double prams and those with low or no vision. Black Pole needs colour contrast. 	<p>The photo below shows a footpath bollard located on P1 and on P2 ramps to railway station. Footpath Bollards can be an obstacle for people with vision loss and difficult to navigate around for people with twin prams, wheelchairs and scooters.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 7. RUSHALL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>Black poles are a hazard for people with low vision (particularly when overcast). To make poles more visible, paint entire pole with a bright colour contrast coloured paint or add a high colour contrast strip, at eye level.</p> 
Other improvements		<ul style="list-style-type: none"> Surrounding access to station. P1 side of station is inaccessible. Consider either putting in a level crossing or another crossing that has a better ramp gradient. P1 possible crossing across train tracks. An accessible pathway from P1 to P2 would need to be put in place. P2 can be extended by PTV. 	<p>This photo of Platform 1 is a possible crossing over train tracks to make Rushall Station accessible for people. A recommended accessible parking bay could be located on P2 side where these cars in photo are parked.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 7. RUSHALL STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>This is the southern point of P2 walking path to train station. There is space for pathway, ramps or other railway access improvements.</p> <p>It is recommended to make Platform 1 accessible otherwise commuters can only travel in one direction which means, although P2 is accessible, it will not be used of a commuter cannot return.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

8. Victoria Park Railway Station

Victoria Park has two train route, South Morang and Hurstbridge lines.

TABLE 8. VICTORIA PARK STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSI	TGSI platform 0/2 TGSI on Entrances 0/2 TGSI on ramps 0/4 TGSI Stairs N/A	<ul style="list-style-type: none"> Requires TGSI at the edge of P1& P2, and at entrances to P1& P2, as well as at the top and the bottom of ramps 	<p>Platform 1 & 2 requires the installation of TGSI along the edge of platform.</p>  <p>Platform 1 Platform 1 Platform 2</p> <p>Platform 1 and P 2 requires the installation of directional TGSI at Station entrance</p>  <p>Platform 1 Platform 2</p>
Shelter at WAP	0/2 shelter	<ul style="list-style-type: none"> Shelters requires at P1 & P2 	<p>The photos overpage show absence of shelter on P1 and 2. Recommended to install shelter.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 8. VICTORIA PARK STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>Having a shelter at WAP means that commuters who need assistance boarding the train are sheltered from the sun, rain and wind. Having a shelter at WAP also means less time for driver to wait for commuter to board train.</p> 
Ramp Gradient	Compliance 0/4	<ul style="list-style-type: none"> Non-compliant access ramps 4/4 P 1 = 1:12 P 2 = 1:12 	<p>Both P1 and P 2 ramps (4 of them) are too steep to navigate for people in wheelchairs, scooter and people with mobility difficulties</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 8. VICTORIA PARK STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>The two photos below show both sides of Victoria Park Railway Station. It appears that ramps could be extended to achieve a better ramp gradient.</p> 
Ramp Width	Ramp width compliant 4/4 P1 = 3m P2 = 3m		<p>The widths of these ramps are 3 metres wide, compliant and ample space.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 8. VICTORIA PARK STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
WAP	WAP 1/2 P 1 = 3m	<ul style="list-style-type: none"> P2 = 2.1m, which is too narrow for wheelchairs and scooters or to turn. 	<p>The photo indicates that P2 is too narrow at WAP point. It is 2.1 metres wide. WAP width is recommended to be 3 metres or more.</p> 
Handrails	Handrails 4/4 Handrails are present on all 4 ramps to station. They are a great help.		<p>The handrails wrap around the path. Excellent installation of handrails.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 8. VICTORIA PARK STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
Signs	WAP signs on Platform 2/2 WAP sign on entrance 2/2	<ul style="list-style-type: none"> Signs – larger station name signs 	<p>Train station name signs could be larger text and illuminated for night time visibility.</p> 
Accessible Parking Bays	There are currently no accessible parking bays.	<ul style="list-style-type: none"> Recommended 6 parking bays. There is ample space for parking and can accommodate many accessible parking bays. 	<p>City of Yarra and PTV (ownership). This station has plenty of space and is used by two major routes. It could be a good point to drive to and catch train from.</p>
Hazard		<ul style="list-style-type: none"> Pole near WAP on P1 is too close, which make it difficult to navigate a wheelchair. 	<p>Platform 1 has WAP point which is located very close to a pole allowing even less room to navigate a mobility aid. Recommend a wider platform and blue WAP sign to be located further away from pole.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

9. West Richmond Station

West Richmond has two train routes - South Morang and Hurstbridge lines.

TABLE 9. WEST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSI	TGSI on platform 0/2 TGSI on Entrance 0/2 TGSI on Ramps 0/1	<ul style="list-style-type: none"> TGSI required on P1 & 2 platform edge 0/2 Requires TGSI o P1 & 2 at entrance 0/2 	<p>Platform 1 & 2 requires the installation of TGSI along edge of platform.</p>  <p>Platform 1 Platform 2</p> <p>Platform1 & 2 requires the installation of TGSI at Station entrance.</p>  <p>Platform 1 Platform 1 Platform 2</p>
Shelter at WAP	Compliance 0/2	<ul style="list-style-type: none"> Shelter at WAP required on P1 & P2 	<p>Platform 1 & 2 require the installation of Shelter at WAP</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 9. WEST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>point. Having a Shelter at WAP means that commuters who need assistance boarding the train are sheltered from the sun, rain and wind. Having a shelter at WAP also means less time for driver to wait for commuter to board train.</p> <div style="display: flex; justify-content: space-around;">   </div> <p style="text-align: center;">Platform 1 Platform 2</p>
Ramp Gradient	Ramp gradient 0/1 External ramps P1 n/a	<ul style="list-style-type: none"> • P1 = N/A • P2 = 1 in 12 and also has a footpath 	<p>P1 has general footpath which leads to train station.</p> <p>P2 footpath access to railway station has too steep gradient.</p>
Ramp Width	Compliant 1/1 P2 = 2.2m		
WAP	Compliant 2/2 P 1 = 4.5 P 2 = 4.5		Both platforms have an excellent WAP.
Rails	Handrails 1/1 (i.e. on P2)		Handrail only required on P2 side of station and it already exists.
Signs	WAP signs on platform 2/2 WAP signs on entrance 2/2	<ul style="list-style-type: none"> • Sign- larger station name sign 	There is room on current name sign to enlarge text size and in bold letters. This would make your sign easier to see for people with vision impairment, elderly people and general public as well.

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 9. WEST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>Signs would be more visible if they were illuminated during the evenings.</p> 
Accessible Parking Bays	There are currently no accessible parking bays	<ul style="list-style-type: none"> Two additional bays recommended: P2 Jika place – YCC’s ownership, and P1 & PTV ownership 	<p>On P2 side of station in Jika place there is a possibility to place an accessible parking bay in the street.</p>  <p>It would be advantageous to place an accessible parking bay on P1 West Richmond..</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 9. WEST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			 <p>Platform 1</p>
Hazard		<ul style="list-style-type: none"> Station entrance to P2 is steep (1 in 10 G) & slopes to the road. -Jika Place (gradient is 1 in 10). 	<p>Sudden steep footpath at entrance of P2 is a trip hazard. Asphalt is dark colour and darker when it rains making it difficult to see and navigate.</p> 
Other Improvements		<ul style="list-style-type: none"> The pole with surveillance camera needs colour contrast 	<p>This photo shows a dark pole with a surveillance camera. The pole is situated in middle of P2. It is recommended to move pole to one side of station if possible and make pole more visible.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 9. WEST RICHMOND STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>The black pole is a hazard for people with low vision (particularly on overcast days). To make the poles more visible, paint entire pole with a bright high colour contrast paint, or colour at eye level.</p>  <p>coloured add a high contrast strip, level.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

10. Best Practice Example - Tarneit Station

The Tarneit Railway Station is the newest station in Victoria constructed in accordance to the DDA public transport accessibility requirements. Accessibility appraisal has been conducted there to provide a best practice example. Reflections on experiences of persons with disability have been included in this appraisal.

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
TGSI	TGSI Compliant 2/2 TGSI also in front of lift, stairs, ramps and on platforms.	<ul style="list-style-type: none"> GSI are different colours, it would be better to have consistency. Directional TGSI in front of elevator requires is required linking to the other areas of train station. The pathway through the main entrance at reception to platform requires TGSI to maintain a continuous pathway. Install TGSI on other side of double doors, directional TGSI externally from door to platform and internally across main entrance to double doors. The installation of TGSI in reception area may also be useful, Install directional TGSI pathway from P 1 & P2 towards pathway to car park and bus stops, 	<p>TGSI on P 1 & P2 has great colour contrast along the platform edge.</p>  <p>TGSI have been placed at top and bottom of stairs and ramps indicating start and finish points. The photos also show the yellow directional TGSI which guides the way to platform.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>The photos below indicate the TGSi at top, bottom and middle landing of ramp and stairs. Some are yellow and some grey. Both grey and yellow TGSi have been used here. It is best to have continuity of colour.</p> <p>These photos also depict the vast difference in colour contrast when using yellow or grey TGSi. The yellow TGSi is more visible. The color difference is shown in the first set of photos (previous page).</p>  <p>The first photo overpage (left) has Yellow TGSi in front of the elevator and directional TGSi leading to platform. The second photo show the lack of TGSi in front of elevator and the directional TGSi are missing making it difficult to navigate to platform.</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			 <p>This photo showd TGSi at internal main entrance on one side of door but not the other side of the door. The directional TGSi are missing both internally and externally.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>Both TGSIs are missing in front of double doors and the directional TGSIs leading to platform.</p>  <p>TGSIs are at top and bottom of stairs. TGSIs are missing from other external area to main entrance, such as from bus stops, car park, elevator or car park.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>TGSI are absent at pick up points.</p> 
Shelter at WAP	<p>Shelter at WAP 2/2 Both, P 1 & P2 have shelter area on platform. Fully enclosed indoor waiting room as well.</p>		<p>Both Platform 1 and 2 have ample shelter from sun and rain at wheelchair access boarding points.</p>  <p>The fully indoor waiting room is great protection from heat, cold weather and wind (see overpage).</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			
Ramp Gradient	External ramps Compliant 2/2 P 1 = 1 :12 P 2 = 1 :12		
Ramp Width	Compliant 2/2 P 1 = 4 m P 2 = 4 m		

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
WAP	Compliant 2/2 WAP is replaced by Boarding Assistance sign on both platforms.	<ul style="list-style-type: none"> The Boarding Assistance sign is a new concept and not introduced as yet at railway stations in Yarra (or other inner city stations). On P1, the Boarding Assistance point is closer to front of train, however, on P 2 it is positioned at the end of train. Not sure how this works in relation to time allocated for boarding. 	<p>The WAP sign is replaced by the Boarding Assistance sign.</p> 
Handrails	Handrails 2/2		<p>The hand rails are placed in all the right places and very effective. They also extend a little past the end points at end of path/stair/ramp, which is great.</p> 
Signs	WAP signs are replaced by Boarding Assistance sign.		<p>The size of station name on the signs are bigger than the other train stations. Easier to read for everyone. It</p>

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
	Signage on platforms and reception is excellent.		<p>would be nice to have illuminated signs that could be read easily at the night.</p>  <p>The customer service signage is large enough for easy reading.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
			<p>The boarding Assistance sign on the ground is large and clear. The sign on post is small and could be in larger print.</p>  <p>The writing on the LED monitor display is small and difficult to read. Sunlight effects legibility making it harder to read. Larger display would be more beneficial.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
Accessible Parking Bays	<p>12 accessible bay (two very large accessible bay) They have direct access to platform. Excellent</p> <p>12 accessible bays (including two very large accessible bays) They have direct access to platform (on platform only???) Excellent positioning.</p>	<ul style="list-style-type: none"> There are 12 accessible parking bays out of 400 bays (3%). Increased percentage would be welcome. 	<p>Here are two very large bus size accessible parking bays. It is great to know they have been installed. Excellent idea.</p>  <p>This photo shows 4 accessible parking bays close to platform entrance. A design like this with a walkway between them allows more options for people using wheelchairs, whether a passenger or a driver. The crossing point across roadway is direct, convenient and well thought out.</p> 

Attachment 2 - Appendix 3 Appraisal Data

D17/191417

TABLE 10. TARNEIT STATION APPRAISAL RECORD			
Category	Compliant	Needs Improvement	Image/Commentary
Hazards	There is a wheelchair accessible customer service desk which has plenty of space around it.	Ensure that wheelchair accessible window can be operational.	
Other	Audible hearing device. There are many speakers implemented along platform.	<ul style="list-style-type: none"> • Audible announcement were not given on platform, waiting room or on train. Although when train approached Southern Cross and announcement was made. • It is advisable to announce train in waiting room in advance of train arrival. • Audible announcements before arrival to each train station is always recommended 	

11.4 Community Grants 2018/19 Initiation Report

Executive Summary

Purpose

The purpose of this report is to provide an overview and seek endorsement of the process, objectives, priority areas and assessment procedures for the Annual Grants 2019, Small Project Grants 2018/19 and Room To Create Responsive Grants 2018/19; and outline and seek endorsement of the budget for the Annual Grants 2019, Small Project Grants 2018/19 and Room To Create Responsive Grants 2018/19, pending 2018/19 budget approval.

Key Issues

The Community Grants aim to support community initiatives and projects that address local issues, increase community resilience, build social capital and enhance the wellbeing of City of Yarra residents. Social outcomes such as knowledge and skills development, increased levels of resilience and celebration of cultural diversity are also aims of the grants program. The grants program is one of the key strategies in which Council addresses social cohesion and supports projects which aim to strengthen the community.

Financial Implications

An amount of \$878,650 for the Annual Grants 2019, \$75,000 for the Small Project Grants 2018/19 and \$25,000 for the Room to Create Responsive Grants 2018/19 are included for endorsement pending 2018/19 budget approval.

PROPOSAL

That Council endorses the funding allocation to the Annual Grants 2019, Small Project Grants 2018/19 and Room to Create Responsive Grants 2018/19 and the guidelines, assessment, monitoring and evaluation processes for each of the programs.

11.4 Community Grants 2018/19 Initiation Report

Trim Record Number: D18/46626

Responsible Officer: Community Partnerships Unit Manager

Purpose

1. The purpose of this report is to:
 - (a) provide an overview and seek endorsement of the process, objectives, priority areas and assessment procedures for the Annual Grants 2019, Small Project Grants 2018/19, and Room To Create Responsive Grants 2018/19; and
 - (b) outline and seek endorsement of the budget for the Annual Grants 2019, Small Project Grants 2018/19 and Room To Create Responsive Grants 2018/19, pending 2018/19 budget approval.

Background

2. Yarra City Council's Community Grants Program (the Grants Program) is a significant investment in the community. It is one of Victoria's leading local government grant programs, through which Yarra has established a reputation for its strong support for the community. The Community Grants Program aims are to:
 - (a) develop partnerships between Council and community groups to achieve Council's strategic directions;
 - (b) direct resources to both the emerging and specific needs of disadvantaged groups;
 - (c) develop a positive approach to the resolution of local social issues;
 - (d) support local groups, activities and community connectedness; and
 - (e) support community organisations to develop skills and increase community participation.
3. The Grants Program complies with the Victorian Auditor General's Office guidance and Council's audit requirements.
4. The Grants Program is subject to ongoing evaluation for continuous improvement, making the program more responsive, accessible and innovative.
5. The Grants Program currently includes the following grant rounds:
 - (a) Annual Grants (AG), providing funding annually;
 - (b) Investing in Community Grants (ICG), 2018-2020, providing funding over three years;
 - (c) Community Partnership Grants (CPG), 2017-2021, providing funding over four years;
 - (d) Small Project Grants (SPG), open throughout the year;
 - (e) Creative Yarra Arts Program 2017-2019 providing funding over three years;
 - (f) Celebrate Yarra Festival Program 2017-2019 providing funding over three years;
 - (g) Richmond and Collingwood Youth Program Grants, 2017-2020, providing funding over three years; and
 - (h) Room to Create Responsive Grants, open throughout the year.
6. This report seeks endorsement by Council for the opening in 2018 of the following three grant rounds:
 - (a) Annual Grants 2019;
 - (b) Small Project Grants 2018/19; and
 - (c) Room to Create Responsive Grants 2018/19.

