



# Ordinary Meeting of Council Agenda

**to be held on Tuesday 19 June 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.

## **Recording and Publication of Meetings**

An audio recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during Public Question Time or in making a submission regarding an item before Council), you agree to this publication. You should be aware that any private information volunteered by you during your participation in a meeting is subject to recording and publication.

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## **Order of business**

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



## 1. Statement of Recognition of Wurundjeri Land

*"Welcome to the City of Yarra."*

*"Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra and gives respect to the Elders past and present."*

## 2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

### Councillors

- Cr 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

### 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)
- Mel Nikou (Governance Officer)

### Leave of absence

- Cr Amanda Stone

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

## 4. Confidential business reports

### **Item**

- 4.1 Contractual matters
- 4.2 Contractual matters
- 4.3 Contractual matters
- 4.4 Matters prejudicial to Council and/or any person

## **Confidential business reports**

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

### **RECOMMENDATION**

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

## **5. Confirmation of minutes**

### **RECOMMENDATION**

That the minutes of the Ordinary Council Meeting held on Tuesday 5 June 2018 be confirmed.

That the minutes of the Special Council Meeting held on Wednesday 6 June 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	2018/19 Budget - Consideration of Submissions	8	10	Ange Marshall – Chief Financial Officer
11.2	Trial of variable pricing for parking in Bridge Road	13	16	Andrew Day – Director Corporate Business and Finance
11.3	Collingwood Mixed Use Precinct - Request for Interim Design and Development Overlay	17	29	David Walmsley – Manager City Strategy
11.4	Bridge Road Activity Centre - Request for an Interim Design and Development Overlay	129	139	David Walmsley – Manager City Strategy
11.5	Victoria Street Activity Centre - Request for an Interim Design and Development Overlay	629	638	David Walmsley – Manager City Strategy
11.6	Route 96 Tram Stop Upgrades - Stop 23	653	664	Jane Waldock – Assistant Director Planning and Place Making
11.7	Route 96 Tram Stop Upgrades - Stops 11 to 15	735	751	Jane Waldock – Assistant Director Planning and Place Making
11.8	An Update on the Victorian Heritage Restoration Fund	982	984	Ivan Gilbert – Group Manager Chief Executive's Office
11.9	City of Yarra Heritage Advisory Committee Membership	985	988	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**

Nil

## **13. Urgent business**

Nil

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## 11.1 2018/19 Budget - Consideration of Submissions

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Trim Record Number: D18/97659

Responsible Officer: Director Corporate, Business and Finance

### Purpose

1. To consider the submissions received to the proposed 2018/2019 Budget in accordance with section 223 of the Local Government Act 1989 (the Act).

### Background

2. Under Section 223 of (the Act), Council is required to:
  - (a) adopt a proposed Budget and Council Plan;
  - (b) give public notice outlining how the community can access a copy of the budget, timelines for submissions (at least 28 days) and the option to speak to their submission at a Council meeting;
  - (c) receive submissions;
  - (d) hear submissions at a Council meeting (where submitters have requested that opportunity); and
  - (e) write to each submitter noting Council's decision and the reasons for it.
3. The process of development of the 2018/2019 draft Budget commenced in late 2017. This initial round of community consultation assisted Council to understand a range of community suggestions and priorities for the budget. This preliminary consultation included a community information campaign, including a dedicated website, social media campaign, printed notices and three community information sessions. The process proved very successful, with 150 submissions received.
4. Following this consultation, Council then formulated a draft Budget around the general services Council is expected to provide and additional works, services, and programs Council determined were priorities for the coming year, based in part on requests presented by community members and groups.
5. A draft 2018/2019 Budget was presented to the Ordinary Council meeting on 24 April 2018 and was adopted in principle, to be presented for the formal advertising and consultation process.

### External Consultation

6. The proposed 2017/2018 Budget was publicised via:
  - (a) a formal public notice in The Age and Council's website on Friday 27 April 2018;
  - (b) Yarra News double page feature (to 55,000 addresses);
  - (c) Yarra Life (to 10,000 subscribers);
  - (d) Facebook promoted post and video (to 9,000 followers and beyond);
  - (e) Twitter video (to 5,000 followers);
  - (f) Your Say Yarra direct message (to 1,000 subscribers);
  - (g) Message to Advisory Committee representatives;
  - (h) Yarra Environment E-News and Yarra Business E-Bulletin;
  - (i) Radio announcements in key community languages;
  - (j) Updated on-hold message;
  - (k) Yarra website – news item;

- (l) Bright Signs (town halls, libraries, leisure centres); and
  - (m) Neighbourhood Houses (postcards).
7. The proposed 2018/2019 Budget has been available for public inspection for 29 days, from 27 April to 25 May 2018, with the community having a number of options for submitting feedback:
- (a) formal submissions received via email, online on Council's website, post, or in-person as stipulated under s223 of the Local Government Act; and
  - (b) open community information and feedback sessions were hosted by the Mayor at the following times and locations:
    - (i) 4.00pm, Wednesday 2 May at Yarra Youth Centre, Napier St Fitzroy;
    - (ii) 6.30pm, Thursday 17 May at Bargoonga Nganjin, St Georges Road Fitzroy North;
    - (iii) 11.00am, Saturday 19 May at Richmond Library, Church Street Richmond; and
    - (iv) 1.30pm, Saturday 19 May Collingwood Library, Stanton Street Abbotsford.
8. At the close of formal submissions on Friday 25 May 2018, Council had received 108 submissions. Of those submissions, 41 submitters have elected to be heard by Council.
9. All submissions have been reviewed and assessed. Officers will respond to all submitters in writing.
10. Councillors have been provided with full details of all submissions and officer responses.
11. Of the issues raised in the submissions, there are only 2 of significance with multiple submissions, and these are the canoe club and the youth centre at the Richmond Housing Estate. A summary of the issues raised in the submissions can be found at **Attachment 1**.
12. Community members wishing to speak to their submission were heard at a Special Council Meeting on 6 June 2018.

#### **Internal Consultation (One Yarra)**

13. The Governance branch has provided advice to ensure compliance with the legislative obligations of the Local Government Act 1989.

#### **Financial Implications**

14. The Budget process is guided by legislation and has major financial implications for Council's current and future operations and financial direction into the future.

#### **Economic Implications**

15. There are no economic impacts to be considered in this report.

#### **Sustainability Implications**

16. There are no sustainability impacts to be considered in this report.

#### **Social Implications**

17. There are no social impacts to be considered in this report.

#### **Human Rights Implications**

18. There are no human rights impacts to be considered in this report.

#### **Communications with CALD Communities Implications**

19. Select budget consultation materials (including Yarra News and promotional postcard) included translation information in key community languages. The consultation was also promoted via radio announcements on 3CR and 3ZZZ in key community languages.

## **Council Plan, Strategy and Policy Implications**

20. Strategy 7.1 of the City of Yarra Council Plan 2017-2021 is “*ensure Council’s assets and financial resources are managed responsibly to deliver financial sustainability.*” A comprehensive and responsible budget that is informed by Council’s articulated policy objectives and informed by meaningful community consultation is essential to the achievement of this objective.

## **Legal Implications**

21. The requirements of the Local Government Act 1989 have been applied to the proposed budget preparation process, including: giving public notice of the submission period; receiving public submissions; and hearing those submissions who specifically requested to present verbally.

## **Other Issues**

22. There are no other issues to be considered in this report.

## **Options**

23. There are no other options to be considered in this report.

## **Conclusion**

24. Council has received submissions and feedback on the proposed 2018/2019 Budget. This report provides an opportunity for Council to consider those submissions in preparation for the adoption of the budget on 26 June 2018.

## **RECOMMENDATION**

1. That Council:
- (a) consider submissions on the proposed 2018/2019 Budget in accordance with section 223 of the Local Government Act 1989;
  - (b) notifies in writing the persons who have made a submission regarding the 2018/19 Proposed Budget and LTFS of Council’s decision, in accordance with Section 223 of the Act, which will include a response to the issues raised in the submission, when the Budget has been adopted; and
  - (c) note that the draft 2018/19 Budget and LTFS will be considered by Council on 26 June 2018.

**CONTACT OFFICER:** Ange Marshall  
**TITLE:** Chief Financial Officer  
**TEL:** 9205 5544

## **Attachments**

- 1 2018-19 Budget Submission Summary - Council Meeting



**Attachment 1 - 2018-19 Budget Submission Summary - Council Meeting**

2018/19 Draft Budget

Public Submission Summary

Submissions Closed 5:00pm  
25 May 2018



## Attachment 1 - 2018-19 Budget Submission Summary - Council Meeting

## Theme and Issues Summary

Row Labels	Count of Issue
<b>Environment</b>	<b>1</b>
Street Planting	1
<b>Leisure</b>	<b>74</b>
Canoe Club Pavilion support for upgrade of facility	32
Requesting Richmond Public Housing Youth Space facilities	41
Jack Dyer Pavilion	1
<b>Traffic</b>	<b>1</b>
Traffic calming works	1
<b>Wellbeing</b>	<b>4</b>
Health and Leisure services	1
Provide outdoor gym infrastructure	2
Increase Social justice and drugs funding	1
<b>Planning</b>	<b>8</b>
Economic development Bridge Rd, Victoria St	6
Heritage	1
Gleadell Street Improvements	1
<b>Waste</b>	<b>5</b>
Waste Levy	1
Improve waste recycling	3
Reduce waste collection frequency	1
<b>Arts</b>	<b>9</b>
Community Grants Funding	1
Community Art facilities improvements	1
Event Funding request	6
Reduce Expenditure	1
<b>Sustainable Transport</b>	<b>7</b>
Reduce vehicle infrastructure spending	1
Infrastructure, Safety	1
Improve road safety	1
Improve pedestrian safety	2
Reduce Expenditure	1
Infrastructure	1
<b>Gambling</b>	<b>1</b>
Gambling Alliance funding grant	1
<b>Expenditure</b>	<b>6</b>
Reduce administration costs	1
General support	1
Rushall Reserve expenditure	1
Reduce Expenditure	2
User pays approach	1
<b>Public Housing</b>	<b>1</b>
Support for Public Housing advocacy campaign	1
<b>Grand Total</b>	<b>117</b>

## 11.2 Trial of variable pricing for parking in Bridge Road

Trim Record Number: D18/71237

Responsible Officer: Director Corporate, Business and Finance

### Purpose

1. The purpose of this report is to update Council on the progress of the development of a model for the trial of variable pricing for parking in Bridge Road.

### Background

2. At its meeting 7 June 2016 in relation to 2016/17 budget adoption Council resolved:

*That Council:*

- (ii) *Undertake a trial of variable parking fees, including exploration of a one-hour free parking option, in the 2016/2017 financial year.*
3. Work on the development of the Bridge Road variable parking pricing trial commenced with a number of meetings between the Council officers and the Bridge Road Trader Group Executive and it was agreed that the trial would be limited to the kerbside bays in Bridge Road and that the first stage of the trial would be data collection.
4. In July 2017, 294 in-ground sensors were installed in each of the parking bays between Hoddle Street and Jones Place on the north side and Hoddle Street and Stawell Street on the south side of Bridge Road to provide the evidence to support the development of a variable parking trial model.
5. Analysis of the data provided by in-ground sensors revealed the following:
  - (a) arrivals by car:
    - (i) 4,000 – 5,500 people arrive by car into Bridge Road (Hoddle Street- Hawthorn Bridge) each day. Note that more people arrive by other modes and by car into side streets;
    - (ii) Bridge Road car arrivals are lowest on Sundays and highest on weekdays; and
    - (iii) Bridge Road car arrivals are highest during the control (2 hour paid) periods when around 80 – 100 people arrive every 15 minutes;
  - (b) length of stay of people who arrive by car:
    - (i) generally, people who arrive in the precinct by car and park on Bridge Road stay on average for between 15 – 30 minutes;
    - (ii) when during paid parking periods the average length of stay ranges from 14 – 21 minutes (weekdays and Sundays); and
    - (iii) in the evenings, after all controls, the average length of stay ranges from 18 – 26 minutes (weekdays and Saturdays);
  - (c) availability of empty parking bays:
    - (i) when the Clearways are in force, the supply of bays is reduced significantly – especially during the morning peak. Even when controls apply in these periods, there are a limited number of empty bays;
    - (ii) when the supply of bays increases after the AM Clearway period, the bays are underutilised (too many are empty). Utilisation then rises, and optimum utilisation is reached during the middle of the day;
    - (iii) when controls apply on Saturdays and Sundays the availability of bays is in the optimum band of 70% - 85%; and

- (iv) occupancy peaks on Saturday evenings in the optimum band at 75%. The peak on Sunday evenings is lower (63%); and
- (d) frequency of visits (by car):
  - (i) the *PayStay* data shows that (of the people who pay by phone), only 22.5% park in Bridge Road more than once per month.

#### Variable Pricing Trail

6. Variable pricing for parking is not common in Australia and officers are not aware of any other trail in Victoria where we could learn what worked and what didn't and understand what some of the unintended consequences of varying the price may be. Officers have therefore engaged Phillip Abbott & Associates to project manage the trial and provide the analytical expertise to measure the impacts of the trial and recommend any further adjustments to the controls. Phillip Abbott & Associates have extensive parking experience both here and overseas.
7. Phillip Abbott & Associates will also use the results of the Bridge Road trial to help Council develop an evidence based methodology that can be used across our city where paid parking applies.
8. Phillip Abbott & Associates have assisted Council with the data analysis of the Bridge Road sensors and the development of the variable pricing model.
9. This model was presented to the Bridge Road Trader Group and, following a number of discussions, the model for a variable pricing parking trial has been agreed and the trial will commence 1 July 2018, for an initial period of twelve months.
10. There will be an evaluation every three months to determine if the trial is having the desired effect of increasing visitations and, depending on the data analysis, the fee to park may change for some or the entire street.
11. The initial fee to park on Bridge Road for the first three months will be \$2.00 for the first half hour and then free for the next half hour – any time in excess of the first hour will be at the normal rate of \$4.00 per hour.
12. The objective of the trial is to make Bridge Road a more attractive place so that people will visit more often, stay longer and spend for money. Parking can play a role in this however an active trader group promoting the strip will also be critical to a more viable shopping strip.
13. It needs to be noted that this variable pricing option is only currently available to users of the pay stay mobile phone application, given the limitations of the existing ticket machines; however there will be some capacity to incorporate new ticket machines into the trial area later this year.
14. The pay stay system currently has some 400,000 registered users and Council plans to use this system to advise all users of the changes to pricing in Bridge Road and to offer some promotions to encourage increased visitations to the centre.
15. There will be some minor changes to the parking restrictions in some sections of the street to make them more consistent and from 1 July the in ground sensors will be used for enforcement of the parking bays where previously the sensors were only used for data collection.

#### **External Consultation**

16. Council officers have had regular meeting with the Bridge Road Trader Group Executive and have made all sensor data and analysis available to them for consideration. This group have unanimously supported the trial proposed for Bridge Road and have indicated that they are looking forward to working with Council on the project.
17. Officers have also written to all the Bridge Road traders advising of the trial and the data collection process and have prepared a communication detailing the trial methodology which will be distributed after this Council meeting.

### **Internal Consultation (One Yarra)**

18. The Bridge Road Trial project team have been in regular contact with Council's Economic Development team to update on the meetings with the trader group and progress on the development of the model of the variable pricing trial.

### **Financial Implications**

19. Currently Council receives approx. \$1.1 million p.a. from parking revenue in Bridge Road and there will likely be some reduction in this revenue resulting from the variable pricing trial however it is difficult to accurately estimate the impact of the variable pricing trial will have on the parking revenue as the average parking stay is currently less than 30 minutes and the trail charges for the first 30 minutes and offers the second 30 minutes free.
20. A reasonable estimate of the revenue loss would be around \$100,000 p.a. which can be reduced if the trail increases visitations to the street and people stay for longer.
21. The cost of the engagement of Phillip Abbott to project manage the trial will be met from existing resources.

### **Economic Implications**

22. The objective of the trial is to make Bridge Road a more attractive place so that people will visit more often, stay longer and spend for money. Parking can play a role in this however an active trader group promoting the strip will also be critical to a more viable shopping strip.

### **Sustainability Implications**

23. No sustainability issues.

### **Social Implications**

24. No social issues.

### **Human Rights Implications**

25. No human rights issues.

### **Communications with CALD Communities Implications**

26. Any communications will follow Council's current communications policy and practice relating to the CALD community.

### **Council Plan, Strategy and Policy Implications**

27. The 2016/17 Annual Plan action 3.08 (New parking technology) includes a number of milestones and actions for the trial of variable pricing in Bridge Road.

### **Legal Implications**

28. Officers are not aware of any legal implications at this point, however are seeking further advice prior to the trial commencing.

### **Other Issues**

29. No other issues are identified at this stage.

### **Options**

30. No other options are proposed at this point.

### **Conclusion**

31. Council officers have been working on the model for the Bridge Road variable parking pricing trial in conjunction Bridge Road Trader Group Executive. It is recognised that this trial will be a first for Yarra and will bring with it both challenges and opportunities. Officers will continue to work closely with community stakeholders to ensure the maximum amount of learning and information is gathered by this trial. It is anticipated that the learning from this trial will inform opportunities for more effective parking management models across Yarra.

## **RECOMMENDATION**

1. That Council:
  - (a) notes the contents of this report; and
  - (b) receives an update report at the six and twelve month marks of the project and regular briefings and updates from Officers throughout the trial.

**CONTACT OFFICER:** Damien Patterson  
**TITLE:** Major Projects and Analysis Officer  
**TEL:** 9205 5462

## **Attachments**

There are no attachments for this report.

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**11.3 Collingwood Mixed Use Precinct - Request for Interim Design and Development Overlay**

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## **Executive Summary**

### **Purpose**

The purpose of the report is for Council to consider:

- requesting the Minister for Planning to introduce an interim Design and Development Overlay Schedule into the Yarra Planning Scheme for the southern part of the Collingwood Mixed Use Precinct in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*.
- nominating a number of properties for inclusion on the Victorian Heritage Register that are considered to have formed part of the former Foy & Gibson Complex.

### **Key Issues**

Collingwood is experiencing development pressure within a precinct zoned Mixed Use Zone (Collingwood Mixed Use Precinct) but the Yarra Planning Scheme provides only limited guidance about preferred built form outcomes, particularly in terms of building heights and setbacks for the area. Introducing permanent changes to the Yarra Planning Scheme to provide the required guidance could take a number of years.

Council is recommended to request the Minister for Planning to introduce changes to the Yarra Planning Scheme, in the form of an interim Design and Development Overlay (DDO) schedule for the southern part of the Collingwood Mixed Use Precinct, whilst further planning work and a full planning scheme amendment is progressed to introduce a permanent DDO schedule into the Yarra Planning Scheme.

The request is required to be made prior to the end of June 2018 to enable the necessary lead times at the Department of Environment, Land, Water and Planning (DELWP) for the Minister for Planning to consider the request prior to the State Government elections in November 2018.

The northern part of the Collingwood Mixed Use Precinct principally comprises properties associated with the former Foy & Gibson Complex. Many of these properties are included on the Victoria Heritage Register (VHR) with their future development guided by Heritage Victoria. A heritage assessment of the area has identified that there are a number of properties are considered to have also formed part of the former Foy & Gibson Complex and Council is recommended to make a nomination for their inclusion on the VHR.

### **Financial Implications**

Other than officer time and the administration fee to the DELWP there are no financial costs for requesting the Minister for Planning to introduce an interim DDO schedule for the southern part of the Collingwood Mixed Use Precinct.

Heritage consultants will be required to assist Council officers in preparing and submitting the VHR nomination.

### **PROPOSAL**

In summary, that Council:

- (a) endorse the draft Collingwood Built Form Framework and the supporting Collingwood Built Form Review Heritage Analysis & Recommendations as a basis for the future planning of the Collingwood Mixed Use Precinct and a request for the Minister for Planning to introduce an interim Design and Development Overlay (DDO) into the Yarra Planning Scheme for the Collingwood South Precinct;

- (b) endorse the interim Design and Development Overlay (DDO) schedule including officers recommended variations to the requirements in the draft Collingwood Built Form Framework for the Collingwood South Precinct;
  - (c) request the Minister for Planning to introduce a Design and Development Overlay Schedule into the Yarra Planning Scheme on an interim basis for the Collingwood South Precinct;
  - (d) request the Minister for Planning to introduce an interim heritage protection for the following properties proposed as new Heritage Overlays (33 to 45 Derby Street and 18 to 22 Derby Street); and
  - (e) submit a nomination for the following properties to be included in the Victorian Heritage Register (VHR) in recognition of their association with the former Foy & Gibson Complex:
    - (i) Whiteware Factory (1912), 125 Oxford Street;
    - (ii) Spinning Mills Building / Warehouse (1919-23), 120 Cambridge Street;
    - (iii) Weighbridge Building (date unknown), 111 Wellington Street; and
    - (iv) Woollen Mills Weaving Building (1912-23), 117 Wellington Street.
- (see full recommendations at the end of officer report).



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## 11.3 Collingwood Mixed Use Precinct - Request for Interim Design and Development Overlay

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Trim Record Number: D18/96088

Responsible Officer: Manager City Strategy

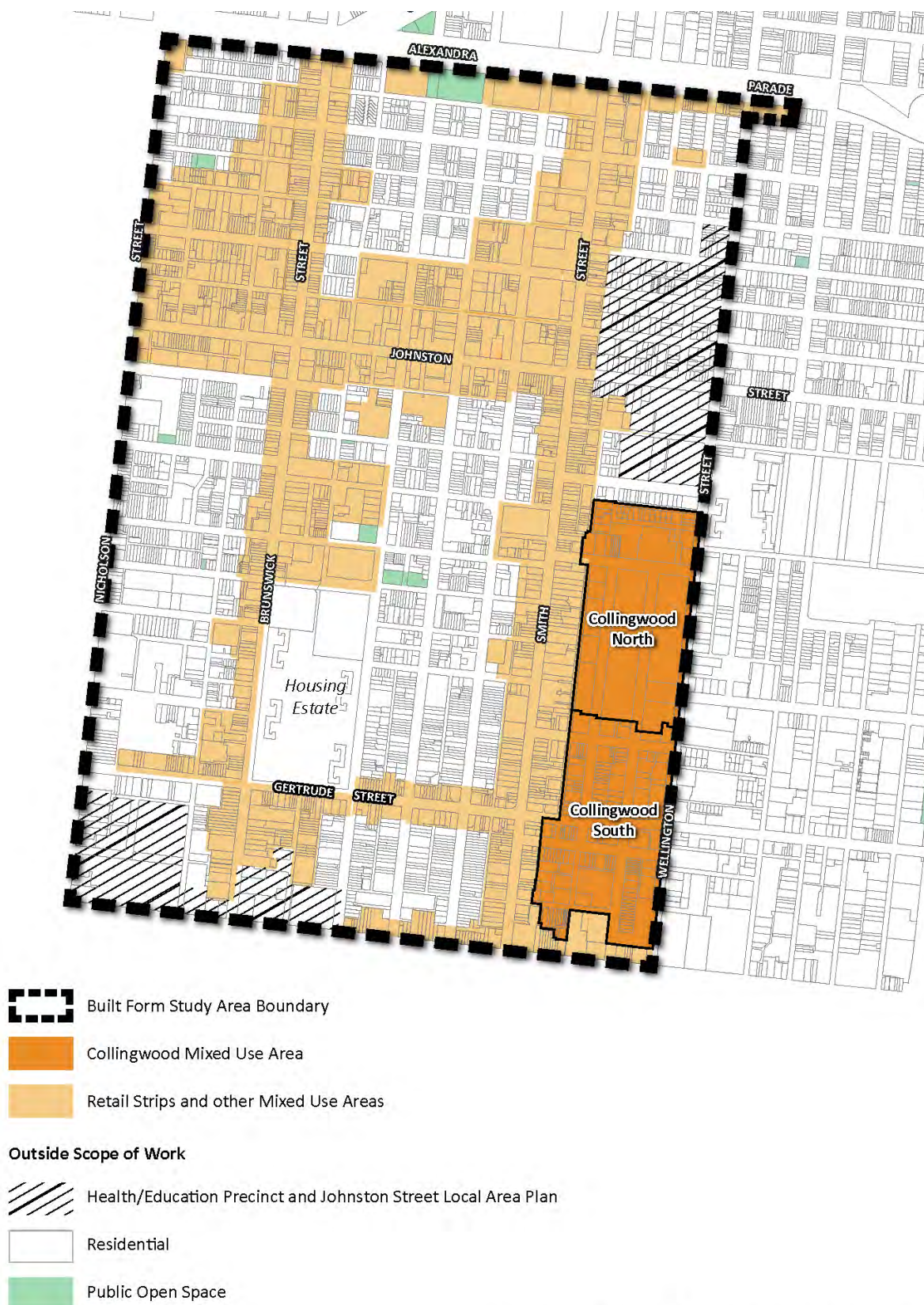
### Purpose

1. The purpose of the report is for Council to consider:
  - (a) requesting the Minister for Planning to introduce an interim Design and Development Overlay (DDO) schedule into the Yarra Planning Scheme for the southern part of the Collingwood Mixed Use Precinct in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*; and
  - (b) nominating a number of properties for inclusion on the Victorian Heritage Register that are considered to have formed part of the former Foy & Gibson Complex.

### Background

2. The Yarra community place great importance on planning controls to seek to best manage change and provide clarity and as much certainty as possible about future development outcomes.
3. To improve the management of development within Yarra, Council has embarked on a comprehensive program of strategic planning work aimed at improving the planning controls in the Yarra Planning Scheme. An update on this program was reported to Council in December 2017.
4. The program includes the preparation of built form analysis covering Brunswick Street and Smith Street precinct which includes the Collingwood Mixed Use Precinct – see Map 1.
5. The output of this work is a 'Built Form Framework' covering each place including principles, guidelines and requirements that will guide future development and manage change. These 'frameworks' are needed to provide strong strategic justification and evidence for the preparation of structure plans (or equivalent strategies) and future permanent provisions in the Yarra Planning Scheme, notably Design and Development Overlays (DDOs).
6. A draft Collingwood Built Form Framework has been prepared by expert urban design consultants in collaboration with heritage experts. A supporting Built Form Review Heritage Analysis & Recommendations report has been prepared by the heritage experts.
7. Officers have used this draft framework to prepare a draft interim Design and Development Overlay Schedule 23 (DDO23) for the southern part of the Collingwood Mixed Use Precinct. The draft Built Form Framework and the draft DDO schedule should form the basis for a request to the Minister for Planning to introduce an interim DDO schedule under Section 20(4) of the *Planning and Environment Act 1987*.
8. This report summarises the content and the recommended requirements from the draft Built Form Framework and supporting heritage report. It identifies key recommended variations to these requirements that officers consider should be included in the interim DDO schedule. It also outlines the next steps to introducing permanent controls into the Yarra Planning Scheme for this precinct.  
  
The Draft Collingwood Built Form Framework and the Collingwood Built Form Review Heritage Analysis & Recommendations
9. Hansen Partnership in association with GJM Heritage Consultants has prepared a draft Collingwood Built Form Framework – see Attachment 1. The draft Built Form Framework provides the detailed analysis and a thorough and strategic basis for the future planning of the Collingwood Mixed Use Precinct.

# Map 1 – Brunswick Street and Smith Street Precinct Study Area



## **Brunswick Street - Smith Street Precinct**

- The draft Built Form Framework includes a number of principles, influences and propositions for the future planning of the Collingwood Mixed Use Precinct. These are intended to be realised through recommended detailed controls and requirements relating to: building heights, street wall heights, setbacks, solar access, and building design.

11. GJM Heritage has prepared the Collingwood Built Form Review Heritage Analysis & Recommendations – see Attachment 2. This assessment has informed the recommendations for future built form in the draft Built Form Framework. In particular, it has informed the recommended requirements to achieve suitable transitions from new development to heritage buildings and the recommended controls for street wall heights and building setbacks in heritage areas.
12. The report includes a number of important built form parameters that describe the outcomes for heritage buildings in the precinct, including ensuring that alterations and additions to heritage buildings: are visually recessive, retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid ‘facadism’, and retain the visual prominence of the return façades of buildings on corner sites.
13. The Collingwood Mixed Use precinct has been divided into two sub precincts:
  - (a) Collingwood South Precinct; and
  - (b) Collingwood North Precinct (Foy and Gibson).
14. This reflects the distinct established character of the two precincts with the former Foy and Gibson complex dominating the northern precinct.

#### Collingwood South Precinct

##### *Draft Built Form Framework Recommendations*

15. The Collingwood South Precinct comprises a complex mix of former (heritage) industrial and commercial buildings occupying large sites alongside sections of fine grain (heritage) buildings many of which are residential in character. There is also a variety in the form and width of the streets that present opportunities for different built form characters to be established.
16. A number of the larger sites have been developed, are under construction or have planning permits already approved, particularly along Wellington Street. These need to be considered in relation to directions regarding appropriate planning controls for future building heights in the precinct, particularly on larger sites.
17. The draft Built Form Framework necessarily and appropriately has regard to these in its recommendations for building heights and street wall heights. It places a strong emphasis on providing an appropriate transition in scale and form from large sites suitable for taller form to heritage buildings, whilst also recognising the fairly prominent slope.
18. The key recommendations of the draft Built Form Framework for the southern precinct are summarised in Table 1 and in Figure 1.

Table 1: Summary of Recommended Controls and Requirements in Draft Built Form Framework

Built Form	Controls and Requirements
Building heights	Preferred maximum building heights that vary from 11 metres (3 storeys) to a preferred maximum of 40 metres (12 storeys). The taller form is recommended principally along Wellington Street and Langridge Street with an appropriate transition required to heritage buildings and in response to the slope of the precinct.
Street wall heights	Retain the street wall/façade of heritage buildings.  Preferred maximum street wall heights vary from 11 metres (3 storeys) to a preferred maximum of 20 metres (6 storeys). The taller form is recommended on Wellington Street and Langridge Street with an appropriate transition required to the retained one and two storey street wall heights of heritage buildings.
Upper level setbacks	A preferred minimum setback of 6 metres for development above the street wall for all streets

Upper level development in heritage areas	A preferred requirement for development above the parapet or roofline of a heritage building to occupy no more than one quarter of the total view of development when viewed from the opposite footpath.
Solar access and Overshadowing	<p>Should be maintained to all footpaths at the equinox as follows:</p> <ul style="list-style-type: none"> <li>• Southern footpath between 10am and 2pm</li> <li>• Eastern footpath before 2pm</li> <li>• Western footpath after 10am.</li> </ul> <p>Development should avoid overshadowing of existing public parks.</p>

19. The recommended controls and requirements are the result of testing of different options using modelling and sections, and a review of built and recently approved developments. This testing has necessarily sought to arrive at recommended controls and requirements that achieve an appropriate balance of heritage protection and enabling new development and recognises the juxtaposition of larger sites with the potential for taller form and fine grain heritage buildings.
20. The recommended preferred building heights and street wall heights, in particular, have been determined through close consideration to providing a suitable level of enclosure to the street. Taller form is generally recommended on the wider main roads and lower form is generally recommended on the narrower local streets. A transition in street wall height between adjoining buildings of no greater than 2 storeys is recommended to manage the transition from taller form to heritage buildings.
21. The recommended upper level setbacks and sightline tests for heritage properties have sought to ensure that new development above heritage buildings is appropriately setback and to protect the heritage qualities of the building whilst recognising the heritage buildings sit in a very diverse streetscape and are often not the defining elements of the streetscape currently. The recommended controls provide for a setback that ensures heritage buildings maintain their three dimensional form and that new development is recessive.
22. Officers consider the recommended requirements in the draft Built Form Framework for development in the heritage areas are appropriate given the mixed character of the area described above. Allowing for a level of visibility of new development in the streetscape that is greater than would be recommended in the traditional heritage residential streets of Yarra but still maintains the primacy of the heritage building is considered appropriate in this area.
23. Officers are satisfied that an appropriate level of protection for the heritage buildings can be achieved through an interim DDO schedule based on the recommendations in the draft Built Form Framework.
24. Importantly, the recommended controls and requirements demonstrate the strong strategically justified response to the various planning considerations in such precincts as required by the Department of Environment, Land, Water and Planning (DELWP). They also reflect controls and requirements that have been tested and applied through a number of panel processes. This should encourage the Minister for Planning being confident in introducing an interim DDO schedule into the Yarra Planning Scheme for the precinct that reflects the draft Built Form Framework.

*Interim Design and Development Overlay Schedule*

25. Officers have translated the recommendations in the draft Collingwood Built Form Framework and the Collingwood Built Form Review Heritage Analysis & Recommendations, for the Collingwood South Precinct into a draft interim DDO schedule (DDO23) – see Attachment 4.
26. A version of this draft interim DDO schedule, incorporating any final minor drafting requirements, should be included in the request to the Minister for Planning and form the basis for the interim DDO schedule that is prepared, adopted and approved by the Minister for Planning.



Figure 1 – Collingwood South Precinct



27. The draft interim DDO schedule includes the majority of the recommendations in the draft Built Form Framework and the built form parameters in the Built Form Review Heritage Analysis & Recommendations with the following minor departures outlined in Table 2.

Table 2: Officer Recommended Variations to the Draft Built Form Framework Requirements

Built Form	Variation to Draft Built Form Framework Requirements
Street wall heights	A reduction of the preferred maximum street wall height requirement along Langridge Street between Cambridge Street and Oxford Street from 20 metres (6 storeys) to 15 metres (4 storeys).
Setbacks	A reduction in the required minimum setback for development above the street wall in Area 3 (Wellington Street and Langridge Street) from 6 metres to 3 metres for non-heritage buildings.

28. Officers recommend that the interim DDO schedule include a preferred maximum street wall height requirement along Langridge Street between Cambridge Street and Oxford Street of 15 metres (4 storeys) not 20 metres (6 storeys) as recommended by the draft Built form Framework. This reduction is recommended to assist in ensuring that new development on Langridge street provides an appropriate transition to the preferred lower street wall heights in the precinct, notably along Derby Street and along Cambridge and Oxford Street. It is also considered that this street wall height better aligns with the street wall height approved in recent planning permits for Langridge Street. Importantly, it is recommended that this requirement be discretionary allowing for a taller street wall subject to an appropriate building response and design.
29. Officers recommend that the interim DDO schedule include a preferred minimum setback requirement for new development above the street wall of non-heritage buildings along Wellington Street and most of Langridge Street of 3 metres compared to the recommend 6 metres in the draft Built form Framework. This reduction is recommended based on the number of approved and constructed developments that have only a 2 metre or less setback and are considered to be appropriate in this area. Importantly, the requirement is for a minimum setback so it would still be appropriate for a greater setback than 3 metres to be provided if necessary to achieve an appropriate built form outcome.
30. No mandatory controls are recommended in this precinct in the draft Built Form Framework. It is not considered that the requirements of *Planning Practice Note 59: The Role of Mandatory Provisions in Planning Schemes* would be met due to the highly mixed nature of the area currently, and the lack of significant heritage and sensitive residential uses. In particular, it is not considered that the area demonstrates the exceptional circumstances needed to support mandatory controls or that the majority of proposals would result in an unacceptable planning outcome if they did not completely comply with the recommended requirements.
31. As with other recently prepared DDO schedules in the municipality, officers recommend that the interim DDO schedule state that a permit cannot be granted to exceed the preferred building heights unless the general objectives, the heritage requirements and the design requirements are met, and that each of the following additional criteria are met:
  - (a) greater building separation than the minimum requirement in the schedule;
  - (b) housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations;
  - (c) universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58; and
  - (d) excellence for environmental sustainable design measured as a minimum BESS project score of 70%.
32. It is proposed that the interim DDO schedule have an expiry of 2 years. This would provide for the completion of the built form work for the balance of the Smith Street and Brunswick Street study area, the preparation of a structure plan (or equivalent strategy) and for the preparation, exhibition and panel consideration of the permanent DDO schedule. If additional time is required, Council may request for an extension to the expiry date.

### *Interim Heritage Overlay Recommendations*

33. The GJM Heritage assessment (see Attachment 3) has also reviewed the suitability of the extent of the heritage overlays that apply to this precinct. This has identified that numbers 33 to 45 Derby Street should be included on the Heritage Overlay as an extension of HO336 and graded contributory.
34. Separate advice from a heritage consultant (Robyn Riddett from Anthemion Group) has identified that the three terraced buildings at 18 to 22 Derby Street should also be included in a heritage overlay schedule and graded as 'contributory'.
35. It is proposed that the amendment request to the Minister for Planning include a request for these properties to be included in interim heritage overlay schedules and included in Appendix 8 with the above recommended gradings whilst the planning scheme amendment to include these properties in heritage overlays schedules is advanced.

### Collingwood North Precinct (Foy and Gibson)

36. The Collingwood North Precinct is dominated by the former Foy and Gibson complex which comprises a number of very large industrial style buildings with architecturally impressive and tall street walls of up to 5 storeys. These buildings are included in the Victorian Heritage Register (VHR) and their future development would be largely determined by Heritage Victoria though Council would be notified and asked to comment on any future planning permit.
37. A number of the buildings in the Foy and Gibson complex included in the VHR have "pop up" one or two storey additions that are setback above the heritage building and are virtually unnoticeable from the street. The draft Built Form Framework seeks to ensure that any future built form on the remaining buildings takes a similar form.
38. The most significant development opportunities in the precinct are along Wellington Street south of Stanley Street. This includes the very large police garage building at 117 Wellington Street that is included in Heritage Overlay (HO318) and graded 'Contributory' though the northern end comprises a post-Second World War addition that is not considered to be contributory.
39. The building at 117 Wellington Street is owned by State Government. It is understood that Victoria Police who currently operate from the site are reviewing their requirements for the site and that Land Use Victoria is assessing the potential future use and development of the site.

### *Draft Built Form Framework and Heritage Assessment Recommendations*

40. The Collingwood Built Form Review Heritage Analysis & Recommendations prepared by GJM Heritage identifies that:

*"While the majority of the (Foy and Gibson) complex is included on the VHR as part of three separate registrations (VHR H0755, H0896 & H0897) there are large parts of the complex that are not included within the extent of registration. The buildings that are not included on the VHR but form an integral part of the former Foy & Gibson Complex are as follows:*

- *Whiteware Factory (1912), 125 Oxford Street*
- *Spinning Mills Building / Warehouse (1919-23), 120 Cambridge Street*
- *Weighbridge Building (date unknown), 111 Wellington Street*
- *Woollen Mills Weaving Building (1912-23), 117 Wellington Street (identified as 113 Wellington Street in Appendix 8)."*

*There are also anomalies within the existing extent of registration with part of the complex between Little Oxford Street and Oxford Street apparently included within both VHR H0755 and H0897. Current heritage practice would be to treat the whole of the former Foy & Gibson Complex as a single heritage place, which would enable the impact of works and development to be considered more holistically against the heritage values of the whole complex rather than smaller portions of the heritage place."*

41. GJM Heritage recommends that a nomination be made by Council under section 27 of the *Heritage Act 2017* to combine the existing three registrations (VHR H0755, H0896 & H0897) and include the recommended land and buildings excluding the post-Second World War addition at the northern end of 117 Wellington Street.
42. The heritage advice from GJM Heritage provides Council with an option to request that these buildings be added to the VHR. This would give the buildings the highest heritage protection as any future permit would be considered by Heritage Victoria against the following criteria:
  - (a) how the proposal would affect the significance of the place or object;
  - (b) whether rejection of the proposal would affect the reasonable and economic use of the registered place or object, or cause undue financial hardship to the owner;
  - (c) the extent to which the proposal would affect the cultural heritage significance of any adjacent or neighbouring property that is protected under a Heritage Overlay in a planning scheme, or is in the Victorian Heritage Register;
  - (d) any submissions received as a result of advertising; and
  - (e) any matter relevant to the conservation of the registered place or object.
43. Based on this recommendation from GJM Heritage, the draft Built Form Framework identifies that "Further Investigation" be undertaken for the sites at 111 Wellington Street, 117 Wellington Street and 120 Wellington Street. The site at 125 Oxford Street has already been developed so no further investigation is recommended on this site.
44. Officers recommend that Council prepare and submit a nomination as recommended before advancing the planning for this precinct as the outcome of the nomination could significantly alter the future potential development of these sites.