7. The Annual Grants 2019 includes the following streams:

- (a) Community Development;
- (b) Arts and Culture;
- (c) Sustainability;
- (d) Sport and Recreation;
- (e) Family, Children & Youth; and
- (f) Community Housing.

Advertising the Grants

8. A variety of methods are used to advertise the grants rounds to ensure as wide an audience as possible. These include email newsletters and networks, posting on the website, Yarra News, information sessions at Town Halls, and posters at: public housing estates, Senior Citizens' Centres, Connie Benn, Yarra Community Youth Centre, Libraries, Recreation Centres, Maternal Child and Health Centres, Neighbourhood Houses and Learning Centres, the Neighbourhood Justice Centre and Yarra's three Community Health Centres.

Proposed Annual Grants 2018

9. The Annual Grants priorities, streams and objectives are similar to those of last year with minor updates. One of the changes is to split the Community Development grants into three different streams: Community Strengthening, Community Support and Community Celebrations. The revised Annual Grants Guidelines are provided in **Attachment One**. Annual Grants Guidelines 2019 are for projects delivered in the calendar year of 2019.

10. The following table shows the proposed time-frame for Annual Grants 2019:

Grants Information Session	11am-12pm, Tuesday 5 June, 2018
Collingwood Town Hall, Wurundjeri Room	
Grants Information Session	2pm-3pm, Wednesday 6 June, 2018
Fitzroy Library, Meeting Room One	
Grants Information Session	6pm-7pm, Thursday 7 June, 2018
Richmond Town Hall, Meeting Room ne	
Grants Information Session	1pm-2pm, Friday 8 June 2018
Bargoonga Nganjin, Seminar Room One	
Youth-Led Grant Information Session	5pm-7pm, Wednesday 6 June 2018
Yarra Youth Services	
Youth-Led Grant Information Session	5pm-7pm, Wednesday 13 June 2018
Yarra Youth Services	
Grant round opens	9am Monday 11 June 2018
Applications close	11:59pm Monday 23 July 2018
Announcement of grant outcomes	November 2018
Funding agreements to be returned by successful applicants	From December 2018
Grants paid by Electronic Funds Transfer	From end of December 2018
Projects commence	From 1 January 2019

Community Panels – Annual Grants

11. The Community Panels comprise a majority of external community representatives and can also include Council Officers who were not involved in the internal assessment. The Community Panel comprises at least three people, two of whom are not Council staff. Panellists should have expertise in the stream and preferably a familiarity with grants programs.

12. Community Panels will conduct an assessment process based on the Annual Grants guidelines, objectives, criteria and knowledge of stream priorities and community needs. The panel members each receive the full application and a summary of the internal assessor's comments. The Panels then develop and agree on recommendations for approval by Council.
13. Council has established the following selection criteria for community representatives to serve on the Panels:
 - (a) a strong working knowledge of the Yarra community;
 - (b) expertise in, and representative of, a program area relevant to the Annual Grants; and
 - (c) a commitment to complying with the ethical requirements of the process e.g. confidentiality and declaration of any conflict of interest.
14. Membership of the Community Panels will be sought from members of the community that demonstrate the appropriate expertise. Individual members will be identified in the confidential recommendations report to Council. The Yarra Arts Advisory Committee Councillors will make up the Arts and Culture Community Panel. The Yarra Environment Advisory Committee excluding Councillors will make up the Sustainability Community Panel.

Small Project Grants 2018/19

15. The Small Project Grants (SPG) continue to be popular with 120 grant applications in the nine months from July 2017 to March 2018. Seventy-six grants totalling \$74,000 were awarded in this period.
16. The SPGs allow organisations and individual artists to gain access to small amounts of funding quickly (up to \$1,000 within four weeks). The funding pool is split \$30,000 for Arts and Culture and \$45,000 for all other projects covering, community development, sustainability, sports, family, children and youth. The grants will open in July 2018 and close in May 2019 or when the funding pool is exhausted. The Small Project Grants 2018/19 guidelines are provided in **Attachment Two**.

Room To Create Responsive Grants 2018/19

17. The Room to Create Grants were launched in 2015, initially as a Council response to issues related to noise and patron behaviour complaints experienced by venues. The program was very successful in its first year with \$20,500 allocated to eight recipients. The program has been extended to help creative spaces as well as live music venues stay in Yarra.
18. \$25,000 has been allocated to the program for 2018/19, subject to budget approval. The Room to Create Responsive Grants 2018/19 Guidelines are provided in **Attachment Three**.

External Consultation

19. We sought feedback at both the application stage and through the acquittal process from grant applicants and recipients. This feedback was collated, and where practical, incorporated into the guidelines and application process for 2018.

Internal Consultation (One Yarra)

20. We surveyed internal (council officers) and external assessors on their views on the grants process. The feedback was overwhelmingly positive about how the grants program is run. The guidelines and application form are subject to annual review and minor changes are made to improve useability and make the grants process as clear as possible for applicants and assessors alike. The grants team works throughout the year to improve the governance, accountability and transparency of the grants program.
21. The Community Grants are a cross-organisational program. The grants team regularly engages and consults with stream managers and internal assessors who are integral to the effective running of the grants program. Stream managers and internal assessors come from the following branches and units: Community Partnerships Branch; Family, Youth and Children Services; Arts, Culture and Venues; Sustainability and Strategic Transport; and Recreation.

Financial Implications

22. The proposed budget for the Annual Grants 2019, pending 2018/19 budget approval is shown in this table alongside the budgets in 2017 and 2018:

Funding Streams	2017 Allocation	2018 Allocation	Proposed 2019 Allocation
Community Development	\$319,000	\$324,000	\$330,150
Family, Children and Youth	\$157,000	\$157,000	\$160,000
Sustainability	\$53,000	\$53,000	\$54,000
Arts and Culture	\$210,000	\$210,000	\$214,000
Sports	\$56,000	\$56,000	\$56,000
Yarra Housing Grant	\$50,000	\$52,500	\$52,500
Youth-Led Grants	\$6,000	\$12,000	\$12,000
Total	\$851,000	\$864,500	\$878,650

23. The following financial commitments have been referred to the annual budget process for consideration and approval:
- (a) \$878,650 for Annual Grants 2019;
 - (b) \$75,000 in 2018/19 for Small Project Grants; and
 - (c) \$25,000 in 2018/19 for Room to Create Responsive Grants.

Economic Implications

24. Community Grants strengthen the community sector through providing a flexible and responsive source of funds to community based Not-for-Profit organisations. Funding is used to support projects that deliver the outcomes outlined within the Council Plan, target the areas of highest need within the community, and ultimately aim to improve the long term economic outlook for local individuals, families and businesses through strengthening the capacity of local organisations.
25. Grants redistribute funds to those less advantaged in the community. The festivals and events bring economic benefits and assist with branding Yarra as a destination city. Projects that are funded to support new arrivals, young people and families through skills development or projects that support service coordination also have an indirect economic benefit.

Sustainability Implications

26. All grant applicants are encouraged to consider the environmental impact of their projects and ways in which to minimise their footprint. All applicants, regardless of which grant round they are applying for, are asked to consider ways of reducing and/or re-using resources. The direct environmental outcomes primarily come from the grants recommended through the Sustainability Stream of Annual Grants.
27. All applicants are encouraged to submit their applications online, reducing the need for printed forms. The Guidelines will also be available online. The assessments (both internal and external) will also take place online.

Social Implications

28. The Annual Grants Program aims to address social needs across various areas: arts and culture, environment, community development, sport and recreation, family, children and youth. Social objectives addressed within the grants program are:

- (a) building a sense of community through:
 - (i) cultural activities (community celebrations, observance of traditional celebration days, cultural festivals and events);
 - (ii) recognition of diversity (projects that strengthen Yarra's diverse community or celebrate and recognise diversity); and

- (iii) social cohesion (projects which seek to bring people together and support the development of communities with shared aims and aspirations); and
- (b) promoting and improving community health and wellbeing through:
 - (i) recreation opportunities (sports, social recreation, walking and improving access to recreational activities);
 - (ii) improving health and wellbeing (food security, nutrition, skills development, health information, social engagement and support); and
 - (iii) promoting the participation of people with a disability in cultural, social and civic activities (encouraging organisers to increase the accessibility of their events and programs).

Human Rights Implications

29. The Community Grants Guidelines are in alignment with the Victorian Charter of Human Rights and Responsibilities Act 2006 and actively support people to participate in and contribute to their community.

Communications with CALD Communities Implications

30. The grants are one of the most visible ways in which the Council interacts with local CALD community organisations. These organisations are encouraged and supported to apply. The grants are promoted through ethnic print media and radio and interpreters are available upon request at information sessions and meetings with the grants team. More than 25 CALD organisations were supported through the application process in the 2018 Annual Grants.

Council Plan, Strategy and Policy Implications

31. The 2017 - 2021 Council Plan closely guides the Community Grants objectives. Community Grants are intended to support the delivery of the Council Plan and are a key way in which those objectives can be achieved in partnership with the community.
32. Six of the seven key objectives of the Council Plan relate to the Grants Program:
- (a) *Community health, safety and wellbeing are a focus in everything we do:* The Community Grants 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. The program also supports community organisations within the recreational and sporting sector, to encourage greater participation and strengthen their capacity to deliver additional activities for the whole of the Yarra community. Many of the grants address social issues which improve community health and safety by seeking to resolve some of the urban problems of poverty, drug addiction and family violence;
 - (b) *Inclusion, diversity and uniqueness are welcomed, respected and celebrated:* The program provides support for community groups to offer inclusive and diverse activities, services, information and cultural celebrations, particularly in the arts and cultural and community development stream;
 - (c) *Council leads on sustainability and protects and enhances its natural environment:* The provision of a Sustainability Stream which provides support to local community groups through community education and engagement in environmental sustainability. All applicants are asked to consider the environmental impact of their project;
 - (d) *Local businesses prosper and creative and knowledge industries thrive:* The Social Enterprise Grants have helped numerous local small businesses over the years to provide support to the community;
 - (e) *Connectivity and travel options are environmentally sustainable, integrated and well-designed:* Bicycle projects have been prioritised through the Sustainability grants which incorporates the City of Yarra Bike Strategy; and

- (f) *Transparency, performance and community participation drive the way we operate:* Yarra City Council's Community Grants Program is a recognised leader among Local Government in Victoria. As well as having a diverse grants program, Yarra's grants have been an innovative means of connecting with and supporting local communities and involving them in the decision making process. Our transparent administrative processes are highly regarded by other councils.

Legal Implications

- 33. The grants program enables Council to achieve some of the basic tenets of the *Local Government Act 1989*:
 - (a) Section 3C to promote the social, economic and environmental viability and sustainability of the municipal district;
 - (b) Section 3D fostering community cohesion and encouraging active participation in civic life; and
 - (c) Section 3E planning for and providing services and facilities for the local community.
- 34. Council has not sought legal advice in relation to the grants program this year.

Other Issues

- 35. No other issues.

Options

- 36. No other options.

Conclusion

- 37. The Community Grants remains a key way for Council to invest in community through a responsive community-focused program. A significant investment of resources is allocated for this purpose with strong outcomes in the community.

RECOMMENDATION

1. That Council:
 - (a) endorse the allocation of \$878,650 to the Annual Grants Program 2019 pending 2018/19 budget approval;
 - (b) endorse the allocation of \$75,000 to Small Project Grants 2018/19 pending 2018/19 budget approval;
 - (c) endorse the allocation of \$25,000 to Room to Create Responsive Grants 2018/19 pending 2018/19 budget approval;
 - (d) endorse the guidelines for Annual Grants 2019;
 - (e) endorse the guidelines for Small Project Grants 2018/19;
 - (f) endorse the guidelines for Room to Create Responsive Grants 2018/19;
 - (g) appoint the Yarra Arts Advisory Committee (excluding Councillors on the committee) as the community panel for the Arts and Culture grants stream;
 - (h) appoint the Yarra Environment Advisory Committee (excluding Councillors on the committee) as the community panel for the Sustainability grants stream; and
 - (i) endorse the proposal to appoint community representatives to serve on each of the community grants assessment panels.

CONTACT OFFICER: Michael Van Vliet
TITLE: Community Grants Team Leader
TEL: 9205 5146

Attachments

- 1 Annual Grant Guidelines 2019
- 2 Small Project Grant Guidelines 2018/19
- 3 Room To Create Responsive Grant Guidelines 2018/19

Attachment 1 - Annual Grant Guidelines 2019



Annual Grants 2019
Guidelines and Application Information

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Cover image:

A two week festival of experimental circus featuring emerging and established provocative independent artists. Sidesault at the Melba included five productions over ten amazing nights.

Image courtesy of Circus Oz.

Photographer: Rob Blackburn

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Why does Council provide these grants?

The Community Grants Program is one of the major ways in which Council supports the strategies presented in the Council Plan. The [Council Plan](#) provides guidance on how Council will respond to the opportunities and challenges the municipality faces. The Council Plan can be found at: www.yarracity.vic.gov.au/Your-Council/Council-Plan

The Community Grants Program aims to:

- a) develop partnerships between Council and community groups to achieve Council's strategic directions;
- b) direct resources to both the emerging and specific needs of disadvantaged groups;
- c) develop a positive approach to the resolution of local social issues;
- d) support local groups, activities and community connectedness; and
- e) support community organisations to develop skills and increase community participation.

The annual grants provide funding for small to medium sized projects and initiatives that respond to the social, cultural, recreational, economic and sustainability needs of Yarra residents.

Key dates for Annual Grants 2019

Grants Information Session Collingwood Town Hall, Wurundjeri Room	11am-12pm, Tuesday 5 June, 2018
Grants Information Session Fitzroy Library, Meeting Room 1	2pm-3pm, Wednesday 6 June, 2018
Grants Information Session Richmond Town Hall, Meeting Room 1	6pm-7pm, Thursday 7 June, 2018
Grants Information Session Bargoonga Nganjin, Seminar Room 1	1pm-2pm, Friday 8 June 2018
Youth-Led Grant Information Session Yarra Youth Services	5pm-7pm, Wednesday 6 June 2018
Youth-Led Grant Information Session Yarra Youth Services	5pm-7pm, Wednesday 13 June 2018
Grant round opens	9am Monday 11 June 2018
Applications close	11:59pm Monday 23 July 2018
Announcement of grant outcomes	November 2018
Funding agreements to be returned by successful applicants	From December 2018
Grants paid by Electronic Funds Transfer	From end of December 2018
Projects commence	From 1 January 2019

Annual Grants Streams and Categories

The Annual Grants program has seven funding streams:

- Community Development;
- Community Housing;
- Arts and Culture;
- Family, Youth and Children;
- Youth-Led Grants;
- Sports and Recreation; and
- Sustainability.

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Each stream has its own specific priorities and these are listed in the relevant fact sheets at the end of these guidelines.

Eligibility Criteria

Applicants for Annual Grants **must** meet the following eligibility requirements. Ineligible applications will not be assessed.

Eligible Applicants

- Applicants must have an active ABN*.
 - Not-for-profit community groups that meet all other eligibility criteria but do not have an ABN can have their applications auspiced by an eligible incorporated organisation or neighbourhood house.
- Applicants must be a not-for-profit, incorporated community group (that is a group with a voluntary membership who come together to pursue a common goal)† **OR** meet one of the following specific exceptions:
 - be a registered charity, public benevolent institution or have DGR status;
 - be a state government entity seeking funding for activities beyond those considered the responsibility of State or Federal Government;
 - unincorporated not-for-profit community groups can have their applications auspiced by an eligible incorporated organisation or Neighbourhood House;
 - auspiced individual youths or auspiced youth-led organisations can apply to the Youth-Led stream;
 - individual artists or arts-related businesses operating under an active sole-trader ABN* can apply as individuals under the Arts Development, Community Arts or Richmond Theatre categories in the Arts and Culture Stream;
 - Arts-related businesses with active ABNs* registered as other than sole-trader entities can apply under the Arts Development or Community Arts categories in the Arts and Culture Stream. These applications are contingent on successfully demonstrating that the project being funded will run on a not-for-profit basis. This will require detailed financial reporting;
 - Social enterprise businesses can apply to the Social Enterprise Category in the Community Development Stream.
- Applicants must have acquitted previous Council grants and have no outstanding debts to Yarra City Council.
- Applicants must have public liability insurance with a suitable level of coverage, working with children checks, WorkCover and superannuation coverage.
- Relevant applicants must, as required by law, implement and adhere to the Victorian Child Safe Standards. <https://ccyp.vic.gov.au/child-safety/being-a-child-safe-organisation/> .
- Applicants must meet any other specific requirements outlined in the individual stream fact sheets.

*The applicant names must match the entity (legal) name for the ABN, or a registered business name or trading name associated with the ABN **and** the name on the bank account provided for payment. The ABN Entity name can be checked when entering your ABN into the application form.

† For further information on the kinds of groups we deem eligible please see the definition provided by the Fitzroy Legal Service at:
http://www.lawhandbook.org.au/2017_06_06_03_types_of_community_organisations/

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Eligible Projects

- Applicants must be locally based and/or applying for a program, service or activity that is of benefit to the Yarra community.
- All projects in the Arts and Culture Stream must have a public outcome in the City of Yarra.
- Applicants can submit multiple applications for **different** projects; however only one application per project will be considered;
 - Do not submit applications for the same project to different categories/streams. If you believe your application crosses multiple streams, please contact the grants team for advice;
 - Do not submit applications for the same project from multiple organisations.
- Groups can apply to the Sport and Recreation Stream for the purchase of certain equipment. See the Sport and Recreation Fact Sheet for further details. In other categories and streams, equipment may only be purchased as part of a broader project.
- Groups can apply to cover the cost of training volunteers in club relevant skills. See the Sport and Recreation Fact Sheet for further details.
- Applications to the Sustainability Stream may include funding for the installation of permanent fixtures (e.g. water tanks, wall gardens), only when the fixture directly contributes to a broader program involving community engagement/education around targeted issues.
- Applications to the Community Strengthening Category addressing priorities of the Access and Inclusion Strategy may include funding for specialised equipment or materials that facilitate new and innovative accessibility programs. Renovation works or the upgrading of permanent fixtures remain ineligible.
- Projects must meet any other specific requirements outlined in the individual stream fact sheets.
- All questions marked 'response required' must be completed for the application to be eligible.
- Projects must be completed by 31 December 2019.

Applicants that are not eligible

- Neighbourhood houses are funded through Council's Neighbourhood House Funding Program and are therefore are not eligible for Annual Grants.
 - As above, neighbourhood houses can act as an auspice for other community groups.
- Businesses or for-profit organisations, unless exempted above.
- Individuals and sole-traders, unless exempted above.

Projects that are not eligible

- A program that is considered the responsibility of State or Federal Government, e.g. Core school curriculum activities.
- Activities that take place outside the City of Yarra (including touring costs), unless part of an ongoing project with a proven and direct benefit to the Yarra community.
- Building, capital works* or facility maintenance works, unless exempted above.
- Ongoing staff salaries or administration costs not specific to the project.
- The purchase of equipment only, unless exempted above.
- Activities that are sponsored by gambling businesses or take place at inappropriate venues.
- Projects with the singular purpose of promoting religion or that may be perceived as for the purpose of proselytizing.
- Individual training, study or academic research in Australia or overseas, unless exempted above.
- Applications that are solely for attending forums, workshops and conferences.
- Competitions (other than one-off sporting events).

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

- Prize-events, award exhibitions or exclusively fundraising events.
- School fetes and other similar events.
- Covering the deposit or bond associated with hiring a Council Town Hall.
- Applications to fund projects retrospectively.

** Capital works are defined as projects undertaken to create a new permanent asset or space, or to permanently change the use, function or layout of an existing asset or space.*

Annual Grants Assessment Criteria

All applications will be assessed against the following criteria:

- capacity of the applicant to deliver on project outcomes;
- clearly defined project aims;
- clearly identified target group;
- alignment with stream funding priorities;
- evidence of community need;
- well defined intended outcomes;
- clear evaluation methods;
- community participation and consultation where appropriate; and
- a complete, balanced, and realistic budget.

Before Submitting your Application

Information Sessions

Council is holding three information sessions (On the 5th, 6th, 7th and 8th of June) for applicants seeking further information on this grant program and how to apply online. There is no need to RSVP to these sessions, however please let Council know if you require an interpreter for these sessions.

Council is also offering two training session on grant writing in general through our Skills and Training Program. These will be held on 8 May and 16 May, 2018. For details and to register please visit <https://www.yarracity.vic.gov.au/about-us/grants/community-training>.

Need assistance to complete an application?

Applicants who need help completing their application are encouraged to contact the Grants Team on 9205 5170. Assistance developing your project plan and submitting your application online can be provided in person **by appointment** until 13 July. Interpreters can be booked if requested.

If you are having trouble accessing your SmartyGrants user account, please contact SmartyGrants directly on 03 9320 6888 or via service@smartygrants.com.au.

Auspiced Applications

An auspice organisation is an incorporated organisation that applies for a grant on behalf of another group, for example if the group is not incorporated.

The auspice organisation accepts legal and financial responsibility for the application. If the application is successful, the auspice organisation will be required to enter into the Funding Agreement with Council and grant money will be paid directly to the auspice organisation.

Applications can be submitted directly by groups being auspiced. Be advised that you will need to provide information from the auspice organisation including: their contact details, ABN, and most

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

recent financial report. All paperwork and funds will be signed by and distributed to the auspice organisation.

Speak to a Council Officer

Contact details of the Council Officers responsible for each Funding Stream are detailed in the Fact Sheets. ***It is important that you talk through your project ideas with the officer responsible for the Funding Stream before applying.*** The Council Officer can give you advice on how to shape your application to give it every chance of success.

Last year's grants

Applicants are encouraged to view last year's successful grants to see the range of projects funded and realistic grant allocation amounts. A list of successful grants is available at <https://www.yarracity.vic.gov.au/about-us/grants/annual-grants>.

Accessibility

All applicants are encouraged to consider how their organisation and project will be accessible and inclusive of people with a disability. For ideas on how to make your program, project, or event more flexible please see the Accessibility Guide on the Annual Grants website at: <https://www.yarracity.vic.gov.au/about-us/grants/annual-grants>. For more information contact Laurice Younge, Metro Access Project Officer on 9205 5439.

Annual Grant Council Facility Subsidy - Venue Bookings

If your project includes an event which will be held in one of Yarra's Town Hall Facilities, you may be eligible for the Annual Grant Council Facility Subsidy. If you apply for the Subsidy and your Annual Grant application is successful, Council may fully fund the cost of hiring the hall. Please contact Venues and Events on 9205 5577 to make a tentative booking **before** you submit your application. Venues and Events will provide a quote for your budget and a booking number which will need to be recorded in your application for you to be eligible for this Subsidy.

Please note: Applicants to the Arts Development Stream can also apply to receive this subsidy for events at the Richmond Theatre. If you wish to use the Theatre for your event, please contact Venues and Events on 9205 5577 to make a tentative booking **before** you submit your application. Venues and Events will provide a quote for your budget and a booking number which will need to be recorded in your application for you to be eligible for this Subsidy.

Environmental Impact

All applicants are encouraged to incorporate activities that improve the sustainable outcomes of their projects. For more information contact Karen Cameron, Environmental Programs Officer, on 9205 5717.

Prepare a Grant Application

When preparing your grant application, please consider the following:

- Begin your application as early as possible. We strongly recommended you submit your application before the due date. The grant round closes strictly at 11:59pm on Monday 23 July, and technical support will not be available after 5pm on the closing date. We are unable to accept late applications for any reason.
- Ensure that you state explicitly what your project is. Describe the event/activity/program, so that it is clear what you want to do, how you want to do it, and why it is worth doing.

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

- Bear in mind that the assessors change each year and presume that they are not familiar with your organisation or your previous projects. Assessors are not given access to your grant history.
- Be as precise as possible. The assessors are aware that your project may still be in the planning stage, and that definite plans are not always possible until funding is secured. However, you can still clearly state what your intentions are and, if needed, adjust the project plan through a project variation if your grant is successful.
- If your project involves partnering with another organisation, it is useful to show some evidence of that partnership, such as a letter of support.

Prepare a Project Budget

When preparing a budget for your project please consider the following:

- It is important that all costs are realistic and justified/explained within your application;
- Ensuring that your budget is as detailed as possible helps the assessors understand the amount requested and demonstrates what the impact of reduced funding might be;
- If you have applied for other funding for your project, please note this in your budget and ensure it is clear if the funding is confirmed or unconfirmed;
- If you have applied for the Annual Grant Council Facility Subsidy please make sure you include this as both a budget income and budget expenditure item. Do **not** include this additional subsidy as part of the total cash amount requested for the grant.

What to do if your grant is not fully funded

With the Yarra Annual Grants, we strive to fund the grants to the amount requested, but with limited funds available that is not always possible. Sometimes, successful applicants are offered a lower amount than requested when the full funding is not available and the assessors believe the project will still be viable and worthwhile. This is why we ask what the minimum funding needs are for the project to run, and what impact a lower funding amount would have on your project. We strongly encourage applicants to make use of these questions when appropriate, so that the assessors can make informed decisions.

If your application is successful but you did not receive the full amount of funding requested, and you would like to proceed with the grant, the Grants Team are happy to discuss any changes you need to make to the project. The Grants Team can also advise you whether you need to submit a project variation form outlining the changes being made.

Choosing which stream and category to apply under

Only one application per project will be considered, therefore it is important to consider which stream and category is the best fit for your project. If your project covers a range of issues and you are not sure which category to apply under we suggest speaking to the Council Contacts for each of the different streams that you are considering so that you can make an informed decision.

Things to bear in mind when choosing which stream to apply under are:

- What is the primary outcome of this project – what is the main thing you are trying to do or achieve?
- Who are the primary beneficiaries of the project – which group of people do you want to reach most of all?

The Grants Team reserves the right to move your application from one stream to another. If this occurs, you will be advised by email. Stream changes are only made to ensure applications are in the most appropriate category for their project and eligibility, and therefore give applications the best chance at success.

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

In this competitive grant round, fitting in with the category priorities is essential to success. So choose your stream based on the priorities of your project rather than on the amount of funding available in any given stream.

Attachments and Support Material

All those applying as an organisation **must** upload a copy of the organisation's most recent annual financial statement to their Annual Grant application. For most applicants, this will be the 2016/17 Financial Statement that all incorporated organisations are required to send to Consumer Affairs Victoria. Alternatively, you can upload the organisation's most recent profit and loss statement. Please do **not** send your full Annual Report. If your application is being auspiced, we require a financial statement from the auspicing organisation.

You may also wish to include additional supporting material with your application. Some items that might be appropriate include:

- letters of support from partner organisations, confirming their intention to work with you on this project;
- letters of support from organisations consulted;
- evaluations or assessments of previous programs or projects.

If you are applying under the Arts and Culture Stream, please also see the Arts and Culture fact sheet for a list of specific support materials requested.

Please note, the maximum attachment size in SmartyGrants is 25MB. To avoid technical difficulties which may prevent you being able to submit your application, we recommend keeping files to a maximum of 5MB. Files can only be uploaded one at a time and upload speeds will vary depending on your computer's specifications, your internet connection and the amount of traffic on the SmartyGrants server. If you do have concerns or encounter any issues, consider providing links to specific website pages or online/cloud file transfer service in the space provided instead.

Child Safe Standards

Victorian organisations that provide services or facilities for children (anyone under 18 years old) are required by law to implement Child Safe Standards to protect children from harm. Therefore, if your project/program will engage children as either participants or audience members you will be required to provide documentation demonstrating that you are complying with the Child Safe Standards by uploading a copy of your organisation's Child Safe Policy or Statement of Commitment to Child Safety. For individual artists, please upload a copy of your current working with children check and/or your exhibition space's Child Safe Policy or Statement of Commitment to Child Safety.

If your organisation does not yet have a Child Safe Policy or Statement of Commitment to Child Safety, a template document is available on the Annual Grants website:

<https://www.yarracity.vic.gov.au/about-us/grants/annual-grants>. You can tailor this document to suit your organisation and your organisation's strategy for ensuring that all your members are meeting these standards. The document can then be scanned and attached to your application as evidence. Remember to make sure a copy is distributed to your members.

For further information on the Child Safe Standards see:

<https://ccyp.vic.gov.au/child-safety/resources/>.

Public Liability Insurance

Applicants are not required to include a copy of their public liability insurance with their Annual Grant application. However, if the application is successful, Council requires that all grant

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

recipients provide evidence of public liability insurance, with an adequate coverage level, before payments can be processed. In most cases this will be a copy of your public liability insurance certificate of currency. If you do not have public liability insurance, you will need to provide a copy of the public liability insurance certificate of the venue where your project will take place. Organisations that are being auspiced may be covered by the auspice body's public liability insurance, and so will need to provide a copy of their certificate of currency.

Small Project Grants

If you require funding of \$1,000 or less, you may wish to consider applying for a Small Project Grant (SPG) instead of an Annual Grant. SPGs allow grant recipients access to small amounts of funding quickly with the assessment process taking around four weeks. Applicants can apply for one Small Project Grant per financial year. Applications open in July each year and remain open until all funds are distributed. For more information see: <https://www.yarracity.vic.gov.au/about-us/grants/small-project-grants>.

Assessment Process

All applications undergo the following assessment process:

- Stage 1: Eligibility check by a Council Officer.
- Stage 2: Internal assessment by a Council Officer.
- Stage 3: External assessment by members of the Community Panel.
- Stage 4: Community Panels of external experts connected to the Yarra community meet to decide on recommendations.
- Stage 5: Recommendations are submitted to Council for approval.

Submitting Your Application Online

Applicants are encouraged to submit their application and supporting materials using the online grants form at cityofyarra.smartygrants.com.au.

A preview version of the application form will be available at this address from 4 June 2018.

Please note that applications are not submitted online until you hit the **submit** button. After submitting your application you will receive an email acknowledging receipt of your application – it will have a PDF copy of your application attached for your records. This will be sent to the email address you used to register. *If you do not receive this email your application has not been submitted.* City of Yarra staff cannot view applications that have not been submitted.

Applications and all supporting material are due by **11:59pm on Monday 23 July 2018** and any additional information or materials **will not be accepted after this time**.

If you cannot access the online application form, Council will accept handwritten applications. Please contact the Grants Team on 9205 5170 to request a printed version of the application form. Typed, emailed or faxed applications will not be accepted.

For further information please call Community Grants on 9205 5170 or email yarragrants@yarracity.vic.gov.au

Acquittal

Each grant recipient is required to submit an Acquittal Form within two months of completion of the project. The acquittal includes questions about how many people and Yarra residents participated in the event/program, what adjustments were made to the project as it unfolded, and whether the aims and objectives outlined in the application were met. The acquittal also includes a financial report, in which you are required to demonstrate that the funds were spent in

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

accordance with the budget submitted. You are required to keep accurate, up-to-date records in relation to the project including, but not limited to, itemised receipts issued when funding is spent and relevant account records to submit as part of the acquittal.

The required acquittal form is attached to each successful application. Links to the acquittal forms are listed under each application in the "My submissions" area of SmartyGrants. To access an acquittal form, please log onto cityofyarra.smartygrants.com.au, click on the "My Submissions" tab and scroll down to the specific grant. You can then complete and submit the acquittal in the same way you submitted your grant application.

Please keep receipts for expenditure items over \$200 to upload into your online acquittal.

To be eligible for a Grant, organisations and/or individuals must have successfully acquitted all completed grants from Yarra City Council. Applications from applicants with outstanding acquittals will **not** be assessed.

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Community Development Stream (Page 1 of 2)

The Community Development Stream is designed to strengthen the social and cultural diversity of the City of Yarra, and encourage people from all backgrounds to participate in community life.

This stream supports the valuable work undertaken by the diverse range of not-for-profit organisations and community groups in Yarra who run projects building social inclusion, supporting social justice and strengthening our local communities.