#### Next Steps

45. Subject to Council supporting the officer recommendations to submit a request for an interim DDO schedule for the Collingwood South Precinct and interim heritage overlay schedules for the properties on Derby Street, the requests will be submitted to the Minister for Planning before the end of June 2018. This timeframe is critical in order for the Minister for Planning to consider the request prior to the caretaker period for the State Government elections having particular regard to the DELWP lead times.
46. Following the submission of the request for the Collingwood South Precinct, officers will:
  - (a) liaise with the DELWP and the office for the Minister for Planning as necessary to assist in the preparation, adoption and approval of the interim DDO schedule and the interim heritage overlay schedules;
  - (b) appoint a consultant to prepare a nomination for the sites at 111 Wellington Street, 117 Wellington Street, 120 Wellington Street and 125 Oxford Street to be included on the Victorian Heritage Register;
  - (c) continue to advance the built form recommendations for the balance of the Smith Street and Brunswick Street study area and prepare a structure plan(s) covering the whole area. The structure plan (or equivalent strategy) would be prepared with input from the community in accordance with a consultation plan (see External Consultation below); and
  - (d) prepare permanent DDO(s) for the whole study area for Council consideration. The DDOs would be subject to formal community exhibition and consideration by an independent planning panel in accordance with the Planning and Environment Act before adoption by Council (see External Consultation below).

#### **External Consultation**

47. No formal external consultation has been undertaken to inform the draft interim DDO schedule and there will be no formal opportunity for the community to submit on the draft interim DDO schedule before it is submitted to the Minister for Planning under Section 8(1)b and 20(4) of the *Planning and Environment Act 1987*.



48. It is important to note that there has, however, been a range of informal consultation sessions which has helped inform the draft Built Form Framework. Community members with an interest in the future development of the area attended a workshop on 24<sup>th</sup> October 2017 where the analysis of existing conditions and the anticipated levels of change in these area, as well as the principles for the future development were presented and discussed. Similar information was presented to the Liveable Yarra Reference Group on 10<sup>th</sup> October 2017 and a presentation was also made to the Heritage Advisory Committee (HAC) on 24<sup>th</sup> July 2017 and on 16<sup>th</sup> May 2018.
49. Further, the community would be consulted as part of the preparation of the structure plan (or equivalent strategy) that is intended to be prepared for this area and the wider Smith Street and Brunswick Street area. A consultation plan would be prepared to guide that consultation.
50. The community would also have the opportunity to submit on the permanent DDO schedule covering the Collingwood South Precinct as part of the full planning scheme amendment. The *Planning and Environment Act 1987* establishes an extensive public consultation process with minimum statutory requirements. Council processes often go beyond these requirements and typically involves:
  - (a) public exhibition of the proposed amendment for 6 weeks - the *Planning and Environment Act 1987* requires a 1 month exhibition;
  - (b) notification letters detailing information about the proposed amendment and how to make a submission sent to each affected resident and property owner;
  - (c) provision of fact sheets with information about the amendment and the consideration process;
  - (d) community consultation sessions facilitated by Council officers with ward Councillors invited;
  - (e) consideration of community submissions with a report provided to Council;
  - (f) hearing community submissions and consideration of any recommended changes at a Council meeting; and
  - (g) should Council resolve to have the proposed amendment considered by a planning panel, submitters having the opportunity to present to the panel and finally to Council on the panel's report and recommendations.

#### **Internal Consultation (One Yarra)**

51. The draft Built Form Framework has been prepared by consultants Hansen Partnership with input from GJM Heritage instructed by officers from Urban Design and Strategic Planning teams. Input to the draft Built Form Framework and the draft interim DDO schedule has been provided from the Statutory Planning team.

#### **Financial Implications**

52. Other than officer time and the administration fee to the Department of Environment Land Water Planning (DELWP) there are no financial costs for requesting the Minister for Planning to introduce interim DDO for the southern part of the Collingwood Mixed Use Precinct.
53. Heritage consultants will be required to assist Council officers in preparing and submitting the VHR nomination.

#### **Economic Implications**

54. There are no economic implications of requesting the introduction of an interim DDO schedule for the southern part of the Collingwood Mixed Use Precinct.

#### **Sustainability Implications**

55. There are no sustainability implications of requesting the introduction of an interim DDO schedule for the southern part of the Collingwood Mixed Use Precinct.

## **Social Implications**

56. There are no specific social implications of requesting the introduction of an interim DDO schedule for the southern part of the Collingwood Mixed Use Precinct beyond providing some increased certainty to the community around the future built form in the precinct.

## **Human Rights Implications**

57. There are no known human right implications of requesting the introduction of an interim DDO schedule for the southern part of the Collingwood Mixed Use Precinct.

## **Communications with CALD Communities Implications**

58. Any future consultation on the structure plan (or equivalent strategy) for the Brunswick Street and Smith Street area and the exhibition of the permanent DDO schedules would involve consultation in accordance with the Planning and Environment Act 1987 and also Council's consultation policies.

## **Council Plan, Strategy and Policy Implications**

59. The request to introduce an interim DDO schedule for the southern part of the Collingwood Mixed Use Precinct supports the following strategy in the Council Plan:
- (a) *Manage change in Yarra's built form and activity centres through community engagement, land use planning and appropriate structure planning processes.*

## **Legal Implications**

60. The approach outlined in this report is in accordance with the requirements of the *Planning and Environment Act 1987*.

## **Options**

61. The Yarra Planning Scheme provides only limited guidance for the Collingwood Mixed Use Precinct about preferred built form outcomes, particularly in terms of building heights and setbacks. The introduction of an interim DDO schedule for the southern precinct offers the optimal mechanism to address this and no alternatives are recommended to this approach.
62. In order for the Minister for Planning to consider and approve the request for an interim DDO schedule for the southern precinct before the State Government election, it is critical that Council submit the request prior to the end of June 2018. Any delay to the submission could significantly impact on the timely introduction of an interim DDO schedule.
63. Officers have identified a small number of changes to the requirements outlined in the draft Built Form Framework be included in the interim DDO schedule. This is to better reflect the preferred and emerging future character and help to achieve greater consistency across the various DDOs in Yarra. Officers recommend that these changes be reflected in the request to the Minister for Planning through their inclusion in the version of the interim DDO schedule that is submitted with the request.
64. Alternatively, Council could submit a request based entirely on the recommendations in the draft Built Form Framework.

## **Conclusion**

65. A draft Collingwood Built Form Framework has been prepared which provides built form recommendations for the future development in the Collingwood Mixed Use Precinct. It deliberately and necessarily seeks to balance the need to accommodate growth and development in the activity centre with careful consideration of how to manage the impact in heritage buildings. Council officers have reflected these recommendations with some variations in a draft interim DDO schedule for the Collingwood South Precinct.
66. The Collingwood Built Form Review Heritage Analysis & Recommendations prepared by GJM Heritage identifies that a number of properties should be nominated for inclusion on the VHR in recognition of their association with the former Foy & Gibson Complex. Based on this advice, further investigation is recommended for these properties before detailed planning is advanced.

67. Council is recommended to submit a request to the Minister for Planning by the end of June for the introduction of an interim DDO schedule into the Yarra Planning Scheme for the Collingwood South Precinct under Section 8(1) b and Section 20(4) of the *Planning and Environment Act 1987*. Failure to submit the request prior to the end of June may mean that the request is not considered and an interim DDO schedule is not introduced before the State Government election and potentially not until well into 2019.
68. Whilst no formal community consultation has been undertaken on the draft interim DDO schedule, the preparation of a structure plans (or equivalent strategy) for the Smith Street and Brunswick Street study area will provide an opportunity for the community to inform the permanent DDO schedule that applies to the Collingwood South Precinct. The community would also have an opportunity to submit on the formal exhibition process to introduce the permanent DDO schedule(s). This opportunity would occur following the completion of the structure plans (or equivalent strategy).

## RECOMMENDATION

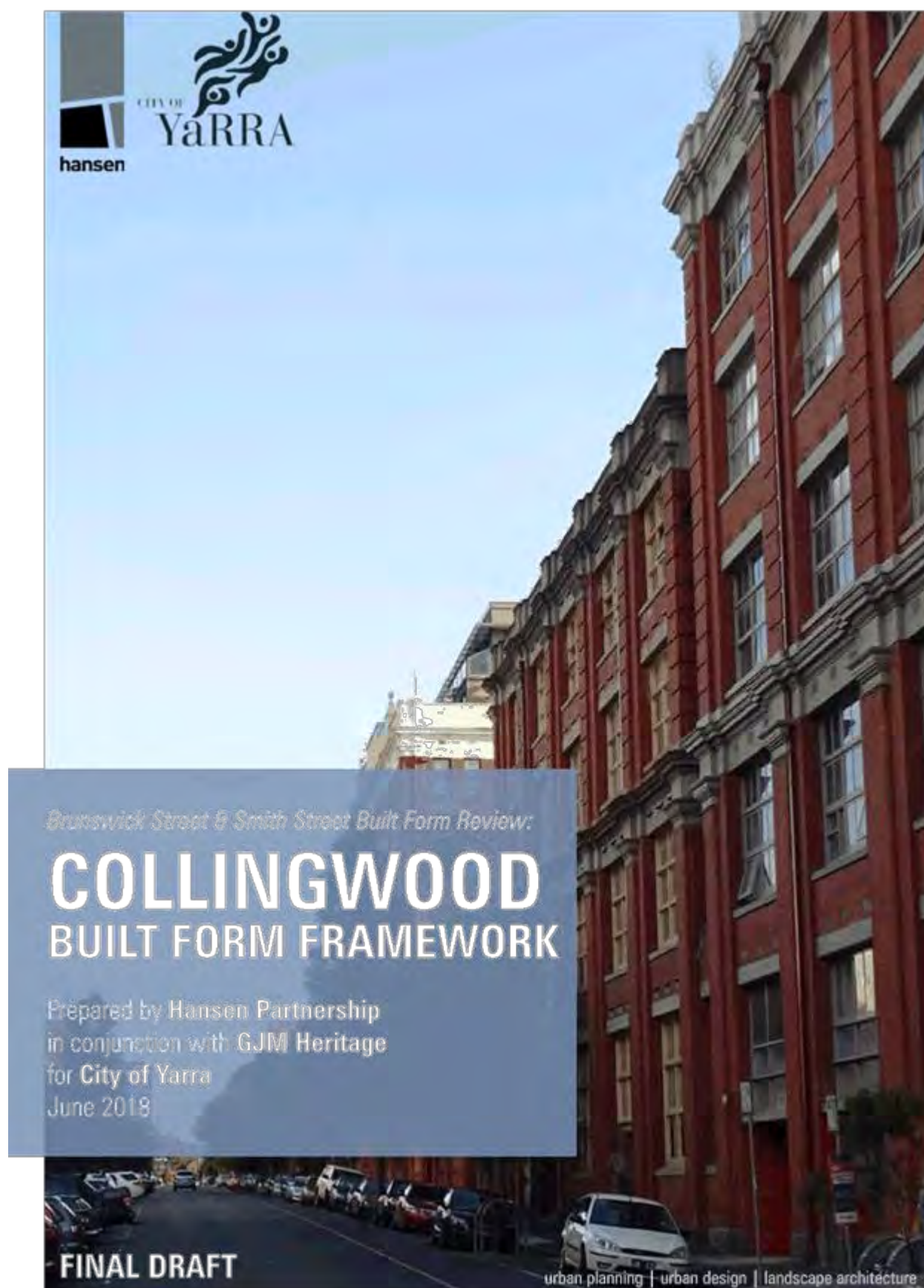
1. That Council:
  - (a) note the officer report on the planning for the Collingwood Mixed Use Precinct and request to the Minister for Planning for an interim Design and Development Overlay Schedule for the Collingwood South Precinct;
  - (b) note the preparation of the draft Collingwood Built Form Framework, prepared by Hansen Partnerships and the supporting Collingwood Built Form Review Heritage Analysis & Recommendations prepared by GJM Heritage;
  - (c) endorse the draft Collingwood Built Form Framework and the supporting Collingwood Built Form Review Heritage Analysis & Recommendations as a basis for the future planning of the Collingwood Mixed Use Precinct and a request for the Minister for Planning to introduce an interim Design and Development Overlay (DDO) schedule into the Yarra Planning Scheme for the Collingwood South Precinct;
  - (d) endorse the interim Design and Development Overlay (DDO) schedule including the officers recommended variations to the requirements in the draft Collingwood Built Form Framework for the Collingwood South Precinct outlined in Table 2 of this report;
  - (e) request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the Planning and Environment Act 1987 to introduce a Design and Development Overlay (DDO) schedule on an interim basis for the Collingwood South Precinct;
  - (f) request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the Planning and Environment Act 1987, to introduce an interim heritage protection for the following properties proposed as new Heritage Overlays (33 to 45 Derby Street and 18 to 22 Derby Street):
  - (g) submit a nomination for the following properties to be included in the Victorian Heritage Register (VHR) in recognition of their association with the former Foy & Gibson Complex:
    - (i) Whiteware Factory (1912), 125 Oxford Street;
    - (ii) Spinning Mills Building / Warehouse (1919-23), 120 Cambridge Street;
    - (iii) Weighbridge Building (date unknown), 111 Wellington Street; and
    - (iv) Woollen Mills Weaving Building (1912-23), 117 Wellington Street; and
  - (h) authorise the CEO to make any minor adjustments required to meet the intent of the above resolutions.

**CONTACT OFFICER:** Andrew Johnson  
**TITLE:** Coordinator Strategic Planning  
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**Attachments**

- 1** Hansen - Collingwood Built Form Framework Report
- 2** GJM Heritage - Collingwood Built Form Review Heritage Report
- 3** GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336
- 4** Draft Interim DDO23

**Attachment 1 - Hansen - Collingwood Built Form Framework Report**



## Attachment 1 - Hansen - Collingwood Built Form Framework Report

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\* Note: This Draft document is a part only of a broader Built Form Review for the Brunswick Street and Smith Street Activity Centres : Built Form Review. It is a component part of a broader body of work that sets out a future proposition for two of Yarra's key Activity Centre spines and their adjoining mixed use precincts.



Version	Draft	Final Draft
Issue Date	28.05.2018	07.06.2018



## Attachment 1 - Hansen - Collingwood Built Form Framework Report

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

## Preamble

The following urban design report has been prepared for the City of Yarra as the basis for an urban design vision for the Collingwood Mixed Use area, located between Alexandra Parade and Victoria Parade, and Wellington Street and Smith Street. It sets out a preferred built form framework underpinned by an integrated urban design and heritage assessment.

The report has been prepared by a multidisciplinary team comprising Hansen Partnership (Urban Design) and GJM Heritage (Heritage) with the support of City of Yarra's internal working group.

The study area is identified in Figure 1.

This report sets out the rationale for proposed built form controls for Collingwood and is underpinned by key components, namely:

#### **Part 1: Brunswick & Smith Context**

#### **Part 2: Collingwood Precinct : Influences**

#### **Part 3: Collingwood Precinct : Built Form Propositions**

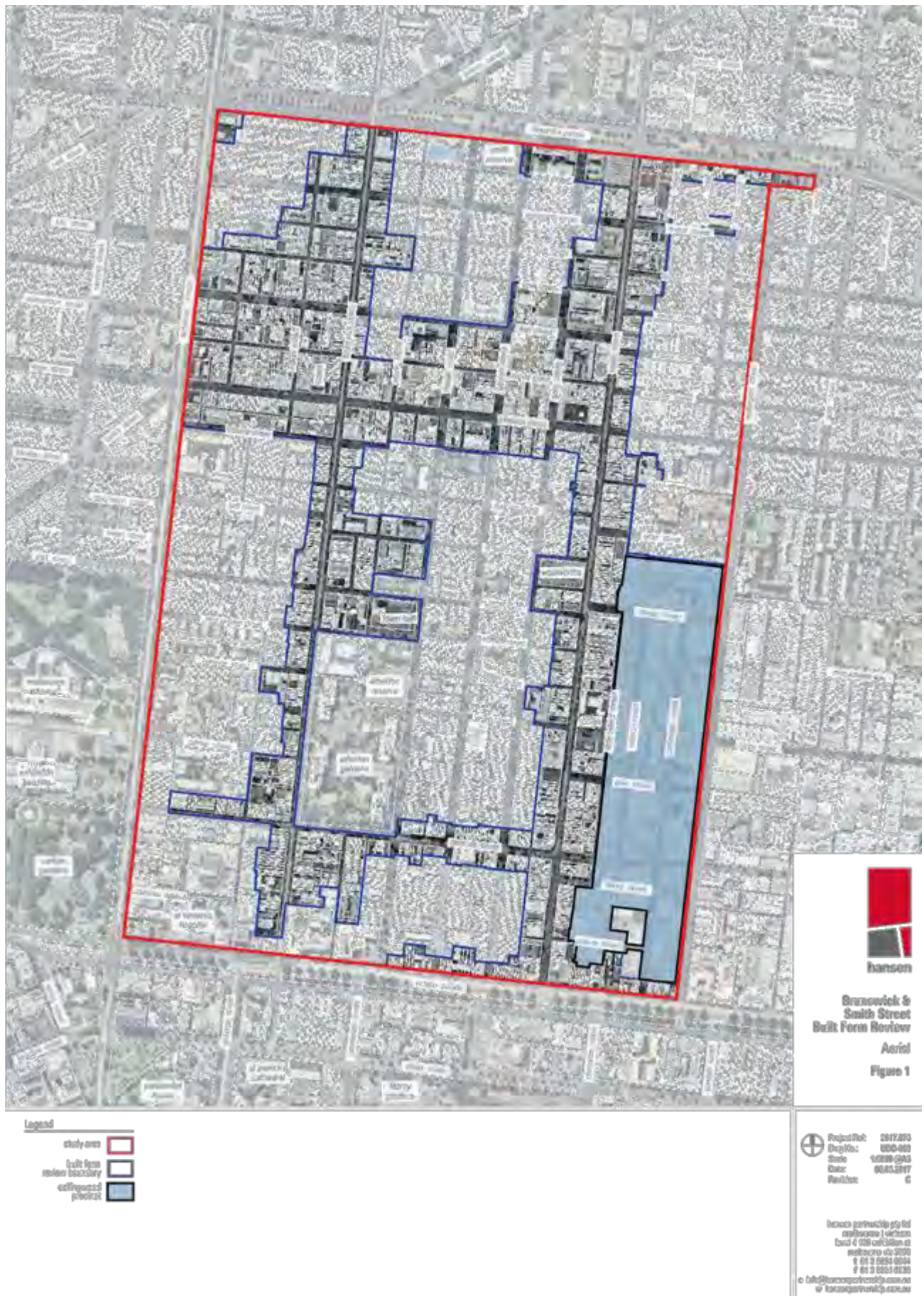
#### **Part 4: Recommended Controls**

The report is part of a broader Built Form Review.





# Attachment 1 - Hansen - Collingwood Built Form Framework Report





## Part 1 :

### BRUNSWICK & SMITH CONTEXT

The Brunswick Street and Smith Street Built Form Review seeks to set a clear framework for future change within two of Yarra's key Activity Centres and their adjoining Mixed Use area. State planning policy identifies such Activity Centres as area for accommodating growth and change. Therefore, these are the areas that must be carefully planned and managed in order to accommodate progressive change while protecting (or indeed enhancing) existing established character and heritage values.

The project was initiated in May 2017 and encompasses large areas bound by Alexandra Parade (to the north), Victoria Parade (to the south), Wellington Street (to the east) and Nicholson Street (to the west).

As part of the process extensive analysis of the existing conditions was undertaken and documented. Furthermore, a series of guiding objectives were identified to be contemplated across nine defined precincts.

This report addresses the Collingwood Precinct. The remaining eight other precinct will be addressed in subsequent reports.

#### 1.1 Overarching Built Form Objectives

The following 10 objectives have been identified:

##### Objectives:

1. Recognise and manage potential in key designated areas within the Activity Centre.
2. Highlight the distinction between the different retail streets and mixed use precincts within the Activity Centres.
3. Reinforce the traditional Victorian cityscape of heritage streetscapes, terminal vistas and panoramic views
4. Ensure continued diversity through sensitive infill within traditional Victorian streetscapes.
5. Shape the retail spines to ensure a high quality public realm.
6. Support the highest standards of contemporary architecture and urban design.
7. Provide opportunities for new development to be sustainable and adaptive over time.
8. Manage the profile of new development to avoid adverse impact to surrounding areas, including heritage places, streetscapes and residential interfaces.



# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### 1.2 Brunswick & Smith Built Form Precincts

Based on the initial analysis phase of the project the following Precincts were identified spatially as relatively coherent parts. The Precincts are largely defined by function as either:

- an Activity Spine;
- a Mixed Use Area; or
- a Boulevard.

#### Activity Spines

The Activity Spines are defined by the 'traditional' retail and commercial functions along the four main streets within the review area of:

- Brunswick Street;
- Smith Street;
- Gertrude Street; and
- Johnston Street.

#### Mixed Use Areas

The Mixed Use Areas are defined by the mixed use functions present in the non-residential land located generally in local streets, behind the Spines. The four renewal areas within the review area are:

- Fitzroy West;
- Fitzroy East;
- Collingwood; and
- Town Hall.

#### Boulevards

The Boulevards are the non-residential land to the northern and southern edges of the review area which front the broad road corridors of:

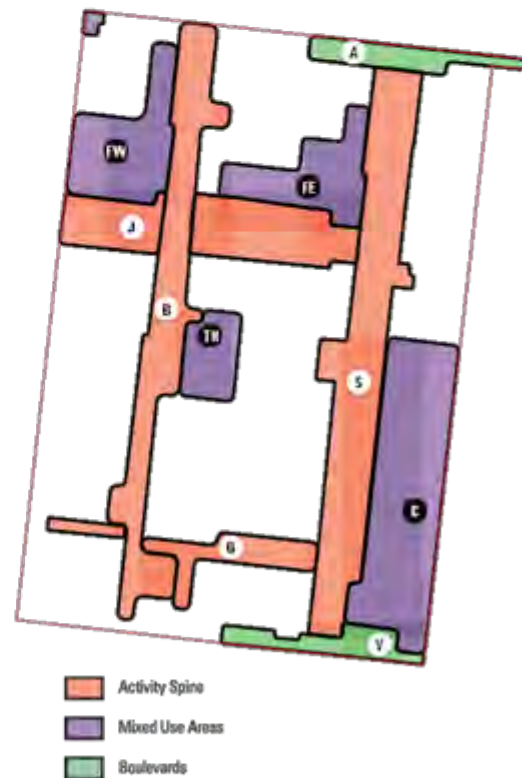
- Alexandra Parade; and
- Victoria Parade.

### 10 Precincts

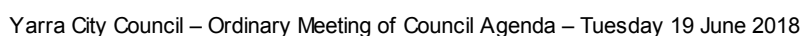
The 10 precincts within the Brunswick & Smith Street Built Form Review are:

- Precinct 1: Brunswick Street (B);
- Precinct 2: Smith Street (S);
- Precinct 3: Gertrude Street (G);
- Precinct 4: Johnston Street (J);
- Precinct 5: Fitzroy West (FW);
- Precinct 6: Fitzroy East (FE);
- Precinct 7: Collingwood (C);
- Precinct 8: Town Hall (TH);
- Precinct 9: Alexandra Parade (A); and
- Precinct 10: Victoria Parade (V).

This report addresses Precinct 7: Collingwood.







## Attachment 1 - Hansen - Collingwood Built Form Framework Report

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

## Part 2 :

### COLLINGWOOD INFLUENCES

Collingwood today is a particularly mixed urban area, defined by the coexistence of larger former warehouse heritage forms, new apartment developments and remnant Victorian era cottages and terrace shops. These prevailing elements sit side by side with more modest 20th Century development that is 'ripe' for renewal.

The extent of the Collingwood Precinct is set out in Figure 3 and includes the following streets:

- Stanley Street;
- Little Oxford Street;
- Oxford Street;
- Cambridge Street;
- Wellington Street;
- Peel Street;
- Langridge Street;
- Derby Street; and
- Mason Street.

### Boundary Description

This precinct encompasses all land within the Collingwood Mixed Use zone to the east of Smith Street. It includes the land bound by Victoria Parade to the south, Wellington Street to the east and Little Wellington Street to the north. The western extent is defined by the rear of commercial properties along the eastern side of Smith Street or by Little Oxford Street.

### Built Form Character

The Collingwood precinct is a robust and diverse inner urban area. Its urban fabric reflects its various phases of development, which has resulted in the very mixed character and varied land uses.

The precinct comprises two distinct areas: one to the north dominated by industrial heritage buildings and a strong north-south orientated grid with large lot sizes; and one to the south with a mixed character comprising a diverse finer grain residential and small scale commercial fabric with pockets outside of the Heritage Overlay and a more permeable street network.

The emergence of new residential developments on the larger and non-heritage sites has introduced another distinct element into the Collingwood urban fabric, further adding to its diversity.





# Attachment 1 - Hansen - Collingwood Built Form Framework Report



Brancovich &  
Smith Street  
Built Form Review  
Collingwood  
Precinct Boundary  
Figure 3

Legend

Collingwood Precinct  
boundary

Project Ref: 2017/070  
Drawn by: 1000-000  
Scale: 1:2500 @ A3  
Date: 10.03.2018  
Revision: A

# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### 2.1 : Foundation

Setting an agreed vision for this part of Collingwood must be underpinned by a critical understanding of its diverse conditions, including the fabric of existing and approved buildings and relevant 'foundation' influences as set out in Figure 4 and as follows:

#### Topography

The precinct is to some degree defined by its land form and the distinct fall down from Smith Street to Wellington Street. The fall in the land form is approximately 15m (from Smith Street at RL. 35m down to Wellington Street at RL. 20) across approximately 250m, which results in a gradient of approximately 1 in 6. Historically this topographic feature lead to the broader area becoming known as the 'Collingwood Slope'.

#### North-South Grid

The north-south orientation of the street grid is pronounced by the Foy & Gibson blocks, both in terms of their considerable length (being approximately 310m) but also the robust and continuous nature of the brick factory facades. This defines the streetscape of Oxford, Cambridge and Wellington Streets, north of Peel Street with a distinct industrial heritage uniformity.

#### Heritage

The precinct has significant heritage values, with the majority of the sites being covered a Heritage Overlay or comprising individually significant or contributory heritage buildings, particularly in the northern part of the precinct.

The northern portion of the precinct is dominated by the Foy & Gibson factory and warehouse buildings. The extensive complex provided and stored the various goods sold by the once booming retailer. Much of the Foy & Gibson complex being, a rare surviving major industrial form is on the Victoria Heritage Register, recognised for its architectural uniformity as well as for the early use of steam and electric power.

The southern portion is diverse, with the 'layers' of the distinct phases of its development and evolution clearly visible and often 'juxtaposed' next to each other, whereby a single storey dwelling abuts a 3 storey warehouse building. This creates a special character of mixed built form in both era and scale co-existing within the same streetscape.

#### Pub Corners

There are three heritage 'pub' or Hotel buildings within the precinct, being the (former) Star Hotel (at 9-11 Peel Street), the Sir Robert Peel Hotel (at 46 Peel Street) and the (former) Vine Hotel (59 Wellington Street). The 2 storey heritage buildings all 'hold' prominent corner positions and present ornate parapet treatments and dome features which 'mark' their corner locations as local landmarks.



*Sloping topography along Derby Street*



*Foy & Gibson complex, circa 1920*



*20 Peel Street development*



*The Vine Hotel*



## Attachment 1 - Hansen - Collingwood Built Form Framework Report

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

#### Recent Development Trends

Parts of the precinct have already experienced considerable change. The urban block north of Stanley Street is predominantly redeveloped with mid-rise infill forms ranging in height from 4 to 8 storeys. The precinct bound by Peel, Wellington, Cambridge and Derby Streets is under going a similar transition, with recent approvals ranging in height from 4 to 14 storeys. Elsewhere, such as at 107 Cambridge Street and 20 Peel Street new development has sensitively responded to the prevailing streetscape character through lower heights and transitions. These developments are examples of a more sensitive infill development model that successfully integrates into the prevailing character.

#### Heritage adaptation and 'pop-ups'

Considerable development and adaptive reuse of the former Foy & Gibson factory buildings has already occurred, with dwellings and offices now occupying the majority of the former industrial complex. Much of this reuse has occurred within the original form of the heritage buildings, within minimal alterations occurring above the external facades. In some instances, additional levels of development have occurred above the heritage forms. However, these additions are typically upper level 'pop-ups' which are often recessive when viewed from within the street.

#### Pocket Parks

The presence of small recently built pocket parks across the neighbourhood are a feature of the area and represent recent gentrification. These parks include the Peel Street Park, Cambridge Street Reserve and Oxford Street Reserve. They are evenly dispersed across the southern part of Collingwood.

#### Traditional Fine Grain Residential and Commercial

Rows of continuous cottages, shopfronts of older forms and heritage stock are a defining characteristic of the southern part of Collingwood. These dwellings are often found in diverse streetscapes and often immediately abut distinctly different built forms which create a character of contrast and stark transitions in built character. The dwellings also present a finer grain rhythm to the street.

#### Smith Street Activity Spine

The Smith Street Activity Centre is located to the immediate west of the precinct (on higher ground) and provides a vibrant main street condition along the tram corridor.

#### Movement Corridors

Wellington and Langridge Streets perform significant through traffic and cycle movements, connecting the precinct to the broader urban area and carry considerable traffic volumes. These corridors are lined with continuous and broad facades which respond to the function of these streets.



Contemporary mixed use forms, Wellington Street



Heritage 'pop-top' development at 170 Oxford Street



Oxford Street pocket park



Cambridge Street fine grain dwellings



# Attachment 1 - Hansen - Collingwood Built Form Framework Report





## Attachment 1 - Hansen - Collingwood Built Form Framework Report

### COLLINGWOOD BUILT FORM FRAMEWORK REPORT

## 2.2 : A Collingwood Change Framework

In response to these foundation matters, an Urban Design Framework has been advanced to reinforce indicative locations for varying level of change within the locality. A Framework is not definitive (like a Built Form Control Plan). It seeks to identify 'gestures' that shape the look and feel of the city. In this instance, the framework recognises the importance of the following:

### Key movement corridors

Wellington Street and Langridge Street are important movement corridors and accommodate significant through traffic movements. Both streets also form part of the Principal Bicycle Network with on-street bicycle lanes, which confirms their important movement function and key urban corridors.

As a general urban design principal, taller buildings should line the higher order streets and movement corridors, whilst respecting heritage and sensitive interface conditions. This reinforces the role of the street within a movement hierarchy. In Collingwood the local streets and higher order roads are the same width. Therefore, in order to define the corridors of Wellington and Langridge Streets relative to the local streets it was appropriate to increase the building heights to reinforce the movement hierarchy.

### Street corners and junctions

The definition of street junctions and local corners assists in the legibility of an area. In Collingwood, traditional buildings often 'mark' such corner locations through a slight increase in height or the addition of architectural features such as higher parapets, domes or more elaborate treatments. At corner locations it is also important that buildings address both street frontages and are designed to 'wrap' around the corner and present a generally consistent presentation to both streets.

### Potential pedestrian links

The urban blocks positioned between Stanley Street and Peel Street are considerable in length and create a barrier to east-west pedestrian movements between Smith Street and the employment land to the west of Wellington Street. A finer grain movement network is sought to increase pedestrian connectivity through the former Foy & Gibson complex.

### Open Space opportunities

Provision and access to public open space is important and local open spaces should be easily accessible to the local community. In recent years new public open spaces have been introduced into Collingwood. These include the three pocket parks which are all located in the southern portion of the precinct and are equidistant from each other. The northern portion of the precinct lacks such space/s and the Council is seeking to address this deficiency in its public open space provision.



Wellington Street corridor



Junction of Cambridge Street and Peel Street



Existing 'gap' between heritage and non-heritage buildings



Cambridge Street pocket park

# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### Renewal sites

Collingwood has already experienced considerable development, with a number of the large sites having been developed. The remaining large sites are principally located along the movement corridors of Langridge and Wellington Streets. Finer grain subdivision and heritage considerations and restrictions will limit the scale of future development potential on the local streets. New forms will need to sensitively transition when directly abutting heritage buildings.

### Street width to building height relationships

The relationship between building heights (and street presentation) to street widths is a strong defining element of the character and 'sense of place' for any place. In inner urban environments a more robust and prominent character is expected. In Collingwood it is considered appropriate to encourage a proportional relationship between buildings and streets. This is to create a balance between openness and enclosure from within the public realm. In order to maintain a comfortable street environment and an appropriate 'sense of enclosure' a 1:1 relationship between the overall building height and width of the streets is recommended as the basis for defining buildings heights.

A relationship up to 1:1.5 is recommended to define the movement corridors of Wellington and Langridge Streets, and a relationship up to 1:2 in order to 'mark' key junctions and terminal vistas along Wellington Street.

### Local key viewlines, panoramas and terminal vistas

The twin chimney stacks of the Foy & Gibson complex are a key local landmark. Views towards these chimneys from within the public realm need to be retained. In particular views from the junction of Wellington and Stanley Streets are considered to be of particular importance. Existing panoramic views towards the Dandenong Ranges, from higher ground (towards the Smith Street) are a key characteristic of the visual experience of the 'Collingwood Slope'. These views, along the east-west streets should be maintained, with upper levels setback in order to retain 'open' aspects towards the horizon. Terminal vistas also define the edges of the precinct, with the street grid often not containing across the perimeter streets of Smith, Wellington and Victoria Parade. The termination of Gipps Street (at Wellington Street) creates an opportunity to better define this junction and 'mark' views along Gipps Street towards Collingwood.



Northern portion of Police Garage Site at corner Stanley and Cambridge Streets



Development site at corner Oxford and Langridge Streets



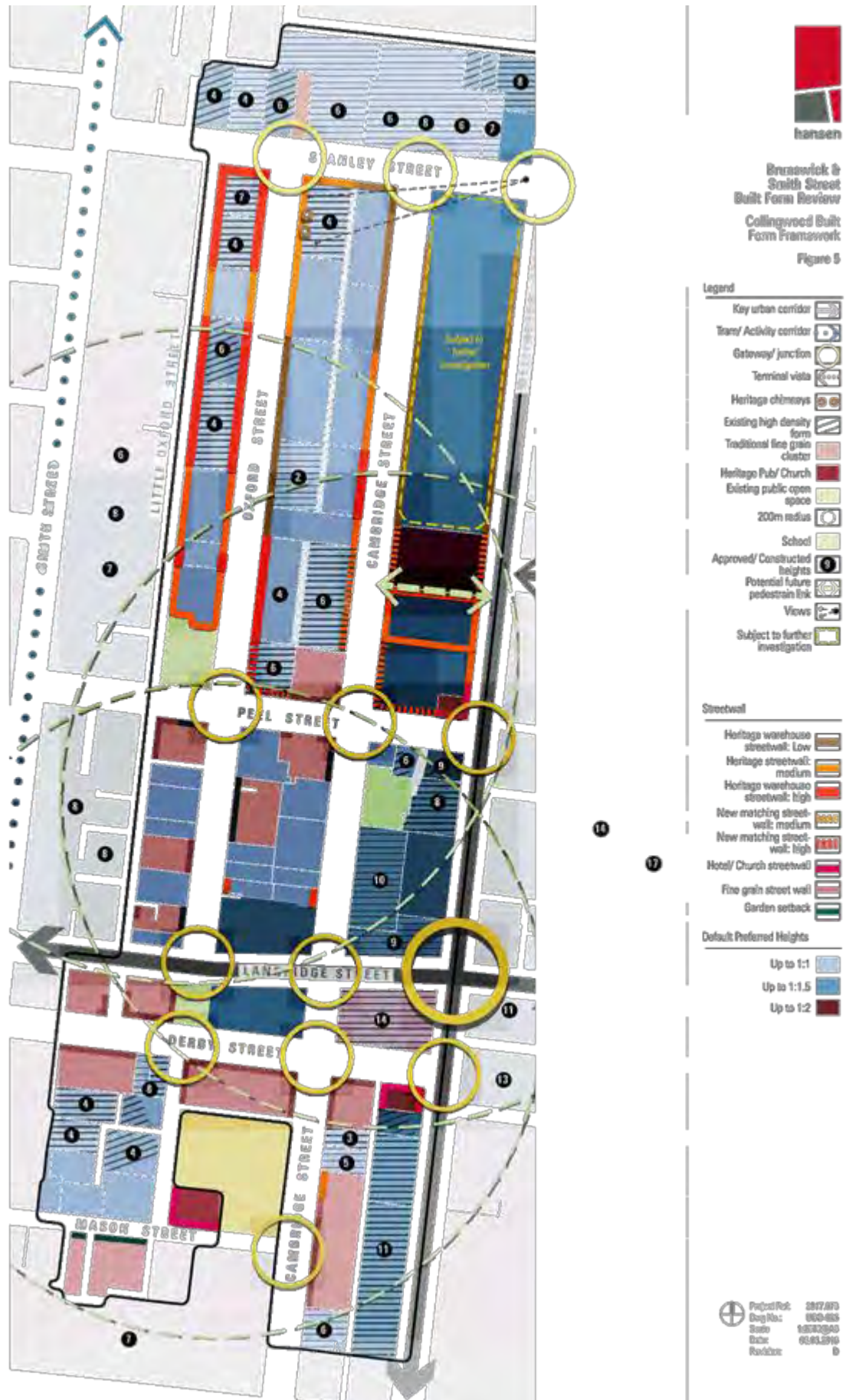
Cambridge Street demonstrating 1:1 relationship between buildings and street



Terminal vista along Gipps Street



# Attachment 1 - Hansen - Collingwood Built Form Framework Report



# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

Given this 'Framework' for change, the following future character statement is recommended.