This stream primarily focuses on projects that address strategies from the Council Plans listed in the table below. There are three categories to choose from:

Community Strengthening

The Community Strengthening Category will suit local community-run groups seeking to hold activities in Yarra which will address the following priority areas:

- develop partnerships between Council and community groups to achieve shared strategic outcomes;
- direct resources to the emerging and specific needs of disadvantaged groups;
- develop a positive approach to the resolution of local social issues;
- foster the increased connectedness of people by supporting local groups and activities;
- foster the development of healthy and respectful relationships within communities;
- support and strengthen community organisations;
- develop skills and increase participation in the community.

Maximum grant: \$4,000.

Community Support

The Community Support Category will suit non-profit organisations offering services and programs for the benefit of the Yarra community and will address the following priority areas:

- develop partnerships between Council and professional organisations working within the Yarra community to achieve shared strategic outcomes;
- direct specialized resources to the emerging and specific needs of disadvantaged groups;
- develop a positive approach to the resolution of local social issues;
- foster the development of healthy and respectful relationships within communities;
- develop skills and increase participation in the community.

Maximum grant: \$10,000.

Community Celebrations

The Community Celebrations Category supports a diverse range of smaller events that showcase, celebrate and support Yarra's diverse communities and build community connectedness. Applications for multicultural celebrations are encouraged to apply here.

Maximum grant: \$3,000. 15 events were funded for 2018 and the average grant was \$2,024

Social Enterprise

The Social Enterprise Category supports not-for-profit organisations and businesses build or establish innovative revenue generating projects, while also creating community benefits. Priority will be given to social business with a mission aimed at the creation of employment opportunities for people facing barriers to workforce participation. Funds should be directed towards building employment opportunities and not primarily to wages.

In addition, priority will be given to applications which address one or both of the following criteria:

- Providing a service or product that addresses an identified social, environmental or cultural need that is not being met by the commercial market;
- Developing income streams that allow social businesses to become self-sustaining and independent.

Maximum grant: \$15,000. 3 projects were funded for 2017 and the average grant was \$13,333.

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Community Development Stream (Page 2 of 2)

To discuss how your project supports the relevant Council Plan or Policy, and to meet application requirements please contact the relevant Council Officer.	
Council Plan or Policy	Council Officer
Aboriginal Partnerships Plan	Colin Hunter (Community Planner - Aboriginal Partnerships) 9205 5014 Or Daniel Ducrou (Special Projects Officer) 9205 5107
Access and Inclusion Plan	Laurice Younge (Metro Access Project Officer) 9205 5439 Or Marta Rokicki (Disability Planning Officer) 9205 5435
Multicultural Partnerships Plan	Kathy Vrettas (Community Planner - Multicultural Affairs & Neighbourhood Houses) 9205 1889 Or Cristina Del Frate (Community Partnerships Team Leader) 9205 5174
Council Priority 1 A Healthy Yarra Specifically in relation to: - Promoting mental health and wellbeing - Reducing the Harm from Alcohol, Tobacco and Other Drugs	Erika Russell (Senior Planner Community Health and Safety) 9205 5534
- Women's health - Prevention of violence against women and children	Georgia McRae (Policy Advisor - Gender Equity) 9205 5240
- GLBTIQ (Gay, Lesbian, Bisexual, Transgender, Intersex and Queer)	Sarah Jaggard (Community Advocacy Team Leader) 9205 5160
River of Life Positive Ageing Strategy	Fran Moloney (Community Development Coordinator) 9205 5595
Yarra Gaming Strategy	Belinda Robson (Senior Policy Advisor) 9205 5093
Night Time Economy	Malcolm McCall (Unit Manager Social Policy and Research) 9205 5001
Social Enterprise	Michael van Vliet (Community Grants Team Leader) 9205 5146

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Community Housing Stream

The City of Yarra is home to a high proportion of residents living with socio-economic disadvantage, in what is otherwise a relatively affluent municipality. The distribution of household earnings in Yarra shows great disparity between high and low income households. This brings specific challenges for inclusion and participation.

Through the Community Housing Stream, Council seeks to promote and advance affordable housing locally, especially those initiatives that help sustain tenancies and secure appropriate housing for those experiencing housing stress and at risk of homelessness.

While the maximum grant available is \$50,000, we would welcome both large and small scale projects being submitted for consideration.

Funding Priorities

The program objectives are to:

- maintain community diversity;
- increase or renew community housing; and
- support diversification of housing types for people on low incomes.

Eligible initiatives include, but are not limited to those that:

- support suitable and sustainable housing types for vulnerable tenants;
- address the impacts of complex multiple issues on vulnerable tenants;
- sustain tenancies of low income households that are at risk of homelessness;
- explore development of innovative housing models for low income households;
- aim to access privately owned/ private rental properties for low income households; and
- explore possibilities within the sharing economy for low income housing

Funds available: \$50,000. Maximum grant: \$50,000. 1 project was funded for 2018.

Please note

The Community Housing Stream has the following additional eligibility requirements:

To be eligible applicants must:

- be a private or non-government organisation whose operations either directly or indirectly improve the availability, quality and security of affordable rental tenancies for households on income support from Centrelink or for people on low incomes. Affordable rental rates are defined as rents fixed at a rate no greater than 30 per cent of household income. Low income households are defined as at the bottom 40 per cent of the income range.

Applications will also be ineligible if funding is intended for:

- reducing ongoing operating costs; and
- paying for standard maintenance of current residential stock.

To discuss how your project supports the relevant Council Plan or Policy, and to meet application requirements please contact the relevant Council Officer	
Policy Advisor - Housing and Homelessness	Anne Barton 9205 5094

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Sport and Recreation Stream (Page 1 of 2)

The City of Yarra Sports and Physical Activity Strategy 2015-2019 (Draft) recognises the value of participation in sport, physical activity and recreation, and the related health benefits to the individual, and the Yarra community. The Sport and Recreation Funding Stream supports a wide range of accessible opportunities for the diverse Yarra community. Projects will be looked upon favourably if they cater for any of the following priority populations:

- Social Housing / CALD communities
- People with disability
- Indigenous
- Seniors / Over 65's
- LGBTIQ communities including youth.

Funding Priorities

1. Participation Initiatives

Council is seeking to fund programs and initiatives that increase inclusion and access to sport, recreation and health opportunities. Programs should address local community needs, be environmentally sustainable, enhance local neighbourhoods, and contribute to community health and wellbeing outcomes. Priority will be given to projects which promote the long term sustainability of local clubs and community organisations.

Examples of Sports Club initiatives may include:

- Initiatives/programs beyond the core club business that are innovative or new to the club environment e.g. parent fitness classes during junior training.* New programs will be eligible for funding for a maximum of 2 years.
- Programs targeted at priority population participation e.g. programs for people with disabilities, social housing scholarships.
- Programs promoting LGBTIQ inclusion at your club e.g. Soccer Come and Try Day.
- Programs that enhance the club's capacity to provide ongoing opportunities for participation e.g. starting a women's fitness program that develops into a new sports team.

Examples of community group initiatives may include:

- Partnerships between local community groups and physical activity providers e.g. Sudanese mothers yoga group with childcare facilities available
- Alternative recreation activities that do not have a big representation in Yarra e.g. inclusive roller derby programs

**Please contact your SDO to discuss other participation initiative ideas*

2. Sport and Recreation Equipment Grants

Groups can apply for:

- Up to 75% of the total cost of an approved Australian portable Defibrillator, specifically for Yarra Bend facilities. Funding may include training in the use of equipment. Yarra Clubs must demonstrate they utilise Yarra Bend facilities. Council recommends Defib for Life or St John's Ambulance.
- Up to 50% of the total cost (maximum of \$1,000) towards specific equipment to enable or enhance the participation of priority populations including: those living with a disability, females, over 65's, social housing residents and members of the indigenous community. Equipment can be for club based activities beyond the normal core business of the club or community programs run by not-for-profit groups. The make and model of equipment must be identified in your application. Examples of equipment can include specialized first aid equipment, portable access ramps, modified equipment, equipment to assist getting a new priority population program up and running.**

Continued overleaf...

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Sport and Recreation Stream (Page 2 of 2)

- Up to 50% of the total cost (maximum of \$2,000) for the purchase of portable soccer goals that conform to Australian Standard AS 4866.1-2007.
- Up to 50% of the total cost (maximum of \$2,000) for the purchase of cricket roll out synthetic pitches to assist with junior participation on grounds.

***Please contact your SDO to discuss other equipment that may be funded*

3. Coach/ Volunteer Training & Education

To increase the skills, knowledge and understanding of club volunteers including coaches, committee members, parents, team managers etc. around general club operations and governance. The training and education should promote and support leadership and skill development within the club. Examples may include:

- Up to 50% of the total cost of coach development and training for new and established coaches, for Grassroots, Junior Accreditation, female specific coaching programs, coaching athletes with disability and coaching people from culturally and linguistically diverse communities (CALD).
- Up to 75% of the total cost (maximum \$1000 per organisation) of training required to deliver or support physical activity classes for a community group or not-for-profit organisation e.g. yoga / group fitness instructing.
- Up to 75% of the total cost (maximum of \$1000 per club) for [Sports Community](#) membership and training. Examples of training can include: accredited skill or mentor training programs for existing or new committee members.
- Up to 50% of the total cost (maximum of \$1000) for Club volunteers to undertake practical training such as:
 - Food Handling Certificate
 - First Aid
 - Concussion Awareness Training
 - Responsible Service of Alcohol.

Funding Restrictions

The following will **NOT** be funded:

- Ongoing funding for club core business e.g. coaching fees, social events & activities, mandatory equipment, uniforms, travel expenses to matches, club functions, membership drives and promotional activities for the purpose of attracting and retaining members. Membership subsidies, concession fees, and team registrations are considered core business unless part of an initiative targeting a priority population as outlined above.
- Equipment: Standard team and individual equipment e.g. Balls, bats, first aid kits, coaches boards, stretchers, uniforms, tracksuits, hoodies, specialised equipment that is for the sole use of individual athletes e.g. pole vaults, canoes. **Some equipment may be funded if it relates to a priority population as outlined above.*
- Portable score boards, timers, stop watches, massage tables
- Specific higher level coach licenses and courses including: FFA/AFC Advanced Coaching Courses, AFL Level 3, Cricket Victoria Level 3, Swimming Silver Licence or equivalent in other sports.

All funding applications will be assessed on applicants demonstrated need basis including clubs financial statements and ability to self-fund activities.

Maximum grant: \$5,000. 11 projects were funded in 2018 and the average grant was \$3,344.

To discuss how your project supports the relevant Council Plan or Policy, and to meet application requirements please contact the relevant Council Officer	
Acting Team Leader, Recreation	Peter Mitten 9205 5756
Sport Development Officer	Kimberley Castiello 9205 5735
Sport Development Officer	Trent Carpenter 9205 5779

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Sustainability Stream Fact Sheet

The Sustainability Stream seeks to support initiatives that engage and empower the community in environmental sustainability at a local level. Council's sustainability priorities, including the area of Community Empowerment and Local Action, are outlined in the [Yarra Environment Strategy \(2013-2017\)](#). The primary objective in this area, to which these grants contribute, is

'Supporting an empowered community that acts locally to increase the sustainability of consumption and lifestyles to reduce its ecological footprint.'

The [Yarra Urban Agriculture Strategy \(2014-2018\)](#), [Waste and Resource Recovery Strategy \(2014 – 2018\)](#) and [City of Yarra Bike Strategy - 2016 Refresh](#) are also relevant to this stream and applicants are encouraged to discuss how their projects align with these strategies with the relevant council officers (see below).

There are two project categories: *Partnering for Sustainability* and *General Sustainability Grant*.

General Sustainability Grant

The General Sustainability Grant supports a diverse range of smaller projects to deliver sustainability outcomes. Projects may be broad and holistic or may focus on any particular aspect of environmental sustainability. Project management, promotional, on-ground and capacity building activities are all eligible. Infrastructure and equipment may be funded as long as they are part of a holistic project that benefits and engages the community (see more in the **Eligibility Criteria** section of these guidelines). In fact if you have an idea that will contribute to sustainability in your local community, we'd love to discuss it with you – see contact details below.

Maximum grant: \$4,000. Nine projects were funded in 2017. The average grant was \$3,056.

Partnering for Sustainability

This category seeks to support community projects that are larger and more complex in nature. Bearing in mind the assessment criteria listed on page 6 for all grants applications, the priorities for this funding stream are:

- Partnerships – what partnerships will be built or enhanced through this project, and how will that add value to the outcomes and the ongoing work of the partners?
- Legacy – how will the project lead to long-lasting change? What capacity building outcomes will live on after the project? Can it be replicated, scaled up or expanded?
- Reach – will you engage with new audiences or deepen engagement with existing audiences? How will diverse sectors of the community be empowered through the project? How many people will you reach?
- Innovation – will you be trialing an approach that is new to Yarra or to you? How will the learning from this project be shared?

Maximum grant: \$15,000. Typically one to three Partnering for Sustainability grants will be awarded. Three projects were funded in 2017. The average grant was \$8,500.

If a scaled-back version of your project could be implemented within the \$4,000 limit of the general Environment Stream grants, **please indicate this in the Project Budget Summary section of the Smarty Grants online form**. If your project is scalable, please also indicate what you could do at different levels of funding (e.g. \$4,000/\$10,000/\$15,000).

It is a requirement that you discuss your proposal with the relevant Council representative prior to submission.	
Yarra Environment Strategy	Karen Cameron (9205 5717) Karen.Cameron@yarracity.vic.gov.au
Yarra Urban Agriculture Strategy Waste and Resource Recovery Strategy	Lisa Coffa (9205 5793) Lisa.Coffa@yarracity.vic.gov.au
Bike Strategy – 2016 Refresh	Julian Wearne (9205 5734) Julian.Wearne@yarracity.vic.gov.au

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Family, Youth & Children’s Stream (Page 1 of 2)

The Family, Youth & Children Stream is aligned to Council’s Zero to 25 Plan (Draft) for children, young people and their families. Our vision is that “*all children and young people are loved and safe, have material basics, are healthy, are learning and participating, and have a strong sense of culture and identity*”. This stream applies to projects that support families, children and young people from all backgrounds who live, work, study, or have a strong connection to Yarra, with a particular focus on:

- Vulnerable families, children and young people;
- Aboriginal and Torres Strait Islanders families, children and young people;
- Culturally and linguistically diverse families, children and young people;
- Socioeconomically diverse families, children and young people; and
- Gender diverse families, children and young people.

There are two categories within the Family, Youth & Children Stream: the Family & Early Years Category, and the Youth & Middle Years Category.

Family & Early Years Category and Funding Priorities

Aligned to Council’s Zero to 25 Plan (Draft) for children, young people and their families, this category is for evidence-based or innovative programs that support children from birth to 8 years and their families. Proposed projects need to clearly articulate the need; demonstrate strong community engagement and support (including the voices of children); and highlight how they will positively impact the local community. Funding priorities include:

- Prevention and early intervention programs that respond to identified needs, particularly focused on early learning and attachment (e.g. playgroups, toy libraries, homework clubs)
- Evidence based information and support for parents (e.g. parenting sessions and programs)
- Adventurous play, physical activity and health development (e.g. recreational programs)
- Specialist services or programs that met a high risk need (e.g. family and domestic violence support, child safety)
- Projects or programs that create opportunities to enhance parental engagement
- Research or evaluation or consultation that investigates barriers and potential innovative options for families or young children experiencing disadvantage and vulnerability regarding active participation, engagement and leadership

Maximum grant: \$10,000. Seven projects were funded for 2018, and the average grant was \$9,071

<i>To discuss how your project supports the relevant Council Plan or Policy, and to meet application requirements please contact the relevant Council Officer</i>	
<i>Family & Early Years 0 – 8 years</i>	<i>Melissa Eastwood - 9205 5411</i>

Continued overleaf...

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Family, Youth & Children’s Stream (Page 2 of 2)

Youth & Middle Years Category and Funding Priorities

Aligned to Council’s Zero to 25 Plan (Draft) for children, young people and their families, this category is for evidence-based or innovative programs that support children and young people aged 8 – 12 years (middle years) and 12 – 25 years (youth). Proposed projects need to clearly articulate the need; demonstrate strong community engagement and support (including youth participation); and highlight how they will positively impact the local community. Funding priorities include:

Middle Years funding priorities:

- to support and enhance the safety, health and wellbeing of middle years children and young people, and their families;
- to form partnerships to support the delivery and enhancement of affordable sports and recreation activities, programs, and access to clubs to meet diverse needs and interests;
- to plan and deliver affordable targeted engagement programs that provide positive role models and enhance connections to peers, families and communities; and
- to strengthen school and community connectedness, increase student aspiration and enhance parent engagement in all aspects of learning.

Youth funding priorities:

- to develop targeted prevention and early intervention programs in response to emerging themes for young people such as alcohol and other drugs, sexual health, mental health, safety, bullying, racism and discrimination;
- to provide opportunities for young people to learn new skills, build self-esteem and feel empowered to lead programs and events in their community;
- to support young people to access appropriate education, training and/or employment options and pathways that are culturally relevant and responsive to their needs;
- to work with young people and media outlets to provide proactive and positive media representations that showcase talents, culture and identity of young people; and
- to undertake research and develop tools that enable the measurement and evaluation of service and program outcomes and impacts for young people and their families.

Maximum grant: \$10,000. Twelve projects were funded for 2018, and the average grant was \$7,790.

To discuss how your project supports the relevant Council Plan or Policy, and to meet application requirements please contact the relevant Council Officer	
Middle Years 8 - 12 years	Rupert North – 9426 1544
Young People 12 - 25 years	Rupert North – 9426 1544

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Youth-Led Grants

These grants were new in 2015 and provide an opportunity for a young person or group of young people aged 16-25 who live work or play in the City of Yarra, to apply for a grant of up to \$3000 to plan, drive and deliver a project or event by young people for young people within Yarra. Applicants will need to be auspiced and mentored by an incorporated organisation or school.

Interested applicants are strongly encouraged to attend at least one of the workshopping sessions to get planning advice, application support or help finding an auspice organisation.

The sessions will be held at the Yarra Youth Centre (156 Napier Street, Fitzroy) on:

- Wednesday 6 June, 5pm-7pm, and
- Wednesday 13 June, 5pm-7pm.

These grants will be assessed by a panel of young people and Council Officers.

Priority will be given in particular to projects or events that provide opportunities for young people to:

- connect with or learn from, their peers, family and community;
- showcase their talents, identity, and culture;
- get involved and have a say in matters affecting them locally;
- learn about and address emerging themes for young people (such as health, safety, bullying, discrimination, and environmental awareness and sustainability); and
- get involved in inter-generational activities and opportunities.

Maximum grant: \$3,000. Four projects were funded for 2018, and the average grant was \$3,000.

There is a total funding pool of \$12,000 in the Youth Services Category grants available for 2018.

Applications in the Youth Services Category from young people aged 16-17 years must be for projects based in an education setting; these projects must be driven by young people but supported by an education organisation/school.

To discuss how your project supports the relevant Council Plan or Policy, and to meet application requirements please contact the relevant Council Officer	
Youth-led Grants	Rupert North– 9426 1455

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Arts and Culture Stream Fact Sheet (Page 1 of 2)

This Stream supports the creation and presentation of arts and cultural projects, activities and works within the City of Yarra. Our vision is for arts and culture to be integrated into our City so that it can be an everyday experience and be enjoyed by all of our community, whether as makers, audience members or participants. Creativity can exist anywhere and its pursuit is open to everyone.

Funding Categories

There are three different categories of funding available in the Arts and Culture stream.

It is advised that you discuss your project with the relevant project officer for the category in which you intend to apply before submitting your application.

Funding Categories	Total Funding Pool	Contact Details
Arts Development	\$70,000	Brona Keenan 9205 5212 Louisa Marks 9205 5029
Festivals & Events	\$90,000	Festival & Events Officer 9205 5109
Community Arts	\$40,000	Olivia Allen 9205 5038

Arts Development supports professional artists and art organisations to produce and present new work in any medium.

Funding priorities for this category are:

- high artistic merit;
- innovative and contemporary approaches to the production and presentation of the art form and the project;
- attracts new audiences;
- creative use of public spaces and places in the municipality.

Seven projects were funded for 2018 and the average Arts Development grant was \$8,675

Festivals & Events supports activities taking place in Yarra that showcase, celebrate and promote creativity, culture, people, places and the arts. Within Festivals & Events there are two sub-categories:

Festivals and Events - Arts

Funding priorities for this category are:

- high artistic and/or cultural merit;
- showcase arts practice;
- attracts new audiences;
- creates new presentation opportunities for artists;
- creative use of public spaces and places in the municipality.

Continued overleaf...

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

Arts and Culture Stream Fact Sheet (Page 2 of 2)

Festivals & Events – Community Participation

Funding priorities for this category are:

- events with a strong arts and/or cultural focus;
- showcases local arts and/or cultural practice;
- increases community participation in arts and culture;
- celebrates local communities, places, history and/or neighbourhoods;
- promotes partnerships between organisations and communities; and
- creative use of public spaces and places in the municipality

Eight events were funded for 2018 and the average Festivals & Events grant was \$12,349

Community Arts supports projects that enhance community participation and engagement in arts and culture within Yarra.

Funding priorities for this category are:

- high artistic merit;
- celebrate diversity and/or address contemporary issues;
- increase awareness, appreciation and participation in arts;
- engages new audiences;
- promote partnerships between community members, artists and arts organisations;
- develop community and connectedness; and
- creative use of public spaces and places in the municipality.

Three projects were funded for 2018 and the average Community Arts grant was \$8,734

All Arts and Culture Stream applicants are encouraged to submit the following materials:

- resume or short biography of applicant/s (maximum 3 pages);
- examples of previous projects – this could be images (maximum of 10), or website links to specific projects or sites. If submitting electronically all files must be Windows compatible.
- letters of support – if your project requires the support of another organisation to develop or proceed then a letter acknowledging this support is recommended (if applicable);
- confirmation of venue booking (if applicable).

Attachment 1 - Annual Grant Guidelines 2019

Annual Grants 2019 - Guidelines

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ARABIC

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SIMPLIFIED CHINESE

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TRADITIONAL CHINESE

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GREEK

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ITALIAN

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SPANISH

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VIETNAMESE

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REF 18040



Attachment 2 - Small Project Grant Guidelines 2018/19

Small Project Grant Guidelines 2018/2019

The Small Project Grants (SPG) responds to funding requests throughout the year, providing an opportunity for new applicants to engage with Council and gain an understanding of the grants process. The grants allow organisations and individual artists to access small amounts of funding quickly (usually within four weeks from the time of submission).

There are two categories in the SPG program; Community Projects and Arts & Culture Projects.

Community Projects is a broad category encompassing the many programs and events run by not-for-profit community groups within Yarra. Eligible community projects include cultural celebrations, sporting events and programs which promote and support, such as social involvement, community connectedness, environmental sustainability, health, well-being and cultural diversity.

Only incorporated not-for-profit community groups are eligible to apply for grants under this category. However, community groups that are not incorporated or do not have their own ABN can be auspiced by an eligible incorporated organisation.

Arts & Culture Projects allows professional artists, arts organisations and community groups to apply to fund projects and events. Eligible arts and culture projects include the development, production and showing of new art works or performances; the organisation of community arts festivals, events or arts projects.

A variety of applicants are eligible to apply for grants under the Arts and Culture Projects category. Eligible applicants may be: individual artists with an ABN, incorporated not-for-profit artistic groups and organisations, and commercial galleries running not-for-profit events. Individual artists without an ABN may have their application auspiced by an eligible incorporated organisation.

Applicants for the Arts and Culture Projects category are strongly recommended to provide additional supporting documentation as part of their application. This can be uploaded through the online application form.

**SPG rounds open each year on 1 July.
Applications for SPG 2018/2019 will be accepted from 1 July 2018 until 31 May 2018
or until the funding pool for the relevant category is exhausted.**

If you have not previously applied for a grant from Yarra City Council you may wish to consider applying for a SPG first as this grants program provides an opportunity for new applicants to gain an understanding of the grants process.

If you have previously had a grant from Yarra City Council for a project which is now complete, this grant must be acquitted before any new applications can be assessed. Acquittals can be submitted via: <https://cityofyarra.smartygrants.com.au>.

Program Objectives

Each project/activity funded as part of the SPG Program is expected to address one or more of Council's strategic objectives as stated in the current [Council Plan](#). These are:

1. A HEALTHY YARRA: Focus on community health, safety and wellbeing;
2. AN INCLUSIVE YARRA: Supporting and celebrating inclusion, diversity and uniqueness;
3. A SUSTAINABLE YARRA: leading sustainability and protecting and enhancing the natural environment;
4. A LIVEABLE YARRA: Maintain and enhance the character of the city;
5. A PROSPEROUS YARRA: Helping creative communities thrive;
6. A LEADING YARRA: Enhancing and facilitating community participation.

Cover image: "Tian Nu San Hua" (Celestial Beauty Scattering Flowers)
Photo courtesy of Mei Lan Fang's Art Chinese Beijing Opera Friendship Association

Attachment 2 - Small Project Grant Guidelines 2018/19

Eligible Applicants

- Applicants must have an active ABN*.
 - Not-for-profit community groups that meet all other eligibility criteria but do not have an ABN can have their applications auspiced by an eligible incorporated organisation or Neighbourhood House.
- Applicants must be a not-for-profit, incorporated community group (that is a group with a voluntary membership who come together to pursue a common goal)† **OR** meet one of the following specific exceptions:
 - be a registered charity, public benevolent institution or have DGR status;
 - be a state government entity seeking funding for activities beyond those considered the responsibility of State or Federal Government;
 - unincorporated not-for-profit community groups can have their applications auspiced by an eligible incorporated organisation or Neighbourhood House;
 - individual artists or Arts-related businesses operating under an active sole-trader ABN* can apply as individuals under the Arts and Cultural Projects Category;
 - Arts-related businesses with active ABNs* registered as other than sole-trader entities can apply under the Arts and Cultural Projects Category. These applications are contingent on successfully demonstrating that the project being funded will run on a not-for-profit basis. This will require detailed financial reporting.
- Applicants can only receive one SPG per financial year and each grant is limited from \$100 to \$1,000 per application.
- Applicants must have acquitted previous Council grants and have no outstanding debts to Yarra City Council.
- Applicants must have public liability insurance with a suitable level of coverage, working with children checks, WorkCover and superannuation coverage are required to be held by recipients of funding.
- Relevant applicants must, as required by law, implement and adhere to the Victorian Child Safe Standards. <https://ccyp.vic.gov.au/child-safety/being-a-child-safe-organisation/>.

*The applicant names must match the entity (legal) name for the ABN, or a registered business name associated with the ABN **and** the name on the bank account provided for payment. The ABN Entity name can be checked when entering your ABN into the application form.

† For further information on the kinds of groups we deem eligible please see the definition provided by the Fitzroy Legal Service at:

http://www.lawhandbook.org.au/2017_06_06_03_types_of_community_organisations/.

Eligible Projects

- Council will support a maximum of three exhibitions per year at any one art gallery.
- All applicants must be locally based and/or be applying for a program, service or activity that is of benefit to the Yarra community.
- Projects must have a public outcome within the City of Yarra boundaries.
- Projects and programs will only be eligible for both SPG and Annual Grants if applications are for distinct activities or stages of development.
- Sport and Recreation groups can apply for the purchase of specialised equipment.
- Applications to the Community Strengthening category addressing priorities of the Access and Inclusion Strategy may include funding for specialised equipment or materials that facilitate new and innovative accessibility programs. Renovation works or the upgrading of permanent fixtures remain ineligible.
- All questions marked 'response required' must be completed for the application to be eligible.

Attachment 2 - Small Project Grant Guidelines 2018/19

Applicants that are not eligible

- Neighbourhood Houses are funded through Council's Neighbourhood House Funding Program and are therefore are not eligible for SPGs.
 - As above, Neighbourhood Houses can act as an auspice for other community groups;
- Businesses or for-profit organisations, unless exempted above.
- Individuals, unless exempted above.
- Previous grant applicants with overdue acquittals.
- Applicants who have already received an SPG in the current round.

Projects that are not eligible

- A program that is considered the responsibility of State or Federal Government e.g. core school curriculum activities.
- Activities that take place outside the City of Yarra (including touring costs), unless a component of an ongoing project has a proven and direct benefit to the Yarra community.
- A new building, capital works or facility maintenance works.
- Ongoing staff salaries or administration costs not specific to the project.
- The purchase of equipment only, unless exempted above.
- Projects with the singular purpose of promoting religion or that may be perceived as for the purpose of proselytizing.
- Training, study or academic research in Australia or overseas.
- A project that will be offered for assessment in the above training courses.
- Applications that are solely for attending forums, workshops and conferences.
- Competitions (excluding one-off sporting events).
- Prizes and award exhibitions or exclusively fundraising events.
- School fetes and other similar events.
- Covering the deposit or bond associated with hiring a Council Town Hall.
- Applications to fund projects retrospectively.

Assessment Criteria

All applications will be assessed on the following criteria:

- Does the project have clearly defined aims?
- Does the project clearly meet the program objectives?
- Does the local community benefit from this project?
- Does the organisation have the capacity to successfully complete the project?
- Is the budget for this project realistic, balanced and complete?
- Arts and Cultural Projects – Does the project have high artistic merit?

Assessment Process

Small Grants are assessed on a competitive basis. Being successful one year does not automatically mean success in subsequent years. Small Grant applications are checked for eligibility, internally assessed by two Council Officers and then the recommendations are reported to Council on a quarterly basis.

Successful applications

If you are successful, a funding agreement which outlines the conditions of your grant will be sent to you. You will be required to sign and return **two original** copies of the funding agreement. You will also be required to provide a copy of your organisation's bank statement showing the account number, BSB number and name as all payments will be made by electronic transfer.

Attachment 2 - Small Project Grant Guidelines 2018/19

Acquittal

Each grant recipient is required to submit an acquittal form within two months of completion of the project. The acquittal includes questions about how many people and Yarra residents participated in the event/program, what adjustments were made to the project as it unfolded, and whether the aims and objectives outlined in the application were met. The acquittal also includes a financial report in which you are required to demonstrate that the funds were spent in accordance with the budget submitted. You are required to keep accurate, up-to-date records in relation to the project including, but not limited to, itemised receipts issued when funding is spent. We request that you include receipts for items/services over \$200 in your acquittal.

The required acquittal form will be linked to your application in the My Submissions area of SmartyGrants. When you are ready to submit the acquittal form please log onto <https://cityofyarra.smartygrants.com.au> and submit it in the same way you submitted your grant application. Applications from past grant recipients will not be considered while they have overdue acquittals.

Council may also require organisations to fully participate in any audit of the program/activity by making readily available all income/expenditure records, correspondence, meeting notes, promotional material, and any other document relating to the funded program/activity. This may include site visits and the collection of documents relating to the funded program/activity.

Submitting Your Application

SPG applications will be accepted at any time until 31 May 2018 or until the funding for each category has been exhausted. Funding is renewed each financial year on 1 July.

Applicants are required to submit their application and supporting documentation using the online form on <https://cityofyarra.smartygrants.com.au/>.

Child Safe Standards

Victorian organisations that provide services or facilities for children (anyone under 18 years old) are required by law to implement Child Safe Standards to protect children from harm. Therefore, if your project/program will engage children as either participants or audience members you will be required to provide documentation demonstrating that you are complying with the Child Safe Standards by uploading a copy of your organisation's Child Safe Policy or Statement of Commitment to Child Safety. For individual artists, please upload a copy of your current working with children check and/or your exhibition space's Child Safe Policy or Statement of Commitment to Child Safety.

If your organisation does not yet have a Child Safe Policy or Statement of Commitment to Child Safety, a template document is available on the Small Project Grants website: <https://www.yarracity.vic.gov.au/about-us/grants/small-project-grants>. You can tailor this document to suit your organisation and your organisation's strategy for ensuring that all your members are meeting these standards. The document can then be scanned and attached to your application as evidence. Remember to make sure a copy is distributed to your members.