### Future Character Statement

*Collingwood embodies Yarra's eclectic mix of heritage buildings and more contemporary commercial and apartment buildings from different periods, characterising it as a distinctly mixed precinct. From a heritage perspective, it comprises traditional warehouses of magnitude and broad width (side-by-side) with heritage cottages. It is an area that can absorb considerable change and variation in form through careful management of juxtapositions in form and sensitive transition to heritage buildings and streetscapes. The area is clearly divided into a northern precinct, with a robust industrial street presentation and a more granular southern district comprising a mixed domestic character.*

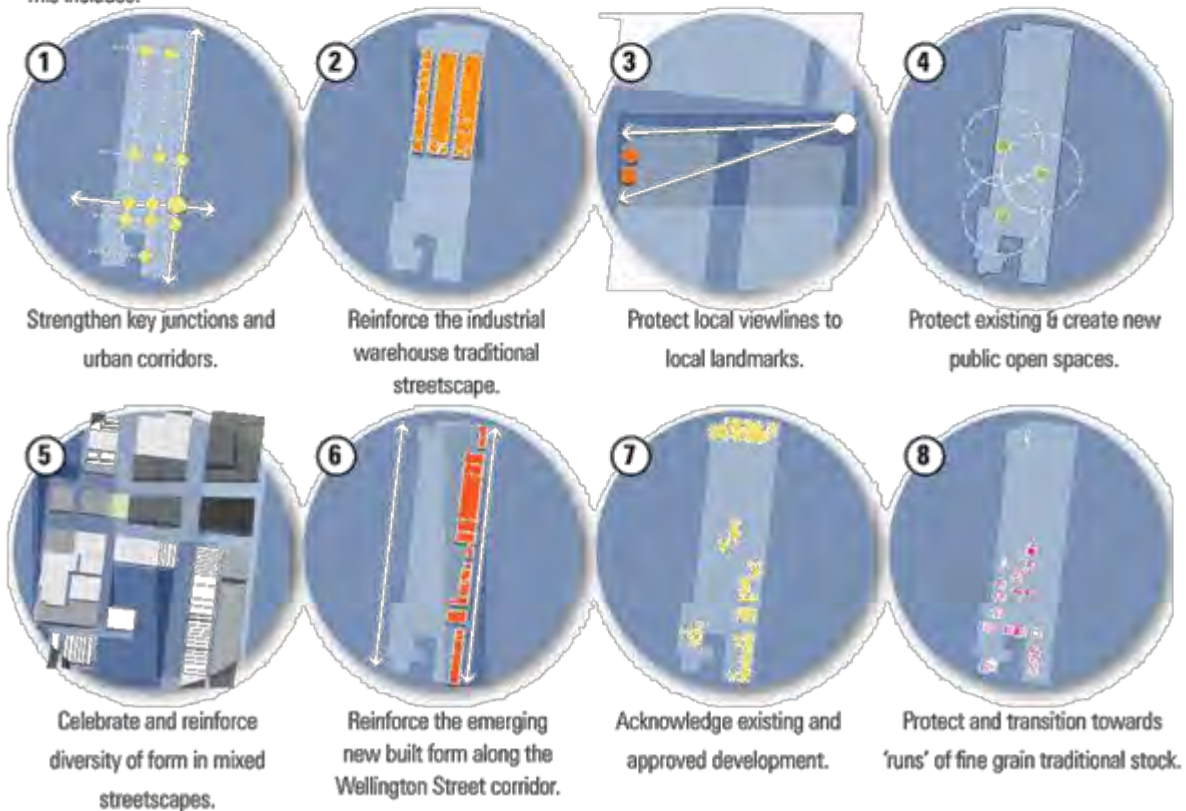
*The northern precinct and its predominately north-south oriented streetscapes is defined through Foy & Gibson buildings that establish architecturally impressive streetwall and scale that should remain the dominant future character. This precinct can support complementary 'pop-up' forms above the traditional warehouse street walls and independent infill on north of Stanley Street.*

*The southern precinct is more mixed and can support stronger form to its main thoroughfares. In transition to more delicate street based infill in the interior that can coexist with abutting remnant stock.*

*The entire precinct needs to be enhanced with improved public realm environment that provides a human scale and activated street life.*

In response to this distinction in urban fabric of the precinct the future built form character will seek to build on this diversity.

This includes:



## Part 3 :

### A BUILT FORM PROPOSITION

The Collingwood Built Form Proposition sets street by street parameters for the precinct's evolution. The parameters identified are neither fixed or absolute, but intended as benchmarks to guide change. They are represented in Figure 6 and are derived from the following basis.

- Heritage Input;
- Street Character;
- Street Proportions;
- Solar Access;
- Slope;
- Transitions;
- Local Views and Vistas and
- Upper level setbacks

#### 3.1 Basis of Height Parameters

##### Heritage Input

GJM Heritage undertook extensive heritage analysis which considered:

- The suitability and extent of the Heritage Overlays;
- The heritage grading of each property within the Heritage Overlay;
- The currency of the existing Statements of Significance;
- Places which may warrant nomination to the Victorian Heritage Register; and
- Recommended built form parameters to appropriately manage development within the heritage context.

Refer to GJM Heritage report for details.

##### Street Character

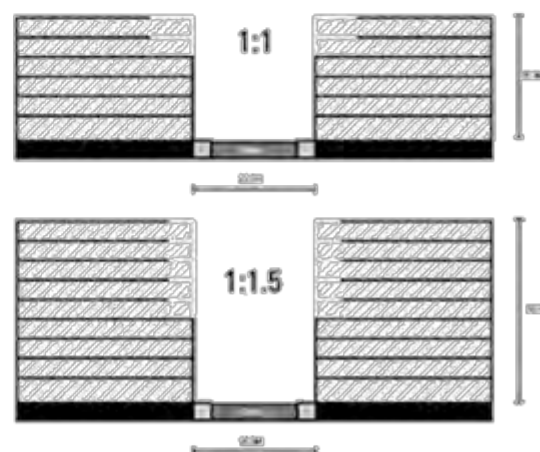
A key characteristic of the Collingwood Precinct is its continuous streetwall presentation, particularly the streets forming part of the Foy & Gibson complex which present a consistent and robust streetscape as well as parts of Cambridge Street and Derby Streets which present continuous 2 storey heritage streetwalls. Oxford Street (south of Peel Street) comprises a diverse built form presentation and a mix of heritage and non-heritage forms. New buildings should seek to sensitively conform to the prevailing and abutting front setbacks to ensure a continuity of streetwalls.

##### Street Proportions

Default preferred maximum building heights have been derived in relation to the adjoining street width. This has been based on considerable analysis and documentation of the existing relationships throughout the broader study area, which has shown there to be a strong correlation between the width, function and character of the street to the height and profile of the buildings which line it. Based on analysis, a 1:1 ratio (between street width and building height) suitably balances a street edge definition and outdoor amenity. Therefore, as a starting point, the preferred overall building height of new forms can be determined by the width of the street. The size and depth of allotments and lack of sensitive interfaces was another factor when considering an increase in the default ratio as small and shallow lots would not be able to accommodate taller forms. We suggest the following:

- Up to 1:1 – Default street width to overall building height ratio
- Up to 1:1.5 – Increased street width to overall building height ratio (main street corridors with moderate size lots)
- Up to 1:2 – Maximised street width to overall building height ratio (main street corridors at key junction locations, terminal vistas with moderate to large size lots)

Therefore, the preferred maximum heights have a strong correlation between the street widths and the street's function and character. However, in order to respond to the prevailing streetwall scale, set backs to upper levels are required. They are also determined by the size and depth of lots, noting need for rear boundary transition conditions.





# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### Solar Access

In inner urban areas such as Collingwood, access to sunlight is an important element. Therefore, the need to provide sufficient solar access to the public realm is vital to the 'life' of the street.

The *Urban Design Guidelines for Victoria* contains the following relevant Objective and associated guideline.

*'Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight', and*

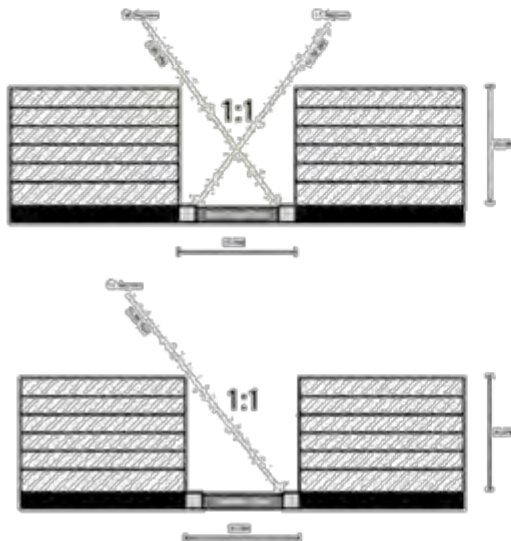
*'5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.'*

In Collingwood we recommend applying the equinox solar access test to streets to avoid overshadowing:

- the southern footpath between the 10am and 2pm;
- the western footpath from 10am; and
- the eastern footpath before 2pm.

In order to protect the current amenity and access to sunlight, we recommend that development should not cause additional overshadowing of the following open spaces between 10am and 2pm at the equinox:

- Peel Street Park;
- Cambridge Street Reserve;
- Oxford Street Reserve; and
- Collingwood English Language School (outdoor play area).



### Transitions

Abrupt transitions in scale are an existing characteristic of the Collingwood Mixed Use areas. There are many examples of older commercial or warehouse forms side by side with smaller cottages. A change in streetwall height of two storeys is present within the Foy & Gibson complex.

In order to maintain this characteristic of variation, particularly within the streetwall, new buildings must contain a streetwall that either matches the height of any abutting heritage streetwall/building or is no greater than two storeys higher in order to maintain the prevailing streetscape character and streetwall modulation.

Larger sites may be able to accommodate for gradual transitions through recessive upper levels and transition in scale in response to abutting heritage forms. In order to avoid undesirable 'wedding cake' forms, minimal 'steps' in built form massing is encouraged. Transitions in scale should as a minimum occur in paired levels.

On sites which directly abut single storey heritage forms and existing private open spaces a more tempered built form transition is recommended to ensure new form sensitively responds to the existing abuttal.

### Slope

Buildings should respond to the topography of Collingwood. New buildings and streetwall presentations, particularly on sites with broad street frontages must 'step' ground floors to respond to the street level.

Buildings and sites which 'span' an entire urban block and contain frontages to more than one street should be designed to ensure that any change in topography between the different streets is responded to within the design and floor levels to ensure new buildings address street frontages at natural ground level.

### Local Views and Vistas

Views towards the Foy & Gibson chimney stacks are to be protected. A key view from the junction of Stanley and Wellington Streets has been identified, with building heights tempered to ensure the twin chimneys remain a prominent local landmark.

The terminal vista along Gipps Street towards the west has been identified as a location to provide a strong built form to define this junction along Wellington Street.

# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### Heritage Streetwall & Upper Levels

The extent of visible upper levels to heritage sites was determined by GJM Heritage and seeks to reinforce the provisions of Clauses 22.02 and 22.10. It was advised to apply a 'default' 1/4 - 3/4 visibility (sightline) test for heritage places from the opposite side of the street at standing eye level, with the appropriate visual presence of new built form deemed to 1/4 of the built form mass.

A 'default' minimum setback distance of 6m (to the new built form and balcony line) is suggested from the heritage facade. This allows for the preservation of the heritage 'volume' and ensures a viable facade articulation treatments in the streetscape elevation with spatial separation between the streetwall frontage and recessive upper levels (behind).

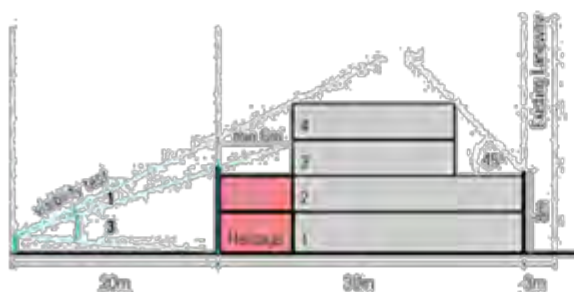
From a heritage perspective it is preferable to retain the 'heritage fabric' of the heritage form and not just the facade. The 6m dimension generally allows for the retention of the entire 'front room' of the forms (assuming it is either a traditional shopfront form or a dwelling), including its roof form and chimneys.

### New Streetwall & Upper Levels

The visual distinction between streetwalls and upper levels is also important in relation to new streetwalls.

A 6m setback to upper levels above a new streetwall is also encouraged to:

- provide a clear separation between the streetwall and upper forms;
- ensure new upper form do not visually dominate the streetscapes;
- create consistent upper level setbacks along streetscapes that comprise a mix of heritage and non-heritage forms; and
- reinforce the visual dominance of streetwalls.



Cross-section of visibility test to upper level form behind heritage frontage

### Upper Level Setbacks

In urban areas, almost all urban design guidelines seek to introduce a 'streetwall' and 'upper level front setback' measures.

The purpose for such a distinction and separation is to ensure predominance of the 'traditional' forms and parapets within the streetscape, while enabling provision of new and increased heights in a recessive fashion.

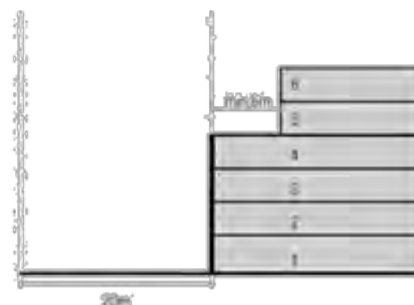
In Collingwood there is extensive heritage fabric which is to be retained and enhanced. The recommended built form parameters for heritage sites draw on the provisions of Clauses 22.02 and 22.10 (refer Heritage Streetwall).

The recommendations for non-heritage sites seeks to provide a clear distinction between streetwall presentations and upper forms, to reinforce the visual dominance of streetwalls (refer New Streetwall).

### Upper Level Expression

The design of upper levels of new development should:

- be well articulated and break up the building mass;
- distinguish between the lower and upper levels through materials and articulation;
- be designed so that side walls are articulated and read as part of the overall building design and not detract from the streetscape when viewed from direct and oblique views along the streetscape; and
- provide passive surveillance of adjacent streets and public open space.



Cross-section of recessive upper level form behind new frontage

## Attachment 1 - Hansen - Collingwood Built Form Framework Report

### Building Separation, Amenity & Equitable Development

New development should provide a design response that considers the existing condition and future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows.

Development should be setback from common boundaries to provide separation between buildings at the upper levels:

- a minimum of 4.5m from the boundary where a habitable room window is proposed;
- a minimum of 3m from the boundary where a non-habitable room window or commercial window is proposed; and
- a minimum for 4.5m from the edge of a proposed balcony or terrace.

Where the common side boundary is a laneway, the setback is measured from the centre of the laneway.

### Residential Interfaces

New development that is adjacent to a low-scale residential interface should:

- provide a transition in scale towards the property boundary with low-scale residential properties; and
- seek to minimise overshadowing impacts to secluded private open spaces.

### Public Open Space Interface

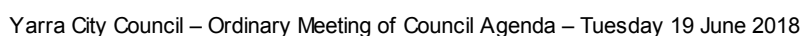
New development should provide a suitable scale and transition at the interface with areas of open space ensuring that buildings do not visually dominate the public open space, whilst providing a sense of passive surveillance and visual interaction at lower levels.

### Service Laneway Interfaces

Built form needs to respond to laneway interfaces. Within the Collingwood Precinct the existing laneways, their function, widths and arrangements vary. New development will need to appropriately address both the existing laneway condition as well as adjacent properties. Generally, the most sensitive laneway interfaces occurs on the south side of east-west laneways given potential amenity impacts of properties to the south. In particular, the east-west laneway to the north of the school outdoor play area is important and existing access to daylight should be maintained. Therefore, we recommend:

- To laneway abutments new development should present a maximum 10.4m (3 storey) form at the interface, with any built form above set back within a 45 degree built form envelope; and
- To the east-west laneway abutting the school playground new development to the north should present a maximum 8m (2 storey) form at the interface, with any built form above set back within a 45 degree built form envelope.





# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### Part 4 :

## RECOMMENDED CONTROLS

### 4.1 Methodology

The formulation of future building heights and streetwall conditions within the Collingwood Precinct has been influenced by many factors, including:

- State Planning Policy Framework;
- Local Planning Policy Framework, including Zones and Overlays;
- Practice Note No. 60 – Height and Setback Controls for Activity Centre;
- Practice Note No. 59 – The Role of Mandatory Provisions in Planning Schemes;
- Urban Design Guidelines for Victoria, 2017;
- Anticipated scale and form of development outside the study area (i.e. within Residential and Employment Zones).
- Views to existing landmarks from the public realm;
- Recognition of Yarra's heritage skyline;
- Recent development approvals (including those currently under-construction);
- 3D computer modelling of built form testing for the study area;
- Independent heritage advice and existing character considerations, consistent with the expert heritage advice provided by Council's heritage advisors (GJM Heritage); and
- Extensive site inspections and workshops with Council's officers.

### Assumptions

#### Formula for Deriving Numerical Building Heights

The maximum building heights has been calculated to a higher than minimum floor to floor heights in order to:

- Respond to the typical heights found within heritage buildings (between 8-11m);
- Accommodate for greater than minimum standards and provide flexibility for future uses;
- Allowance for other design elements to be accommodated, such as parapets, railings, etc.

The following numerical floor to floor dimensions were employed:

- Ground Floor: 4m
- First Floor and above: 3.2m

Note: Higher numerical floor levels for mixed use development may be required at upper levels.

#### Zero front setback

New buildings within activity centres and inner urban areas such as Collingwood should generally be built to the street frontage in order to:

- Respond to the prevailing built form character of the area;
- Provide a clear definition at the street edge; and
- Maximise the developable area.

With the exception of retaining small front setbacks to heritage dwellings all new building within the commercial and mixed use zone should have a zero street setback.

#### Top Floor Depth

A minimum depth of approximately 10m has been used for the upper most level. This minimum dimension is based on a typical apartment depth.

#### Upper Level Depth

A minimum depth of approximately 18m has been used for the upper levels. This minimum dimension is based on a typical apartment building arrangement, with a central corridor.

# Attachment 1 - Hansen - Collingwood Built Form Framework Report

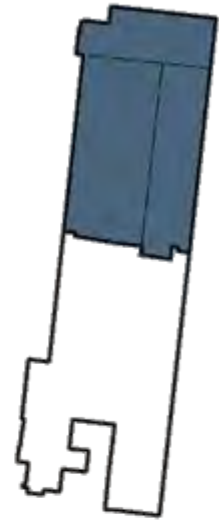
## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### 4.2 Precincts

The preceding 'proposition' indicated that the Collingwood Precinct comprises two distinct precincts (sub-precincts).

These two precincts are distinctly different and primarily are defined by their heritage stock, land uses and subdivision pattern and are as follows:

- **Collingwood 1 (C1)** Foy & Gibson sub precinct, and
- **Collingwood 2 (C2)** South Collingwood sub precinct.



### Collingwood 1 (C1)

Collingwood 1 is defined by the former Foy & Gibson industrial buildings.

#### Built Form Objectives

- To support development along Wellington Street that contributes positively to the urban and heritage warehouse character of Collingwood.
- To encourage sensitive infill and recessive upper level additions behind retained heritage facades and forms.
- To retain, enhance and incorporate the existing heritage streetwalls into future redevelopment to retain the prevailing streetscape character and built form rhythm.
- To create a finer grain pedestrian network with increased east-west publically accessed links.



*Traditional warehouse streetscape, Cambridge Street*



*Robust industrial streetscape, Oxford Street*



*Mixed warehouse and redevelopment streetscape, Stanley Street*

FINAL DRAFT

Hansen Partnership Pty Ltd 23



# Attachment 1 - Hansen - Collingwood Built Form Framework Report

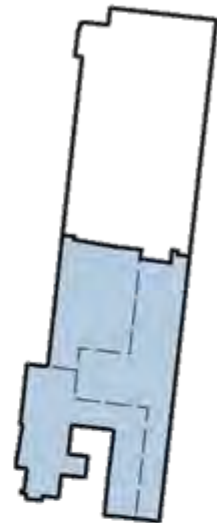
## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### Collingwood 2 (C2)

Collingwood 2 is defined by the dispersed finer grain residential cottages and terraces.

#### Built Form Objectives

- To foster an emerging, contemporary, mixed use character whilst supporting redevelopment that defines the Wellington and Langridge Street junction with a gradual transition down towards Smith Street.
- To encourage sensitive infill and recessive upper level additions behind either retained heritage facades and new forms.
- To respect and reinforce the heritage value of the precinct and support the retention of the traditional street frontages, including street setbacks, facades and subdivision pattern.
- To promote and encourage pedestrian activity through street activation and protection of solar access to southern footpaths and public open spaces.
- To ensure equitable development outcomes through building separation and gradual transitions to neighbouring heritage properties.



Cambridge Street



Langridge Street



Derby Street

# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### 4.3 Sub-precincts

Given the significant variation and diversity (both lot attributes and existing built form) within each of these sub-precincts, is recommended to further divide them into urban blocks.

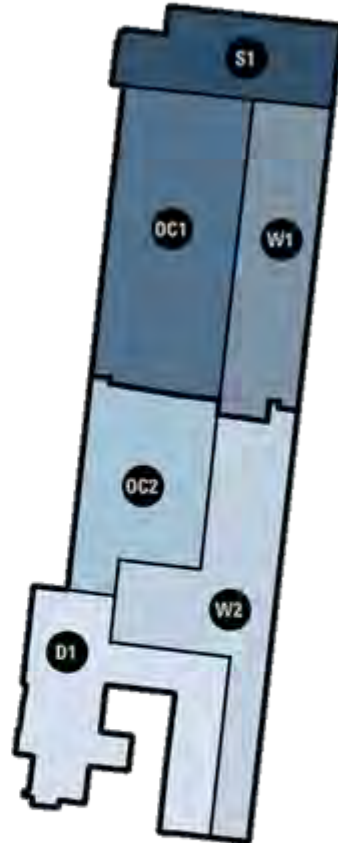
This is illustrated in Figure 7 which breaks Collingwood down to 6 block precincts, as follows:

**Collingwood 1 (C1)**, 3 urban block precincts as follows:

- Stanley Street (S1);
- Wellington Street (W1); and
- Oxford/Cambridge Street (OC1)

**Collingwood 2 (C2)** 3 urban block precincts as follows:

- Wellington Street (W2);
- Oxford/Cambridge Street (OC2); and
- Derby Street (D1).



### Proposed Building Heights

PRECINCT	SUB-PRECINCT	PREFERRED TYPOLOGY	PREFERRED MAXIMUM BUILDING HEIGHTS
<b>COLLINGWOOD 1 (C1)</b>	<b>S1</b>	Redevelopment	6- 9 storeys (20-29.6m)
	<b>W1</b>	Heritage Warehouse	6- 12 storeys (20-40m)
	<b>OC1</b>	Heritage Warehouse	4- 6 storeys (13.6-20m)
<b>COLLINGWOOD 2 (C2)</b>	<b>W2</b>	Redevelopment	6-12 storeys (20-40m)
	<b>OC2</b>	Redevelopment & Heritage house	3-6 storeys (10.4-20m)
	<b>D1</b>	Redevelopment & Heritage house	4-6 storeys (13-6-20m)

# Attachment 1 - Hansen - Collingwood Built Form Framework Report

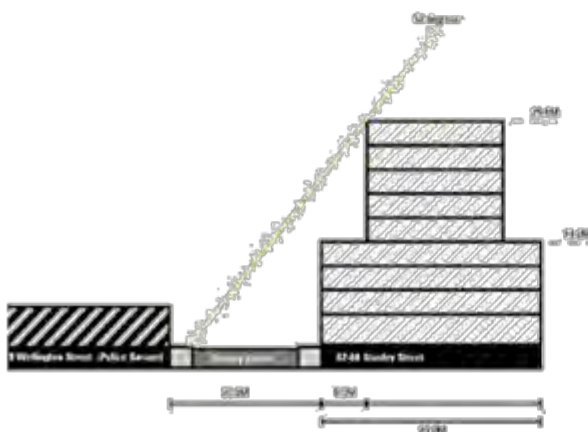
## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### COLLINGWOOD 1 (C1)

#### Stanley Street (S1)

##### Description

The urban block positioned on the northern side of Stanley Street has already undergone significant redevelopment in recent years, with a strong new built form character now present. Only a few sites remain which have development potential and it is envisaged that these sites will follow the existing development pattern, should they redevelop. Therefore, minimum built form intervention is required.



Stanley Street Indicative Cross-section (S1-1)

#### Wellington Street (W1)

##### Description

The sub-precinct predominantly contains industrial heritage streetscape created by the Foy & Gibson buildings and one non-heritage site that sits between the heritage industrial fabric. The heritage sites have been assessed as having State significance and are currently being considered for nomination in the Victorian Heritage Register and hence are excluded from built form recommendations. However, given the size and location of 117 Wellington Street site currently being used by Victoria Police it is important that the future planning of this site gives consideration to:

- explore opportunities for provision of public open space in the non-heritage section of the site;
- explore opportunities for provision of through block pedestrian links;
- ensure new development respects and responds sensitively to the industrial heritage character;
- ensure new development provides breaks in the form, articulation and high quality architecture that is respectful to the surrounding context; and
- improve the public realm environment.

# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT



Oxford/Cambridge Street (OC1)

### Description

These Foy & Gibson blocks have been developed with 'pop-up' one or two storey additions that are setback above the heritage building. This has retained the dominance of 'robust' industrial heritage streetscape character. Despite their general uniformity the existing heritage streetwalls vary considerably between single storey and up to six storeys. Any new forms must be visually recessive to the heritage streetwalls and should comprise contemporary additions which are set back and largely hidden from view. Further the visual prominence and spatial separation to and around the chimney stacks is to be maintained.

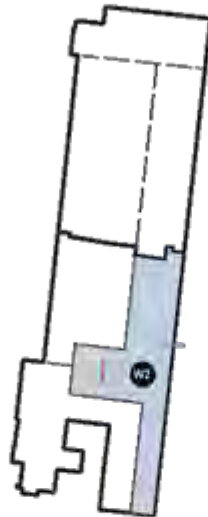




# Attachment 1 - Hansen - Collingwood Built Form Framework Report

## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### COLLINGWOOD 2 (C2)

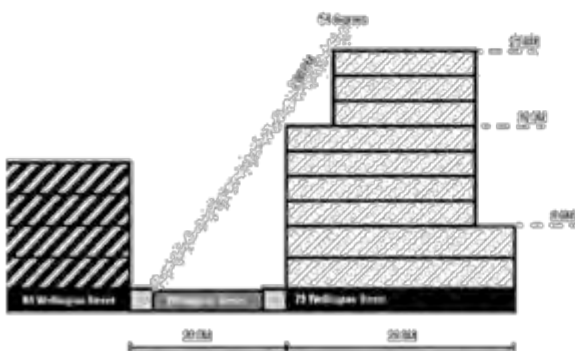


#### Wellington Street (W2)

##### Description

With the exceptions of the Peel and Vine Hotel buildings these urban blocks are devoid of heritage sensitives and comprise generally larger size lots. The Wellington Street frontage consists number of approvals ranging from 8-14 storey presenting an emerging new built form along the street and marking the junction of Wellington and Langridge Street movement corridors. The western 'island' block along Langridge Street presents a development opportunity that needs to respond sensitively to Derby Street and open space frontage.

Cambridge Street comprises approvals with streetwall and upper form typology that provides a clear street definition without visually dominating the streetscape. Developments along this street will follow the emerging development pattern while giving consideration to equitable development and public realm amenities.



Wellington Street Indicative Cross-section (W2-1)

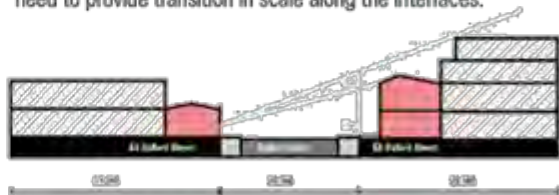


#### Oxford/Cambridge Street (OC2)

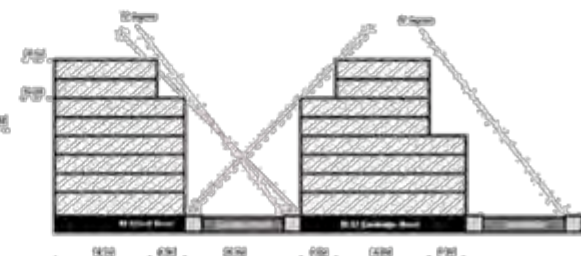
##### Description

The most diverse sub-precinct with every street having a unique character and has experienced limited change to date. This area will continue to comprise a diverse built form character. Oxford Street and Peel Street contain moderate non-heritage properties abutting dispersed 1-2 storey residential heritage and the former Cordial factory. Development will need to ensure that it does not overwhelm and transitions in scale to heritage forms.

Cambridge Street presents predominantly non-heritage moderate lots. The properties with direct abuttal to residential properties need to provide transition in scale along the interfaces.



Oxford Street Indicative Cross-section (OC-1)



Langridge Street Indicative Cross-section (W2-2)

# Attachment 1 - Hansen - Collingwood Built Form Framework Report

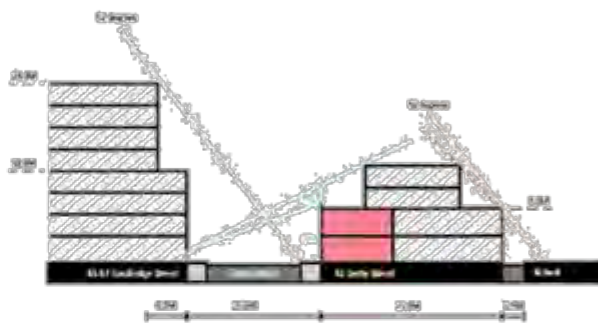
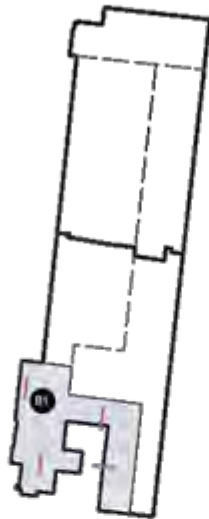
## COLLINGWOOD BUILT FORM FRAMEWORK REPORT

### Derby Street (D1)

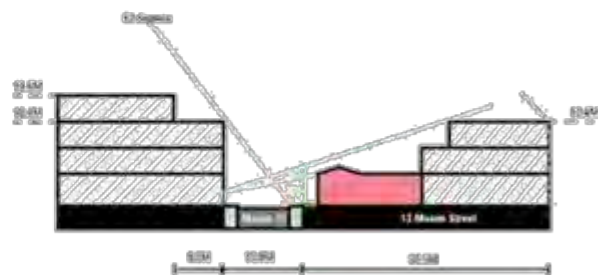
#### Description

The urban block comprises the properties along the southern side of Derby Street, which present a predominantly consistent 2 storey presentation. A recent approval of 8 storeys, with a 4 storey streetwall will introduce a higher streetwall character. The block between Oxford and Cambridge Streets benefits from a rear laneway which separate it from the school grounds to the south and also comprises a number of heritage buildings which are not subject to heritage protection. Development on Derby Street will need to provide transition in scale at the interface of these heritage buildings. The sites on southern side of Derby Street also need to avoid unreasonably overshadowing on the existing outdoor play area of the school.

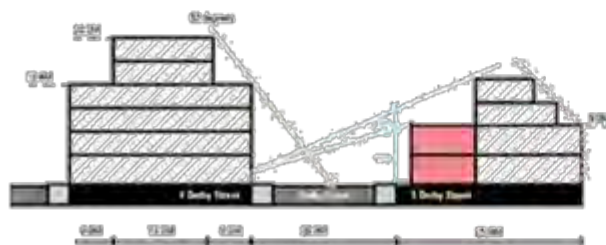
Mason Street and Oxford Street are narrow streets. To the south side of Mason Street are single storey attached cottages, set behind small front gardens. Development along Mason Street and Oxford Street will need to not overwhelm the fine grain heritage and the street. The northern side of Mason Street comprises warehouse forms, and the former St Saviour's Church building.



Derby Street Indicative Cross-section (D1-2)



Mason Street Indicative Cross-section (D1-3)



Derby Street Indicative Cross-section (D1-1)



Cambridge Street Indicative Cross-section (D1-4)

# Attachment 1 - Hansen - Collingwood Built Form Framework Report





#### 4.4 General Built Form Guidelines

##### Built Form Recommendations

A range of specific built form recommendations and design guidelines have been developed for all precincts.

These built form guidelines focus on the Collingwood Precinct, where future development is anticipated and design guidance is required.

##### Public Open Space provision

Public open space is an important element within urban areas, as is its spatial provision. In inner urban areas such as Collingwood the provision of small public parks is important to the social health and well-being of a local community. There are presently three 'pocket parks' within the Collingwood Precinct. However, they are located within the southern portion of the study area. Therefore, there is a lack of open space provision within the northern portion.

##### Visually distinct additions and upper levels

Given the prevailing heritage character of Collingwood, new buildings or additions should be designed to have a visually distinctive architectural expression from the heritage element. This is in order to ensure that new form can be clearly 'read' and understood as a more recent component. It also encourages contemporary architectural responses which will contribute to the 'richness' and diversity of built form.

Lightweight materials, colours and finishes that contrast with the prevailing masonry forms are also encouraged to assist in the clear distinction between new and old, while also assist in visually recessing new forms.

##### Architectural Considerations

To street frontages expansive blank walls should be avoided and where visible from within the public realm any blank walls need to be visually divided into small elements through architectural treatments to reduce visual mass.

Fenestration patterns and facade solid to void proportions need to reflect the prevailing streetscape rhythm and presentation.

New forms should 'fit' within the prevailing streetscape character. Avoid overly busy and complex architectural expressions.

##### Active and Semi Frontages

In Activity Centres and Mixed Use areas, buildings must provide sufficient activation at street level to foster 'life' on the street and provide opportunities to maximise safety via passive surveillance.

Along the key movement corridors of Wellington and Langridge Streets, active ground frontages are encouraged. Active frontages along these streets need to incorporate doors, and transparent windows at ground level which enable visual interaction and engagement between the inside of buildings and the street.

Along the local streets and within the mixed use area semi-active frontages are more appropriate. As these less active frontages still maintain an appropriate level of passive surveillance to occur, while also providing more privacy and seclusion to the inside of the building, befitting the nature of the use being either primarily office or dwelling.

Direct pedestrian entry into ground floor uses is encouraged, particular on larger sites, with broad frontages.

Upper levels also provide 'eyes on the street' and contribute to passive surveillance of the public realm. Windows and balconies that orientate towards the street are encouraged.





## Collingwood Mixed Use Pocket Heritage Analysis & Recommendations



Figure 1. Aerial photograph of the Collingwood Mixed Use Pocket – shaded in red (©nearmap, 4 April 2018)

**6 June 2018**

**Prepared for the City of Yarra**

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**gard'ner jarman martin**

## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

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#### Photographic credits:

All photos were taken by GJM Heritage unless otherwise stated.

#### Document versions

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	0.2 Draft	Amruta Pandhe	18 May 2018
	1.0 Final	Amruta Pandhe	6 June 2018

## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

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## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

## 1. Introduction

### 1.1 Collingwood Mixed Use Pocket

The City of Yarra (Council) is endowed with a large number of heritage places that are recognised on the Heritage Overlay of the Yarra Planning Scheme or the Victorian Heritage Register (VHR) and are highly valued by the local community. These heritage places range from broad precincts to individual buildings and structures and encompass residential areas, commercial high streets, major civic and institutional buildings, and remnants of Yarra's industrial past. As well as helping define the character of the City these places contribute to the what makes the municipality a desirable and attractive place for visitors and locals alike.

Areas such as the Collingwood Mixed Use Pocket contribute to the character of the municipality and contain precincts and individual buildings that are valued by the community and are recognised through their inclusion in the Heritage Overlay of the Yarra Planning Scheme. However, the Mixed Use Zoning (MUZ) applied to these areas presents a challenge: how do we balance the retention of the recognised heritage places with the need to ensure the long-term viability of these areas and meet the growth objectives of the Yarra Planning Scheme?

#### 1.1.1 Location

The suburb of Collingwood is bounded by Alexandra Parade to the north, Victoria Parade to the south, Smith Street to the west and Hoddle Street to the east. The Collingwood Mixed Use Pocket is located in the southwest quadrant of the suburb and is generally bounded by Little Wellington Street to the north, immediately north of the properties fronting Victoria Parade to the south, Little Oxford Street the west and Wellington Street to the east.

#### 1.1.2 Brief History of Collingwood

*Adapted from the City of Yarra Gaps Study 2012 prepared by Lovell Chen.*

In 1838-9, eighty-eight allotments in what became Fitzroy, Collingwood and Richmond were made available as part of the first land sales outside of the town reserve of Melbourne. The low, flat area near the Yarra River, which became known as the Collingwood Flats, was considered to be less desirable than the more elevated, 'healthy' areas of Fitzroy and Richmond in the late 1830s and 1840s.

Early street layout in Collingwood had an unplanned character, as the subdividers of the original large allotments laid out roads to suit their own purposes. Langridge Street was known as Elizabeth Street between Wellington and Rupert streets in the 1850s, and terminated at Wellington Street. Charles Hutton, the owner and subdivider of the land east of Smith Street in East Collingwood, had created Peel and Derby streets as thoroughfares to Smith Street, and it was only later that Langridge Street was created to form an extension to Gertrude Street.

East Collingwood, as the suburb was originally known, began to develop a manufacturing industry from the 1840s, with the numbers of factories increasing significantly after the gold rushes commenced. By 1870, 43 factories were recorded as operating in Collingwood, the most of any suburb outside of the town of Melbourne. The late nineteenth century saw the construction of major industrial complexes on the Collingwood Slope such as the Foy & Gibson woollen mills and factories. Major distilleries and breweries such as the Yorkshire Brewery were also established at this time. The western edge of Collingwood is defined by Smith Street, one of the City of Yarra's major commercial high streets which was developed along the tram route to serve the local community and now is a major retail and hospitality destination.

The area continued to be popular for light manufacturing and service industries into the mid-twentieth century. In the post-Second World War period commercial buildings and offices were developed at a time when the larger factories were closing and starting to be repurposed for residential and other uses. As industrial activities have declined there has been an increase in apartment development and residential uses from the end of the twentieth century to the present day. This gentrification of the area has also seen an increase in restaurants, cafes and other hospitality uses.

Collingwood continues to develop rapidly with particular pressure from residential development.

## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

The citations for HO318 – Collingwood Slope Precinct and HO336 – Victoria Parade Precinct are provided at Appendices 1 and 2 respectively.

### 1.2 Scope of the Heritage Analysis & Recommendations Report

This report forms part of a suite of analysis that considers the Victoria Street and Bridge Road commercial corridors and associated mixed use pockets as well as the Smith and Brunswick Street commercial corridors (including the Gertrude and Johnston Street commercial strips) and associated mixed use pockets including the Collingwood Mixed Use Pocket. The Collingwood Mixed Use Pocket has been considered outside of the wider study area because of its discrete nature and the high level of development pressure that is impacting on the heritage values of the precinct.

The purpose of this advice is to ensure that the Built Form Framework being developed by Hansen Partnership for the Collingwood Mixed Use Pocket takes proper account of the heritage values of the recognised heritage precincts and individual buildings within the study area, and results in planning controls that reflect fully integrated decision-making.