For further information on the Child Safe Standards see: <https://ccyp.vic.gov.au/child-safety/resources/>.

Public Liability Insurance

All applicants need to provide a certificate of currency for the public liability insurance policy that will cover the funded project. Depending the nature of the funded activities, the relevant policy may be in the applicant's name, the auspicing organisation's name or the activities may be covered by the public liability insurance of the venue being used.

Arts & Culture applicants

Arts & Culture applicants should also provide a CV and relevant artistic documentation.

Attachment 2 - Small Project Grant Guidelines 2018/19

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ARABIC

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GREEK

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VIETNAMESE

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REF 18039

Attachment 3 - Room To Create Responsive Grant Guidelines 2018/19

City of Yarra Grant Guidelines Room to Create Responsive Grant Program



BACKGROUND

Yarra is often referred to as an 'engine room' for the arts because of the many small to medium sized arts organisations that make up much of our creative footprint. There are over 50 live music venues, more than 60 galleries and artist run spaces, and numerous creative hubs and studios. The creative sector has been identified as an important, emerging industry which is associated with innovation and facilitating economic growth.

The Room to Create Responsive Grant Program is a Council initiative that is intended to help creative spaces and live music venues stay in Yarra. The program is incentivized and designed to be quick response.

The program pool is \$25,000 per annum and funding is capped at \$2,000 for a standalone grant or at \$5,000 for a matching grant – when the applicant is able to make a matching contribution towards the project.

The funds may be used for goods and/or services that will assist the creative space to operate in Yarra. For example, funds can be used for:

- infrastructure works, such as fit out of a studio and purchase of built-in equipment, such as data projectors, lighting, built-in speakers;
- acoustic treatment related works, such as installing insulation, air locks, sound absorbing materials, gap seals etc;
- town planning consultants to obtain advice relevant to maintaining a creative space in Yarra, including advocacy where a nearby development is proposed;
- consultant fees related to improving accessibility of the space;
- acoustic consultant fees and measuring devices/equipment;
- building surveyors fees related to assessment of an existing building;
- other materials and/or services that may assist with the venue's management of noise and patron behavior related complaints.

TIMELINES

Applications open on 1 July 2018 and remain open until 11:59 pm 30 May 2019, or until the funding pool is exhausted.

Applicants should expect to be notified of the outcome within three weeks.

ASSESSMENT CRITERIA

- Does the project have clearly defined aims?
- Does the project clearly meet the intention of the program to help creative spaces and live music venues to operate in Yarra?
- Does the local community benefit from this project?
- Does the organisation have the capacity to successfully complete the project?
- Can the organisation demonstrate an ongoing viability?
- Is the budget for this project realistic?

Attachment 3 - Room To Create Responsive Grant Guidelines 2018/19

Room to Create Responsive Grants 2018/19

ELIGIBILITY

Eligible Applicants

Room to Create Responsive Grant Applicants must:

- Have an active ABN*
- Be an incorporated organisation or business entity managing and/or occupying a creative space (eg. gallery, performance venue, artist studio, live music venue) that is located in the City of Yarra; **OR** meet one of the following specific exceptions:
 - An individual applicant who can demonstrate that the space is a dedicated creative space that contributes to the creative footprint of Yarra;
 - An individual applicant operating as a business entity that occupies or manages a creative space in Yarra;
 - An unincorporated not-for-profit community group managing a space in Yarra, auspiced by an eligible incorporated organisation or Neighbourhood House for this application;
- Have acquitted previous Council grants and have no outstanding debts to Yarra City Council;
- Have adequate public liability insurance, working with children checks, WorkCover and superannuation coverage;
- If the application is a live music venue, the applicant must agree to adopt the Best Practice Guidelines for Live Music Venues developed by the Live Music Roundtable with the Victorian Government. Download the guidelines here: <http://www.musicvictoria.com.au/reports/best-practice-guidelines>
- Relevant applicants must, as required by law, implement and adhere to the Victorian Child Safe Standards. <https://ccyp.vic.gov.au/child-safety/being-a-child-safe-organisation/>

*The applicant names must match the entity (legal) name for the ABN, or a registered business name associated with the ABN **and** the name on the bank account provided for payment. The ABN Entity name can be checked when entering your ABN into the application form.

Eligible Projects

- Applications must be for creative spaces or live music venues in Yarra;
- Applications cannot be submitted for the same project from multiple tenants/organisations.

Applicants that are not eligible

- Neighbourhood Houses are funded through Council's Neighbourhood House Funding Program and are therefore are not eligible for the Room to Create Responsive Grant Program.
 - As above, Neighbourhood Houses can act as an auspice for other community groups;
- Individuals and sole-traders who do not meet the requirements listed above.
- Individuals or organisations who have already received a Room to Create Responsive Grant within the annual cycle.

Attachment 3 - Room To Create Responsive Grant Guidelines 2018/19

Room to Create Responsive Grants 2018/19

Projects that are not eligible

- Activities that are part of the creative output of the applicant such as exhibitions, performances, workshops, events or other creative projects;
- Applications to fund projects retrospectively, for works that have already been completed;
- A studio space in a private dwelling/home;
- Expenses that are clearly related to the daily operations of the business including rent, ongoing staff salaries, or administration costs not specific to the project;
- Works that would be the responsibility of the property owner if the space/building is leased;
- A program that is considered the responsibility of State or Federal Government;
- Activities that are sponsored by gambling businesses or take place at inappropriate venues;
- Projects with the singular purpose of promoting religion or that may be perceived as for the purpose of proselytizing;
- Individual training, study or academic research in Australia or overseas;
- A project that will be offered for assessment in the above training courses;
- Applications that are solely for attending forums, workshops and conferences;
- School fetes and other similar events;
- Competitions (other than one-off sporting events);
- Prize-events, award exhibitions or exclusively fundraising events;
- Applications to fund projects retrospectively.

HOW TO APPLY

Applications can be made online through Council's website, at cityofyarra.smartygrants.com.au.

Please note that applications are not submitted online until you hit the submit button. After submitting your application you will receive an email acknowledging receipt of your application which will include a PDF copy for your records. This will be sent to the email address you used to register on SmartyGrants. If you do not receive this email your application has not been submitted successfully. City of Yarra staff cannot view applications that have not been submitted, so please make sure you hit the submit button at the end of the application process.

ATTACHMENTS AND SUPPORT MATERIAL

Applicants are required to include a quote/s for the proposed works in this application.

All those applying as an organisation must upload a copy of the organisation's most recent annual financial statement to their Room to Create Responsive Grant application. This could be the 2015/16 Financial Statement that all incorporated organisations are required to send to Consumer Affairs Victoria, or the organisation's most recent profit and loss statement. Please do not send your full Annual Report.

Applicants can also include any other support material that may be required to support their project.

Attachment 3 - Room To Create Responsive Grant Guidelines 2018/19

Room to Create Responsive Grants 2018/19

Please note, the maximum attachment size in SmartyGrants is 25MB. To avoid technical difficulties which may prevent you being able to submit your application, we recommend keeping files to a maximum of 5MB. Files can only be uploaded one at a time and upload speeds will vary depending on your computer's specifications, your internet connection and the amount of traffic on the SmartyGrants server. If you do have concerns or encounter any issues, consider providing links to specific website pages or online/cloud file transfer service in the space provided instead.

PUBLIC LIABILITY INSURANCE

All applicants need to provide a certificate of currency for the public liability insurance policy that will cover the funded project. Depending the nature of the funded activities, the relevant policy may be in the applicant's name, the auspicing organisation's name or the activities may be covered by the public liability insurance of the venue being used.

CHILD SAFE STANDARDS

Victorian organisations that provide services or facilities for children (anyone under 18 years old) are required by law to implement Child Safe Standards to protect children from harm. Therefore, if your project/program will engage children as either participants or audience members you will be required to provide documentation demonstrating that you are complying with the Child Safe Standards by uploading a copy of your organisation's Child Safe Policy or Statement of Commitment to Child Safety. For individual artists, please upload a copy of your current working with children check and/or your venue's Child Safe Policy or Statement of Commitment to Child Safety.

If your organisation does not yet have a Child Safe Policy or Statement of Commitment to Child Safety, a template document is available on the Room to Create Responsive Grants website: <https://www.yarracity.vic.gov.au/about-us/grants/room-to-create-responsive-grants>. You can tailor this document to suit your organisation and your organisation's strategy for ensuring that all your members are meeting these standards. The document can then be scanned and attached to your application as evidence. Remember to make sure a copy is distributed among your organisation.

For further information on the Child Safe Standards see:
<https://ccyp.vic.gov.au/child-safety/resources/>.

ACQUITTAL

Each grant recipient is required to submit an Acquittal Form and financial report within two months of completion of the project. Throughout the project funds must be spent in accordance with the budget submitted. You are required to keep accurate, up-to-date records in relation to the project including, but not limited to, itemised receipts issued when funding is spent and relevant account records to submit as part of the acquittal.

The required acquittal form will be linked to your Room to Create Responsive Grant application, when you are ready to submit the acquittal form please log onto cityofyarra.smartygrants.com.au and submit it in the same way you submitted your grant application.

Please keep receipts for expenditure items over \$200 to upload into your online acquittal.

Attachment 3 - Room To Create Responsive Grant Guidelines 2018/19

Room to Create Responsive Grants 2018/19

FOR MORE INFORMATION

Contact Arts and Culture on 9205 5089 debra.kunda@yarracity.vic.gov.au or 9205 5212 brona.keenan@yarracity.vic.gov.au

For issues with the application form, or administrative questions, contact the Grants Team on 9205 5170 and 9205 5146, or email yarragrants@yarracity.vic.gov.au.

Attachment 3 - Room To Create Responsive Grant Guidelines 2018/19

Room to Create Responsive Grants 2018/19

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ITALIAN

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VIETNAMESE

ĐỂ BIẾT THÔNG TIN BẰNG TIẾNG VIỆT VỀ TÀI LIỆU NÀY HAY VỀ HỘI ĐỒNG, XIN HÃY GỌI SỐ 9280 1939 VÀ NÊU SỐ **REF** DƯỚI ĐÂY.

REF 18036

11.5 Proposed Motions for MAV State Council 2018

Trim Record Number: D18/54962

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To adopt and approve motions for submission to the Municipal Association of Victoria (MAV) State Council to be held on 18 May 2018.

Background

2. Council has in recent years successfully submitted a number of motions to MAV State Councils.
3. Council has generally been represented at MAV State Councils by the nominated Council delegate (currently Cr Searle) or the substitute delegate (currently Cr Fristacky), in order to present the Council's motions. The State Council also provides an opportunity to meet with Councillors from across Victoria and exchange information, learn of issues being addressed by other local governments and identify opportunities to learn from others to improve Council's responses.

Consultation

4. Invitations have been extended to all Councillors to propose suggested motions for consideration by Council for submission to the peak state body.

Financial Implications

5. There are no financial implications associated with this report.

Economic Implications

6. There are no economic implications associated with this report.

Sustainability Implications

7. There are no sustainability implications associated with this report.

Social Implications

8. Attendance at the MAV State Council provides an excellent opportunity for Yarra Councillor/s to meet with other Councillors from around the state and to become acquainted with the range of local government programs, projects and processes.

Human Rights Implications

9. There are no Human Rights implications associated with this report.

Communications with CALD Communities Implications

10. There are no CALD Community implications associated with this report.

Council Plan, Strategy and Policy Implications

11. The proposed motions are consistent with Council's established policy position on the relevant subjects.

Legal Implications

12. There are no legal issues concerned with attendance by Councillors at the State Council.

Other Issues

13. None applicable.

Options

14. None applicable.

Conclusion

15. It is recommended that Council endorse the attached motions for submission to the MAV State Council on 18 May 2018.

RECOMMENDATION

1. That Council:
 - (a) endorse the following motions (*Attachments 1 -6*) for submission to the Municipal Association of Victoria State Council, 18 May 2018:
 - (i) Cyclist Safety;
 - (ii) Container Deposit Scheme;
 - (iii) Recycling Industries in Victoria;
 - (iv) Electric Buses;
 - (v) Infrastructure Funding; and
 - (vi) Victorian Cabinet.

CONTACT OFFICER: Rhys Thomas
TITLE: Senior Governance Advisor
TEL: 9205 5302

Attachments

- 1 State Council Motion - Cyclist Safety
- 2 State Council Motion - Container Deposit
- 3 State Council Motion - Recycling Industries in Victoria
- 4 State Council Motion - Electric Buses
- 5 State Council Motion - Infrastructure Funding
- 6 State Council Motion - Victorian Cabinet

Attachment 1 - State Council Motion - Cyclist Safety



FORM

MAV State Council Meeting – 18 May 2018

Cyclist Safety

Submitted by: Yarra City Council

MOTION:

That the MAV State Council seeks that the MAV:

- a. as regards on-road cycle lanes, pursues with the Minister for Roads, VicRoads, and Transport for Victoria Senior Management the need for substantially enhanced State funding to create segregated on-road cycle lanes commencing with strategic cycling corridors - highest risk corridors, to convert token on-road bike lanes to safe segregated bike lanes; and
- b. pursues with the Minister for Roads, VicRoads, Transport for Victoria Senior Management and other relevant transport decision makers, the need to redesign intersections used by cyclists as above to reduce uncertainty over use of road space, to reduce conflict points, between vehicles, pedestrians and cyclists, in line with VicRoads, TAC and Council road safety objectives of a zero harm approach, and accordingly progressively implement these through funding from the State budget.

MAV Strategic Work Plan (SWP):

Indicate whether or not the subject matter of your motion is included in the MAV SWP 2017-19.

Is the subject matter of this motion included in the SWP?	Yes
If yes, identify the following:	
Objective No.	2
Priority No.	P4
Item No.	1

RATIONALE:

The aim of the Victorian Bicycle Strategy 2018-2028 is to encourage more people to cycle for transport to work, school to public transport and around neighbourhoods by investing in safer, lower stress, better connected networks, that journey to work by bicycle in cities exceeds that of journey to work by bus, but the rate of cycling has receded in recent years, but that 40% of Victorians say they would be encouraged to cycle if the cycling network was safer and better connected providing a lower-stress experience, and the lack of protected cycle ways has been a barrier to the uptake of cycling.

Further, the key sources of accident and injury to cyclists are at intersections where on-road cycle lanes in Victoria invariably peter out so that cycle markings are non-existent leading to uncertainty and conflict at points of highest risk. There is a critical need to improve intersections through redesign for cyclists, integrating best practice from Dutch and Danish models, with line markings, green paint through intersections, visible protected spaces for cyclists including when turning, head start lighting and other measures to improve cyclist safety by reducing uncertainty, conflict and risk.

Note: Motions must be submitted by **one council but may be supported by other councils. The council submitting the motion will need to supply written confirmation from any council(s) listed as supporting the motion. All relevant background information in support of the motion should be included in the space provided for the rationale and not in attachments. **The motion and rationale should be no longer than one page.***

Attachment 2 - State Council Motion - Container Deposit



FORM

MAV State Council Meeting – 18 May 2018

Container Deposit Scheme

Submitted by: Yarra City Council**MOTION:**

That

- a. in light of prior MAV resolutions on container deposits including that passed 12 May 2017, and container deposits schemes now in SA (1977), NT (2012), NSW (2017), Qld (2018), and WA (2019) and the financial, social and environmental benefits;
- b. MAV further pursue with the State, introduction of a Container Deposit Scheme in Victoria, by writing to the Premier, relevant Minister/s and all Members of Parliament, setting out the benefits and urging them to follow the lead in SA, NT, NSW and Qld, to support the introduction of Container Deposit legislation for Victoria.

MAV Strategic Work Plan (SWP):**Indicate whether or not the subject matter of your motion is included in the MAV SWP 2017-19.**

Is the subject matter of this motion included in the SWP?	Yes
If yes, identify the following:	
Objective No.	2
Priority No.	2c
Item No.	1

RATIONALE:

In Container Deposit Schemes (CDS), consumers pay a deposit on beverage containers, refunded when containers are returned to a collection deposit site. CDS are now being implemented in 5/7 Australian States, and jurisdictions across Canada, Europe and the United States. CDS returns in excess of \$1.30 for every \$1.