The analysis within this report considers:

- The suitability of the extent of the Heritage Overlays for places and precincts within the Collingwood Mixed Use Pocket.
- The heritage grading of each property within the Heritage Overlay in the *City of Yarra: Review of Heritage Overlay Areas 2007 – Appendix 8, Revised May 2017* (Appendix 8).
- The currency of the existing Statements of Significance for places and/or precincts to ensure they provide adequate guidance for the management of important heritage features.
- Places not currently included on the Victorian Heritage Register (VHR) but which may warrant nomination to the VHR.
- Built form parameters necessary to appropriately manage increased mixed use development within the context of the heritage places and/or precincts.

### 1.3 Methodology

The key background documents on which the heritage analysis is based are:

- Yarra Planning Scheme Heritage Overlay Schedule and Maps
- Relevant Statements of Significance for heritage places and precincts within the study area and associated heritage studies
- Appendix 8.

The above documents have been reviewed in the context of the following clauses from the Yarra Planning Scheme and the relevant Planning Practice Notes (PPNs) published by the Department of Environment, Land, Water and Planning:

- The relevant provisions of the Yarra Planning Scheme are:
  - Clause 15.03 'Heritage'
  - Clause 21.05-1 'Heritage'
  - Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay'
  - Clause 22.03 'Landmarks and Tall Structures'
  - Clause 22.10 'Built Form and Design Policy'
  - Clause 43.01 'Heritage Overlay'
  - Clause 43.01 'Schedule to the Heritage Overlay'
  - Clause 55.07 'Apartment Developments'
- PPN 1: *Applying the Heritage Overlay* (January 2018) (PPN1)
- PPN 59: *The role of mandatory provisions in the planning schemes* (June 2015) (PPN59)
- PPN 60: *Height and setback controls for activity centres* (June 2015) (PPN60).

## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

The following Planning Panels Victoria (Panel) reports are relevant as they consider the appropriateness of Design and Development Overlays (DDOs) (containing both mandatory and discretionary provisions) within activity centres (or in the case of Melbourne Amendment C240, the Capital City Zone) that are also subject, in part, to the Heritage Overlay:

- Boroondara C108 'Neighbourhood Centres and Commercial Corridors' (26 February 2014)
- Banyule Planning Scheme Amendment C93 'Implementation of the Ivanhoe Structure Plan' (1 July 2014)
- Moreland Planning Scheme Amendment C134 'Brunswick Activity Centre' (15 May 2015)
- Melbourne Planning Scheme Amendment C240 'Bourke Hill' (4 May 2015)
- Bayside Planning Scheme Amendments C113, C114 and C115 'Mandatory provisions for the Sandringham Village, Bay Street and Church Street Activity Centres' (14 January 2015)
- Whitehorse Planning Scheme Amendment C175 'Box Hill Metropolitan Activity Centre' (6 October 2017).

We have approached the preparation of this analysis as follows:

1. Completion of a desktop review of the above listed documents. The extent of the Heritage Overlays were cross-checked against Google Streetview. This preliminary review familiarised the project team with the heritage fabric of the study area prior to fieldwork being undertaken.
2. Completion of fieldwork by Jim Gard'ner, Renae Jarman and Ros Coleman. All buildings and structures within the study area were inspected from the public realm. The purpose of the fieldwork was to:
  - Review the suitability of the extent of the existing Heritage Overlays and to identify if gaps existed.
  - Review the suitability of the existing Statements of Significance for heritage places and precincts against the extant heritage fabric and to identify where the statements require updating to ensure heritage features can be properly considered in proposals for change.
  - Review the extant heritage fabric against the heritage gradings contained within Appendix 8 and to identify any inconsistencies and inaccuracies.
  - Review the heritage buildings and streetscapes within the study area to identify the architectural and streetscape heritage features (e.g. parapets, roof forms, view lines, corner sites) that are relevant to a consideration of built form recommendations.
3. Participation in workshops with Council and Hansen Partnership. The workshops:
  - Reviewed the existing built form characteristics and subdivision patterns of the area.
  - Identified the desired future character of the Collingwood Mixed Use Pocket against heritage analysis and state and local planning policy drivers.
  - Reviewed the key views of landmarks identified in Clause 22.03 – Landmarks and Tall Structures policy and other precinct-based landmarks such as the Foy & Gibson chimneys.
  - Tested built form parameters for new development against the existing heritage fabric within the Collingwood Mixed Use Pocket through modelling prepared by Hansen Partnership.
4. Finalisation of heritage recommendations for new built form parameters having considered the above.

All photographs were taken by GJM unless otherwise stated.



## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

## 2. Analysis of the Planning Context

### 2.1 Activity Centre Planning and Heritage

The *Planning & Environment Act 1987* and the Victoria Planning Provisions (VPP) requires planning and responsible authorities to take a balanced approach to strategic and statutory planning functions that consider potentially competing objectives in an integrated manner to deliver a net community benefit for current and future generations.

The objectives of planning in Victoria as set out in Section 4(1) of the Planning and Environment Act are:

- *To provide for the fair, orderly, economic and sustainable use and development of land.*
- *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*
- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.*
- *To facilitate development in accordance with the objectives set out in the points above.*
- *To balance the present and future interests of all Victorians.*

Clause 10.04 of the VPP addresses 'integrated decision making', and states:

*Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social well-being affected by land use and development.*

*Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.*

Mixed Use Zoned land that is also subject to extensive Heritage Overlay controls – such as the Collingwood Mixed Use Pocket – is an example of where the tension between competing planning objectives must be resolved in a balanced way. The Collingwood Mixed Use Pocket has excellent public transport connections, vibrant retail, commercial and hospitality uses within walking distance and a high demand for housing choice. It is also well served for active transport including the Langridge Street and Wellington Street cycle paths.

The area also contains intact heritage fabric that is highly valued by the local community. A balance between the demand for more intensive development with the protection of the heritage buildings and precincts is therefore required. To achieve this, it is considered necessary that the DDO – and the background work that underpins it – specifically includes heritage considerations which frames the design objectives in terms of mandatory and discretionary controls.

### 2.2 Yarra Planning Scheme – Heritage Provisions

Council has well-established heritage provisions within its planning scheme at Clauses 21.05-1 and 22.02. Clause 22.10 is also of relevance to the protection of the heritage values of the Collingwood Mixed Use Pocket as this provision includes design guidelines for development abutting land subject to the Heritage Overlay to avoid visually dominate surrounding heritage places.

#### 2.2.1 Heritage Policy

The relevant objective within Clause 21.05-1 'Heritage' of the Municipal Strategic Statement (MSS) is *Objective 14: To protect and enhance Yarra's heritage places*. The relevant strategies to implement this objective are:

## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

## Collingwood Mixed Use Pocket: Heritage Analysis &amp; Recommendations

- *Strategy 14.1 - Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*
- *Strategy 14.3 - Protect the heritage skyline of heritage precincts.*
- *Strategy 14.4 - Protect the subdivision pattern within heritage places.*
- *Strategy 14.6 - Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*

Objective 14 and its associated strategies are considered to be generally compatible with appropriately sited and scaled higher density development within the Collingwood Mixed Use Pocket. Strategy 14.3 to 'Protect the heritage skyline of heritage precincts' would not be achieved unless new upper level development was to be of such low scale that it was fully concealed when viewed from the opposite side of the street as defined by the sightline tests described in Figures 2 and 3 of Clause 22.02. Avoiding any new visible built form above the parapets of buildings within the Heritage Overlay - although achieving the 'best' heritage outcome - would not enable a level of development that may reasonably be expected to be achieved within an inner urban mixed use precinct that offers good access to public transport, employment opportunities and activity centres, nor meet other strategic directions of the Yarra Planning Scheme. A balance therefore needs to be struck between achieving the outcome sought by Strategy 14.3 and meeting the development objectives of the Yarra Planning Scheme. An acceptable heritage outcome would be one where, although new built fabric is visible above the parapets or roofline of these buildings, the development is set back and massed to retain the primacy of the heritage streetscape, avoiding visually domination of the existing buildings.

Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' provides detailed guidance within the Local Planning Policy Framework (LPPF) on development within the Heritage Overlay, including demolition. The relevant objectives of Clause 22.02 are:

- *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.*

Again, these objectives do not preclude higher density development within the Collingwood Mixed Use Pocket with the possible exception of 'To preserve the scale ... of streetscapes in heritage places'.

The demolition policy provided at Clause 22.02-5.1 encourages the retention of 'individually significant' and 'contributory' buildings within a heritage precinct. Removal of part of a heritage place or contributory element is contemplated if (in general terms) it can be demonstrated that the removal of the part will not adversely affect the significance of the building, or – for a contributory building – the part is not visible from the street, abutting a park or public open space.

Further, with the exception of those heritage places included on the VHR – and therefore regulated under the *Heritage Act 2017* – internal controls do not apply to heritage places within the study area.

In most circumstances, the planning scheme effectively limits the control of heritage fabric within the study area to that which is visible from the public realm, including street facades, rear laneway views (where they exist) and visible roof and chimney elements.

In relation to 'New Development, Alterations and Additions', Clause 22.02-5.7.1 sets out the following policy:

## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

#### General

*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.*

To achieve a reasonable level of development capacity, discretion would need to be applied in relation to the requirements for the full or partial concealment of rear additions described in Figures 2 and 3 of Clause 22.02. This sightline-based guidance in the heritage policy is designed to preserve and enhance the character and appearance of predominantly one and two-storey dwellings within more typical narrow residential streets and cannot be readily applied to a mixed use precinct without unreasonably constraining development.

Likewise, the policy to 'Discourage elements which ... 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' may not achieve appropriate urban design and architectural outcomes in areas such as the Collingwood Mixed Use Pocket. In such areas, an 'interpretative' design approach for new upper level development is likely to be more recessive than a 'respectful' or 'historical' one that would lead to the new additions inappropriately mimicking the historic form and potentially being more visually intrusive. Infill development should continue to demonstrate a 'respectful' approach that references the materiality, window proportions and relationship between solid and void of the heritage buildings.

Clause 22.02-5.7.2 provides the following specific policy relevant to the Collingwood Mixed Use Pocket:

#### **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*



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*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.*

...

#### **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 elements. Each higher element should be set further back from lower heritage built forms.*
- *Incorporate treatments which make them less apparent.*

The above two specific policies will help to effectively inform development proposals and statutory planning decision-making to ensure that the heritage values within the Collingwood Mixed Use Pocket are maintained while accommodating more intensive levels of development.

#### **2.2.2 Landmarks and Tall Structures**

Clause 22.03 – ‘Landmarks and Tall Structures’ identifies a number of landmark buildings and advertising signs to which views should be protected, however none of these landmarks are located within the Collingwood Mixed Use Pocket nor are views afforded from within the precinct.

The relevant policies include:

- *Maintain the prominence of Yarra’s valued landmark signs.*
- *Protect views to the silhouette and profile of Yarra’s valued landmarks to ensure they remain as the principal built form reference.*
- *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra’s urban form and skyline.*

The two tall chimneys at the northern end of the Foy & Gibson Complex and the malt tower of the former Yorkshire Brewery, although not identified within Clause 22.03 can be considered precinct-based landmarks.

#### **2.2.3 Built Form and Design Policy**

Clause 22.10 ‘Built Form and Design Policy’ applies to all new development not included in a Heritage Overlay and includes specific design guidelines for development abutting land subject to the Heritage Overlay, in particular:

*New development that is higher than adjacent buildings should adopt a secondary setback for the higher building component which:*

- *Aligns to the street pattern;*
- *Retains existing view lines to nearby heritage places and other key features.*

and

*The height of new development abutting land in a Heritage Overlay should:*

- *Adopt a façade height to the street frontage which is no higher than the adjacent building within the Heritage Overlay;*
- *Design and site taller structures so that they do not visually dominate surrounding heritage places; and*
- *Match the floor levels of the adjacent heritage building.*

This policy only affects land not subject to the Heritage Overlay and seeks to moderate new built form to avoid adversely impacting the setting, or views to, the abutting heritage place.



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#### 2.2.4 Heritage Overlay

The head heritage provision of the VPP, Clause 43.01 'Heritage Overlay', has the following purpose:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *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.*
- *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Clause 43.01-4 sets out decision guidelines - in addition to those included in Clause 65 - that the Responsible Authority must consider before determining a permit application. These are:

- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *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 policy.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the topping or development will adversely affect the health, appearance or significance of the tree.*

While some of these considerations are not obviously consistent with the addition of higher density development behind heritage buildings, the first purpose and first decision guideline encompasses the whole SPPF and LPPF (integrated decision-making). Therefore, a balance must be struck between achieving the objectives of the Heritage Overlay and meeting the objectives of other parts of the VPPs including the purpose of the Mixed Use zoning. It is noted that new rear development can often be accommodated behind heritage buildings in mixed use precincts without substantially compromising the identified significant values of these heritage places.

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### 3. Heritage in Design and Development Overlays – Panel Findings

Planning Panels Victoria has recently considered eight Planning Scheme Amendments that are of relevance to this project: Banyule Amendment C93, Bayside Amendments C113, C114 and C115, Boroondara C108, Moreland Amendment C134, Melbourne Amendment C240 and Whitehorse Amendment C175.

All amendments considered the appropriateness of mandatory controls in the context of PPN59 and provide guidance in which circumstances they should be applied. In response to submissions they also considered the issue of whether or not the DDO control should include objectives to protect heritage or whether this should be the sole domain of the Heritage Overlay provisions.

These reports provide useful guidance on the form and wording of DDO controls affecting places subject to the Heritage Overlay. In summary, Panel has concluded that:

- The Heritage Overlay identifies what is significant within an Activity Centre.
- Heritage is an appropriate issue for DDOs to provide guidance on to inform future development.
- Mandatory controls should be used in exceptional circumstances and their application should be guided by PPN59 and PPN60.
- Formulae defining the proportion of new built form that can be viewed above the street wall is an appropriate mechanism for informing the design and massing of new built form.

The approach taken in the formulation of the built form controls to manage development affecting heritage places is to complement existing policy. Clause 22.02 - 'Development Guidelines for Sites Subject to the Heritage Overlay' and relevant parts of Clause 22.10 - 'Built Form and Design Policy' have been taken as the starting point for the development of these complementary controls and policy.

Where existing policy is considered to be satisfactory, no additional policy has been recommended; however, where additional policy is considered appropriate to inform appropriate development outcomes, these have been identified. Specific policy has been recommended where it is considered necessary to provide guidance to recognise the current role of these commercial strips and mixed use pockets and enable their future development while protecting their heritage values and streetscape character.

A discussion of the most relevant of these Panel reports – Moreland Amendment C134, Boroondara Amendment C108 and Whitehorse Amendment C175 is provided below.

#### 3.1 Moreland Amendment C134

Sydney Road, Brunswick is a Major Activity Centre with highly intact, predominantly Victorian streetscapes covered by the Heritage Overlay. The Statement of Significance for Moreland HO149 – Sydney Road Precinct<sup>1</sup> notes the precinct is of historical, architectural and social significance to the City of Moreland.

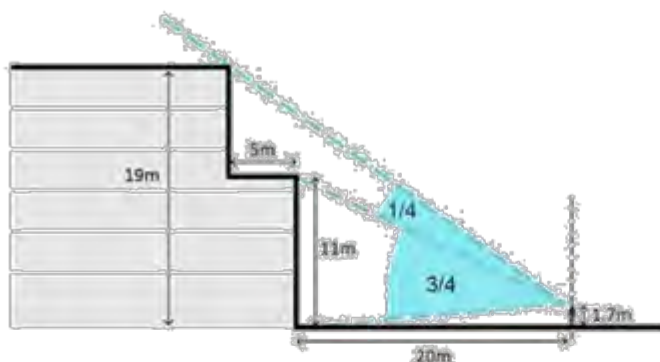
Gazetted on 11 August 2016, Moreland Amendment C134 introduced DDO18, DDO19 and DDO20. DDO18 also provides a preferred minimum 5m setback for development above the street wall and to establish a preferred ratio of % : ¼ street wall to new built form through the following design objective:

- *Be designed to ensure that it occupies no more than one quarter of the vertical angle defined by the whole building in the view from an eye-level of 1.7 metres on the opposite side of the street, as illustrated in Figure 1 below.*

<sup>1</sup> Retrieved from Victorian Heritage Database, 16 June 2017  
(<http://vhd.heritagecouncil.vic.gov.au/places/56076#sthash.7LcbbSlM.dpuf>)

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**Figure 2.** Upper level setbacks along Sydney Road (Figure 1 in Moreland DDO18, retrieved 2 June 2017).

DDO18 also provides a useful model for dealing with upper level development where the existing heritage building has a street wall height of less than the 11m street wall height provided in that control:

- *Where an existing building with a street wall height of less than 11 metres is to be retained for heritage reasons new development may occupy more than one quarter of the vertical angle defined by the whole building outlined in Figure 1 above.*

A similar approach can be adopted for development behind a consistent street wall (where one exists) within the Collingwood Mixed Use Precinct.

Where a consistent street wall does not exist the upper level setback and depth of retention of the heritage building should be guided by the heritage significance of the individual building and its component elements.

### 3.2 Boroondara Amendment C108

The Panel considering Boroondara Amendment C108 discussed the use of mandatory street wall height, upper level setbacks and overall heights across 31 Neighbourhood Activity Centres and three commercial corridors (Camberwell Road/Burwood Road and Canterbury Road).

In its report dated 26 February 2014 Panel noted its strong support for the protection of heritage assets in Boroondara and recommended reinstatement of policy in the exhibited Amendment that encouraged new development on or adjoining a heritage place to be moderated. In particular, the Panel recommended that policy guidance be included that:

*The combination of the height, setbacks and design treatment of new buildings should ensure a heritage place on or adjoining the site is not overwhelmed or dominated.*

The Panel report recognised that mandatory provisions that prescribed standards without a capacity for departures have been supported in areas of consistently high heritage value with consistent character. While acknowledging the heritage values and 'main street' character of the Neighbourhood Activity Centres subject to C108, the Panel also recognised that new development will be visible behind the retained façades – particularly from oblique views – and that invisibility of upper level development is either unreasonable or not necessary to achieve the primacy of the street wall.

In conclusion, the Panel accepted some use of mandatory controls within Boroondara's neighbourhood centres, but not in the commercial corridors:

*The Panel recognises that Plan Melbourne foreshadows stronger policy support for the use of mandatory provisions in neighbourhood centres (and residential areas) to increase certainty. The Panel considers the combination of the street wall and upper level setbacks is critical in neighbourhood centres to maintain the established main street character and in these situations mandatory controls can be justified. However, we consider development with elements that exceed the nominated height and/or*

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*adopt alternative setbacks should not be precluded as they may produce better outcomes in some circumstances. The overall maximum height limits should therefore remain discretionary to allow for such circumstances.*

It was the Panel's conclusion that mandatory street wall heights which reflected the dominant character of the neighbourhood centres were acceptable (either 8m or 11m, depending on the context). It also found that if mandatory upper level setbacks were to be adopted, they should be sufficient to ensure that in most cases the upper storey will be clearly distinguishable from the street wall of the heritage building and be a recessive element in neighbourhood centre streetscapes. To achieve this Panel identified 5m as being an appropriate mandatory minimum setback for upper level development in the context of Boroondara's neighbourhood activity centres. The Collingwood Mixed Use Pocket could be considered analogous to a neighbourhood activity centre.

### 3.3 Whitehorse Amendment C175

Whitehorse Planning Scheme Amendment C175 sought to implement the *Box Hill Metropolitan Activity Centre Built Form Guidelines* (Hansen Partnership, 2016) by rezoning land, introducing Built Form Guidelines as a reference document and applying a new DDO to introduce built form controls. In its consideration of this amendment the Panel Report dated 6 October 2017 stated:

*The Panel would have benefited from a more sophisticated analysis of the heritage precinct that utilised three-dimensional modelling, sight lines and view-sheds to help understand the rationale for the proposed heritage related controls. Without this basic information, it is difficult to determine whether the proposed controls are appropriate...*

and concluded that in the absence of this modelling:

- *The Built Form Responses regarding Heritage should not proceed in their current form.*

The absence of three-dimensional modelling, and sight line and view-shed analysis in relation to those areas of the Box Hill Activity Centre that are subject to the Heritage Overlay appears to have been critical in Panel recommending that the proposed built form controls not be applied to address heritage.



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### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

## 4. Description & Zoning

### 4.1 Description

The built form character of the Collingwood Mixed Use Pocket differs dramatically north and south of Peel Street, with the northern portion dominated by the Foy & Gibson Woollen Mills and Factory Complex.

#### 4.1.1 Peel Street and South

The built form between Victoria Parade and Peel Street (including the buildings on the north side of Peel Street) is varied and is typified by a mix of single, two and occasionally three-storey industrial buildings and offices dating from the late nineteenth to the late twentieth centuries. The Mixed Use Pocket includes a significant number of remnant single and two-storey dwellings dating from the mid-late nineteenth century that are subject to the Heritage Overlay including intact terraces on Cambridge and Derby Streets. Single, two-storey and taller buildings frequently abut each other, although generally the difference in height between adjacent buildings is no more than two storeys.

Heritage-listed institutional buildings including the former St Saviours Church of England Mission Church on the corner of Mason and Oxford Streets and the former Cambridge Street State School on the corner of Mason and Cambridge Streets are located at the southern end of the precinct. The Vine Hotel and the Sir Robert Peel Hotel occupy key corner sites on Wellington Street at the intersection with Derby and Peel Streets respectively.

#### 4.1.2 North of Peel Street

The character of the area changes dramatically north of Peel Street and is dominated by the Foy & Gibson Complex which was developed from the 1880s until the 1920s. The large complex of woollen mills, factory, warehouse and office buildings range in height from single storey to five-storeys in height and are constructed of brick with rendered parapets and dressings. Parts of the Foy & Gibson Complex has been converted to apartments with two-storey rooftop additions. The twin chimneys at the northern end of the complex are a local landmark.

North of Stanley Street the Collingwood Mixed Use Pocket has been largely developed as medium rise apartment development with a row of single storey houses dating from the mid-nineteenth to the early twentieth century on the north side of Napoleon Street.

#### 4.1.3 Recent Development

Although the current built form of the Collingwood Mixed Use Pocket is typically finer grained single or two-storeys in scale south of Peel Street with larger industrial buildings of up to five-storeys within the Foy & Gibson Complex, there are a number of developments of greater height either approved, under construction or recently completed. On the eastern side of Cambridge Street two 10-storey developments are currently under construction at 72-90 Cambridge Street and 73-77 Wellington Street. On the corner of Cambridge and Langridge Streets, construction of a 14-storey development is underway at 61-71 Wellington Street. A seven-storey building is currently being constructed at 95 Wellington Street and a nine-storey building is being constructed at 47 Peel Street. VCAT recently approved a major development of up to 11-storeys at 1-57 Wellington Street which abuts land subject to the Heritage Overlay to the north, south and west. It is noted that none of these sites are subject to heritage controls.

Outside the Collingwood Mixed Use Pocket, but within the general vicinity, is a 10 to 12-storey building approved at 2-16 Northumberland Street and an eight-storey building under construction at 7-15 Little Oxford Street. The Former Yorkshire Brewery site at 1-21 Robert Street is also outside the Collingwood Mixed Use Pocket and has been redeveloped with residential towers of up to 14-storeys.

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### 4.2 Zoning

The land within the Collingwood Mixed Use Pocket is included within the MUZ with two parcels of land subject to the Public Use Zone (PUZ) – the former Cambridge Street State School, 19 Cambridge Street (PU22 – Education) and the public housing units at 3 Cambridge Street (PU23 – Health & Community).

There are no changes proposed to the zoning within the Collingwood Mixed Use Pocket.



Figure 3. Zoning map showing the Collingwood Mixed Use Pocket – outlined in blue (Planning Maps Online, retrieved 24 April 2018)

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### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

## 5. Existing Heritage Status & Recommended Changes

### 5.1 Existing Heritage Character

The Collingwood Mixed Use Pocket has rich and varied heritage fabric interspersed with non-heritage properties. It includes substantial parts of two heritage precincts, a number of individual Heritage Overlay places, and two major industrial complexes that are included on the VHR. These heritage places include several distinct building types:

- Nineteenth century single and two-storey residences
- Two-storey shop / residence commercial buildings
- Small-scale (one to two-storey) factory buildings (former Dyason & Co. Cordial Factory and the former Fruit Preserving Factory Complex)
- Institutional buildings (former St Saviours Church of England Mission Church and former Cambridge Street State School)
- Hotels (Sir Robert Peel Hotel and The Vine Hotel)
- Large-scale industrial buildings and structures (the Foy & Gibson Complex)

The majority of these structures share the following characteristics:

- Masonry (brick) construction with less than 40% of the wall comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with pitched and hipped roofs to dwellings and shop/residences, and saw-tooth roofs on larger industrial buildings
- No setback from the street frontages (except in the case of residential dwellings, which are commonly set back and have a front verandah)
- Visible chimneys.
- Roofing materials include corrugated steel, slate and terracotta tiles.

Single storey dwellings generally have visible roof forms extending the depth of the front two rooms, while the roofs of two-storey terraced houses are generally hidden behind plain or elaborately decorated parapets.

The shop / residences such as those found on Cambridge and Derby Streets feature shopfront glazing to the ground floor.

The factory and industrial buildings that date from the late nineteenth and early twentieth century range in scale from single to five-storeys in height and are constructed of brick with bluestone bases and rendered parapets and dressings. These buildings normally feature larger vehicle and goods entrances on the ground floor. The roofs of these buildings are generally hidden by parapets although the more recent single to two-storey roof-top additions are partially visible from the public realm.

The former St Saviours Church of England Mission Church on the corner of Mason and Oxford Streets is distinctive for its construction in squared rubble bluestone.

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### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

#### 5.2 Victorian Heritage Register

Large parts of the former Foy & Gibson Complex between Little Oxford Street in the west and Cambridge Street in the east are included on the VHR as follows:

Victorian Heritage Register				
VHR	Name	Address	Heritage Overlay	Date
H0896	Part of former Foy & Gibson Complex (Furnishings Warehouse and Clothing Factory)	79-93 Oxford Street	HO127	1887
H0897	Part of former Foy & Gibson Complex (Powerhouse and Motor Garage)	95-101 Oxford Street	HO128	1908
H0755	Part of former Foy & Gibson Complex	68-158 Oxford Street and 103-115 Oxford Street and 107-131 Cambridge Street and 7 Stanley Street and 158- 172 Oxford Street	HO129	1887

Clause 43.01-2 of the Victoria Planning Provisions does not create a permit trigger under the Heritage Overlay to develop a heritage place which is included in the VHR, other than an application to subdivide a heritage place of which all or part is included on the VHR.

Therefore, a DDO applied to the parts of the former Foy & Gibson Complex included within extent of the VHR registrations (VHR H0755, H0896 & H0897) should not include controls or policy that is intended to protect the significance of those heritage places as these matters fall outside Council's jurisdiction. All heritage decisions in relation to works and development on properties in the VHR will be made by the Executive Director under the provisions of the *Heritage Act 2017*. Having said that, the DDO applying to places included on the VHR may include built form controls or policy aimed at protecting the heritage values of adjacent land that is subject to the Heritage Overlay.

While not included within Clause 22.03 – Landmarks and Tall Structures, the twin chimney stacks at the northern end of the former Foy & Gibson Complex are clearly visible from a number of vantage points from within the Collingwood Mixed Use Pocket, particularly along Oxford and Stanley Streets.



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**Figure 4.** Map showing heritage places included on the VHR (outlined in yellow) with the Collingwood Mixed Use Pocket – outlined in blue (Planning Maps Online, retrieved 24 April 2018)



**Figure 5.** former Foy & Gibson Complex (east side of Oxford Street) (VHR H0755)



**Figure 6.** Twin chimneys at the northern end of the former Foy & Gibson Complex (VHR H0755)

### 5.3 Heritage Overlay

[illegible]

The current Heritage Overlay controls for the Collingwood Mixed Use Pocket are as follows:

Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO98	Derby House	1 Derby Street	individually significant	1876
HO100	Terrace	3-7 Oxford Street	individually significant	1876
HO101	Johnston House	8 Derby Street	individually significant	1871
HO102	Terrace	10-16 Derby Street	individually significant	1868-69
HO115	Houses	12 Napoleon Street	individually significant	1850-60
HO121	House	37 Oxford Street	individually significant	1869
HO122	Houses	39-41 Oxford Street	individually significant	1869
HO123	Terrace	50-52 Oxford Street	individually significant	1864-77
HO124	Terrace	51-55 Oxford Street	individually significant	1858-64
HO125	Terraces	57-63 Oxford Street	individually significant	1873-78
HO126	Terrace	58-62 Oxford Street	individually significant	1858-64
HO142	Sir Robert Peel Hotel	125 Wellington Street	individually significant	1912



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Precinct Heritage Overlays				
Heritage Overlay	Name	Address (within Collingwood Mixed Use Pocket)	Appendix 8 grading	Date
HO318	Collingwood Slope Precinct	Little Oxford, Oxford, Cambridge, Wellington, Stanley and Peel Streets	various	1850-1940
HO336	Victoria Parade Precinct	Cambridge and Mason Streets	various	1850-1940
HO464	Smith Street South Precinct, Fitzroy and Collingwood	Rear part of 32-36 Smith Street only	Not contributory	2000s



**Figure 8.** Sir Robert Peel Hotel (corner of Peel and Wellington Streets) (HO142) (City of Yarra)



**Figure 9.** former Foy & Gibson Complex (east side of Cambridge Street) (HO318)



**Figure 10.** former Dyason & Co. Cordial Factory, 44 Oxford (HO417)



**Figure 11.** former Cambridge Street State School, 19 Street Cambridge Street (HO336)

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**Figure 12.** Single storey houses, 51-63 Oxford Street (HO124 and HO125)



**Figure 13.** Cambridge Terrace, 50-62 Cambridge Street (HO336)

#### 5.4 Recommended Changes to Heritage Controls

There are a number changes recommended to the heritage controls for the Collingwood Mixed Use Precinct, both to the extent of the Heritage Overlay and potentially to the registered extents of places included on the VHR, which are discussed below. It is also recommended that the Statement of Significance for the Collingwood Slope Precinct and Victoria Parade Precinct and site-specific Heritage Overlays be updated to accurately capture the important heritage features of the various heritage places.

It is recommended that updated Statements of Significance be prepared for all buildings of atypical form such as the former Dyason & Co. Cordial Factory, Sir Robert Peel Hotel, The Vine Hotel, the former St Saviours Church of England Mission Church and the former Cambridge Street State School to inform any future redevelopment.

##### 5.4.1 Amendments to the VHR - Former Foy & Gibson Complex

The former Foy & Gibson Complex is one of the most important and intact industrial complexes of the late nineteenth and early twentieth centuries in Victoria and is the dominant feature of the Collingwood Mixed Use Pocket between Stanley Street in the north and Peel Street to the south.

While the majority of the complex is included on the VHR as part of three separate registrations (VHR H0755, H0896 & H0897) there are large parts of the complex that are not included within the extent of registration. The buildings that are not included on the VHR but which form an integral part of the former Foy & Gibson Complex are as follows<sup>2</sup>:

1. The Whiteware Factory (1912), 125 Oxford Street
2. The Spinning Mills Building / Warehouse (1919-23), 120 Cambridge Street
3. The Weighbridge Building (date unknown), 111 Wellington Street (note: 111 Wellington Street forms part of the cadastral block identified in Planning Maps Online as 120 Cambridge Street)
4. The Woollen Mills Weaving Building (1912-23), 117 Wellington Street (identified as 113 Wellington Street in Appendix 8).

<sup>2</sup> The dates are taken from Andrew C Ward & Associates, *Foy and Gibson's Manufacturing Complex: submission to the Historic Buildings Council* (August 1989)



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Figure 14. 125 Oxford Street (©Google, Aug 2017)



Figure 15. 120 Cambridge Terrace (City of Yarra)



Figure 16. 111 Wellington Street  
(City of Yarra)



Figure 17. 117 Wellington Street (City of Yarra)

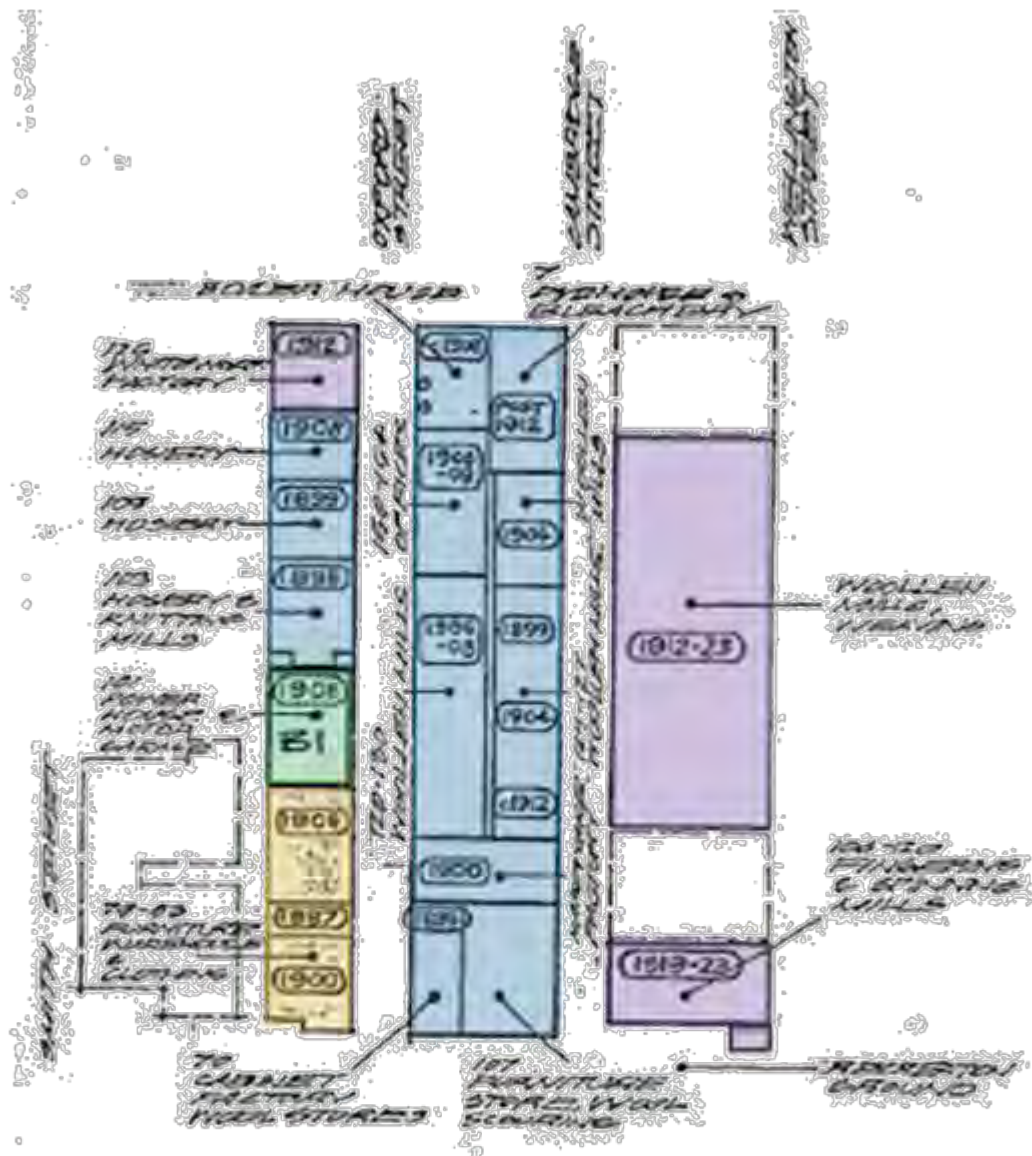
There are also anomalies within the existing extent of registration with part of the complex between Little Oxford Street and Oxford Street apparently included within both VHR H0755 and H0897. Current heritage practice would be to treat the whole of the former Foy & Gibson Complex as a single heritage place, which would enable the impact of works and development to be considered more holistically against the heritage values of the whole complex rather than smaller portions of the heritage place.

It is recommended that a nomination be made by Council under section 27 of the *Heritage Act 2017* to combine the existing three registrations (VHR H0755, H0896 & H0897) and include the following additional land and buildings:

1. 125 Oxford Street
2. 120 Cambridge Street
3. 111 Wellington Street
4. 117 Wellington Street (excluding the post-Second World War addition at the northern end)

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**Figure 18.** Existing extent of VHR Registration with proposed additional land and building shaded in purple (Adapted from Andrew C Ward & Associates, *Foy and Gibson's Manufacturing Complex: submission to the Historic Buildings Council* (August 1989))

Key:	Blue	VHR H0755
	Yellow	VHR H0896
	Green	VHR H0755 and VHR H0897
	Purple	recommended extension to the extent of registration

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#### 5.4.2 18-22 Derby Street

The terrace of three two-storey brick houses at 10 to 14 Derby Street is included on the Heritage Overlay as HO102 and is graded 'individually significant'. The three terraced buildings at 18 to 22 that make up the remainder of the land between Little Oxford Street and the Oxford Street Reserve have a similar parapeted form and date from a similar period (c.1860-70) but are not included within HO102. Numbers 18, 20 and 22 are finished in render rather than exposed biochromatic brickwork. These three buildings form a small group of reasonably intact mid-nineteenth century terraced dwellings that may warrant inclusion on the Heritage Overlay.

Number 18 is a two-storey dwelling set back from Derby Street by the depth of the verandah. Its neighbour at number 20 shares the same form and detailing but no longer has a verandah with the setback from the street converted to a small garden. Number 22 at the end of the terrace is a shop / residence with a splayed corner and return that faced what was Oxford Street and is now a small reserve.

While more heavily altered than 10 to 14 Derby Street these three buildings should be assessed to determine whether or not they meet the threshold for inclusion on the Heritage Overlay. The extent of these properties is shown on Figure 22.



Figure 19. 10-22 Derby Street

#### 5.4.3 33-45 Derby Street

Opposite the northern end of HO336 – Victoria Parade Precinct, numbers 33 to 45 Derby Street continue the consistent two-storey scale, parapeted built form of the eastern side of Cambridge Street, which is subject to the Heritage Overlay.

The shop / residence at the southwest corner of the intersection of Cambridge and Derby Street (45 Derby Street) shares an almost identical form to Cambridge Terrace (50-62 Cambridge Street and 47 Derby Street) on the opposite side of Cambridge Street. This building has a splayed corner mirroring the shop / residence on the opposite corner. Instead of the buff brick details that articulate the red brick façade of Cambridge Terrace, 45 Derby Street has a rendered parapet and dressings.

39, 41 and 43 Derby Street are three late-nineteenth century shop / residences with reasonably intact first floors and architectural detailing. All three have lost their original shopfronts with numbers 39 and 41 having been infilled with masonry. Number 43 Derby Street is wider (two bays wide) than its immediate neighbours and is constructed of (overpainted) brick. This building retains its parapet, rendered cornice, string course and corbelled pilasters at first floor level. Number 41 has a rendered façade, retains its original two-over-one first floor window joinery and continues the same architectural detailing as number 43. Number 39 Derby Street is constructed of brick with a balustraded cement render parapet and has more elaborate cornice, string course and decorative elements than numbers 41 and 43. 39 Derby Street also retains a historic painted sign on the frieze. The retained chimneys of these three buildings are visible from Derby Street.