A 2009 Report, (*Turning Rubbish into Community Money: The benefits of a 10c deposit on drink containers in Victoria*) outlined potential benefits throughout Victoria, including:

- (a) increase recycling rates from 49% to 83%;
- (b) reduce the volume of litter in our parks, beaches and roadsides by 12-15%;
- (c) increase recovery of packaging waste (and reduce landfill) by 128,000 tonnes per year;
- (d) reduce Victoria's greenhouse gas emissions by over 350,000 tonnes of CO₂e per year (equivalent to over 50,000 Victorian homes switching to 100% renewable energy);
- (e) save enough water to permanently supply over 12,500 Victorian homes;
- (f) deliver the same level of Victorian air quality improvements as taking 44,000 cars off the road;
- (g) save rate payers \$15.2 million per annum; and
- (h) create 300-400 new jobs.

Victorian ratepayers contribute a disproportionate amount to kerbside recycling costs while the packaging industry's contribution is minimal. CDS addresses this imbalance by capturing away from home beverage consumption, while bolstering the economic viability of kerbside recycling.

A stand-alone Victorian scheme could be fully funded from additional funds generated by unredeemed deposits (as funded in California).

Note: Motions must be submitted by **one council but may be supported by other councils. The council submitting the motion will need to supply written confirmation from any council(s) listed as supporting the motion. All relevant background information in support of the motion should be included in the space provided for the rationale and not in attachments. **The motion and rationale should be no longer than one page.***

Attachment 3 - State Council Motion - Recycling Industries in Victoria



FORM

MAV State Council Meeting – 18 May 2018

Recycling Industries in Victoria

Submitted by: Yarra City Council**MOTION:**

That:

- a. restrictions in plastic waste exports together with population increases and projections of major increases in waste going to landfill, have created urgency in domestic recycling and resource recovery;
- b. in light of the above, MAV pursue with the State the application of the Sustainability Fund and other funding sources, the development of new recycling processes and industries in Victoria:
 - using waste plastics for reuse in products;
 - conversion of food and other organic waste for fertilisation;
 - recycling of tyres and glass for reuse in road surfaces and other products;
 - recycling of batteries and other waste products.

MAV Strategic Work Plan (SWP):**Indicate whether or not the subject matter of your motion is included in the MAV SWP 2017-19.**

Is the subject matter of this motion included in the SWP?	Yes
If yes, identify the following:	
Objective No.	2
Priority No.	2c
Item No.	1

RATIONALE:

- (a) Victoria and Australia lag in recycling and re-use of waste through application of advanced technologies to convert waste from domestic, commercial and industrial waste streams, into new reusable products.
- (b) There is considerable scope to apply new technologies to improve waste resource recovery to create new industries, attract investment and grow jobs in Victoria.
- (c) Restrictions in export of waste to China has created urgency together with opportunities to apply new technologies to enable Victoria to be self sufficient in waste management and resource recovery in lieu of exporting waste or increasing waste going to landfill.
- (d) With projected population increased by 2051, an estimated extra one million tonnes of waster will go to landfull each year, requiring two large new landfills to be created, unless new solutions are introduced to deal with waste;
- (e) The Sustainability Fund generated from landfill levies since 2005 should be applied to promote new recycling and resource recovery industries in line with the objectives of the Fund.
- (f) Joint State and Municipal action on waste resource and recovery action is imperative with MAV being requested to take a stronger lead on behalf of the sector to work with the State to achieve residual waste processing solutions.

Note: Motions must be submitted by **one council but may be supported by other councils. The council submitting the motion will need to supply written confirmation from any council(s) listed as supporting the motion. All relevant background information in support of the motion should be included in the space provided for the rationale and not in attachments. **The motion and rationale should be no longer than one page.***

Attachment 4 - State Council Motion - Electric Buses



FORM

MAV State Council Meeting – 18 May 2018

Electric Buses		
Submitted by: <i>Yarra City Council</i>		
MOTION: That the MAV pursue with the State, the progressive conversion of Victoria's polluting diesel bus fleets to well designed E-buses, with improved services, routing, comfort and features such as Wi-Fi, capable of attracting far higher patronage levels, commencing with routes involving high pedestrian and cycle use.		
MAV Strategic Work Plan (SWP):		
Indicate whether or not the subject matter of your motion is included in the MAV SWP 2017-19.		
Is the subject matter of this motion included in the SWP?	Yes	
If yes, identify the following:		
Objective No.	2	2
Priority No.	2c	2f
Item No.	1	1
RATIONALE: Buses powered by diesel fuel, are poor in design, outdated, noisy, and polluting with particular negative impacts for pedestrians, cyclists and homes along busy bus routes in cities. Diesel vehicles are among the worst sources of urban air pollution . Nitrogen oxides (NOx) and fine-particulate air pollution exacerbate health risks, cause respiratory diseases, and premature deaths. Bus design has not altered for near a century, lagging motor vehicle design technology as regards emissions, aerodynamics, comfort, WiFi, and other features. Lagging also in Victoria, is rollout of electric buses powered by batteries, rechargable with renewable energy. E-buses are increasingly cost competitive due to lower maintenance costs, and electric charging being cheaper than diesel refuelling, offering pollution free, quieter, cleaner streets. Manufacturing E-buses also has potential to create a new industry and jobs. German cities, Paris, Copenhagen, Madrid, Mexico City, Athens and London have annouced plans to phase out diesel vehicles from city centres. Policies and incentives are needed to convert Victoria's diesel bus fleets to well designed E-buses, with improved services, routing, comfort and features such as Wi-Fi, capable of attracting far higher patronage levels.		

Note: Motions must be submitted by **one council but may be supported by other councils. The council submitting the motion will need to supply written confirmation from any council(s) listed as supporting the motion. All relevant background information in support of the motion should be included in the space provided for the rationale and not in attachments. **The motion and rationale should be no longer than one page.***

Attachment 5 - State Council Motion - Infrastructure Funding



FORM

MAV State Council Meeting – 18 May 2018

Infrastructure Funding

Submitted by: Yarra City Council**MOTION:**

That :

- 1) That the MAV raise with the Commonwealth through all other relevant forums:
 - a) the need for re-alignment of federal funding arrangements so that the three levels of Government in Australia have a more efficient match between their public responsibilities and their finances;
 - b) the need for the Commonwealth to urgently address the rapidly growing infrastructure gap in the States, particularly as regards rail transport in and between capital and regional cities – with significant funding being immediately provided to metropolitan public transport which will free up road space for cars and freight;
 - c) the need for equitable infrastructure funding to States to reduce major discrepancies between the Australian States, e.g. Victoria's infrastructure funding has been reduced to 8-9% of federal infrastructure funding notwithstanding its population being 25% of the nation which produces 22% of the Australian GDP.
- 2) That the MAV therefore seeks:
 - a) A commitment to a "new agreement of principles" funding discussion across all three levels of government so it is clear who does what based from which taxation stream.
 - b) \$ for \$ Commonwealth infrastructure investment in rail in both metropolitan and regional cities; and
 - c) Better communication of the Commonwealth's infrastructure funding distribution formula.

MAV Strategic Work Plan (SWP):**Indicate whether or not the subject matter of your motion is included in the MAV SWP 2017-19.**

Is the subject matter of this motion included in the SWP?	Yes	
If yes, identify the following:		
Objective No.	1	2
Priority No.	P1	P4
Item No.	1	1

RATIONALE:

There is critical importance to maintain Federal funding to remedy infrastructure gaps in the States and territories, especially public transport infrastructure, especially rail (all forms - freight, passenger, heavy rail, metro and light rail), having regard to its essential contribution to delivering positive productivity outcomes.

The importance of railway construction was recognised by Australia's founders in ensuring that the federal constitution provided for Commonwealth power over "railway construction and extension in any State with the consent of that State" (Constitution of Australia, Section 51(xxxiv)).

Transportation has a major impact on the national economy and the location, form and function of employment and activity centres, impacting urban form and liveability of cities. Cities across Australia are major drivers of economic growth and productivity with research (University of Western Australia (FACTBase Bulletin 21) identifying a clear link between city competitiveness and connectivity, and the role that transport, and particularly public transport, plays in cost factors for workers, employers and

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Attachment 5 - State Council Motion - Infrastructure Funding



FORM

service provision. The Reserve Bank (Governor Phillip Lowe and his predecessor, Glenn Stevens) has called on the Federal government to invest more in transportation infrastructure for a growing population and to boost the economy.

The State of Victoria has received less than half to a one third share of federal funding to which Victoria is entitled on a per capita basis. The federal budget allocated to Victoria 19% of Commonwealth national partnership payments for 2015/16, later falling to 12%, to 9%, to now 7.7% of national infrastructure funding despite Victoria's population being the fastest growing and comprising 25% of Australians.

Note: Motions must be submitted by **one council but may be supported by other councils. The council submitting the motion will need to supply written confirmation from any council(s) listed as supporting the motion. All relevant background information in support of the motion should be included in the space provided for the rationale and not in attachments. **The motion and rationale should be no longer than one page.***

Attachment 6 - State Council Motion - Victorian Cabinet



FORM

MAV State Council Meeting – 18 May 2018

Victorian Cabinet		
Submitted by: <i>Yarra City Council</i>		
MOTION: That the MAV pursue with the Premier of Victoria, the critical need for the portfolio of Minister for Planning to be elevated to a Cabinet position in Victoria.		
MAV Strategic Work Plan (SWP): Indicate whether or not the subject matter of your motion is included in the MAV SWP 2017-19.		
Is the subject matter of this motion included in the SWP?	Yes	
If yes, identify the following:		
Objective No.	1	2
Priority No.	P1	P4
Item No.	1	1
RATIONALE: Effective long-term Planning for Melbourne and Victoria is one of the most critical needs, and can be said to be the most critical need, facing the State with major impacts for local government and citizens. Integrated planning of transport and land use requires elevation of the importance of an appropriate vision of land use planning which is part of the planning portfolio. Other planning including transport planning is required to integrate with that planning vision in terms of implementation, resources and consistency of all other portfolios with planning vision. Notwithstanding this, the planning portfolio is not included in Cabinet with the Minister for Planning relegated to be outside State Cabinet. Hence the need for the local government sector to urge the State to rectify the omission of the planning minister from Cabinet and recognise the importance of that portfolio to the fundamental operations of State government as a whole by including the position in the senior ministry in Cabinet.		

Note: Motions must be submitted by **one council but may be supported by other councils. The council submitting the motion will need to supply written confirmation from any council(s) listed as supporting the motion. All relevant background information in support of the motion should be included in the space provided for the rationale and not in attachments. **The motion and rationale should be no longer than one page.***

11.6 Councillor Attendance at ICLEI World Congress 2018 - Authorisation

Trim Record Number: D18/59110

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. Pursuant to Council's Expense Entitlement Policy, to approve the attendance of Councillor Amanda Stone, at the International Council for Local Environmental Initiatives (ICLEI) World Congress 2018, to be held in Montreal, Canada, from 19 – 22 June 2018.

Background

2. The ICLEI, World Congress 2018 Committee has written, extending a formal invitation to Councillor Amanda Stone to be a guest speaker at the Congress, which is held every three years. The particular session topic is titled "**Participatory governance and inclusive decision making for sustainability**" based on a theme '*Yarra's multicultural partnerships to build a city for all*'.
3. The 2018 Congress will spotlight local governments and their most successful initiatives, innovative policies and remarkable results in achieving urban sustainability.
4. In 2018, more than 1200 local and regional governments, international agencies, national governments, representatives of the private and other partners from around the world will attend the ICLEI World Congress in Montréal. Together they will build partnerships and design bold and innovative ideas to steer the global urban agenda and strengthen collective action on sustainability worldwide and in particular, urban sustainability.
5. As the host, Montréal will show how the City is making sustainability a reality. From electrifying transport to promoting urban agriculture, Montréal is enacting policies and initiatives that reduce greenhouse gas emissions and help create a safe, resilient, inclusive and sustainable City.
6. Some of the key discussions will be (*detailed program in Attachment 1*):
 - (a) local governments as pivotal forces for sustainable change;
 - (b) achieving the global goals through local action;
 - (c) the impact of cities and regions on sustainable development in North America and globally; and
 - (d) going forward in collective partnerships.
7. Council's Expense Entitlement Policy provides:
 - (a) "Councillors' attendance at interstate and overseas conferences and Council's payment of airfares is subject to the approval of the Council;" and
 - (b) "Subject to the availability of funds, Council shall pay for the cost of registration fees, accommodation and travelling expenses, meals and other incidental expenses associated with authorised attendance at conferences and seminars."

Consultation

8. Not relevant to this report.

Financial Implications

9. The costs associated with attendance at the Conference are estimated as follows:
 - (a) economy airfares - subject to time of booking – currently (*Aust \$1,760.00*);
 - (b) conference registration is \$CAD 729.75 (early bird rate); (*=Aust \$789.84*);
 - (c) accommodation for 5 nights is estimated at \$CAD 169.00 (*=Aust \$183.10*) **per night**; and

(d) other costs including meals, taxis and incidentals.

10. Provision is made in the Council budget for Councillors to attend approved Conferences/Assemblies.

Economic Implications

11. There are no economic implications.

Sustainability Implications

12. Attendance at this Conference is focussed on identifying and formulating innovative processes to improve sustainability across all areas potentially impacted by climate change.

Social Implications

13. The status of this Conference and the opportunity to connect with representatives from a global perspective also provides the potential to focus on avenues to address social implications which are adversely impacted by sustainability constraints and climate change.

Human Rights Implications

14. There are no Human Rights implications associated with this report.

Communications with CALD Communities Implications

15. There are no CALD communities implications associated with this report.

Council Plan, Strategy and Policy Implications

16. The attendance at this Conference will enable networking with presenters, other delegates and Councillors to compare issues and innovations.

Legal Implications

17. There are no legal issues concerned with attendance by Councillors at the Conference; save that details of interstate travel (dates, attendees and costs) must be recorded in the interstate travel register, in accordance with the *Local Government (General) Regulations 2004*.

Other Issues

18. None applicable.

Options

19. None applicable.

Conclusion

20. That Council determine and authorise the attendance of Councillor Amanda Stone at the ICLEI World Congress 2018 in Montreal, Canada from 19 – 22 June 2018.

RECOMMENDATION

1. That Council pursuant to Council's Expense Entitlement Policy approve the attendance of Councillor Amanda Stone at the ICLEI World Congress 2018 in Montreal, Canada from 19 – 22 June 2018.

CONTACT OFFICER: Ivan Gilbert
TITLE: Group Manager Chief Executive's Office
TEL: 9205 5110

Attachments

- 1 2018 ICLEI World Congress Program

Attachment 1 - 2018 ICLEI World Congress Program



 Congrès mondial ICLEI
ICLEI World Congress 2018
19 au 22 juin • 19 - 22 June • Montréal, Canada

·I·C·L·E·I
Local
Governments
for Sustainability

Montréal 

Attachment 1 - 2018 ICLEI World Congress Program

	Tuesday 19 June INSPIRING	Wednesday 20 June INTEGRATING	Thursday 21 June TRANSFORMING - North America Day	Friday 22 June COLLABORATING
MORNING	ICLEI GexCom and Council Meeting Sustainable Procurement Knowledge Exchange Urban Nature Researchers' Symposium C2C and bilateral meetings	P3 - Achieving the global goals through local action Break SPI - Shaping low carbon cities SP2 - Nature-based solutions Thematic sessions C2C and bilateral meetings	P4 - The impact of cities and regions on sustainable development in North America and globally Break SP7 - Reconciliation and inclusion Thematic sessions C2C and bilateral meetings	P5 - Going forward in collective partnerships Break Interactive roundtables Innovative partnerships for sustainability
	Lunch	Lunch		Lunch
AFTERNOON	P1 - Opening plenary Break P2 - Local governments as pivotal forces for sustainable change A multistakeholder dialogue	SP3 - Toward resilient cities & regions SP4 - The circular economy in cities and regions Thematic sessions C2C and bilateral meetings Break SP5 - Healthy cities for all SP6 - Achieving sustainability through strategic procurement Thematic sessions Break	Mobile workshops (including lunch) Leaders' session	SP8 - Co-creating sustainable urban policies Thematic sessions Break SP9 - Communicating sustainable urban policies Thematic sessions C2C and bilateral meetings Celebration
EVENING	Welcome Gala Dinner	Networking evening		

This is a working document, titles and contents are subject to change

Attachment 1 - 2018 ICLEI World Congress Program

Tuesday, 19 June 2018

INSPIRING

MORNING

Side events

- ✓ *ICLEI Global Executive Committee and Council Meeting.*
- ✓ *The Urban Nature Forum* convenes key stakeholders to explore nature as a central component of sustainable urbanization. These topics and themes will be further explored throughout the Congress.
- ✓ *The Researchers' Symposium* gathers leading research-practitioners and policy makers to collectively share and exchange knowledge on key aspects and challenges in current and future sustainable urban development. The assembled local leaders and researchers will then jointly drive forward the discourse on how science can be most effectively leveraged in the design of sustainable urban development policies. These discussions and opportunities for networking and collaboration will be woven throughout the entire Congress.
- ✓ *The Knowledge Exchange Forum on Sustainable Procurement* will draw on ICLEI's long-standing global work on procurement and expertise from Québec to provide insights on best practices for sustainable procurement.



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AFTERNOON

P1 – Opening Plenary
 The global sustainability challenges go beyond the visible and tangible impacts of climate change. Along with more intense and frequent droughts and storms, colossal biodiversity loss and constraints over key resources, the increasing degree of social stratification and more frequent and prolonged exposure to health hazards threaten the integrity of our communities and urban systems.

Based on this assessment, the Opening Plenary will present the overarching themes of the congress, underline the ever-growing challenges local and regional governments face today, and look toward the sustainable urban future we envision for ourselves.

P2 – Local governments as pivotal forces for sustainable change: A multi-stakeholder dialogue
 This highly interactive session will demonstrate the pivotal role local governments play in leveraging sustainability by bringing key stakeholders of urban sustainability around the world and facilitating a dialogue on main action areas covered by the ICLEI World Congress 2018.

EVENING

Welcome Gala Dinner

This is a working document, titles and contents are subject to change

Wednesday, 20 June 2018

INTEGRATING

MORNING

P3 – Achieving the global goals through local action

This plenary will examine and discuss the mutually reinforcing global frameworks and goals introduced since the previous ICLEI World Congress, and their impact on local governments, as well as the collective work being done by local governments to address these goals and other sustainable development agendas.

SP1 – “Shaping low carbon cities” will showcase ongoing local projects to pursue a step-by-step approach toward carbon neutrality, as well as the engagement of cities and regions in the Talanoa dialogue to improve multi-level governance and boost integrated climate action.

SP2 – “Nature-based solutions” will be framed in a way that puts biodiversity and local human communities at the heart of nature-based solutions and underline that nature-based solutions can transform environmental and societal challenges into innovation opportunities.



Credit : © Société de vélo en libre service

AFTERNOON

SP3 – “Transitioning toward sustainable and resilient cities and regions” will address resilience challenges and solutions of the different aspects of the urban system (governance, resources, infrastructure, and social inclusion) and showcase resilient city cases.

SP4 – “The circular economy in cities and regions: shaping urban systems that fit planetary boundaries”: Behind the buzz word, the circular economy carries great opportunities to shape societies that respect ecological and social boundaries. Local governments are key actors in realizing a circular economy - one which reduces wastage and negative feedback to a minimum while being regenerative, adaptable and resilient.

SP5 – “Healthy cities for all” will approach health through a multidimensional approach by showcasing the benefits of promoting safe and affordable provision of resources for all, active living and lifestyles, sustainable sanitation systems and access to affordable housing that fosters positive human health.

SP6 – “Achieving sustainability through strategic procurement” will present how local governments from different regions of the world are using procurement as a strategic tool for combating a wide range of sustainability goals - from climate change, air quality, resource efficiency, to social inclusion, public health, and ethical supply chains.

A number of thematic sessions will take place in parallel to each of the sub-plenaries. More information is available on [page 7](#).

EVENING

Networking evening

This is a working document, titles and contents are subject to change

Attachment 1 - 2018 ICLEI World Congress Program

Thursday, 21 June 2018

TRANSFORMING - North America Day

MORNING

P4 - “The impact of cities and regions on sustainable development in North America” will address the most pressing social and environmental sustainability challenges of the North American region at the local level, as well as examine the collective power of local and regional governments, both within the North America region, and globally, underlining the impact they have on driving sustainable development forward.

SP7 – “Reconciliation and inclusion” will highlight successful approaches of managing urban cultural diversity and integration. A particular emphasis will be placed on the First Nations and the role of local government in ensuring communities are inclusive of all their members.

The **North America thematic sessions** will be dedicated to exploring critical developments, unique challenges, and innovative solutions to sustainable urban development in North America, with a focus on global replicability.

More information will follow in the coming month!

AFTERNOON

LEADERS SESSIONS

A special program designed for local leaders to exchange with their peers and gain an insight on Montreal’s urban projects.

MONTREAL’S MOBILE WORKSHOPS

Discover innovative initiatives of the Ville de Montréal and its community touring with experts and live a unique and inspiring experience!

Many on-site visits will be available to participants, including:

Montreal, a city in transformation In the heart of the island of Montreal, visit a major urban transformation: a former quarry that served as a landfill for more than 45 years and became the Frédéric Back Park.



Credit: Ville de Montréal

Find out about more mobile workshops on the next pages.

This is a working document, titles and contents are subject to change

4

Thursday, 21 June 2018 TRANSFORMING - North America Day

MONTREAL'S MOBILE WORKSHOPS



Credit: Commons

Montréal, green city

Come and discover Montréal's iconic natural heritage and learn more about municipal management for the preservation and enhancement of Mount-Royal Park.



Credit: Quartier de l'innovation

Montréal, a city of technological experimentations

In the heart of the Quartier de l'innovation, a two-stop tour will introduce you to an inspiring and participative environment that focuses on technologies and innovations for sustainable development.

Montréal, a city of knowledge

The Outremont site and its surroundings helps to consolidate the city, strengthen the university networks of the city of Montréal, develop a diversified residential offer and improve the urban environment.



Credit: Université de Montréal

Montréal, a vibrant neighborhood life (1)

Discover the Sainte-Marie borough, where well-being is being developed in close collaboration with the communities. Live the Quartier Nouricier, a real local food ecosystem, and the ephemeral Creative Village "Au pied du courant".



Credit: Au pied du courant



Credit: Ville de Montréal

Montréal, city of sustainable development initiatives in the heart of the city

A redesigned city entrance, the demolition of an on-stilts highway to create a human-sized urban boulevard, a rewoven urban fabric, new public places, gigantic public work of arts, and many more sustainable development initiatives.



Credit: Ville de Montréal

Montréal, a vibrant neighborhood life (2)

The Green Lanes represent a strong symbol of common ownership of local public spaces. Residents are joining forces to green and liven up spaces that are favorable to the preservation of the environment while fostering community bonding and offering children natural playgrounds.

This is a working document, titles and contents are subject to change

Thursday, 21 June 2018

TRANSFORMING - North America Day

MONTREAL'S MOBILE WORKSHOPS



Credit: Ville de Montréal

Montréal, an Island city on an indigenous territory

Come and discover how the Verdun started an urban beach project to restore the site and open access to the river. This project favored also a dialogue between the district and the Kahnawake community, which now plans its own urban beach project.

Montreal, city of the future and of co-creation

The Transition Lab will facilitate the creation of new collaborative spaces for urban social innovation projects. Come and discover the first pilot project of temporary occupation of a vacant municipal building, the Young project, situated in the Griffintown district.



Credit: entremise



Credit : Espèce pour la vie

Montréal, a city of Nature

The Montréal Botanical Garden contributes to finding solutions for adaptation to climate change, conservation of biodiversity and knowledge transfer. Visit the phytoremediation site and discover the First Nations Garden.

This is a working document, titles and contents are subject to change

Attachment 1 - 2018 ICLEI World Congress Program

Friday, 22 June 2018
COLLABORATING

MORNING

P5 - “Going forward in collective partnership”: Local governments play a strategic role in partnerships: Cities are the main drivers of sustainability policies, with the support of all stakeholders. In this plenary, ICLEI, together with Members and partners, will present and showcase new partnerships and initiatives that have been or are being forged for collective action toward sustainable urban development.

Interactive roundtables: Take part in engaging debates and question the relevance, implementation, opportunities and risks associated to critical, leading-edge or controversial issues linked to sustainable urban development. Open your mind to other perspectives during this set of lively discussions happening simultaneously and find common grounds for future partnerships.



Credit : © ICLEI - Local Governments for Sustainability e.V.

AFTERNOON

SP8 – “Co-creating sustainable cities” All sectors of society can and should come together to co-create, innovate and implement sustainability solutions. This sub-plenary will go beyond looking at good practices of citizens engagement and feature bold initiatives and policies that have made citizens the core component of sustainable change.

SP9 – “Communicating sustainable urban policies” will present key characteristics of effective communication on sustainability policies: disclosure and monitoring of the objectives, indicators and results of sustainable urban policies and a compelling narrative underlining the far-reaching benefits for citizens and society as a whole of sustainable urban policies.

EVENING

Celebration

After four inspiring days, attendees will be invited to share their impressions and celebrate being part of a growing community committed to sustainable urban development.

Throughout the ICLEI World Congress 2018 : THEMATIC SESSIONS

LEADERS' SESSIONS

These high-level sessions will allow Mayors, governors, CEOs and top representatives of organizations to discuss key topics of urban sustainability.

Example:

How do cities deliver on the SDG Goals? A snapshot on the current situations in cities across the globe.

This leaders sessions organized by the City of Malmö will gather high-level officials from all regions who are leading the way in localizing the sustainable development goals.

IMPLEMENTERS' SESSIONS

These hands-on sessions will focus on the concrete tools needed to implement sustainability policies.

Example:

How are cities partnering with other sectors to develop meaningful sustainability projects?

Discover the implementers session co-organized by ICLEI and the University of Waterloo, in which their multi-year research project on international sustainability partnerships will be presented, along with the sustainable development models of Barcelona, Gwangju and Montreal.

MAIN THEMES OF THE FOCUS SESSIONS

CIRCULAR AND SOCIAL ECONOMY AND
SUSTAINABLE RESOURCE MANAGEMENT



NATURE-BASED SOLUTIONS



RESILIENCE



INCLUSIVENESS AND RECONCILIATION



LOW CARBON DEVELOPMENT



ECOMOBILITY



CO-CREATION AND COLLABORATIVE GOVERNANCE



HEALTHY AND SUSTAINABLE LIFESTYLES AND
COMMUNITIES



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7

Attachment 1 - 2018 ICLEI World Congress Program



11.7 Councillor Attendance at ALGA 2018 National Conference - Authorisation

Trim Record Number: D18/59118

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To pursuant to Council's Expense Entitlement Policy, approve attendance by Councillors, at the principle national local government convention, the National General Assembly of the Australian Local Government Association (ALGA), to be held from 17 – 20 June 2018 at the National Convention Centre, Canberra.

Background

2. Council has in recent years successfully submitted a number of motions to the ALGA National General Assembly.
3. Council has generally been represented at both the National General Assembly and the State Council by one or two Councillors, in order to present the Council's motions and also meet other Councillors from around the nation/state and learn of issues being addressed by local governments and importantly, methods of dealing with same.
4. Council's Expense Entitlement Policy provides:
 - (a) "Councillors' attendance at interstate and overseas conferences and Council's payment of airfares is subject to the approval of the Council;" and
 - (b) "Subject to the availability of funds, Council shall pay for the cost of registration fees, accommodation and travelling expenses, meals and other incidental expenses associated with authorised attendance at conferences and seminars."

Consultation

5. Not relevant to this report.

Financial Implications

6. The costs per person, associated with attendance at the Assembly are estimated as follows:
 - (a) conference registration, including accommodation and economy airfares is **estimated at \$2,410**; and
 - (b) other costs including meals, taxis and incidentals.
7. Provision is made in the Council budget for Councillors to attend approved Conferences/Assemblies.

Economic Implications

8. There are no economic implications.

Sustainability Implications

9. There are no sustainability implications.

Social Implications

10. Not applicable to this report.

Human Rights Implications

11. There are no Human Rights implications associated with this report.

Communications with CALD Communities Implications

12. There are no communications with CALD communities implications associated with this report.

Council Plan, Strategy and Policy Implications

13. The attendance at peak body conferences enables discussion with Councillors across the nation to compare issues, processes, services standards which assist Council in formulating its own plans, strategies and work procedures.

Legal Implications

14. There are no legal issues concerned with attendance by Councillors at the National General Assembly or the State Council, save that details of interstate travel (dates, attendees and costs) must be recorded in the interstate travel register, in accordance with the *Local Government (General) Regulations 2004*, in respect of the National General Assembly.

Other Issues

15. None applicable.

Options

16. None applicable.

Conclusion

17. That Council authorise the attendance of Councillor/s at the National General Assembly 2018.

RECOMMENDATION

1. That Council pursuant to Council's Expense Entitlement Policy, approve attendance by Councillor/s.....at the Australian Local Government Association (ALGA) National General Assembly in Canberra from 17 – 20 June 2018.

CONTACT OFFICER: Ivan Gilbert
TITLE: Group Manager Chief Executive's Office
TEL: 9205 5110

Attachments

There are no attachments for this report.

12.1 Notice of Motion No.4 of 2018 - Walmer Street Bridge

Trim Record Number: D18/59166

Responsible Officer: Group Manager Chief Executive's Office

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 10 April 2018:

“That the Mayor write to the Member for Richmond, Richard Wynne MP, seeking his commitment to funding an urgently needed fit-for-purpose pedestrian/cyclist bridge across the Yarra River at Walmer Street.”

Background

The current bridge at Walmer Street was constructed in 1892 as primarily a footbridge to connect the suburbs of Kew and Richmond, allowing access to Studley Park and surrounds.

Apart from general repairs and replacement of the sewer pipe under the river below the bridge, which forced its closure for 6 months in 2011, the bridge remains the same structure more than 100 years later.

It is now used by more than 500 cyclists in the morning peak 7- 9 am and many more pedestrians. Weekends see high usage of the bridge by both pedestrians and cyclists. Pedestrian and cyclist numbers have doubled over the last seven years and the intense development of the Victoria Street East precinct, which is only partly complete, will add several thousand new residents to the immediate vicinity of the bridge, who will use the bridge to access the parklands in Boroondara. The Victoria Gardens Shopping Centre has generated further bridge traffic from Kew residents seeking to access the shops and the Victoria Street tram route.

Located on the Capital City Trail, the Main Yarra Trail and as part of the regional bike infrastructure connecting cyclists and walkers from Eltham to the city, Walmer Street Bridge is one of few Yarra River crossings and will come under increasing pressure in coming years.

The bridge is currently not fit for purpose and will become increasingly so. Apart from its age, its width does not meet Australian standards, and it is difficult for cyclists or pedestrians to pass each other whilst on the bridge. There is a need to replace this bridge now. As regional infrastructure, the responsibility for its replacement lies with the State Government.

The access to the bridge from Walmer Street Kew has been identified by Boroondara Council as needing immediate repair. Boroondara Council has detailed plans prepared to replace the land bridge approach on its side and has been actively seeking funding for this.

On the Yarra end of the bridge, the proposed development at 607-627 Victoria St, approved by the Minister for Planning in January 2017, involves a new access to the existing bridge. Construction on this development has commenced.

While both new approaches to the bridge are designed to increased user numbers, arguably, upgrading access at either end of an outdated bridge which is not fit-for-purpose is both of limited value and a waste of resources.

A new bridge is therefore urgently needed.

RECOMMENDATION

That the Mayor write to the Member for Richmond, Richard Wynne MP, seeking his commitment to funding an urgently needed fit-for-purpose pedestrian/cyclist bridge across the Yarra River at Walmer Street.