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Number 33 Derby Street is occupied by three buildings, a plain single storey parapeted showroom (Australian Galleries) dating from the mid-late twentieth century to the east of the cadastral block, a single storey garage with plain parapet in the centre and a highly intact two storey rendered Italianate terraced house at the western end. The Italianate house is likely date to a similar period (c.1860-70) to the terraces on the northern side of Derby Street.

The buildings between 33 Derby Street and Oxford Street are post-Second World War single and two storey commercial buildings.

It is recommended that numbers 33 to 45 Derby Street be considered for inclusion on the Heritage Overlay as an extension of HO336. The extent of the area recommended for further consideration is shown on Figure 22.



Figure 20. 39-45 Derby Street



Figure 21. 33-45 Derby Street



Figure 22. Heritage Overlay map showing the areas recommended for further assessment. 18-22 Derby Street are shaded in yellow and 33-45 Derby Street are shaded in blue.



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#### 5.4.4 Other mapping and grading corrections

In addition to those properties identified above that should be assessed against the criteria for inclusion on the Heritage Overlay, this review has identified the following errors or inconsistencies in either the grading of properties in Appendix 8 or the mapping of the Heritage Overlay.

##### Former Cambridge Street State School, 19 Cambridge Street

The extent of HO336 does not extend to the northern end of the two-storey brick building of the Former Cambridge Street State School, 19 Cambridge Street (see Figure 23). This should be corrected through an amendment to the extent of HO336 as shown on Figure 22 and a minimum 10m curtilage allowed for north of the end of the heritage building to ensure the setting of the building can be appropriately managed.



**Figure 23.** Aerial photograph and the extent of HO336 showing the northern section of the former Cambridge Street State School building projecting beyond the Heritage Overlay. The recommended additional extent of Heritage Overlay shaded in blue.  
(Planning Maps Online, retrieved 27 April 2018)



**Figure 24.** Heritage Overlay map showing the recommended additions to the extent of HO121 (shaded in green).  
(Planning Maps Online, retrieved 2 May 2018)

##### 37 Oxford Street (HO121)

The cadastral block for 37 Oxford Street extends from Oxford Street to Little Oxford Street, however the extent of HO121 only applies to the half of the site facing Oxford Street, leaving original or early nineteenth century fabric outside the extent of the Heritage Overlay. It is therefore recommended that the mapping of the extent of HO121 be corrected to align with the entry in Appendix 8 as shown on Figure 24.

##### Former Foy & Gibson Weighbridge Building, 111 Wellington Street

The former weighbridge building associated with the Foy & Gibson complex is included within Appendix 8 as 'individually significant' but is excluded from the mapped extent of the HO318 (see Figure 25). While it is recommended that this building be included within a revised extent of VHR registration for the former Foy & Gibson Complex, the Heritage Overlay Map should be amended in the short term to correct this error and provide protection for this heritage place until such time as it is considered for the VHR.

The proposed extension of HO318 is shown on Figure 26.

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**Figure 25.** Aerial photograph and the extent of HO318 and HO142 showing 111 Wellington Street excluded from the extent of the Heritage Overlay (Planning Maps Online, retrieved 27 April 2018)



**Figure 26.** Heritage Overlay map showing the showing the recommended additions to the extent of HO318 in red (Planning Maps Online, retrieved 27 April 2018)

#### Former Foy & Gibson Woollen Mill, 117 Wellington Street

The former Woollen Mills Weaving Building at 117 Wellington Street (identified as 113 Wellington Street in Appendix 8) is graded 'contributory'. Given the intact condition of this building and historic function associated with the broader Foy & Gibson Complex is recommended that this building be included within a revised extent of registration on the VHR for the former Foy & Gibson Complex.



**Figure 27.** 117 Wellington Street (City of Yarra)

#### Recent Developments (20 Peel Street)

We also note that Appendix 8 has not been updated to reflect recent developments that have resulted in the demolition of graded buildings. In cases such as 18-22 Peel Street, Appendix 8 should identify these properties as 'not contributory'.



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## 6. Potential Future Character Considerations

The Collingwood Mixed Use Pocket contains two distinct historic character areas: the area of fine grained, smaller scale residential and commercial development along and south of Peel Street, and the area of large-scale late-nineteenth and early twentieth century industrial buildings associated with the former Foy & Gibson Complex north of Peel Street.



**Figure 28.** Aerial photograph of the Collingwood Mixed Use Pocket – land north of Peel Street shaded in blue and land south shaded in yellow (©nearmap, 4 April 2018)

The development pattern of the Collingwood Mixed Use Pocket illustrates the full history of Melbourne's inner suburban development from small mid-nineteenth century cottages to later terraced housing and commercial buildings, and from industries that flourished from the 1870s until the post-Second World War to the contemporary apartment and mixed-use development being constructed today. The current pattern of development has the potential to overwhelm the low-scale heritage character of the area, but if well designed and located these new developments can integrate appropriately into the mixed context of heritage and non-heritage buildings.

### 6.1 Southern Sub-Precinct – Peel Street and South

The Collingwood Mixed Use Pocket between Victoria Parade and Peel Street (including the buildings on the north side of Peel Street) is diverse in character, use and scale. It includes sites that range from narrow allotments to larger former industrial sites (such as 1-57 Wellington Street) and includes a substantial area not subject to the Heritage Overlay. The heritage-listed buildings on Oxford Street do not form a contiguous group, whereas those on Cambridge Street, particularly those south of Derby Street, form a substantially intact row. The existing heritage places on Derby Street include small groups and individual buildings, which may be

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extended if 18-22 and 33-45 Derby Street are assessed as meeting the threshold for inclusion on the Heritage Overlay. Of the group of single storey houses included within HO336 on the southern side of Mason Street the pair of terraces at 13 and 15 Mason Street have small front gardens while numbers 17-21 are built to the street boundary.

On those sites that are neither located on, nor abut, land subject to the Heritage Overlay, there are no heritage considerations that would influence future character. In these locations, which make up the majority of the southern sub-precinct, new built form controls should be informed by urban design, amenity and other planning considerations recognising the varied nature of the sub-precinct which currently includes three storey commercial buildings sited immediately adjacent to mid-nineteenth century single storey cottages.

On sites subject to the Heritage Overlay or which abut heritage places, new development should respect the scale and subdivision patterns of the fine-grained nineteenth and early twentieth century heritage buildings, which includes single storey cottages, two-storey terraced houses, shop / residences, and the former Dyason & Co. Cordial Factory running between Oxford and Cambridge Streets. Rear additions should be set back and scaled to avoid dominating the heritage buildings, and infill development should respect the scale, materiality and parapet heights of the adjacent heritage buildings. Outside the Heritage Overlay it is recognised that there will be a juxtaposition between the emerging built form and the traditional nineteenth and early twentieth century heritage forms. However, development on sites abutting land subject to the Heritage Overlay should transition between the scale and setbacks of the heritage buildings and the development sites adjacent. While development immediately adjacent to the Heritage Overlay should be encouraged to match the scale of the heritage building as sought by Clause 22.10, the area already accommodates a juxtaposition of height of up to two-storeys between heritage buildings and later twentieth century development, and this relationship should serve as a precedent for future development.

Any redevelopment of key commercial and institutional heritage buildings within this precinct – such as The Vine Hotel, the Sir Robert Peel Hotel, the former Cambridge Street State School and the former St Saviours Church of England Mission Church – should be informed by the updated Statements of Significance and should ensure the prominence of these heritage buildings and their three-dimensional form is retained.

The remaining development sites on Peel Street should respect the scale of the fine-grained heritage properties and transition between these and the larger, more robust forms of the former Foy & Gibson Complex to the north. The recent development at 20 Peel Street being a successful example of this transition.

### 6.2 Northern Sub-Precinct – North of Peel Street

The land extending from north of Peel Street to Stanley Street is almost entirely occupied the former Foy & Gibson Complex, while the area north of Stanley Street has been largely redeveloped with apartments of up to eight storeys in height (only one pair of mid-nineteenth century single storey cottages included in the Heritage Overlay at 12 Napoleon Street [HO115] remain in this area).

The northern part of the Collingwood Mixed Use Pocket has already seen development of up to eight-storeys in scale which has respected the existing context and maintained the Foy & Gibson Complex as the major character-defining element in this sub-precinct. This scale of development can continue without any adverse impact on the heritage values of the sub-precinct as long as the scale of new built form steps down to respect the scale of 12 Napoleon Street and the heritage-listed buildings that abut the MUZ at 2 Stanley Street (HO137), the row of single storey cottages at 33-47 Bedford Street (HO96) and the former St George's Presbyterian Church at 215 Wellington Street (HO144).

A model of redevelopment of the former Foy & Gibson Complex has been established through the adaptive reuse of the existing building, the construction of light-weight roof-top additions, and new infill buildings of up to six-storeys in height (107 Cambridge Street) with upper levels set well back from the street edge. The four to six-storey development at 20 Peel Street by Jackson Clements Burrows Architects provides a model for new development that respects the traditional building pattern of the area and successfully transitions between the



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smaller scale, fine grained residential parts of the mixed use pocket to the more massively scaled former Foy & Gibson Complex.

The continued redevelopment of the former Foy & Gibson Complex should continue the precedent established of roof top additions or new medium-rise development set back from the street edge to retain the three-dimensional form of the industrial buildings.

#### 6.3 Across the Collingwood Mixed Use Pocket

Across the Collingwood Mixed Use Pocket infill development within the Heritage Overlay should reflect the existing street wall or parapet heights with new built form constructed to the street boundary with a street wall height no higher than the taller of the adjoining properties. Single-storey development should be discouraged. However, recognising the existing juxtaposition between lower (single and two storey) and higher (three and four storey) built form some variation on a site by site basis is likely to be acceptable in heritage terms. Infill facades should respect the materiality and relationship between solid and void established by the 'contributory' and 'individually significant' buildings. Where residential buildings within the heritage overlay are set back from the street boundary, new adjacent development should reflect these setbacks.

New upper-level development within the Heritage Overlay or immediately adjacent to heritage places should be set back from the street wall to retain the legibility of the three-dimensional form of the heritage buildings and to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the heritage buildings when viewed from the opposite side of the street or in oblique views.

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## 7. Recommended Built Form Parameters

Due to the highly varied character of the heritage buildings subject to the Heritage Overlay within the Collingwood Mixed Use Pocket, separate recommended built form parameters are discussed below for each heritage building typology. The recommended built form parameters draw on the existing provisions of Clauses 22.02 & 22.10 and the industrial heritage policy recently prepared by GJM Heritage as well other policy matters.

### 7.1 Industrial Buildings Subject to the Heritage Overlay

There are a number of former industrial buildings within the Collingwood Mixed Use Pocket ranging from small scale local factories, such as the former Dyason & Co. Cordial Factory running between Cambridge and Oxford Street, to the major industrial complex of Foy & Gibson, that is made up of a number of large single and multistorey buildings and associated structures.

Former industrial buildings in the Mixed Use Pocket include:

36-42 Cambridge Street	HO336	Former Fruit Preserving Factory complex
44 Oxford Street	HO141	Part former Dyason & Co. Cordial Factory
63 Cambridge Street	HO141	Part former Dyason & Co. Cordial Factory
79-93 Oxford Street	VHR H0896 (HO127)	Part former Foy & Gibson Complex
95-101 Oxford Street	VHR H0897 (HO128)	Part former Foy & Gibson Complex
68-158 Oxford Street / 103-115 Oxford Street / 158-172 Oxford Street / 107-131 Cambridge Street / 7 Stanley Street	VHR H0755 (HO129)	Part former Foy & Gibson Complex
125 Oxford Street	HO318	Part former Foy & Gibson Complex
120 Cambridge Street	HO318	Part former Foy & Gibson Complex
111 Wellington Street	-	Part former Foy & Gibson Complex – missing from HO318 due to a mapping error
117 Wellington Street	HO318	Part former Foy & Gibson Complex
8-10 Peel Street	HO318	Factory / warehouse

Where these places are not included within the VHR, guidelines should deliver outcomes that:

- Retain roof forms, lanterns, skylights, vents or chimneys that contribute to the significance of the building, particularly where these are visible from the public realm.
- Encourage the retention of side elevations visible from the public realm.
- Discourage building over or extending into the air space above the front or principal part of a significant or contributory building.
- Discourage external column/structural supports through the front or principal part of the building.
- Discourage new openings or the widening of existing openings in intact facades.
- Require that the perception of the three-dimensional form and depth of the building is maintained by setting back any upper level additions from the front or principal part of the building, and from visible secondary elevation(s).
- Retain the inter-floor height of existing buildings and avoids new floor plates and walls cutting through existing openings.

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- For additions, encourages designs that interpret historic façade patterning, including fenestration patterns and proportions, the relationship between solid and void and the module of structural bays.
- Discourage the use of highly reflective glazing in both historic openings and new built form.
- Encourage visually lightweight additions and linking elements to transition between historic and new built form.
- Encourage new built form to adopt a subtly contrasting approach that respects the scale and industrial character of the place but is recessive against the heritage fabric.
- Encourage visually lightweight one to two-storey rooftop additions on medium-rise (three or more storey) industrial buildings where the additions are set back a minimum of one structural or façade bay from the principal façade/s.
- Encourage new upper-level development behind one and two-storey industrial facades to be setback a minimum depth of one or more structural or façade bays.
- Require that new built form – as visible from the street – does not exceed the same volume of the historic form.
- Require the preparation of a Conservation Management Plan to guide the redevelopment of industrial complexes containing a number of heritage buildings and features.
- Encourage the interpretation of the historical arrangement of heritage buildings and processes within the complex.
- Encourage the retention of remnant historic signage where it can help interpret the previous uses and history of the place.

### 7.2 Fine Grained Commercial Buildings Subject to the Heritage Overlay

There are a small number of two-storey shop / residences within the Collingwood Mixed Use Pocket - particularly on Peel Street, at the southern end of Cambridge Street within HO336 and on Derby Street - which are recommended to be assessed for inclusion within the Heritage Overlay. These buildings are generally built to the street boundary and have parapeted front façades.

These properties include:

39-45 Derby Street	-	Recommended for further heritage assessment
22 Derby Street	-	Recommended for further heritage assessment
47 Derby Street	HO336	Shop / residence
2-4 Peel Street	HO318	Shop / residences
9-11 Peel Street	HO318	Former Star Hotel
24-32 Peel Street	HO318	Shop / residences
31 Peel Street	HO318	Shop / residence

In addition to the considerations within Clause 22.02, guidelines for these buildings should deliver outcomes that:

- Ensure the heritage buildings remain prominent within the streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Encourage the retention of heritage fabric to the depth of the front two rooms.
- Retain the visual prominence of return façades of buildings on corner sites.
- Retain roofs and chimneys visible from the public realm.
- Ensure that new development does not visually dominate the existing heritage fabric by requiring that new upper level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of the street.

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- Ensure that any upper level development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Encourage the retention of remnant historic signage where it can help interpret the previous uses and history of the place.

### 7.3 Fine Grained Residential Buildings Subject to the Heritage Overlay

The Collingwood Mixed Use Pocket includes a number of early single storey cottages included in site-specific Heritage Overlays, most notably on Napoleon and Oxford Streets. These small-scale residential buildings are often located in mixed contexts that include multi-storey commercial and former industrial buildings. There are also two-storey terraced houses that are subject to site-specific or precinct-based Heritage Overlays, particularly on Cambridge, Derby, Oxford, Peel and Stanley Streets.

These properties include:

12 Napoleon Street	HO115	Pair of single storey houses
6 Peel Street	HO318	Two-storey terraced house
25-27 Peel Street	HO318	Two-storey terraced houses
13-17 Peel Street	HO318	Single storey terraced houses
14-34 Cambridge Street	HO336	Single and two storey terraced houses
50-62 Cambridge Street	HO336	Two-storey terraced houses
87-93 Cambridge Street	HO318	Single and two-storey terraced houses
97 Cambridge Street	HO318	Former Collingwood Workers Home
37 Oxford Street	HO121	Two-storey terraced house
39 Oxford Street	HO122	Single storey terraced house
51-57 Oxford Street	HO124	Single semi-detached houses
59-61 Oxford Street	HO125	Single semi-detached houses
50-52 Oxford Street	HO123	Two-storey terraced houses
58-62 Oxford Street	HO126	Single storey houses
1 Derby Street	HO98	Two-storey terraced house
3-7 Derby Street	HO100	Two-storey terraced houses
8 Derby Street	HO101	Two-storey terraced house
10-14 Derby Street	HO102	Two-storey terraced houses
18-20 Derby Street	-	Recommended for further heritage assessment
13-21 Mason Street	HO336	Single storey terraced houses

In addition to the considerations within Clause 22.02, guidelines for these buildings should deliver outcomes that:

- Ensure the heritage buildings remain prominent within the streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Encourage the retention of the heritage fabric to the depth of the front two rooms of the building.
- Retain the visual prominence of return façades of buildings on corner sites.
- Retain roofs and chimneys visible from the public realm.



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- Encourage new additions to be partially concealed when viewed from the opposite side of the street.
- Ensure that new development does not visually dominate the existing heritage fabric and encourage new rear development to be partially concealed.
- Ensure that any upper level development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

#### 7.4 Prominent Buildings Subject to the Heritage Overlay

Prominent heritage buildings within the Collingwood Mixed Use Pocket include the former Cambridge Street State School, the former St Saviours Church of England Mission Church and the Sir Robert Peel Hotel. In the context of the precinct these buildings are atypical in their form and all occupy corner sites. Their redevelopment should be informed by revised Statements of Significance and the application of Clause 22.02 of the Yarra Planning Scheme.

These properties include:

6 Oxford Street	HO336	Former St Saviours Church of England Mission Church
19 Cambridge Street	HO336	Former Cambridge Street State School
59 Wellington Street	HO140	The Vine Hotel
46 Peel Street	HO142	Sir Robert Peel Hotel

In addition to the considerations within Clause 22.02, guidelines for these places should deliver outcomes that:

- Ensure the heritage buildings remain prominent within the streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the existing roofs and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Encourage the retention of the whole of the historic form of the building visible from the public realm.
- Retain the visual prominence of the return façades.
- Retain roofs and chimneys visible from the public realm.
- Ensure that any upper level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality
- Encourage the retention of remnant historic signage where it can help interpret the previous uses and history of the place.

#### 7.5 Infill Sites within the Heritage Overlay

Infill sites are those included within the Heritage Overlay that are graded 'not-contributory'.

Those properties include:

23 Mason Street	HO318	Not-contributory building
64 Oxford Street	HO318	Not-contributory building
19 Peel Street	HO318	Not-contributory building
8 Derby Street (rear)	HO101	Vacant site facing Langridge Street
33 Derby Street (eastern part)	-	Recommended for further heritage assessment

In addition to the considerations within Clause 22.02, guidelines for these places should deliver outcomes that:

- Encourage the street wall height to not exceed that of the façade height of the tallest adjacent graded building.
- Encourage front setbacks to match those of the adjacent graded building.

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- Where the new development is on a site that is wider than the adjacent graded building, allow the height and setback to transition over part of that site equal in width to the adjacent heritage place.
- Be distinguishable from the original heritage fabric and adopt a high quality and respectful contextual design response.
- Ensure façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of nineteenth century buildings.
- Ensure fenestration patterns of new development generally reflects the vertical proportions of nineteenth and early twentieth century façades and avoids large expanses of glazing with a horizontal emphasis.
- Avoid the use of unarticulated curtain glazing or highly reflective glass.
- Avoid the replication of existing decorative features and architectural detail.
- Ensure that any upper level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

### 7.6 Development Abutting Land Subject to the Heritage Overlay

Clause 22.10 includes provisions designed to moderate new built form to avoid adverse impacts on the setting of, or views to, an abutting heritage place.

Consistent with the application of Clause 22.10, guidelines should deliver outcomes for land in the Collingwood Mixed Use Pocket immediately adjacent to properties on the Heritage Overlay that:

- Encourage the street wall height to not exceed that of the façade of the adjacent heritage building, noting that there a number of circumstances where a two storey juxtaposition between the height of the heritage building and newer development already exists.
- Encourage front setbacks to match those of the adjacent heritage place.
- Where the new development is on a site that is wider than the adjacent heritage place allow the height and setback to transition over part of that site equal in width to the adjacent heritage place.

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## 8. Built Form Recommendations

A DDO applied to the Collingwood Mixed Use Pocket should include provisions to complement but not replicate policy within Clauses 22.02 & 22.10 of the Yarra Planning Scheme to inform new development.

Having regard to the Built Form Testing utilising modelling prepared by Hansen Partnership, we recommend the following built form controls be applied through a DDO to ensure an appropriate balance is struck between new development and the retention of heritage values within the study area.

Built Form Element	Requirement	Rationale
Retention of existing heritage fabric	Retain the main roof form of 'individually significant' places including lanterns, skylights, vents or chimneys.  Retain the three-dimensional form as viewed from the public realm to avoid 'facadism' (preferred)	Retention of the visible roof form and associated elements of 'individually significant' buildings is necessary to retain their three-dimensional form and legibility as buildings in-the-round.  A discretionary control is appropriate given the variation in roof forms and their visibility from the street.
Facade height (infill development in the Heritage Overlay)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to the heritage context.  A preferred height is appropriate given the variation in heights within the Mixed Use Pocket.
Facade height (development abutting land subject to the Heritage Overlay)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to the abutting properties subject to the Heritage Overlay.  A preferred height is appropriate given the variation in heights within the Mixed Use Pocket and to allow for the existing variance in street wall heights.
Street wall setback (infill development in the Heritage Overlay)	Match the setback of adjacent heritage building with the lesser setback (preferred)	To ensure new built form responds to the heritage context.  A discretionary control is appropriate given the variation in street wall setbacks within the Mixed Use Pocket.
Street wall setback (development abutting land subject to the Heritage Overlay)	Match the setback of adjacent heritage building with the lesser setback (preferred)	To ensure new built form responds to the neighbouring properties subject to the Heritage Overlay.  A discretionary control is appropriate given the variation in street wall setbacks within the Mixed Use Pocket.
Upper level setbacks where the roof form and associated elements are visible from the street (development in the Heritage Overlay)	Set new development back behind the main roof form. (preferred)	To ensure that the new development responds to the heritage form of the building and respects their three-dimensional form and legibility as buildings in-the-round.  A discretionary control is appropriate given the variation in roof forms and their visibility from the street.
Upper level setbacks where the roof form and associated elements are	Minimum 6m (preferred)	A 6m upper level setback from the street wall of new infill development will ensure the heritage terrace

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not visible from the street (development in the Heritage Overlay - excluding 117 Wellington Street)		form remains the prominent element within the streetscape. A discretionary control is appropriate to allow for the variety of built form within the Mixed Use Pocket.
Upper level setback (117 Wellington Street)	Minimum 11m (mandatory)	The former Woollen Mills Weaving Building at 117 Wellington Street is the largest un-redeveloped site within the Mixed Use Pocket, and occupies as site approx. 60m wide by 200m long. A setback of 11m represents two façade bays (5.5m each) or one structural bay (11m) and this will allow the three-dimensional form of this large heritage building to be retained. It is therefore considered that a mandatory 11m setback is appropriate and is required to ensure the primary of the single storey street edge is maintained.
Building height on commercial buildings (development within the Heritage Overlay)	New upper level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of the street. (preferred)	Ensures that new development does not visually dominate the existing heritage building. A discretionary control is appropriate to allow for the variety of non-residential built form within the Mixed Use Pocket.
Building height on industrial buildings (development within the Heritage Overlay)	1:1 heritage street wall to new built form ratio when viewed from the opposite side of the street. (preferred)	Ensures that new development does not visually dominate the existing heritage building by requiring that new upper level built form is no greater than the volume of the heritage façade when the site is viewed from the opposite side the street. A discretionary control is appropriate to allow for the variety of appropriate design responses on this large site.
Building height on residential buildings (development within the Heritage Overlay)	New upper level should be partially concealed when viewed from the opposite side of the street. (preferred)	Ensures that new development does not visually dominate the existing heritage building by requiring that new upper level built form to be largely concealed when viewed from the opposite side the street. A discretionary control is appropriate to allow for the variety of residential built form within the Mixed Use Pocket.

### 8.1 Additional Guidance

In addition to the above recommended controls relating to street wall height, upper level setback and visibility of new built form, we recommend that the following design objectives be included within the DDO.

- The adaptation of existing 'contributory' and 'individually significant' buildings should:
  - Discourage highly reflective glazing in historic openings.
  - Ensure the inter-floor height of the existing building is maintained and avoid new floor plates and walls cutting through historic openings.
  - Encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings.



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- New upper level development behind the heritage buildings should:
  - Ensure that the design and setback of the addition does not visually dominate the heritage building or surrounding heritage places.
  - Retain the primacy of the three-dimensional form of the heritage building within the streetscape.
  - Incorporate materials and finishes that are recessive in texture and colour.
  - Generally utilise visually lightweight, but high quality, materials that create a juxtaposition with the heavier masonry of the heritage facades.
  - Incorporate simple architectural detailing so it does not detract from significant elements of the existing building or streetscape.
  - Provide a recessive backdrop to the heritage street wall and individual heritage buildings.
  - Avoid highly articulated facades with recessed and projecting elements.
  - Avoid highly contrasting or vibrant primary colours.
  - Avoid unarticulated façades that give a bulky appearance, especially from oblique views.
  - Be articulated to reflect the fine grained character of narrow sites.

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## Appendix 1: Collingwood Slope Precinct Citation - HO318

*Component streets include:*

- Cambridge Street,
- Oxford Street,
- Peel Street,
- Wellington Street.

### Statement of Significance

*What is significant?*

Development of the Collingwood Slope<sup>3</sup> began in 1839 when S A Donaldson acquired the major portion of the area, consisting of lot 52 and part lots 53 and 68, and George Otter acquired the northern portion, consisting of part of lot 73.

The pattern of streets, determined by the government's pre-auction survey, yielded large allotments in a gridiron pattern ideal for speculation and intense subdivision.

Subdivision of these allotments commenced in 1848 (lot 73) and 1849 (lots 52 and 53), and by 1853 the whole of the area, bounded by Smith, Johnson and Wellington Streets and Victoria Parade, was built upon. The area was originally known as East Collingwood. It fell outside of the *Melbourne Building Act 1849* and was rapidly developed in a relatively unplanned manner by speculators, as a place of small shops and cottages, many of timber.

By the early 1860s, Wellington Street rivalled Smith Street as a commercial precinct and many of the boot and brewing premises established on the Collingwood Slope had spread to the Flat and beyond. While the area contained predominately working class housing and manufactories of varying types, the southern area near Victoria Parade included some grander houses including Portia and Floraston, as well as a number of churches, schools and Dr Singleton's Dispensary in Wellington Street.

In 1883, Foy and Gibson established what was to become a retail and manufacturing empire in the area, when they opened a shop in Smith Street. From then until the 1920s, the entire block bounded by Smith, Wellington, Peel and Stanley Streets (originally occupied by houses, small factories and hotels) underwent a transformation into an industrial landscape which remains externally substantially intact. This major expansionary phase brought woollen mills, clothing manufacture, hosiery, bedding, metal goods and cabinet manufacture to the Heritage Overlay Area at a scale unprecedented in Melbourne at the time; this is reflected in the substantial warehouses which remain today. The Foy and Gibson Complex is on the Victorian Heritage Register and hence is not in the Heritage Overlay Area but forms a major part of the history and context of the Heritage Overlay Area.

By the early 1890s the first phase of development in the area as a whole was almost complete but has since been eroded by mostly post-Second War development.

The MMBW plan of 1898 shows street trees in approximately the locations of the existing plane trees in Peel St as part of the urban fabric extant by the turn of the century. No trees were shown in Stanley St.

### Main development era

The main development period evident in the heritage overlay is that of the Victorian era. There is also a contribution from some well preserved Edwardian-era and inter-war factory buildings and individually significant places of all eras.

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<sup>3</sup> 44 Extends from Stanley Street south to Peel. Street and includes Little Oxford, Oxford, Cambridge and Wellington. Streets, adjoining the Collingwood Flat.

## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

#### Contributory elements

The Collingwood Slope Heritage Overlay Area includes contributory residential buildings as typically (but not exclusively) attached Victorian-era mainly two-storey houses having:

- Pitched gabled or hipped roofs, with facade parapets;
- Row house form;
- Face brick (red, bichrome and polychrome), or stucco walls;
- Corrugated iron roof cladding, with some slate roofing;
- Chimneys of either stucco finish or of face brickwork (with moulded caps);
- Post-supported verandah elements facing the street, with cast-iron detailing;
- Less than 40% of the street wall face comprised with openings such as windows and doors;
- Narrow front paved front yards, originally bordered by typically timber or iron picket front fences of around 1m height.

The Collingwood Slope Heritage Overlay Area also includes contributory residential buildings as typically (but not exclusively):

- Victorian-era shops and residences
  - In an attached and mainly two-storey form with the elements described above for residences; and
  - With timber-framed show windows, shopfront plinths, recessed shopfront entries, and zero boundary setbacks;
- Well preserved buildings including mainly two storey industrial buildings from pre Second War era, with zero side and front boundary setbacks.
- Mature street tree plantings (plane trees) in Peel Street; and
- Public infrastructure, expressive of the Victorian-era such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.

Also a significant landmark within the heritage overlay (but not part of it because of its listing on the Victorian Heritage Register) is the Foy and Gibson complex with:

- Face red brick walls, in a parapeted form
- Cemented dressings to parapets
- One, two and up to five floor levels
- Timber framed windows and large entry doorways, originally with boarded ledged and braced doors;
- Less than 40% of the street wall face comprised with openings such as windows and doors, symmetrically arranged on the street facade.

#### *How is it significant?*

HO318 Collingwood Slope Heritage Overlay Area is **socially, aesthetically and historically** significant to the City of Yarra (National Estate Register[NER] Criteria E1, A4)

#### *Why is it significant?*

The Collingwood Slope Heritage Overlay Area is significant:

- As a remnant area of substantially 19th mixed commercial, residential and industrial development that once typified the area and is distinguished by its high integrity with many surviving original shopfronts;
- For the contribution provided by well preserved Edwardian-era and inter-war factory buildings;
- For the area's historic context created by the massive and substantially intact former Foy and Gibson factory/ warehouse complex, a red brick and rendered complex dating predominantly from the late nineteenth and early twentieth century. The complex is characterised by a strong sense of mass and a consistency of materials (predominantly red brick with rendered dressings). The former Foy and Gibson complex is of particular significance: this retail and manufacturing empire, established in 1883, was an early example of a new type of retail venture which was based on the earliest department

## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

stores in Europe and the United States. The complex was also considered to be technologically advanced for its large scale use of steam and electric power;

- As a destination for many Melbournians who were employed here (particularly, the former Foy and Gibson complex), and to members of the community who travelled both from within the local area, and from further afield, to shop there and at the Foy and Gibson stores;
- For the early street layouts, together with most original bluestone kerbs and guttering survive. These elements provide an appropriate setting for this collection of buildings and the mature *Platanussp.* street trees further enhance the period expression of the Heritage Overlay Area; and
- For key buildings of individual historical and architectural significance.



## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

## Appendix 2: Victoria Parade Precinct Citation – HO336

*Component streets include:*

- Cambridge Street,
- Mason Street,
- Oxford Street,
- Victoria Parade.

### Statement of Significance

*What is significant?*

#### Early development

The Victoria Parade Heritage Overlay Area is located at the southern boundary of Collingwood on Crown Portion 52 and includes buildings from the second wave of building development in Collingwood, occurring during the 1880s and 1890s.

#### 1880s-1890s development

The Clement Hodgkinson 1850s map shows a terraced building of six timber houses in Cambridge St, replaced in 1892 by John Raphael's Cambridge Terrace. Further south in Cambridge Street a timber house was replaced in 1891 by a two-storey terrace with unusual cast iron lacework. This was the second phase of the area's development.

By the early 1880s, a number of villas had been constructed in Victoria Parade, including Portia (15 Victoria Parade) and Floraston (39 Victoria Parade). The mansion Walmer (now demolished), at 41-47 Victoria Parade, was set well back on a deep site which backed onto Mason Street and had a large front garden. The site is now occupied by the Melbourne District Nursing Society's After Care Hospital (1926-36).

The former Cambridge Street School (SS. 1895) is the largest non-residential contributory building within the area. Built to replace three smaller schools in Collingwood, it was opened in September 1877. In the early 1920s, the school was granted Higher Elementary School status and was renamed Cambridge Street Central School. The school later operated as the Collingwood English Language School.

The former St Saviour's Church of England, a bluestone Gothic Revival church, was built in 1874-75 next to the school site, on the corner of Oxford and Mason Streets, and enlarged in 1879. The church operated as the Holy Virgins Protection Russian Orthodox Church from 1958.

The MMBW Detail Plan 1208 of 1898 shows the infrastructure which prevailed in the area, with street trees shown in Cambridge St, gas lights, post boxes, pitched crossings in Victoria Parade, plus asphalted and flagstone footpaths.

#### Transport

Cable trams ran along the outbound lane of Victoria Parade from 1886. With electrification in the late 1920s, the tracks were moved to the central reservation and ornamental overhead wire supports erected.

#### Main development era

The main development period evident in the Victoria Parade Heritage Overlay Area is that of the Victorian era with a contribution from the Edwardian-period.

There is also a contribution from a well preserved inter-war building and individually significant places of all eras.

#### Contributory elements

The Heritage Overlay Area contributory elements include (but not exclusively) mainly attached Victorian-era two-storey houses having typically:

## Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report

### Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations

- Pitched gabled or hipped roofs, with some facade parapets,
- Two storey wall heights but with some one-storey houses,
- Face brick (red, dichrome and polychrome) or stucco walls;
- Slate and corrugated iron roof cladding, , with some Marseilles pattern terra-cotta tiles;
- Chimneys of either stucco finish (with moulded caps) or of face red brickwork with corbelled capping courses;
- Post-supported verandah elements facing the street, set out on two levels as required with cast-iron detailing;
- Less than 40% of the street wall face comprised with openings such as windows and doors; and
- Front gardens, originally bordered by typically iron or timber picket front fences of around 1m height;

#### Contributory elements also include:

- Corner shops and residences with ground level display windows and zero boundary setbacks.
- Victorian-era landmark religious and educational buildings, dominant in scale to the rest of the heritage overlay
- Well preserved buildings from the inter-war era;
- Mature street tree plantings (planes and elms); and
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as some bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.

#### *How is it significant?*

HO336 Victoria Parade Heritage Overlay Area, Collingwood is **aesthetically** and **historically** significant to the City of Yarra (National Estate Register[NER] Criteria E1, A4)

#### *Why is it significant?*

The Victoria Parade Heritage Overlay Area is significant:

- As a substantially intact collection of middle class late nineteenth century residential building stock, supported by key commercial, institutional and religious buildings, demonstrating, as a group, the functions of nineteenth century daily life, and representing the second generation of building development having replaced mainly small timber, buildings dating from the first urban settlement of Collingwood in the 1850s;
- For the Victoria Parade frontage to the area, as an important and elegant boulevard entrance to central Melbourne, containing an impressive collection of predominantly two storey Victorian-era residences, hotels and shops; and
- For the early street layouts, together with some original bluestone kerbs and guttering and mature planes and elms, providing an appropriate setting for this important collection of buildings.

**Attachment 2 - GJM Heritage - Collingwood Built Form Review Heritage Report**

DRAFT FOR REVIEW

gard'ner jarman martin

# Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



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## Memorandum of Advice

**Heritage Advice:** Potential extension of the Victoria Parade Precinct (HO336) to include 33-45 Derby Street, Collingwood

**Prepared for:** City of Yarra

Final v1.0

**Date:** 13 June 2018

**File:** 2017-004

### 1. Introduction

The Victoria Parade Precinct (HO336 in the Yarra Planning Scheme) currently includes:

- Places on the north side of Victoria Parade, west of Wellington Street (nos 15-77)
- Places on the east side of Cambridge Street from Victoria Parade to Derby Street (nos 2-62)
- Places on the south side of Derby Street (no. 47)
- Places on part of the west side of Cambridge Street (nos 3-19)
- Places on the north side of Mason Street (no. 6)
- Places on the south side of Mason Street (nos 13-23).

The extent of HO336 is as follows:



**Figure 1.** Heritage Overlay Map 6 showing the Victoria Parade Precinct (HO336), Planning Scheme Online (accessed 5 June 2018)

Nos 33-45 Derby Street, adjoining Cambridge Street at the northern end, have been assessed for their potential for inclusion in the Victoria Parade Precinct (HO336). In summary, it is recommended that these properties are included within an extension of HO336.



## Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



It is noted that nos 41-45 Derby Street, Collingwood was identified for addition to the Heritage Overlay as an extension to HO336 by G Butler & Associates in the *City of Yarra Heritage Gaps Study* (2004) but this recommendation does not appear to have progressed. Note: 39 Derby Street clearly forms part of this group of buildings and it is assumed that the numbering on the G Butler & Associates study (i.e. 41-45 Derby Street) is an error and was intended to include this two-storey shop / terrace.

### 2. Methodology

This advice has been prepared having regard to *Planning Practice Note 1: Applying the Heritage Overlay* (PPN1) and the gradings for heritage places as defined in Council's heritage policy at Clause 22.02 of the Yarra Planning Scheme.

Each property has been visually inspected from the street and historic research has been conducted using Sands and McDougall Directories and historic plans, including the Clement Hodgkinson Plan (1858) and the Melbourne and Metropolitan Board of Works (MMBW) Detail Plan of 1899. Analysis against the existing Statement of Significance for the precinct and similar places already included in the precinct has been undertaken to determine whether the places warranted inclusion as part of HO336.

### 3. 33-45 Derby Street, Collingwood



Figure 2. 33 (R) -45 (L) Derby Street, Collingwood (GJM Heritage, June 2018)

**Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336**



**Figure 3. Aerial photograph (33-45 Derby Street outlined in red) (©Nearmap, 4 April 2018)**



**Figure 4. Current Heritage Overlay map showing existing addresses of 33-45 Derby Street (outlined in red) (retrieved 5 June 2018)**



# Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



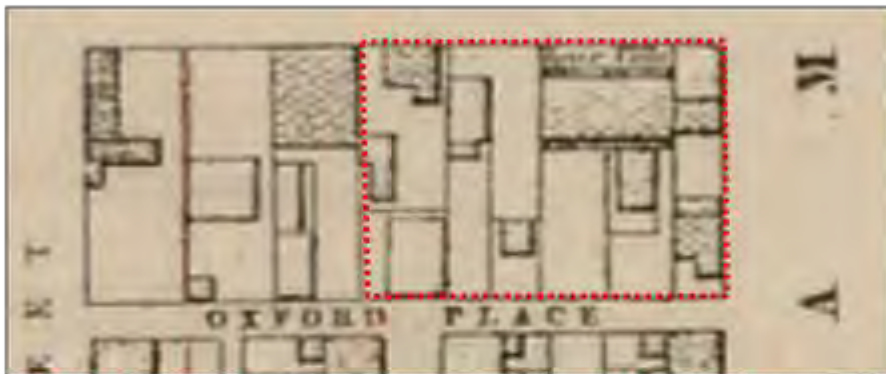
## 3.1 History

The two-storey residence at 33-37 Derby Street retains the name and date ('Lenden, 1879') on the parapet nameplate. The building is evident on the 1899 MMBW plan (Figure 6). The remainder of 33-37 Derby Street (the eastern portion) is occupied by a single-storey mid-late twentieth century building and single-storey garage, both replacing earlier Victorian buildings on the site (as seen on Figure 6).

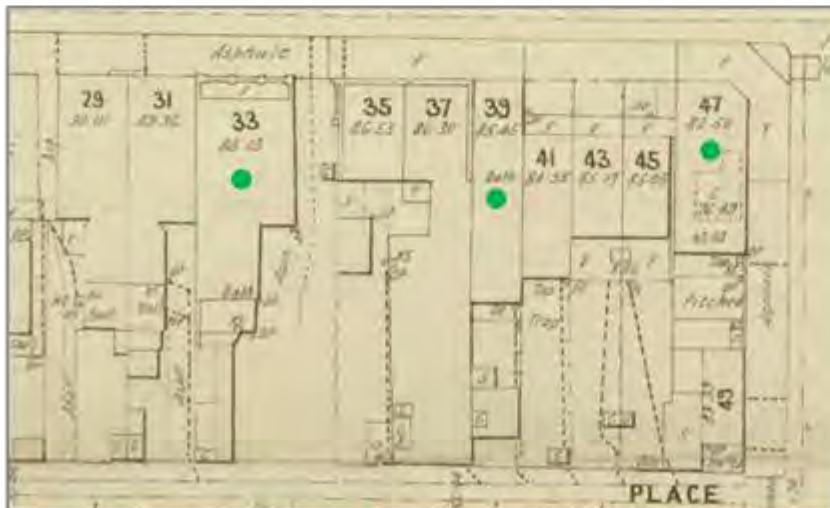
The building at 39 Derby Street is shown on the 1899 MMBW plan (Figure 6). The construction date of this building has not been confirmed, but by 1890 the Sands & McDougall directories addressed a grocer at 35, 37 and 39 Derby Street.

The current 41 and 43 Derby Street was occupied by three buildings numbered 41-45 in 1899 (Figure 6). The Sands & McDougall Directories listed both 41 and 43 Derby Street as 'Vacant' in 1905 (suggesting vacant buildings), after the addresses were omitted from the directories in 1903 and 1904. This suggests that the existing buildings were constructed c1903-04. In 1906, no. 41 was occupied by H. Goldstone, grocer. By 1910, Mrs R. Goldstone, grocer, occupied no. 43 and no. 41 was occupied by E. Burgess, cabinet maker.

45 Derby Street retains the date '1889' on the parapet nameplate. The 1899 MMBW plan showed the corner building with a verandah that returns on the east elevation.



**Figure 5.** An 1858 plan of the subject site showing earlier buildings that existed on all properties (Clement Hodgkinson, 1858, 'Plan shewing the streets and buildings in existence in East Collingwood on January 1<sup>st</sup> 1858').



**Figure 6.** The subject site in 1899 – green dots indicate that the building remains in 2018 (MMBW Detail Plan 1208, dated 1899).

# Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



## 3.2 Description

### 33-37 Derby Street (whole site identified as No. 33 on Planning Maps Online)

This group of buildings is situated at the western end of the group of buildings under consideration. It comprises a two-storey terrace house at the western end and a single-storey building to the east.

The terrace house is a rendered brick (overpainted), parapetted building with no front setback. It has side pilaster strips with decorative masks, a heavy cornice supported on elaborate consoles and a scrolled central pediment. An arcaded verandah at street level is recessed below the first floor. Three upper double-hung windows, with sills supported on consoles, reflect the three arched openings below. Arcading, with vermiculated rustication to keystones, is supported on Corinthian columns with cast iron palisade fencing between.

The single-storey building to the east presents an unadorned façade to Derby Street with three frameless rectangular openings, including a garage door. The building is occupied by 'Australian Galleries Exhibitions' which was established in 1956. The building may have been constructed at this time.



Figure 7. 33-37 Derby Street, Collingwood (GJM Heritage, June 2018)

### 39 Derby Street

This building is situated in the middle of this group of buildings. It is a narrow two-storey red brick (ground floor overpainted) terrace with balustraded parapet, exaggerated dentilled cornice with painted name plate 'F Brenton', and side consoles. A single double-hung window, with narrow sidelights and rendered sill, is centrally positioned in the upper façade with the remains of a cornice and substantial flanking blocks below. The front verandah has been removed and the lower façade appears to have been significantly altered and stripped of any detail. It contains a frameless window and door opening.



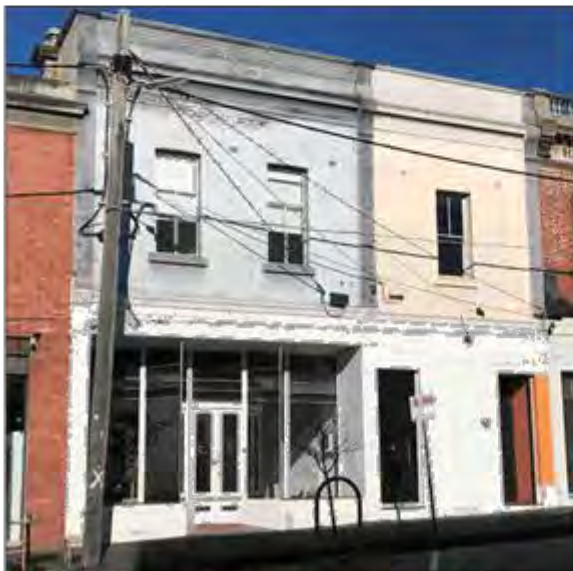
**Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336**



**Figure 8. 39 Derby Street, Collingwood (GJM Heritage, June 2018)**

**41-43 Derby Street**

This building comprises two, two-storey, parapetted terraces of unequal width, which were built as a pair. The building appears to have been constructed of face brickwork, although no. 41 has been rendered, and both have been overpainted. The building parapet is unadorned and the two buildings are defined by plain pilaster strips with decorative vermiculated rusticated blocks at upper and lower cornice lines. The broader façade contains two rectangular windows at first floor and the other façade contains a single rectangular window. Both ground floor facades have been extensively modified and a front verandah removed.



**Figure 9. 41-43 Derby Street (GJM Heritage, June 2018)**

## Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



### 45 Derby Street

This building is situated at the corner of Derby and Cambridge Streets with the main façade facing Cambridge Street. The corner of the building is splayed and contains the entrance. Set on a bluestone base, it is a two-storey, parapetted building of red brick (render may have been removed), with cement render upper window frames, crowning cornice and a corner pediment containing 'AD 1889'. Six upper-floor rectangular windows face Cambridge Street, one faces Derby Street and one is located in the corner splay. The 1899 MMBW Plan indicates that the building contained a cellar, indicating that it may have been built as a small hotel. A verandah has been removed and the building has been modified at street level with large openings to both facades.



Figure 10. 45 Derby Street (GJM Heritage, June 2018)

### 3.3 Integrity

The buildings at 33-37 Derby Street, 39 Derby Street, 41-43 Derby Street and 45 Derby Street retain a high degree of integrity to the Victorian and late Victorian periods in fabric, form and detail. While the buildings have undergone some alterations, including to changes to shopfronts at 39-45 Derby Street, these do not diminish the ability to understand and appreciate these places as typical examples of Victorian and late Victorian buildings.

### 3.4 Comparison with other buildings in the Victoria Parade Precinct

The existing Statement of Significance for the Victoria Parade Precinct is provided in full at Appendix A. It notes that the precinct is significant:

*As a substantially intact collection of middle class late nineteenth century residential building stock, supported by key commercial, institutional and religious buildings, demonstrating, as a group, the functions of nineteenth century daily life, and representing the second generation of building development having replaced mainly small timber, buildings dating from the first urban settlement of Collingwood in the 1850s.*

The elements considered to contribute to the precinct include:

*...mainly attached Victorian-era two-storey houses having typically:*

- *Pitched gabled or hipped roofs, with some facade parapets;*
- *Two storey wall heights but with some one-storey houses;*
- *Face brick (red, dichrome and polychrome) or stucco walls;*
- *Slate and corrugated iron roof cladding, with some Marseilles pattern terra-cotta tiles;*
- *Chimneys of either stucco finish (with moulded caps) or of face red brickwork with corbelled capping courses;*

### Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



- *Post-supported verandah elements facing the street, set out on two levels as required with cast-iron detailing;*
- *Less than 40% of the street wall face comprised with openings such as windows and doors; and*
- *Front gardens, originally bordered by typically iron or timber picket front fences of around 1m height.*

*Contributory elements also include:*

- *Corner shops and residences with ground level display windows and zero boundary setbacks.*
- *Victorian-era landmark religious and educational buildings, dominant in scale to the rest of the heritage overlay;*
- *Well preserved buildings from the inter-war era;*
- *Mature street tree plantings (planes and elms); and*
- *Public infrastructure, expressive of the Victorian and Edwardian-eras such as some bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.*

The Derby Street buildings are consistent with the identified significance of the Victoria Parade Precinct as a run of late nineteenth and turn-of-the-century Victorian and late Victorian commercial and residential buildings, located within Crown Portion 52, and representing the second generation of building development in Collingwood. The buildings generally display the following contributory elements identified for the precinct:

- Pitched gabled or hipped roofs, with some facade parapets;
- Two storey wall heights but with some one-storey houses;
- Face brick (red, dichrome and polychrome) or stucco walls;
- Slate and corrugated iron roof cladding, with some Marseilles pattern terra-cotta tiles;
- Chimneys of either stucco finish (with moulded caps) or of face red brickwork with corbelled capping courses;
- Less than 40% of the street wall face comprised with openings such as windows and doors;
- Corner shops and residences with ground level display windows and zero boundary setbacks.

The precinct contains a number of 'contributory' heritage places that compare directly with the buildings at 33-45 Derby Street. These include two-storey shops and residences at 27-37, 49 and 55-59 Victoria Parade and houses at 18-20 & 24-26 Cambridge Street, all built in the later nineteenth century.



**Figure 11.** 27-37 Victoria Parade (GJM Heritage, June 2018)



# Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



**Figure 12.** 49 Victoria Parade (GJM Heritage, June 2018)



**Figure 13.** 55-59 Victoria Parade (GJM Heritage, June 2018)



**Figure 14.** 20-22 & 24-26 Cambridge Street (either side of single storey house at centre) (GJM Heritage, June 2018)

## 4. Recommendation

The buildings at 33-45 Derby Street are substantially intact to their Victorian and late Victorian period of construction at the upper level and compare directly with similar 'contributory' buildings contained within the Victoria Parade Precinct. The 'not contributory' portion of 33-37 Derby Street is considered to be a reasonable level of non-contributory fabric between heritage buildings in the context of the precinct.

It is therefore recommended that:

- The Victoria Parade Precinct (HO336) boundary be extended to include 33-45 Derby Street within the precinct (as shown in Figures 14 & 15); and
- Appendix 8 be updated as follows under HO336 Victoria Parade Precinct, Richmond:
  - 33 Derby Street, Collingwood – Residence – contributory – 1879



# Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



- 39 Derby Street, Collingwood – Shop & Residence – contributory – 1870-1899
- 41-43 Derby Street, Collingwood – Shops & Residences – contributory – 1900-1910
- 45 Derby Street, Collingwood – Shop & Residence – contributory – 1889

Note: the eastern portion of 33 Derby Street, which is occupied by the single storey structures, does not contribute to the heritage significance of HO336, and the demolition of these elements (subject to an appropriate development proposal) is considered to be acceptable.



**Figure 15.** Aerial image showing recommended extent of the extension to HO336 shaded in pink (©Nearmap, 4 April 2018)

# Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



Figure 16. Recommended extent of the extension to HO336 shaded blue (adapted from existing Heritage Overlay map).

Note: the additional extension to HO336 required to include the heritage fabric of the former Cambridge Street State School is shaded in green (refer to *Collingwood Mixed Use Pocket: Heritage Analysis & Recommendations* by GJM Heritage for detail around this proposed extension).

## References

Clement Hodgkinson, 1858, 'Plan shewing the streets and buildings in existence in East Collingwood on January 1<sup>st</sup> 1858'

Melbourne and Metropolitan Board of Works (MMBW): Detail Plan 1208, 1899

Sands & McDougall Directories (S&Mc)



## Appendix A: Statement of Significance for HO336

The existing Statement of Significance for Victoria Parade Heritage Overlay Area, Collingwood (HO336) identifies the cultural values of the heritage precinct<sup>1</sup>:

### **What is significant?**

#### **Early development**

*The Victoria Parade Heritage Overlay Area is located at the southern boundary of Collingwood on Crown Portion 52 and includes buildings from the second wave of building development in Collingwood, occurring during the 1880s and 1890s.*

#### **1880s-1890s development**

*The Clement Hodgkinson 1850s map shows a terraced building of six timber houses in Cambridge St, replaced in 1892 by John Raphael's Cambridge Terrace. Further south in Cambridge Street a timber house was replaced in 1891 by a two-storey terrace with unusual cast iron lacework. This was the second phase of the area's development.*

*By the early 1880s, a number of villas had been constructed in Victoria Parade, including Portia (15 Victoria Parade) and Floraston (39 Victoria Parade). The mansion Walmer (now demolished), at 41-47 Victoria Parade, was set well back on a deep site which backed onto Mason Street and had a large front garden. The site is now occupied by the Melbourne District Nursing Society's After Care Hospital (1926-36).*

*The former Cambridge Street School (SS. 1895) is the largest non-residential contributory building within the area. Built to replace three smaller schools in Collingwood, it was opened in September 1877. In the early 1920s, the school was granted Higher Elementary School status and was renamed Cambridge Street Central School. The school later operated as the Collingwood English Language School.*

*The former St Saviour's Church of England, a bluestone Gothic Revival church, was built in 1874-75 next to the school site, on the corner of Oxford and Mason Streets, and enlarged in 1879. The church operated as the Holy Virgins Protection Russian Orthodox Church from 1958.*

*The MMBW Detail Plan 1208 of 1898 shows the infrastructure which prevailed in the area, with street trees shown in Cambridge St, gas lights, post boxes, pitched crossings in Victoria Parade, plus asphalted and flagstone footpaths.*

#### **Transport**

*Cable trams ran along the outbound lane of Victoria Parade from 1886. With electrification in the late 1920s, the tracks were moved to the central reservation and ornamental overhead wire supports erected.*

#### **Main development era**

*The main development period evident in the Victoria Parade Heritage Overlay Area is that of the Victorian era with a contribution from the Edwardian-period.*

*There is also a contribution from a well preserved inter-war building and individually significant places of all eras.*

#### **Contributory elements**

<sup>1</sup> Graeme Butler and Associates (2007), *City of Yarra Review of Heritage Overlay Areas*, 161-163.

## Attachment 3 - GJM Heritage - 33-45 Derby Street, Collingwood - Extension to HO336



*The Heritage Overlay Area contributory elements include (but not exclusively) mainly attached Victorian-era two-storey houses having typically:*

- *Pitched gabled or hipped roofs, with some façade parapets,*
- *Two storey wall heights but with some one storey houses,*
- *Face brick (red, dichrome and polychrome) or stucco walls;*
- *Slate and corrugated iron roof cladding, with some Marseilles pattern terra-cotta tiles;*
- *Chimneys of either stucco finish (with moulded caps) or of face red brickwork with corbelled capping courses;*
- *Post-supported verandah elements facing the street, set out on two levels as required with cast-iron detailing;*
- *Less than 40% of the street wall face comprised with openings such as windows and doors; and*
- *Front gardens, originally bordered by typically iron or timber picket front fences of around 1m height;*

*Contributory elements also include:*

- *Corner shops and residences with ground level display windows and zero boundary setbacks.*
- *Victorian-era landmark religious and educational buildings, dominant in scale to the rest of the heritage overlay;*
- *Well preserved buildings from the inter-war era;*
- *Mature street tree plantings (planes and elms); and*
- *Public infrastructure, expressive of the Victorian and Edwardian-eras such as some bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.*

### ***How is it significant?***

*HO336 Victoria Parade Heritage Overlay Area, Collingwood is **aesthetically and historically** significant to the City of Yarra (National Estate Register [NER] Criteria E1, A4)*

### ***Why is it significant***

*The Victoria Parade Heritage Overlay Area is significant:*

- *As a substantially intact collection of middle class late nineteenth century residential building stock, supported by key commercial, institutional and religious buildings, demonstrating, as a group, the functions of nineteenth century daily life, and representing the second generation of building development having replaced mainly small timber, buildings dating from the first urban settlement of Collingwood in the 1850s;*
- *For the Victoria Parade frontage to the area, as an important and elegant boulevard entrance to central Melbourne, containing an impressive collection of predominantly two storey Victorian-era residences, hotels and shops; and*
- *For the early street layouts, together with some original bluestone kerbs and guttering and mature planes and elms, providing an appropriate setting for this important collection of buildings.*



## Attachment 4 - Draft Interim DDO23

## YARRA PLANNING SCHEME

-1-28-  
C-**SCHEDULE 23 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT  
OVERLAY**Shown on the planning scheme map as **DDO23**.**COLLINGWOOD SOUTH (MIXED-USE) PRECINCT****1.0 Design objectives**-1-28-  
C-

- To foster an emerging, contemporary, mixed-use character with a prominent street-wall edge, incorporating upper level setbacks and design features that create a distinction between lower and upper levels.
- To ensure that the overall scale and form of new buildings is mid-rise (ranging from 3 to 12 storeys) and responds to the topography of the precinct, by providing a suitable transition in height as the land slopes upwards, whilst minimising amenity impacts on existing residential properties, including visual bulk, overlooking and overshadowing.
- To maintain the prominence of the corner heritage buildings on Wellington Street, and respect both individual and groups of low-scale heritage buildings through recessive upper level development and a transition in scale from taller form towards the interface with heritage buildings.
- To promote and encourage pedestrian activity through street edge activation and the protection of footpaths and public open spaces from loss of amenity through overshadowing.
- To ensure that development provides for equitable development outcomes through building separation and a design response that considers the development opportunities of neighbouring properties.

**2.0 Buildings and works**-1-28-  
C-

A permit is required to construct a building or construct or carry out works.

**2.1 Definitions**

**Street wall** is the façade of a building at the street boundary. Street wall height is measured at the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge, with the exception of architectural features and building services.

**Rear interface** is the rear wall of any proposed building or structure whether on the property boundary or set back from the property boundary.

**Building height** does not include non structural elements that project above the building height and service equipment including plant rooms, lift overruns, structures associated with green roof areas, screens to service areas or other such equipment provided that all of the following criteria are met:

- Less than 50% of the roof area is occupied by the equipment (other than solar panels);
- Any equipment is located in a position on the roof so as to avoid additional overshadowing of either public or private open space, or windows to habitable rooms of an adjacent property;
- Any equipment does not extend higher than 3.6 metres above the proposed height of the building; and
- Any equipment and any screening is integrated into the design of the building to the satisfaction of the Responsible Authority.

**Setback** is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the property boundary.

## Attachment 4 - Draft Interim DDO23

## YARRA PLANNING SCHEME

**Upper Level Development** is development above the height of the street wall.

**Heritage Building** refers to any building subject to a heritage overlay, graded as either *Contributory* or *Individually Significant*.

## 2.2 Built form requirements

The following requirements apply to an application to construct a building or construct or carry out works.

### Building height requirements

The building height requirements are set out in Plan 1: Building Heights Framework Plan of this schedule. Buildings or works must not exceed the maximum building height shown in Plan 1: Building Heights Framework Plan.

A permit cannot be granted to vary a building height specified in Plan 1: Building Heights Framework Plan, unless all of the following requirements are met:

- the built form outcome as a result of the proposed variation satisfies the Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the Overshadowing and Solar Access (Public Realm) Requirements;
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations;
  - universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58; and
  - excellence for environmental sustainable design measured as a minimum BESS project score of 70%.

### Street wall height requirements

The street wall height requirements are set out in Plan 1: Building Heights Framework Plan of this schedule. Buildings or works must not exceed the maximum street wall height shown in Plan 1: Building Heights Framework Plan.

A permit cannot be granted to vary a street wall height specified in Plan 1: Building Heights Framework Plan unless all of the following are met:

- the built form outcome as a result of the proposed variation satisfies the Design Objectives in Clause 1.0 and the Heritage Building Design Requirements in this schedule;
- the proposed street wall height provides a transition, scaling down to the interface with heritage building, and is no more than two storeys higher than the street-wall height of the adjacent heritage building; and
- the proposed street wall height does not overwhelm the adjacent heritage building.

### Setback requirements for non-heritage buildings

Development must be built to the front property boundary except for development at 54 and 56 Oxford Street. Development at 54 and 56 Oxford Street must match the front setback of the heritage building at 58 Oxford Street.

Development must be setback in accordance with the minimum upper level setbacks specified in Table 1.

**Table 1 – Minimum Upper Level Setbacks for Non-Heritage Sites**

Area 1	Area 2	Area 3
6m	6m	3m

## Attachment 4 - Draft Interim DDO23

## YARRA PLANNING SCHEME

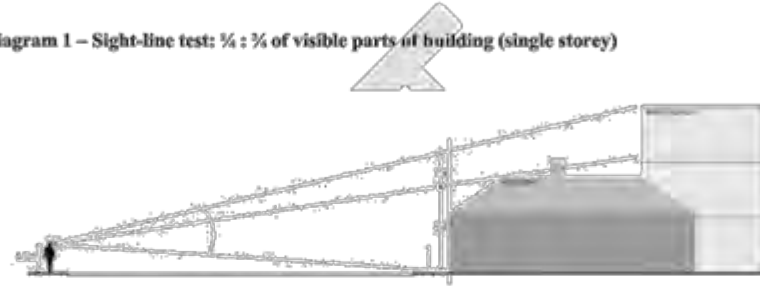
For development adjacent to a heritage building, a permit cannot be granted to construct a building or carry out works if it does not meet the preferred minimum upper level setback requirements in Table 1 unless the proposal meets the Design Objectives and the Heritage Building Design Requirements in this schedule

**Setback requirements for heritage buildings**

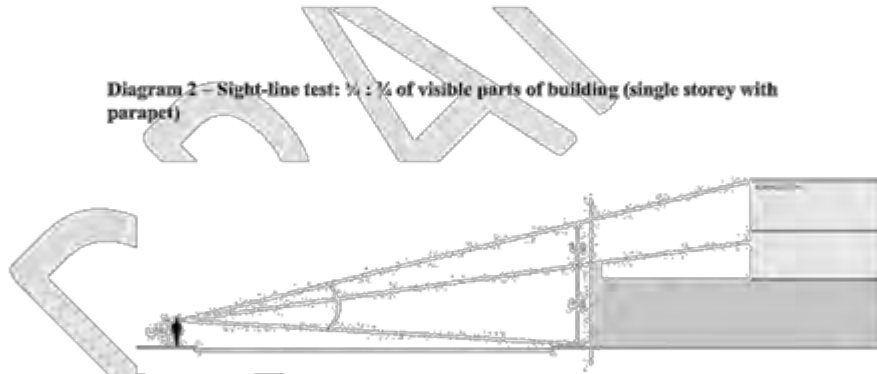
For single storey heritage buildings, development must:

- be setback a minimum of 6m from the heritage façade; and
- be designed to occupy no more than  $\frac{1}{4}$  of the visible built form, as viewed from the opposite side of the street at a height of 1.7m above the footpath, as illustrated in Diagrams 1 and 2.

**Diagram 1 – Sight-line test:  $\frac{1}{4}$  :  $\frac{1}{4}$  of visible parts of building (single storey)**



**Diagram 2 – Sight-line test:  $\frac{1}{4}$  :  $\frac{1}{4}$  of visible parts of building (single storey with parapet)**



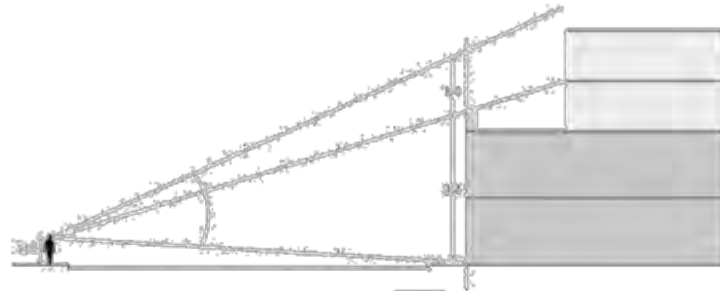
For two storey heritage buildings, development must:

- be setback a minimum of 6m from the heritage façade; and
- be designed to occupy no more than  $\frac{1}{4}$  of the visible built form, as viewed from the opposite side of the street at a height of 1.7m above the footpath, as illustrated in Diagram 3.

## Attachment 4 - Draft Interim DDO23

## YARRA PLANNING SCHEME

**Diagram 3 – Sight-line test: ¼ : ¾ of visible parts of building (double storey with parapet)**



### Heritage building design requirements

Alterations and additions to heritage buildings must be designed to:

- be visually recessive when viewed at any location along the streetscape, from the opposite side of the street;
- retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism';
- not visually dominate the existing heritage fabric;
- retain the visual prominence of the return façades of buildings on corner sites;
- retain solid built form behind retained facades and avoid balconies behind existing openings;
- maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings;
- utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades.

Development on sites within a Heritage Overlay, graded as *Not-Contributory*, or on sites adjacent to a heritage building should be designed to:

- provide a transition in height at the interface (side or rear boundary) with the heritage building;
- ensure that façade treatments are simple and do not compete with the detailing of the adjacent heritage building(s);
- incorporate simple architectural detailing that does not detract from significant elements of the heritage building;
- be visually recessive;
- be articulated to reflect the fine grained character of the streetscape, where this is a prominent feature.

### Overshadowing and solar access (public realm) requirements

Development must not overshadow any part of the southern side footpath of the following streets, between 10am and 2pm on September 22:

- Peel Street to a distance of 2.0 metres from the kerb;
- Langridge Street to a distance of 2.0 metres from the kerb;
- Derby Street to a distance of 2.0 metres from the kerb.

For streets that extend in a north-south direction, development must not overshadow:

- the eastern footpath to a distance of 2.0 metres from the kerb between 10am and 2pm on September 22;



## Attachment 4 - Draft Interim DDO23

## YARRA PLANNING SCHEME

- the western footpath to a distance of 2.0 metres from the kerb from 10am to 2pm on September 22.

Development must be designed to minimise additional overshadowing of the following areas of open space between 10am and 2pm on September 22:

- Cambridge Street Reserve;
- Oxford Street Reserve;
- The outdoor space of the Collingwood English Language School.

#### Other design requirements

Development interfacing with areas of public open space must:

- provide a suitable transition in scale to the interface with the public open space;
- ensure that development does not visually dominate the public open space;
- provide passive surveillance from lower and upper levels.

Development at the rear of the properties at 10 - 22 Derby Street must be designed to address Langridge Street.

The interface of a development abutting a laneway must not exceed a preferred height of 11 metres.

The street frontage of development must:

- provide a prominent, well-articulated street-wall edge that provides a distinction between the lower and the upper levels of the building;
- address all street frontages and, where heritage elements are not a constraint, incorporate design elements/features that contribute to an engaging streetscape, avoiding blank walls and provide active frontages, where appropriate to the proposed use at ground level;
- be designed to accommodate (or can be adapted to accommodate) commercial activity at the ground floor incorporating a suitable commercial floor height, where heritage elements are not a constraint;
- locate service entries/access doors away from the primary street frontage, or where not possible, be sensitively designed to integrate into the façade of the building;
- respond to the topography of the east-west oriented streets through transition and "stepping" of the ground floor to appropriately address the street.

The design of upper levels of development must:

- be well-designed and articulated to break up the building mass across sites with a wide frontage;
- distinguish between the lower and upper levels through materials and articulation;
- be designed so that side walls are articulated and read as part of the overall building design and not detract from the streetscape when viewed from direct and oblique views along the streetscape;
- provide passive surveillance of adjacent streets and public open space.

#### Building separation, amenity and equitable development requirements

An application for development must provide a design response that considers the future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk.

- Where development shares a common boundary, upper level development must:
  - be setback a minimum of 4.5m from the common boundary, where a habitable window or balcony is proposed

## Attachment 4 - Draft Interim DDO23

## YARRA PLANNING SCHEME

- be setback a minimum of 3.0m from the common boundary where a commercial or non habitable window is proposed.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

**Vehicle access and car parking requirements**

Development must be designed to:

- avoid providing vehicle access from Wellington Street and provide access from a side street or laneway where practical;
- provide car parking in a basement. Where basement car parking is not possible, it must be concealed within the building envelope;
- avoid providing recessed parking spaces at the ground floor level of buildings and onsite parking spaces at the front of properties.

Pedestrian access to buildings, including upper level apartments, must be from a street or a shared zone. Where pedestrian access can only be provided from a laneway, the pedestrian entrance must be setback from the laneway and be well lit to enable safe access.

3.0  
-1-20-  
C-

**Subdivision**

None specified.

4.0  
-1-20-  
C-

**Advertising signs**

None specified

5.0  
-1-20-  
C-

**Decision guidelines**

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the Built Form Requirements in Clause 2.0 are met.
- Whether the Heritage Building Design Requirements in Clause 2.0 are met (where the land is affected by a Heritage Overlay or immediately adjacent to a Heritage Overlay).
- Whether the proposal has considered the development rights/potential of neighbouring properties in terms of achieving good internal amenity for future proposals through building separation and design.
- Whether the proposal responds to the presence of heritage buildings either on, or in close proximity to the site through a suitable transition in scale of street-wall, upper level setbacks and building height.
- How the proposal responds in terms of scale and transition to the sloping topography of the area.
- The design response at the interface with existing low-scale residential properties, including the overshadowing of secluded private open space.
- Whether the proposal provides a high quality public realm interface that either activates the street edge or provides an engaging and well-designed street interface, and contributes positively to the pedestrian environment and other areas of the public realm.
- How any proposed buildings and works will impact on solar access to footpaths and public open spaces.
- The wind effects created by the development.

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- The suitability of vehicle access arrangements and the location, layout and appearance of areas used for car parking.

#### **Expiry**

The requirements of this schedule cease to have effect after [insert date – minimum 2 years].

DRAFT

# Attachment 4 - Draft Interim DDO23

## YARRA PLANNING SCHEME

### Plan 1: Building Heights Framework Plan





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**11.4 Bridge Road Activity Centre - Request for an Interim Design and Development Overlay**

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## **Executive Summary**

### **Purpose**

The purpose of the report is for Council to consider requesting the Minister for Planning to introduce an interim Design and Development Overlay (DDO) Schedule into the Yarra Planning Scheme for the Bridge Road Activity Centre in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*.

### **Key Issues**

The Bridge Road Activity Centre is experiencing development pressure but the Yarra Planning Scheme currently provides only limited guidance about preferred built form outcomes, particularly in terms of building heights and setbacks. Introducing permanent changes to the Yarra Planning Scheme to provide the required guidance could take a number of years.

Council is recommended to request the Minister for Planning to introduce changes to the Yarra Planning Scheme, in the form of an interim Design and Development Overlay (DDO) schedule for the Bridge Road Activity Centre, whilst further planning work and a full planning scheme amendment is progressed to introduce a permanent DDO schedule into the Yarra Planning Scheme.

The request is required to be made prior to the end of June 2018 to enable the necessary lead times at the Department of Environment, Land, Water and Planning (DELWP) for the Minister for Planning to consider the request prior to the State Government elections in November 2018.

### **Financial Implications**

Other than officer time and the administration fee to the DELWP there are no financial costs for requesting the Minister for Planning to introduce an interim DDO schedule for the Bridge Road Activity Centre.

## **PROPOSAL**

In summary, that Council:

- endorse the draft Victoria Street and Bridge Road Built Form Framework, the supporting Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations as the basis for the Minister for Planning to introduce an interim Design and Development Overlay (DDO) into the Yarra Planning Scheme for the Bridge Road Activity Centre;
- endorse an interim Design and Development Overlay (DDO) schedule for the Bridge Road Activity Centre including officers recommended variations to the requirements in the draft Built Form Framework for the Bridge Road Activity Centre;
- request the Minister for Planning to introduce an interim Design and Development Overlay Schedule into the Yarra Planning Scheme for the Bridge Road Activity Centre; and
- request the Minister for Planning to introduce an interim heritage protection for the following properties proposed as new Heritage Overlays (The Halls Building at 202 - 206 Church Street and no.'s 32 and 34 Thomas Street).

(see full recommendations at the end of officer report).

## 11.4 Bridge Road Activity Centre - Request for an Interim Design and Development Overlay

Trim Record Number: D18/92833

Responsible Officer: Manager City Strategy

### Purpose

- 1 The purpose of the report is for Council to consider requesting the Minister for Planning to introduce an interim Design and Development Overlay (DDO) schedule into the Yarra Planning Scheme for the Bridge Road Activity Centre in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*.

### Background

1. The Yarra community place great importance on planning controls to seek to best manage change and provide clarity and as much certainty as possible about future development outcomes.
2. To improve the management of development within Yarra, Council has embarked on a comprehensive program of strategic planning work aimed at improving the planning controls in the Yarra Planning Scheme. An update on this program was reported to Council in December 2017.
3. The program includes the preparation of built form analysis covering the Bridge Road Activity Centre as well as the Victoria Street Activity Centre, and the Brunswick Street and Smith Street precinct (which includes parts of Gertrude Street, Johnston Street and a pocket of Collingwood west side of Wellington Street).
4. The output of this work is a series of 'Built Form Frameworks' covering each place including principles, guidelines and requirements that will guide future development and manage change. These 'frameworks' are needed to provide strong strategic justification and evidence for the preparation of structure plans (or equivalent strategies) and future permanent provisions in the Yarra Planning Scheme, notably Design and Development Overlays (DDOs).
5. A draft Bridge Road and Victoria Street Built Form Framework has been prepared by expert urban design consultants in collaboration with heritage and traffic experts. The document includes recommendations for the Bridge Road Activity Centre.
6. Officers have used this draft framework to prepare a draft interim Design and Development Overlay Schedule 21 (DDO21) for the Bridge Road Activity Centre. The draft Built Form Framework and the draft DDO schedule should form the basis for a request to the Minister for Planning to introduce an interim DDO schedule under Section 20(4) of the *Planning and Environment Act 1987*.
7. This report summarises the content and the recommended requirements from the draft Built Form Framework. It identifies key recommended variations to these requirements that officers consider should be included in the interim DDO schedule. It also outlines the next steps to introducing permanent controls into the Yarra Planning Scheme.

### Discussion

#### The Draft Bridge Road and Victoria Street Built Form Framework

8. David Lock Associates, in association with GJM Heritage Consultants and with input from Traffix Group, has prepared a Draft Bridge Road and Victoria Street Built Form Framework – see Attachment 1. The draft Built Form Framework provides the detailed analysis and a thorough and strategic basis for the future planning of the Bridge Road Activity Centre.

9. It provides the strategic justification and evidence needed to enable the Minister for Planning to consider a request to prepare, adopt and approve an interim DDO schedule for the Bridge Road Activity Centre. It will also provide the basis for the preparation of a future structure plan (or equivalent strategy) for the activity centre and would be relied upon at a future Planning Panel considering the permanent DDO schedule.
10. The draft Built Form Framework includes a number of principles for the future planning of the activity centre. These are intended to be realised through recommended detailed controls and requirements for different 'precincts' relating to: building heights, street wall heights, setbacks, views to landmarks, solar access, building separation, and building design. The key elements are summarised in Table 1 and in Figure 1.

Table 1 - Summary of Recommendations for Bridge Road Activity Centre

<b>Built Form</b>	<b>Controls and Requirements</b>
Building heights	Preferred maximum building heights that vary from 14.5 metres (4 storeys) to 24 metres (7 storeys) on the south side of Bridge Road and from 14.5 metres (4 storeys) to 27.5 metres (8 storeys) on the north side of Bridge Road.  The majority of the development is recommended at the lower end of this scale with taller form located on the larger sites where impacts can better be managed and are generally around Epworth Hospital and east of Gardner Street on the northern side of Bridge Road.
Street wall heights	A mix of mandatory and preferred maximum street wall heights with a maximum height of 11 metres (3 storeys) in heritage overlay areas and a maximum of 15 metres (4 storeys) outside of heritage overlay area.
Upper level setbacks	A mix of mandatory and preferred setbacks with a minimum setback of 6 metres or a minimum setback of 13 metres in heritage areas, and a minimum setback of 3 metres or 5 metres elsewhere.
Upper level development in heritage areas	Development should occupy no more than one quarter of the total view of development when viewed from the opposite footpath west of Church Street and one third of the total view of development when viewed from the opposite footpath east of Church Street.
Residential interface	Development should be setback at a 45 degree angle to a maximum setback of 10 metres.
Views to landmarks	Views should be maintained to the Pelacco sign, to the Richmond Town Hall, and to the spire and belfry of Ignatius Cathedral on Church Street.
Solar access	Solar access should be maintained to the southern footpath of Bridge Road at the equinox and the opposite side of Church Street, Burnley Street and Lennox Street.
Building separation	A preferred minimum of setback of 4.5 metres from the boundary where a part of a building contains a balcony or living room window whose primary orientation is to that boundary.  A preferred setback equivalent to at least one sixth of the width of the lot for a building above 21 metres to enable separation between taller forms.

The recommended controls and requirements are the result of substantial testing of different options using modelling and sections, and a review of built and recently approved developments. Particular regard has been given to ensuring that the upper levels of new development does not overwhelm the heritage buildings and that the heritage streetscape and views to landmarks remain the prominent and defining elements of the Bridge Road Activity Centre (where relevant to a precinct).

11. Figure 1 – Summary of Recommendations for Bridge Road Activity Centre





12. Mandatory controls are recommended to retain the street wall heights of heritage buildings and to require a minimum setback for new development above the heritage street wall for individually significant heritage buildings and in the precincts identified to have a significant heritage streetscape. Discretionary sightline tests and other supporting guidance is also recommended to ensure that new development above the street wall (including the heritage streetscape) is visually recessive and does not detract from the heritage buildings.
13. The recommended controls vary across the precincts reflective of the different existing conditions, particularly heritage conditions, and the identified preferred future character for the activity centre. Of particular note is the recommendation that mandatory controls for the street wall and upper level setbacks be applied along the majority of the length of the southern side of Bridge Road covered by a heritage overlay. This reflects the advice from GJM Heritage that the heritage areas on the southern side of Bridge Road between Hoddle Street and Burnley Street forms a “heritage significant streetscape” due to the high degree of intactness and consistency of the streetscape, and the high level of architectural significance and quality of the heritage buildings.
14. In developing the recommended controls and requirements, a range of options for the street wall height, setback and sightline controls in heritage overlay areas have been tested. This testing has necessarily sought to arrive at recommended controls and requirements that achieve the optimal balance of heritage protection and enabling new development, recognising that parts of Bridge Road have heritage streetscape qualities that are important to the local and broader metropolitan community. Officers consider that the recommended setback and sight line controls in combination provide a very high level of protection to the individually significant heritage buildings and to the most significant sections of the heritage streetscapes, and strike the right balance.
15. Importantly, the recommended controls and requirements demonstrate the strong strategically justified response to the various planning considerations in major activity centres required by the Department of Environment Land Water Planning (DELWP). They also reflect controls and requirements that have been tested and applied through a number of panel processes. This should encourage the Minister for Planning being confident in introducing an interim DDO schedule into the Yarra Planning Scheme for the Bridge Road Activity Centre that reflects the draft Built Form Framework.

#### Heritage Assessment

16. GJM Heritage has prepared the Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations – see Attachment 2. This assessment has heavily informed the recommendations for future built form in the draft Built Form Framework, in particular the recommended requirements for street wall heights, building setbacks and sightline tests in heritage areas.
17. The GJM Heritage assessment has also reviewed the suitability of the extent of the heritage overlays that apply to Bridge Road Activity Centre. This has identified the need for the following properties to be included within a heritage overlay schedule:
  - (a) The Halls Building at 202 - 206 Church Street; and
  - (b) No. 32 and 34 Thomas Street.
18. It is proposed that the amendment request to the Minister for Planning include a request for these properties to be included in interim heritage overlay schedules and included in Appendix 8 as individually significant places whilst the amendment to introduce permanent heritage overlay schedules to these properties is advanced.
19. The GJM Heritage assessment also includes a number of other recommendations that should be advanced as part of the amendment to the Yarra Planning Scheme to introduce a permanent DDO schedule for the Bridge Road Activity Centre or as part of an amendment to address minor errors to the Yarra Planning Scheme.

### Traffic and Access Assessment

20. Traffix Group has prepared a Traffic Engineering Assessment (see Attachment 3) to inform the draft Built Form Framework. This assessment has focussed on identifying changes required to achieve safe and efficient vehicular and pedestrian access as the area is developed in accordance with the built form requirements.
21. It identifies that suitably designed and controlled vehicle access is a key component in achieving the objectives of maximising the efficiency of Bridge Road for trams and vehicles and providing a high quality pedestrian environment.
22. The assessment strongly recommends that access be provided from a laneway or side street and not from Bridge Road. It identified a number of locations where laneways should be widened and recommends that controls be included in the draft interim DDO to provide for this.

### Interim Design and Development Overlay Schedule

23. Officers have translated the recommendations in the draft Built Form Framework, the Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations, and the Traffic Engineering Assessment into a draft interim DDO schedule (DDO21) – see Attachment 4.
24. A version of this draft interim DDO schedule, incorporating any final minor drafting requirements, should be included in the request to the Minister for Planning and form the basis for the interim DDO schedule that is introduced.
25. The draft interim DDO schedule includes the majority of the recommendations in the draft Built Form Framework and supporting assessments. A small number of key recommendations are not supported and variations are recommended by officers. These are outlined in Table 2.

Table 2: Officer Variations to the Recommendations in draft Built Form Framework for the Bridge Road Activity Centre

<b>Built Form</b>	<b>Variation to Recommendation in draft Built Form Framework</b>
Building heights	<p>Amend preferred maximum building height requirements to mandatory maximum building height requirements for properties:</p> <ul style="list-style-type: none"> <li>• in the heritage significant streetscape area identified by GJM Heritage</li> <li>• with a sensitive residential interface.</li> </ul> <p>A reduction of the preferred maximum building height requirement for properties west of Moorhouse Street from 24 metres (7 storeys) to 21 metres (6 storeys).</p>
Views to landmarks	<p>Remove the requirement to maintain views to the Pelacco sign from the Richmond Town Hall Forecourt.</p> <p>Amend requirements to maintain views to the Pelacco sign, to the Richmond Town Hall, and to the spire and belfry of Ignatius Cathedral on Church Street from preferred requirements to mandatory requirements.</p>
Solar access	Amend the requirement to maintain solar access to the southern footpath of Bridge Road at the equinox from a preferred requirement to a mandatory requirement.
Building separation	Introduction of a minimum setback of 3 metres from the boundary where a part of a building contains a non-habitable room window or a commercial window whose primary orientation is to that boundary.

### *Building Heights*

26. Officers recommend that the interim DDO schedule include mandatory maximum building height requirements for properties in the heritage significant streetscape area identified by GJM Heritage and to properties with a sensitive residential interface. This is the most significant variation alteration and is recommended to:
  - (a) ensure that new development does not set a precedent for inappropriate tall form in these highly sensitive locations whilst the structure plan (or equivalent strategy) and the permanent DDO schedule for the Bridge Road Activity Centre is prepared and progressed; and
  - (b) accord with the approach taken for the requests for interim DDO schedules for the Johnston Street Activity Centre (gazetted by the Minister for Planning in March 2018) and for the Swan Street and Queens Parade activity centres (currently being considered by the Minister for Planning).
27. Officers consider that this approach is in accordance with the Planning Practice Notes 59 and 60 which guide the application of mandatory controls. In particular, it is considered that mandatory controls are strategically justified in these locations by the importance of the heritage streetscape and the sensitive residential interface, and are necessary to avoid unacceptable development outcomes.
28. It is important to note, however, that the application of mandatory maximum building height controls remains a contentious approach and it may not be supported by the Minister for Planning.
29. Importantly, officers do not recommend that mandatory maximum building height controls be sought for the entire activity centre as this would not comply with the guidance in Planning Practice Notes 59 and 60.
30. For properties where only preferred building heights are included, officers recommend the draft interim DDO schedule states that a permit cannot be granted to exceed the preferred building heights unless key heritage and design requirements are met, and that the following additional criteria are met:
  - (a) greater building separation than the minimum requirement in the schedule;
  - (b) housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations;
  - (c) universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58;
  - (d) excellence for environmental sustainable design measured as a minimum BESS project score of 70%; and
  - (e) no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.
31. Officers recommend the interim DDO schedule include a preferred maximum building height requirement for properties on Bridge Road west of Moorhouse Street of 21 metres (6 storeys). David Lock Associates recommend the taller height of 24 metres (7 storeys) in the draft Built Form Framework to mark the gateway into the Bridge Road Activity Centre. Reducing the height is a minor but an important change that officers consider is appropriate for the following reasons:
  - (a) the need to achieve a more respectful response to the heritage buildings in these locations; and
  - (b) traditionally buildings in high street retail centres like Bridge Road have favoured more elaborate façade treatments over significant variation in building scale to distinguish or mark the entry.

### *Views to Landmarks*

32. The draft Built Form Framework and the heritage assessment identify the importance of protecting primary views to the important landmarks. Officers recommend that the interim DDO schedule include mandatory controls to provide the maximum protection for these important views.
33. A recent VCAT decision for development at 54 - 56 Bridge Road concluded that the proposed development was too tall as it inappropriately impacted on views to the Pelacco Sign from the intersection of Hoddle Street and Wellington Parade. This decision demonstrates both the importance of the identified views to landmarks and the potential for important views to be lost through inappropriate development without clear controls.
34. Another VCAT decision for development at 242 Bridge Road concluded that the view to the Pelacco Sign from the Richmond Town Hall Forecourt was not a "principal or heroic" view and that "the loss of view from the town hall was a minor loss of prominence of the sign" that was "acceptable". Based on this decision, officers do not recommend that the interim DDO schedule include a requirement to maintain views from the Richmond Town Hall Forecourt to the Pelacco Sign.
35. Officers consider that applying mandatory controls in this instance is in accordance with the Planning Practice Notes 59 and 60 which guide the application of mandatory controls.

### *Solar access*

36. The draft Built Form Framework recommends that solar access be maintained to the southern footpath of Bridge Road along with other footpaths. Officers recommend that the interim DDO schedule include a mandatory control to achieve solar access to the southern footpath of Bridge Road at the equinox given the importance of the footpath to the community's enjoyment of the activity centre, and to the appeal and success of outdoor dining along Bridge Road.
37. Officers consider that applying mandatory controls in this instance is in accordance with the Planning Practice Notes 59 and 60 which guide the application of mandatory controls.

### *Building separation*

38. The draft Built Form Framework recommends a requirement be included in the draft interim DDO schedule for a minimum 4.5 metre setback from the boundary where a living room window or balcony is orientated to that boundary. This is to reduce the need for screening to maintain appropriate privacy. Officers recommend that the interim DDO schedule include this requirement but also include a requirement for a minimum 3 metre setback where a non-habitable room or a commercial window is proposed that is orientated to that boundary. This provides greater clarity for the setback requirement in these circumstances and is consistent with the gazetted interim DDO schedule for the Johnston Street Activity Centre and the recommended interim DDO schedule for Swan Street.
39. It is proposed that the interim DDO has an expiry of 2 years. This would provide for the preparation of a structure plan (or equivalent strategy) and for the preparation, exhibition and panel consideration of the permanent DDO schedule. If additional time is required, Council may request for an extension to the expiry date.

### Next Steps

40. Subject to Council supporting the officer recommendations to submit a request for an interim DDO for the Bridge Road Activity Centre and interim heritage overlay schedules for 202 - 206 Church Street and 32 and 34 Thomas Street, the requests will be submitted to the Minister for Planning before the end of June 2018. This timeframe is critical in order for the Minister for Planning to consider the request prior to the caretaker period for the State Government elections having regard to the DELWP lead times.
41. Following the submission of the request, officers will:
  - (a) liaise with the DELWP and the office for the Minister for Planning as necessary to assist in the preparation, adoption and approval of the interim DDO schedule and the interim heritage overlay schedules;



- (b) commence the preparation of structure plan (or equivalent strategy) for the Bridge Road Activity Centre that would utilise the recommendations within the draft Built Form Framework and also incorporate more detailed guidance and requirements for the public realm and access and movement. The structure plan (or equivalent strategy) would be prepared, with input from the community in accordance with a consultation plan (see below); and
- (c) prepare the permanent DDO for Council consideration. The permanent DDO schedule would be subject to formal community exhibition and consideration by an independent planning panel in accordance with the *Planning and Environment Act* before adoption by Council (see External Consultation below).

### External Consultation

- 42. No formal external consultation has been undertaken to inform the draft Built Form Framework or the draft interim DDO schedule. There will be no formal opportunity for the community to submit on either of these before they are submitted to the Minister for Planning under Section 20(4) of the *Planning and Environment Act 1987*.
- 43. There has, however, been a range of informal targeted consultation sessions which has helped inform the draft Built Form Framework. A presentation on the principles for future built form, analysis of existing conditions and potential levels of change was made to the Liveable Yarra Reference Group on 10<sup>th</sup> October 2017. A presentation was also made to the Heritage Advisory Committee (HAC) on 24<sup>th</sup> July 2017 and on 16<sup>th</sup> May 2018.
- 44. Beyond this immediate interim amendment process, the community would be consulted as part of the preparation of the structure plan (or equivalent strategy) to be prepared for the Bridge Road Activity Centre. A consultation plan would be prepared to guide this.
- 45. The community would also have the opportunity to submit on the permanent DDO schedule as part of the full planning scheme amendment. The *Planning and Environment Act 1987* establishes an extensive public consultation process with minimum statutory requirements. Council processes often go beyond these requirements and typically involves:
  - (a) public exhibition of the proposed amendment for 6 weeks - the *Planning and Environment Act 1987* requires a 1 month exhibition;
  - (b) notification letters detailing information about the proposed amendment and how to make a submission sent to each affected resident and property owner;
  - (c) provision of fact sheets with information about the amendment and the consideration process;
  - (d) community consultation sessions facilitated by Council officers with ward Councillors invited;
  - (e) consideration of community submissions with a report provided to Council;
  - (f) hearing community submissions and consideration of any recommended changes at a Council meeting; and
  - (g) should Council resolve to have the proposed amendment considered by a planning panel, submitters having the opportunity to present to the panel and finally to Council on the panel's report and recommendations.

### Internal Consultation (One Yarra)

- 46. The draft Built Form Framework has been prepared by consultants David Lock Associates and GJM Heritage instructed by officers from Urban Design and Strategic Planning. Input to the draft Built Form Framework and the draft interim DDO schedule has been provided from the Statutory Planning team.

### Financial Implications

- 47. Other than officer time and the administration fee to the DELWP there are no financial costs for requesting the Minister for Planning to introduce an interim DDO schedule for the Bridge Road Activity Centre.

### **Economic Implications**

48. There are no economic implications of requesting the Minister for Planning to introduce an interim DDO schedule for the Bridge Road Activity Centre.

### **Sustainability Implications**

49. There are no sustainability implications of requesting the Minister for Planning to introduce an interim DDO schedule for the Bridge Road Activity Centre.

### **Social Implications**

50. There are no specific social implications of requesting the Minister for Planning to introduce an interim DDO schedule for the Bridge Road Activity Centre beyond providing some increased certainty to the community around the future built form in the activity centre.

### **Human Rights Implications**

51. There are no known human rights implications of requesting the Minister for Planning to introduce an interim DDO schedule for the Bridge Road Activity Centre.

### **Communications with CALD Communities Implications**

52. Any future consultation on the structure plans (or equivalent strategies) and the exhibition of the permanent DDO schedule would involve consultation in accordance with the *Planning and Environment Act 1987* and also Council's consultation policies.

### **Council Plan, Strategy and Policy Implications**

53. The request for an interim DDO schedule for the Bridge Road Activity Centre supports the following strategy in the Council Plan:

(a) *Manage change in Yarra's built form and activity centres through community engagement, land use planning and appropriate structure planning processes.*

### **Legal Implications**

54. The approach outlined in this report is in accordance with the requirements of the *Planning and Environment Act 1987*.

### **Options**

55. The Yarra Planning Scheme currently provides only limited guidance for the Bridge Road Activity Centre about preferred built form outcomes, particularly in terms of building heights and setbacks. The introduction of an interim DDO schedule offers the optimal mechanism to address this and no alternatives are recommended to this approach.
56. In order for the Minister for Planning to consider and approve the request for an interim DDO schedule for the Bridge Road Activity Centre before the State Government election, it is critical that Council submit the request prior to the end of June 2018. Any delay to the submission could significantly impact on the timely introduction of an interim DDO schedule.
57. Officers have recommended that the interim DDO schedule include a number of variations to the requirements outlined in the draft Built Form Framework prepared by David Lock Associates, including increased application of mandatory controls. These changes are recommended to ensure that new development does not set a trend for inappropriate development whilst the structure plan (or equivalent strategy) and the permanent DDO schedule for the Bridge Road Activity Centre is prepared and progressed. They are also recommended to provide a high degree of consistency with the approach adopted for the interim DDO schedules for the Johnston Street, Queens Parade and Swan Street activity centres.
58. Officers recommend that these changes be reflected in the request to the Minister for Planning through their inclusion in the version of the interim DDO schedule that is submitted.
59. Alternatively, Council could submit a request based entirely on the recommendations in the draft Built Form Framework.

## Conclusion

60. A draft Bridge Road and Victoria Street Built Form Framework has been prepared which provides built form recommendations for the future development in the Bridge Road Activity Centre.
61. The draft Built Form Framework deliberately and necessarily seeks to balance the need to accommodate growth and development in the activity centre with the protection of the important heritage streetscape qualities of the activity centre and surrounding areas and with careful consideration of how to minimise amenity impacts on adjoining residential properties.
62. Council officers have reflected these recommendations with a small number of variations in a draft interim DDO schedule for the activity centre that includes a tailored mix of preferred and mandatory controls to guide built form outcomes for a period of 2 years whilst permanent controls are advanced.
63. Council is recommended to submit a request to the Minister for Planning by the end of June for the introduction of an interim DDO schedule into the Yarra Planning Scheme for the Bridge Road Activity Centre under Section 20(4) of the *Planning and Environment Act 1987*. Failure to submit the request prior to the end of June may mean that the interim DDO schedule is not considered and introduced before the State Government election and potentially not until well into 2019.
64. Whilst no formal community consultation has been undertaken on the draft interim DDO schedule, the preparation of a structure plan (or equivalent strategy) for the Bridge Road Activity Centre would provide an opportunity for the community to inform the permanent DDO schedule. The community would also have an opportunity to submit on the formal exhibition process to introduce the permanent DDO schedule. This opportunity would occur following the completion of the structure plan (or equivalent strategy).

## RECOMMENDATION

1. That Council:
  - (a) note the officer report on the request to the Minister for Planning for an interim Design and Development Overlay Schedule for the Bridge Road Activity Centre;
  - (b) note the preparation of the draft Victoria Street and Bridge Road Built Form Framework, prepared by David Lock Associates, the supporting Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations prepared by GJM Heritage and the supporting Traffic Engineering Report prepared by Traffix Group;
  - (c) endorse the draft Victoria Street and Bridge Road Built Form Framework, the supporting Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations prepared by GJM Heritage and the supporting Traffic Engineering Report prepared by Traffix Group as the basis for the Minister for Planning to introduce an interim Design and Development Overlay (DDO) schedule into the Yarra Planning Scheme for the Bridge Road Activity Centre;
  - (d) endorse the interim Design and Development Overlay (DDO) schedule for the Bridge Road Activity Centre including officers recommended variations to the requirements in the draft Victoria Street and Bridge Road Built Form Framework for the Bridge Road Activity Centre outlined in Table 2 of this report;
  - (e) request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the Planning and Environment Act 1987 to introduce a Design and Development Overlay (DDO) schedule on an interim basis for the Bridge Road Activity Centre;
  - (f) request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the Planning and Environment Act 1987, to introduce an interim heritage protection for the following properties proposed as new Heritage Overlays (The Halls Building at 202 - 206 Church Street and no.'s 32 and 34 Thomas Street); and

- (g) authorise the CEO to make any minor adjustments to necessitate the required documentation to meet the intent of the above resolutions.

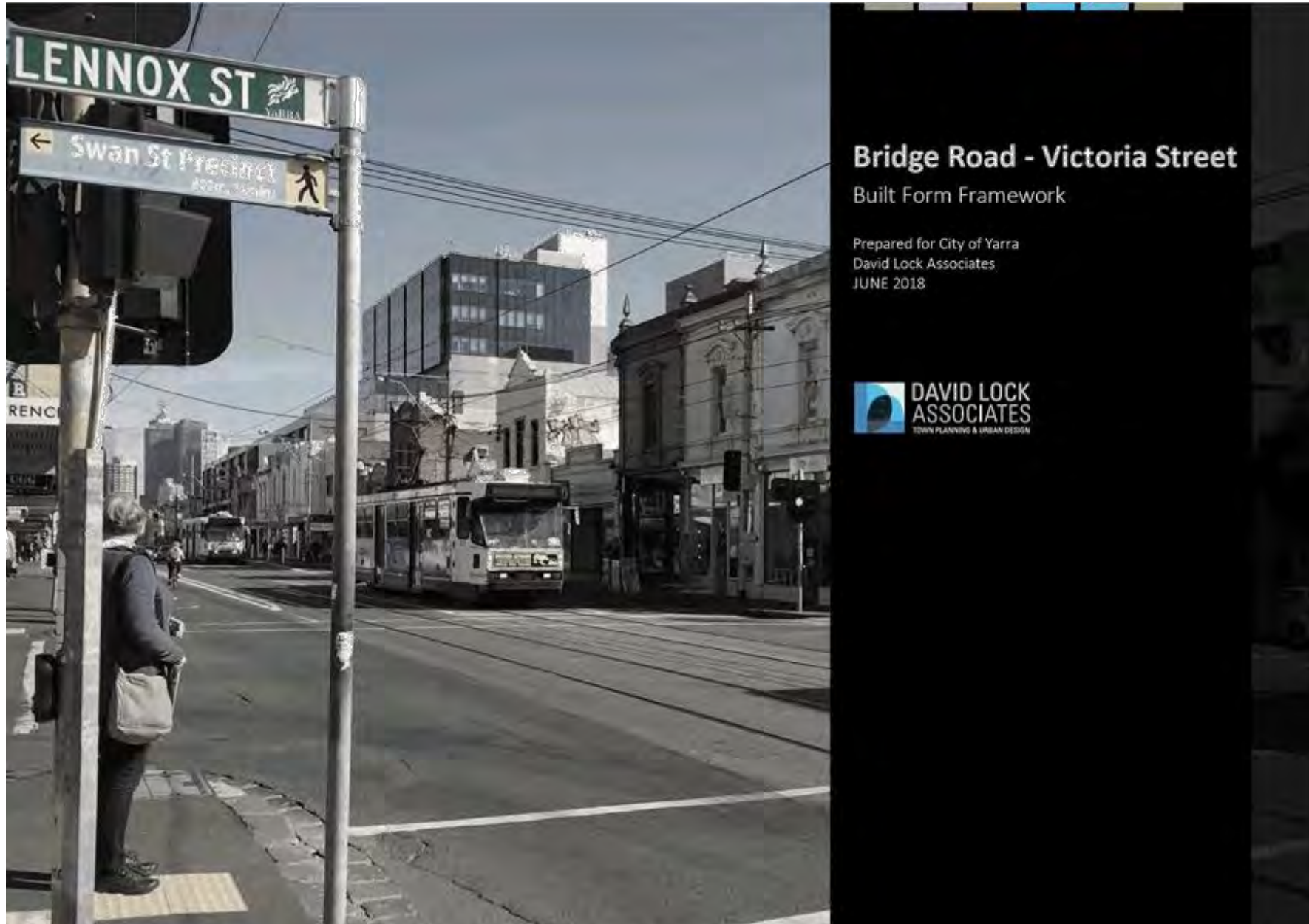
**CONTACT OFFICER:** Andrew Johnson  
**TITLE:** Coordinator Strategic Planning  
**TEL:** 9205 5311

**Attachments**

- 1 Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR
- 2 Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR
- 3 Bridge and Victoria Built Form Review Heritage Analysis and Recommendations
- 4 Traffic Engineering Assessment Part 1
- 5 Traffic Engineering Assessment Part 2
- 6 Traffic Engineering Assessment Part 3
- 7 Draft Interim DDO21



**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**



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**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**





**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**



# 1.0 Introduction

## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### 1.1 Purpose of Built Form Framework

The City of Yarra is an inner Melbourne municipality featuring a number of distinctive retail high streets, established residential neighbourhoods, former industrial pockets, areas of strong heritage character and natural features such as the Yarra River.

Victoria Street and Bridge Road are two retail streets characterised by a mix of turn of the century heritage buildings, key landmark signs and buildings, larger commercial sites, and vibrant communities. In addition to the retail streets, there are a number of adjacent commercial pockets, such as the area around North Richmond Station. These retail streets (and adjacent commercial areas) are attractive places to live, work and visit, and their good public transport accessibility and designation as Major Activity Centres mean that these areas will continue to grow and change in future. It is important that any future development of these areas supports a vibrant and inviting pedestrian environment, protects and enhances the valued heritage character along the street, and maintains reasonable amenity for surrounding residential properties.

Currently both Victoria Street and Bridge Road are facing pressure to accommodate change and growth which if not managed appropriately, may negatively impact what makes each street a valued place to the community.

Victoria Street has limited heritage values for the most part but does have a retail character with more intangible cultural aspects that should be considered in how future built form responds to it.

Bridge Road and its status as a retail destination has been declining. But its heritage values as a street and the opportunity for it to evolve and respond to the communities needs is important. A balance between accommodating growth and responding to the streets heritage values must be struck.

To ensure the values of these streets and surrounds are protected, a Built Form Framework is required to guide the future form and design of development to respond to these unique retail streets and adjacent commercial land.

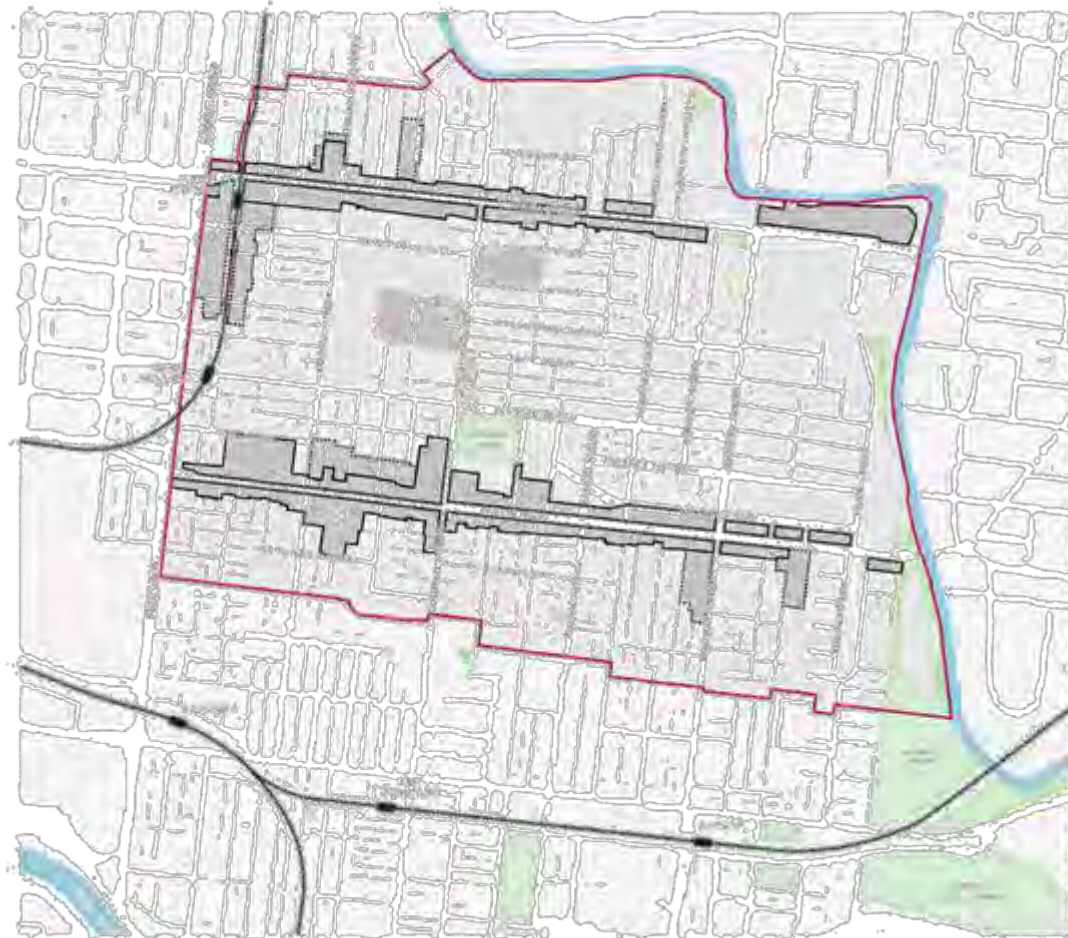
This report provides a Built Form Framework to guide development along the Bridge Road and Victoria Street corridors and other commercial pockets. The framework is based on in-depth analysis of the strategic context, existing conditions and characteristics to establish a clear understanding of the place. The framework has been developed with specialised heritage advice by GJM Heritage to ensure any development responds appropriately to heritage buildings, streetscapes and precincts. It has also been informed by the recent review of the Yarra Landmarks Policy prepared by Ethos Urban, to understand where key views to landmark buildings and signs should be protected. Input has also been provided by Traffix Group to understand the vehicle access and movement requirements for these sites, particularly from rear laneways. This project has also been developed with close involvement from Council, including Urban Design, Strategic Planning and Statutory Planning officers.

This report sets out clear urban design principles and a built form proposition for the retail and commercial areas, along with a summary of the analysis that has informed them. It contains a clear rationale to support a planning scheme amendment to implement the framework.

This Built Form Framework Report is structured as follows:

- 1. Introduction
- 2. Context
- 3. The Place
- 4. Urban Design Principles
- 5. Built Form Framework
- 6. Implementation

# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



## 1.2 Study Area

The Study Area is identified in Figure 1. It is defined by House Street to the west, the Yarra River to the north and east, and the Swan Street Interchange to the south.

Within the Study Area, the areas this Built Form Framework applies to include:

- The main activity corridors and associated "art streets" along both Bridge Road and Victoria Street, which are an extension within the Commercial 1 Zone (C1Z) with smaller pockets within the Commercial 2 Zone (C2Z) and Mixed Use Zone (MUZ).
- Isolated pockets of land that are generally zoned either Mixed Use (MUZ) or Commercial 2 Zone (C2Z) located along Church Street.

The subject land is characterised as follows:

- Both Victoria Street and Bridge Road are generally zoned Commercial 1 Zone (C1Z), including some small sections of mixed-use zones (MUZ) and Commercial 2 Zone (C2Z) along Victoria Street.
- Both streets have tram services and are designated Major Activity Centres (MACs) in the Yarra Planning Scheme (Clause 21.08 Neighbourhood). The South Mornington/Horsham railway line extends through the western edge of the Study area, parallel to Hunt Road. North Richmond Station is located at the Western end of Victoria Street, and West Richmond Station is located a short walk from Bridge Road.
- There are significant landmarks, including the Skipping Girl Vineyard sign, Richmond Town Hall and the Police sign. St Ignace Church is located on Church Street (outside the study area), however has been considered as part of the work to ensure that views of this landmark are protected.
- There are multiple Heritage Overlays that recognise buildings of both contributory and individual significance. The Study Area is also affected by a number of Design and Development Overlays including DDO2, 'Main Roads and Boulevards', which requires consideration of the existing streetscape, heritage significant, and how new development should respond to it.



Figure 1. Study Area

71 Richmond City Council; Planning and Urban Development; 2018

## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### 1.3 Developing the Framework

The preparation of the Built Form Framework has been undertaken in four stages, all in collaboration with Council officers and heritage and traffic experts. As Yarra Council has managed similar built form projects in Yarra, this project has had involvement from other urban design experts to ensure that the process and analysis work is robust.

#### Stage 1: Background Research and Analysis

Urban design, heritage and transport background analyses were undertaken by the consultant team. This analysis provided information on:

- Existing zones and overlays
- Heritage grading and significant heritage streetscapes
- Land use
- Street walls
- Lot size, depth and width configuration
- Sensitive interfaces (laneway or direct residential interface)
- Movement network (public transport, laneways and shared paths)
- Development Pattern (proposed, approved, under construction or recently constructed developments)
- Landmarks, civic buildings and key views
- Character precincts

The analysis work was supported by a number of workshops with officers, Councillors and urban design experts, site visits and detailed mapping to understand the key characteristics and challenges of the place, and help determine the built form objectives for each precinct to guide the next stages of the project.

#### Stage 2: Built Form Principles

Following thorough analysis, Stage 2 involved the preparation of built form principles. The principles were developed through a review of the urban design principles already established through the Swan Street and Johnston Street built form review work. However they were tailored, through workshops and the use of precedents, to be locally specific.

These were then tested through a workshop with Council officers, Hansen Partnership (urban design consultants involved in a similar project), and MGS Architects (providing peer review advice on the project), to ensure a degree of consistency in approach.

#### Stage 3: Testing and Development of Built Form Principles

Stage 3 involved the preparation of sections and 3D modelling to test the built form principles and the application of different heights and setbacks in varying scenarios. Scenario testing was utilised to determine if the principles will deliver the desired built form response.

The testing helped to develop the preferred built form framework. The framework was then tested against other standards such as the Apartment Design Guidelines, ResCode and the Landmarks Policy.

Several workshops were conducted with the heritage consultant to ensure the built form outcomes respond appropriately to the heritage significance of the area.

#### Stage 4: Built Form Framework Report

This Built Form Framework Report sets out the analysis that has informed the identification of existing character precincts, preferred future character, built form principles and design guidelines. The guidelines have been drafted to allow for easy translation into a planning control.



Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



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**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**



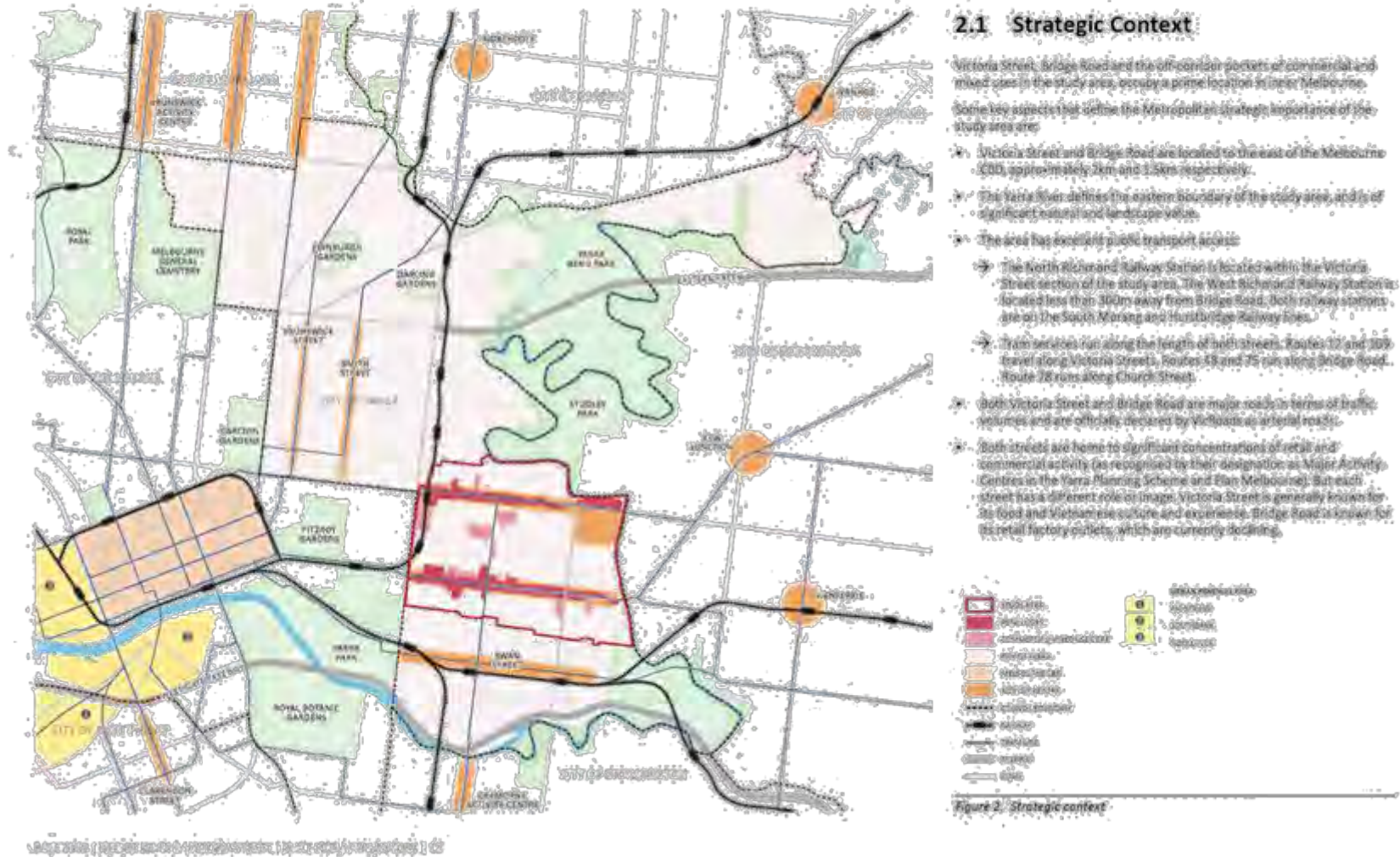


**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**



## **2.0 Context**

# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR





## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### 2.2 State Planning Policy Framework

The State Planning Policy Framework (SPPF) provides the planning policy direction for the whole of Victoria, and is contained in all local Planning Schemes as clauses 10 to 19.

Relevant directions within the SPPF that have informed the background research and analysis include:

- To build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres (Clause 11.03-1);
- To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community (Clause 11.03-2);
- To provide housing choice close to jobs and services (Clause 11.06-2);
- To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity (Clause 15.01-1);
- To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties (Clause 15.01-2);
- To ensure development responds to its existing context and reinforces special characteristics of local the local environment, such as heritage key landmarks, views and vistas (Clause 15.01-2);
- To improve community safety and encourage neighbourhood design that makes people feel safe (Clause 15.01-4);
- To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions (Clause 15.02-1);
- To ensure the conservation of places of heritage significance (Clause 15.03-1);
- To locate new housing in or close to activity centres and in urban renewal precincts and sites that offer good access to jobs, services and transport (Clause 16.01-2);
- To identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne (Clause 16.01-3);
- To provide for a range of housing types to meet increasingly diverse needs

(Clause 16.01-4);

- To encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities (clause 17.01-1); and
- To create a safe and sustainable transport system by integrating land-use and transport (Clause 18.01-1).

Other state-wide policy documents include the following:

- The Better Apartment Design Standards (BADS) has been recently incorporated into the Planning Scheme. This document introduces state-wide planning requirements for apartment developments in Victoria.
- The Department for Environment, Land, Water and Planning (DELWP) has introduced the Urban Design Guidelines for Victoria, which provides guidance on the layout and design of buildings and public spaces.

# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



## 2.3 Plan Melbourne

Plan Melbourne 2017-2050 is the strategic plan to guide Melbourne's future growth in population and employment whilst ensuring it remains liveable, sustainable and accessible for all.

- It is guided by nine principles which are translated into seven outcomes or higher order objectives. Each outcome has a set of directions to achieve it. There is a strong emphasis in Plan Melbourne on growing the city in a sustainable manner that makes the best possible use of existing, well located and accessible centres such as Victoria Street and Bridge Road, both of which are identified as major activity centres (page 53).

In terms of the Built Form Framework Plan, the most relevant principles from Plan Melbourne are:

- **Principle 1: A distinctive Melbourne**, which is about the protection of heritage places and the need for new communities to respond to them. The extensive heritage fabric, in particular along Bridge Road, has to be carefully considered when proposing new built form controls.
- **Principle 5: Living locally - 20 minute neighbourhoods** refers to having the daily needs of people, excluding work, within a 20 minute walk, cycle or public transport trip. Considering the privileged central location of the study area, it provides a great opportunity for more people to live within close proximity to shops, services, etc. to meet their daily needs.

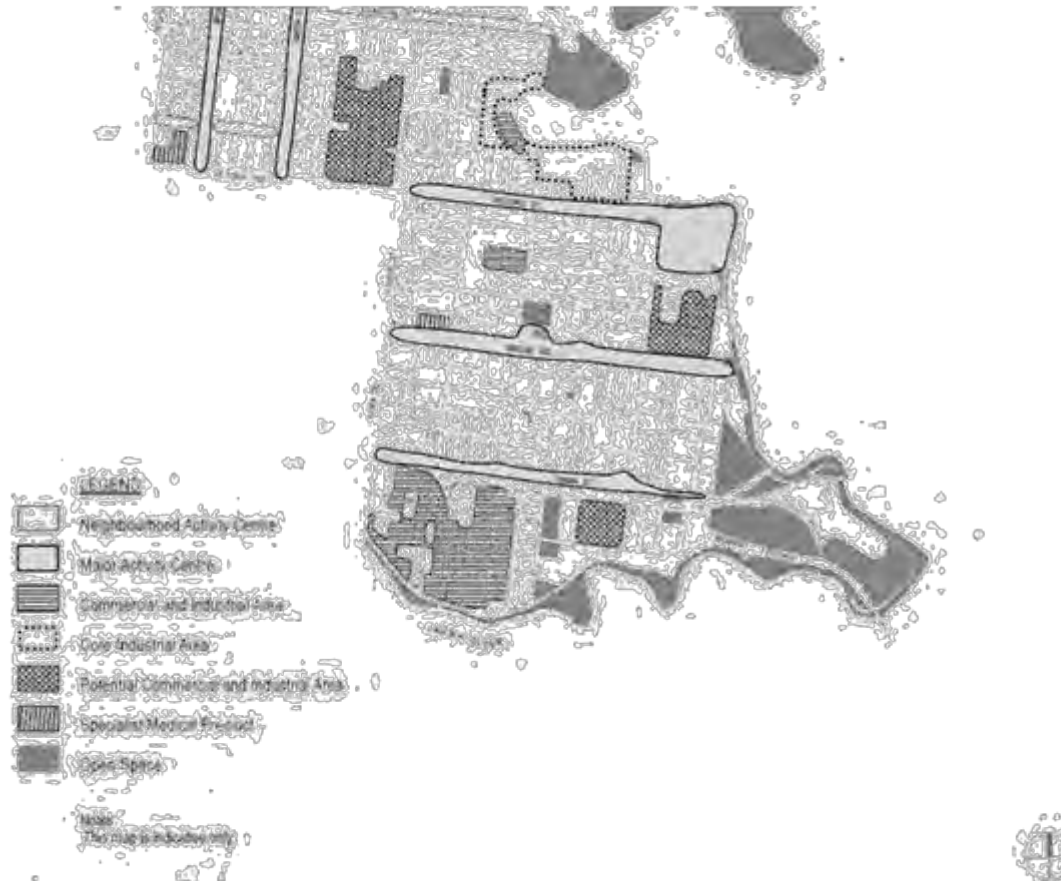
The Directions of Plan Melbourne which have a direct application to the Built Form Framework are:

- **Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.**
- **Direction 2.2: Deliver more housing closer to jobs and public transport.**
- **Direction 2.5: provide greater choice and diversity of housing.** Mixed used precincts provide the opportunity for dwelling typologies that are different from the dominant tower forms in and around the CBD.
- **Direction 4.4: respect Melbourne's heritage.**
- **Direction 5.1: Create a city of 20-minute neighbourhoods.**

In terms of activity centres, the central city, which includes the CBD, Docklands, Southbank, St Kilda Road and other emerging areas, is given pre-eminence and the policy direction (Policy 1.1.1) is that it become the largest in Australia by 2050. The close proximity of the study area to the central city means that its continued growth will likely create land use demands on Victoria Street, Bridge Road and the identified land pockets in between.

Figure 3: Central city key features (source: Plan Melbourne 2017-2050)

## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



### 2.4 Local Planning Policy Framework

The Yarra Local Planning Policy Framework (LPPF) applies to land within the municipal boundary of the City of Yarra. It is contained in clauses 21, referred to as the Municipal Strategic Statement (MSS), and Clause 22, which contains the Local Planning Policies (LPP). The relevant clauses of the LPPF are summarised below.

#### Vision (Clause 21.03)

The relevant sections in the MSS vision (Clause 21.03) for the Built Form Framework are:

- Yarra will accommodate a diverse range of people.
- Yarra will have increased opportunities for employment.
- Yarra's existing retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne.
- Yarra's historic fabric which demonstrates the development of metropolitan Melbourne will be internationally recognised.
- Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks.
- All new development will demonstrate design excellence.

#### Land Use (Clause 21.04)

**Accommodation and housing** (Clause 21.04-1) states that: Yarra will continue to accommodate its share of the housing growth of the Inner Melbourne Metropolitan region.

Of particular relevance is Objective 1 - To accommodate forecast increases in population. Strategy 1.1 calls for new residential development to have regard to strategies contained in Clause 21.08 (Neighbourhoods).

Figure 4. Strategic Framework Plan (source: MSS Yarra Planning Scheme)

## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### Built Form (Clause 21.05)

This provision has a number of sub-clauses that cover different aspects of the built environment.

Under **Heritage (Clause 21.05-1)**, it is stated that more than half of the municipality has some form of heritage protection. Objective 14, which seeks to protect and enhance Yarra's heritage places has the following relevant strategies:

- Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.
- Strategies 14.3 and 14.4 are to protect the heritage skyline and subdivision pattern within heritage places.
- Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

**Urban Design (Clause 21.05-2)** states that the municipality has a low-rise built form, mostly one and two storey, punctuated by pockets of higher development and landmark towers, spires and signs.

Objective 17 seeks to retain Yarra's identity as a low-rise urban form with pockets of higher development.

- Strategy 17.2 is particularly relevant as it states that development within activity centres should generally be no higher than 5-6 storeys except when benefits such as the following can be achieved:
  - Significant upper level setbacks.
  - Architectural design excellence.
  - Best practice environmental sustainability objectives in design and construction.
  - High quality restoration and adaptive re-use of heritage buildings.
  - Positive contribution to the enhancement of the public domain.
  - Provision of affordable housing.

Objective 21 applies to activity centres and seeks to enhance the built form. In terms of informing built form controls, Strategy 21.3 is of importance. It encourages new development in activity centres to contribute towards their viability and consolidation.

### Transport (Clause 21.06)

Has the goal to reduced private vehicle trips by facilitating walking, cycling and public transport.

The most salient, to inform this framework, is **Public Transport (Clause 21.06-2)** and the associated Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.

### Neighbourhoods (Clause 21.06)

This sub-clause includes place-specific controls for identified neighbourhoods in the City of Yarra. What follows are those that cover the study area:

- **Abbotsford (Clause 21.08-1)**. This neighbourhood's southern boundary is Victoria Street. Clause 21.08 contains the following implementation strategies that have some bearing on the study area:
  - Support the existing industrial precinct in the vicinity of Carlton and United Beverages. This area is part of the northern interface for section of Victoria Street between Thomson Street and Grosvenor Street.
  - Maintain the visual prominence of the Skipping Girl sign at the former vinegar production site.
- **North Richmond (Clause 21.08-9)**. The northern boundary of this neighbourhood is Victoria Street, whilst its southern boundary is Bridge Road. Clause 21.08 identifies three character precincts within Victoria Street: west, link and east. The relevant implementation strategies are:
  - Encouraging a mix of commercial uses at ground level along Victoria Street (east of Grosvenor Street).
  - Supporting the creation of a civic and cultural node around the Richmond Town Hall.
  - Maintaining the landmark role of Richmond Town Hall.
- **Central Richmond (Clause 21.08-10)**. This is the neighbourhood between Bridge Road and Swan Street. Clause 21.08 divides Bridge Road into the following character precincts: west (from Punt Road to Church Street), Church Street to Coplin Street and Bridge Road East. Applicable implementation strategies are:
  - Reinforcing the continuity of built form along Bridge Road, east of Church Street.
  - Maintaining the visual prominence of the prominence of the Pelaco sign and the Spire of St Ignatius Cathedral.

### Development Guidelines for sites subject to the heritage overlay (Clause 22.02)

This policy guides the protection and improvement of places, including buildings, identified as having cultural and natural heritage significance. Every building is classified as being individually significant, contributory or non-contributory within a given heritage overlay area.

The objectives relevant to the Built Form Framework are:

- 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.

### Landmarks and tall structures (Clause 22.03-1)

This is a policy that seeks to retain important landmarks and icons in the municipality and the view lines to them. Those identified that are contained within the study area are:

- the Clocktower of Richmond Town Hall;
- the Spire of St Ignatius Cathedral;
- the Pelaco sign; and
- and the Skipping Girl Vinegar sign.

Recently, Ethos Urban Completed a review of the landmarks within and external to the study area. This work has informed this built form framework and the heights and setbacks proposed in each precinct.

### Interface uses policy (Clause 22.05)

This policy has the aim of minimising conflicts between the residential and commercial-industrial uses within the municipality, to facilitate their continued co-existence.

**Dwelling Design (Clause 22.05-4.1)** calls for new housing to use setbacks, amongst other design responses, to minimise the impacts of noise, overlooking and other amenity impacts from industrial-commercial uses.

**Non-Residential Development Near Residential Properties (Clause 22.05-4.2)** seeks to minimise overlooking from residential uses into new commercial and industrial developments by the use of setbacks, amongst other design measures.



## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### Development abutting laneways (Clause 22.07)

This policy aims to retain laneways and enhance their amenity. Of particular relevance is that, when the possibility exists, laneways be used for vehicular access instead of the street frontages.

Relevant policy under this clause is:

- Development respect the scale of the surrounding built form.
- Development not obstruct existing access to other properties in the laneway.

### Built form and design policy (Clause 22.10)

This policy applies to all new developments, except those affected by the heritage overlay. The Design Objectives must be met whereas the Design Guidelines are a means to meet the objectives and, consequently, other solutions may be considered by Council.

**Urban form and character (Clause 22.10-3.2)** has the following relevant Design Objective: to retain and extend the City's fine grain of street pattern and urban form.

**Setbacks & Building Height (Clause 22.10-3.3)** has Design Objectives to ensure that the setbacks and height of new developments are appropriate for the desired neighbourhood character.

**Street and Public Space Quality (Clause 22.10-3.4)** has a Design Objective to ensure ground levels and interface treatments positively engage with the public realm.

**Site Coverage (Clause 22.10-3.6)** must complement the desired neighbourhood character, as per the Design Objective.

**Off-Site Amenity (Clause 22.10-3.8)** has the objective that new developments should not affect the rights of adjoining land owners, in particular residential, in terms of solar access, privacy and noise.

### Public Open Space Contribution (Clause 22.12)

This policy applies to all residential and mixed use proposals with a residential component. Noteworthy is the fact that land contributions are preferred over cash contributions in all three neighbourhoods that cover the study area, that is Abbotsford, North Richmond and Central Richmond.

### Summary of Built Form Implications

Plan Melbourne and State policy seek that Melbourne grows in a sustainable manner in locations such as the study area that has strong access to existing public transport and services. However, the future growth of these activity centres needs to be measured and guided to achieve architectural and urban design outcomes that respond to the identity of each place.

At the local level, policy describes Bridge Road and Victoria Street and the importance of retention of their cultural ecosystems.

Bridge Road's heritage streetscape and significant landmarks should be key drivers to its future form, supporting the legibility of the place.

Victoria Street has a strong retail character at its western end drive by its Vietnamese cultural influence making it a vibrant and eclectic place. The eastern end however holds a mix of uses and form allow for a new character and intensification.

The built form control for each street and associated offshoots and isolated pockets need to respond to the individual and unique identity of each place.

# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## 2.5 Zoning

Within the study area, both Victoria Street and Bridge Road are predominantly zoned Commercial 1 Zone (C1Z). However there are some pockets of C2Z and MUZ. These are either offshoots to Bridge Road and Victoria Street to the north or south, or are located in isolated pockets along Church Street.

The purpose of the C1Z is to "create vibrant mixed use commercial centres" where there is retail, offices, community uses, entertainment and also residential use at a density that complements the role and scale of the centre. This is in keeping with the MAC designation of both streets.

### Victoria Street

Along Victoria Street, there are some sections of Commercial 2 Zone (C2Z), the largest being one block back from the street between the rail line and Lennox Street. Another pocket is located along Hoddle Street between Victoria Street and York Street. C2Z also provides for a mix of commercial uses but includes bulk goods retailing, some manufacturing and industries. It does not allow for residential uses. It is an important mechanism within the Activity Centre to enable development for employment uses to provide people jobs close to where they live.

There is a smaller pocket of Mixed Use Zone (MUZ) to the southeast of Victoria Street, beyond Leslie Street. Worth highlighting is the MUZ land corridor at either side of North Richmond Station and extending south just beyond York Street. Some of these pockets have areas zoned PUZ, predominantly PUZ7 (i.e. currently for public use).

### Bridge Road

Along Bridge Road, other non-C1Z zones, within the study area, are the Special Use Zone Schedule 5 (SUZ5) for the Epworth Richmond Private Hospital. Richmond Town Hall and associated buildings are zoned Public Use Zone 6 and 7 (PUZ6 and PUZ7), as befits their public use.

The offshoots to Bridge Road are either zoned C2Z or MUZ. The MUZ is a residential zone with the aim of providing a complementary mix of uses and higher density housing. Developments within the zone should respond to the existing or preferred neighbourhood character.

Refer to Figures 13 and 14 for zoning maps.

## 2.6 Built Form and Design Overlays

Overlays in the study area affecting built form and design include the Design and Development Overlay (DDO), the Development Plan Overlay (DPO) and other overlays that have a direct built form impact such as the Special Building Overlay (SBO), etc. Because of its importance and extent, the Heritage Overlay (HO) is discussed in a dedicated section.

### Victoria Street

Due to its industrial past, significant patches of Victoria Street and its offshoots in the west in particular are affected by the Environmental Audit Overlay (EAO). In particular along the northwestern side of Victoria Street and over the 'off corridor' pocket on either side of North Richmond Station. There are also some areas affected by the EAO within the off corridor pockets and at the eastern end of Victoria Street. This land may have been contaminated so it is a requirement that, for a development with sensitive uses (e.g. residential), an environmental audit be conducted.

The most extensive overlay in the eastern part of Victoria Street is DDO2. DDO2 has the design objective of protecting and enhancing the heritage streetscape of significant main roads and boulevards in the City of Yarra. DDO2 provides limited guidance on the how to achieve its objectives. Hence the need for a built form framework to be prepared.

DDO1 also applies to pockets of the eastern end of Victoria Street. This provides height and setback controls for sites to the east of Burnley Street on the north side of Victoria Street.

Finally, the northern third of the large lots opposite the Victoria Gardens Shopping Centre are affected by the Land Subject to Inundation Overlay (LSIO). The area is within the 1 in 100 year flood plane of the Yarra River.

### Bridge Road

The most consistent overlay applied to Bridge Road is HO, which is described in more detail at Section 2.7. There is a smaller area along Bridge Road, from Burnley Street to the Yarra River, that is also affected by DDO2.

An SBO covers a significant area of Bridge Road, between Lyndhurst Street and Fraser Street, and the pocket along the eastern side of Church Street. These areas may suffer inundation due to overland flow paths from the drainage system.

Refer to Figures 15 and 16 for overlay maps.

## 2.7 Heritage Overlays

The City of Yarra has a significant wealth of built form from the Victorian and Edwardian eras, with large areas being protected by the use of the Heritage Overlay (over half the municipality is covered by the heritage overlay). Within the heritage overlay areas there are buildings considered to be individually significant, those that are contributory and those that are non contributory.

Built heritage in the study area is comprised of both singular, architecturally significant buildings and street sections of mostly intact façades representative of pre-WWI and some inter-war architecture.

### Bridge Road

Bridge Road contains the most significant and intact heritage properties of the study area. This can be seen in the large extents of HO310 that cover both sides of the street from Hoddle Street to Gardener Street and the southern side nine lots east of Burnley Street. Further work from GJM has also identified the southern side of Bridge Road (between Hoddle and Burnley Streets) as being significant heritage streetscapes which provide additional value to the character of the area.

The **statement of significance for HO310** (extracted from City of Yarra Review of Heritage Overlay Areas 2013) describes the precinct as:

*Today the majority of the Victorian-era buildings in Bridge Road date from the 1870s and 1880s when the advent of horse drawn omnibuses brought shoppers to the area. These were replaced by cable trams in 1885 and an electrified tram service in 1916, each new mode of transport improving access to the shops and residences lining the road.*

*The historical and architectural focus of the street, the Richmond municipal offices and town hall complex (incorporating a courthouse), was constructed on the courthouse reserve in 1869-1871 and redeveloped in the 1930s in a Neo-Egyptian manner. Separate post office and police station buildings were added in 1871. Over time, as the civic centre of Richmond, this became the site for other public buildings erected in the vicinity of the town hall group.*

Other significant heritage sites are the Pelaco Sign (HO259), erected above their factory, within one of the off-corridor pockets, but clearly visible from Bridge Road. It is another iconic sign used as a local landmark. Another significant off-corridor site is the Richmond Baths (HO261).

## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### Victoria Street

Victoria has a mixed character of heritage buildings and non-heritage, however there are some significant heritage buildings, such as:

- The National Bank of Australasia (HO54).
- Small sections sections of two storey shops, mostly Victorian-Edwardian Architecture (e.g. HO408, HO290).
- The Skipping Girl Vinegar site including the neon sign (HO63 and HO353). This is visually prominent icon.
- A 1880s bluestone house and warehouse (HO65), previously known as the Alma Woolworths Complex.

For the heritage overlay plans refer to the appendices.



Figure 5. Heritage streetscape on south side of Bridge Road



Figure 6. View looking west along Bridge Road towards Town Hall



Figure 7. Heritage facade on south side of Bridge Road



Figure 8. Skipping Girl Vinegar sign and built form

Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



Figure 9. The National Bank of Australasia on the northern side of Victoria



Figure 10. 2 storey heritage built form on Victoria Street



Figure 11. 2 storey heritage built form on Victoria Street



Figure 12. Skipping Girl Vinegar sign and built form

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**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**



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# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

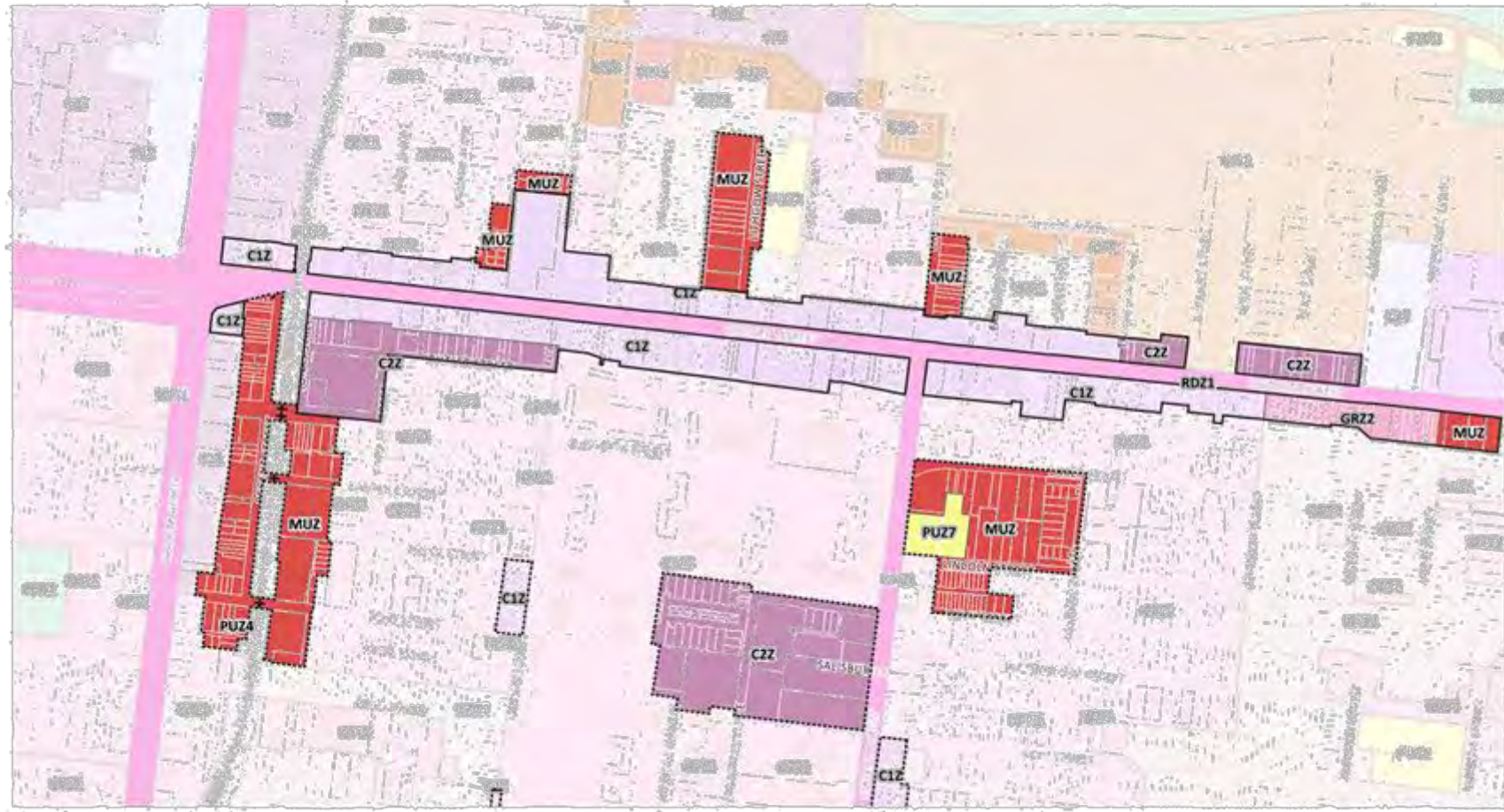
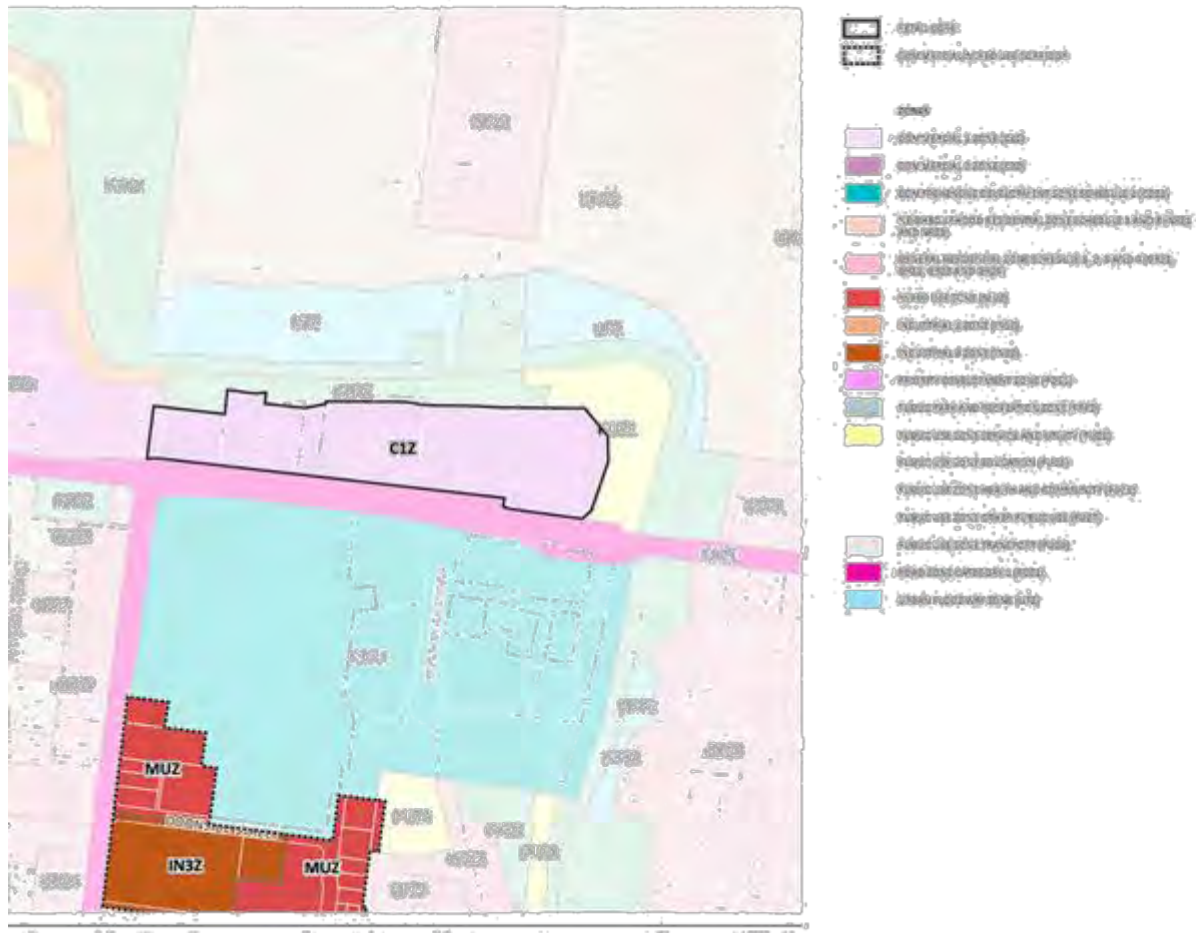


Figure 13: Zones: Victoria Street

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## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



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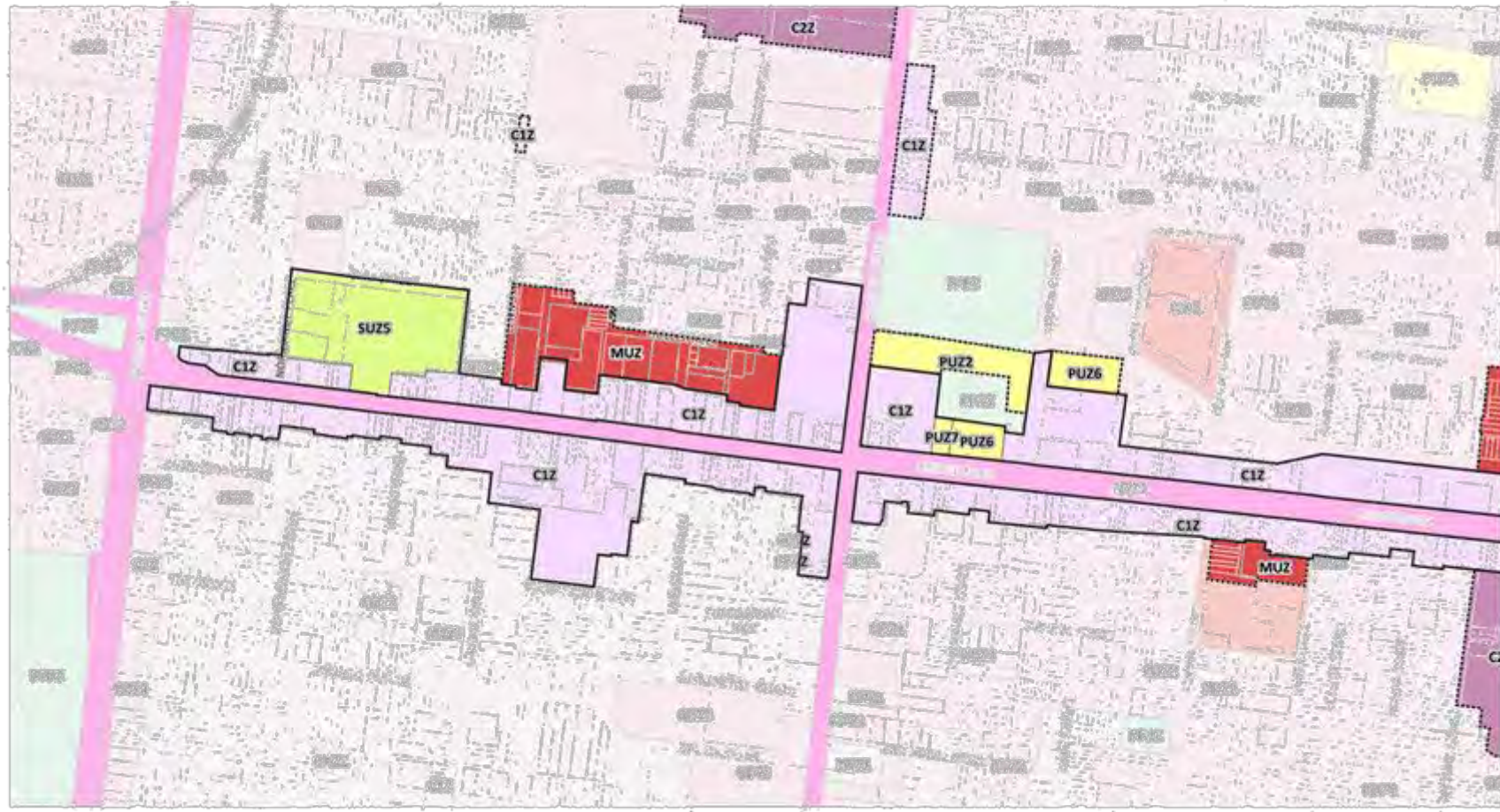
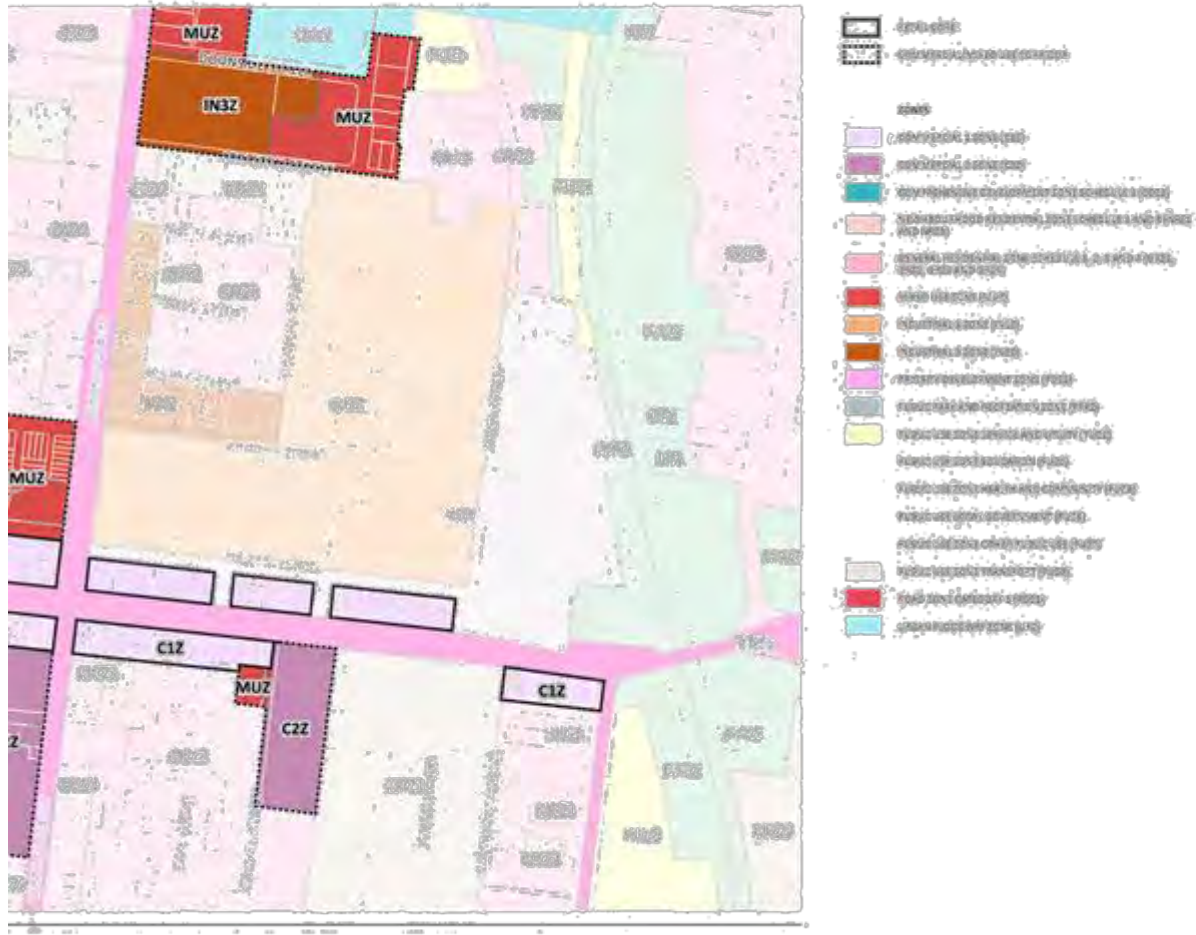


Figure 14. Zones: Victoria Street

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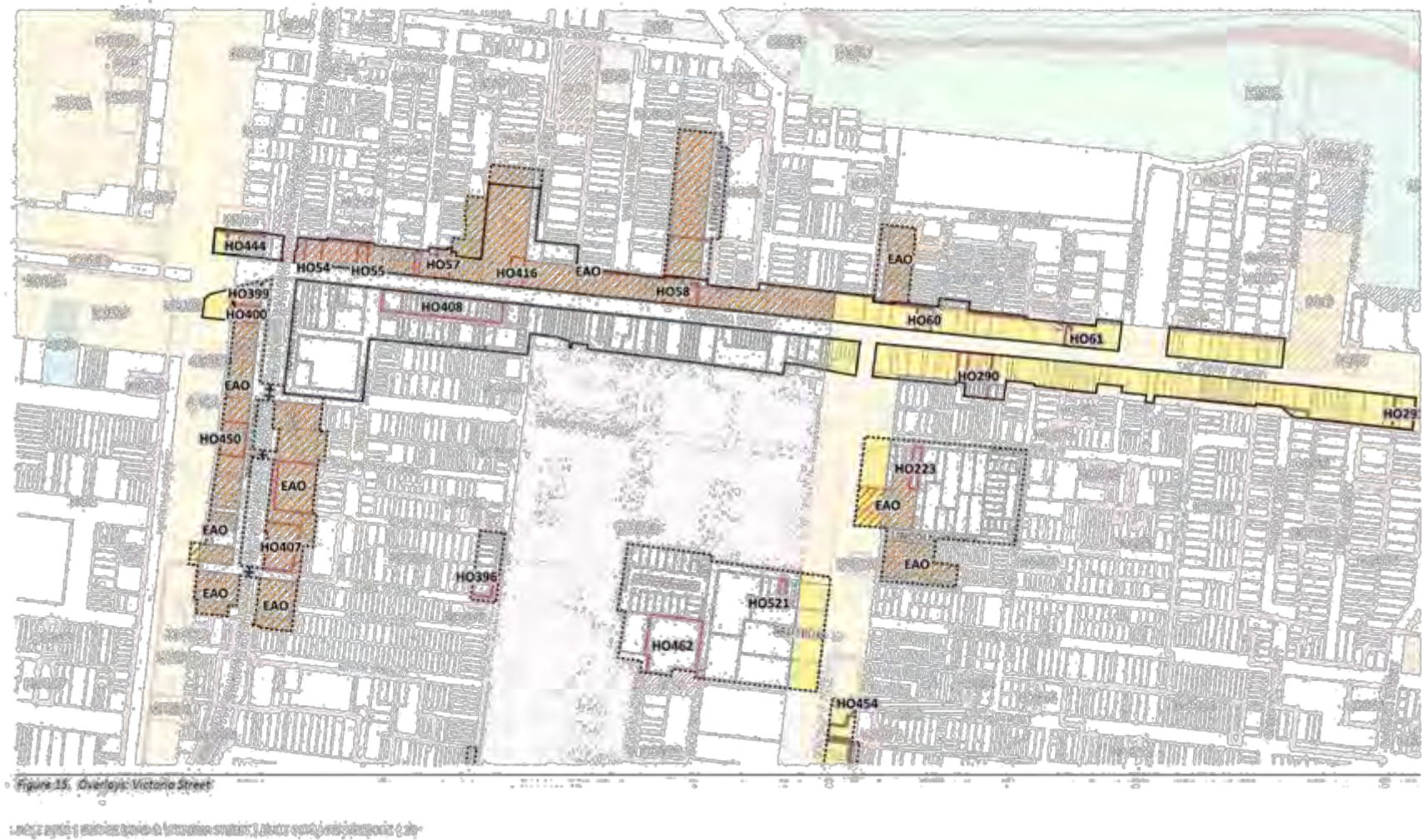


# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



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# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR





# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



22 (BUILT FORM FRAMEWORK) BRIDGE ROAD & VICTORIA STREET (PART 1) LR

Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

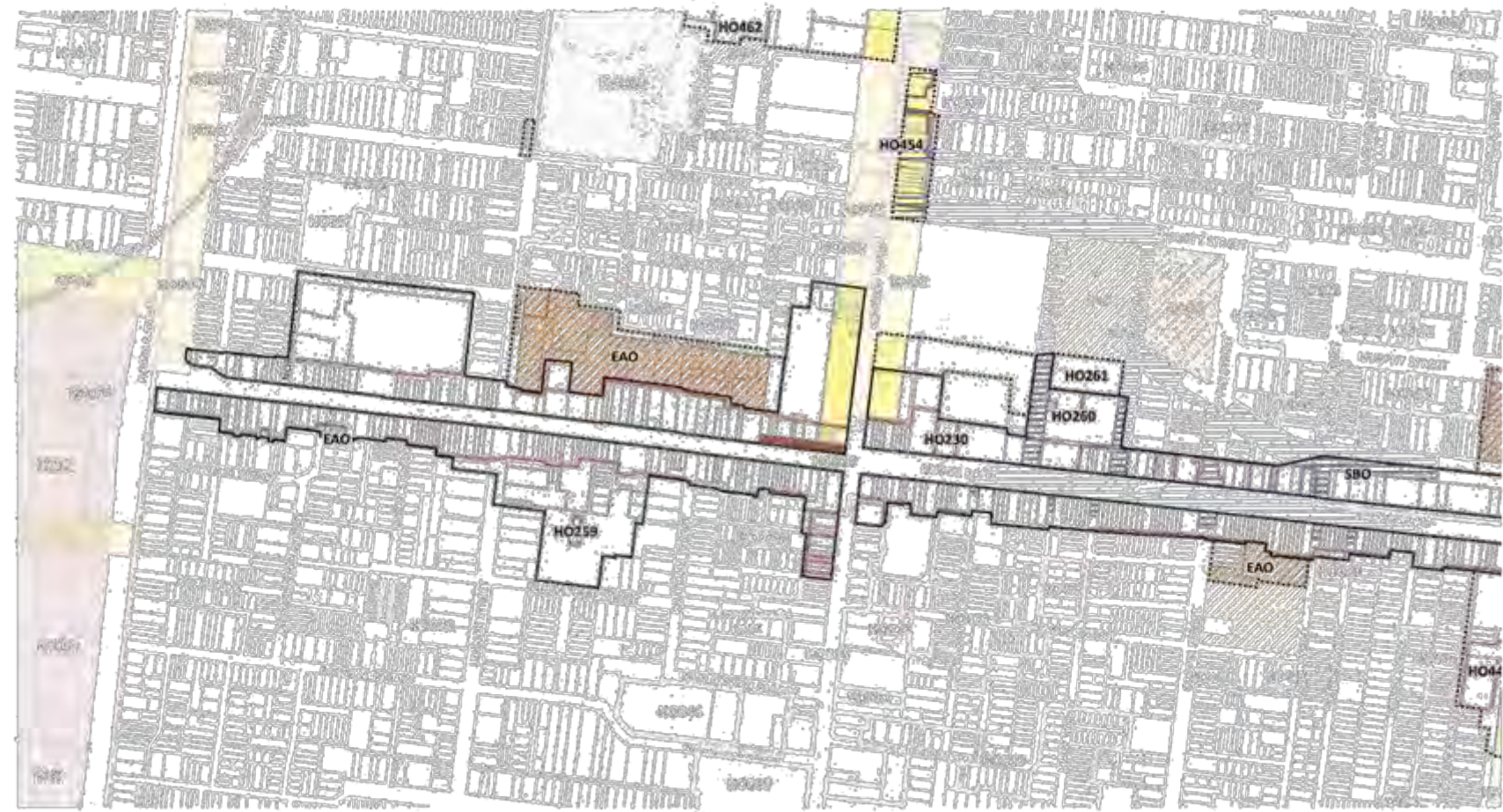


Figure 26. Overlays: Bridge Road

Figure 26. Overlays: Bridge Road



# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



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**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**





**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**



## **3.0 The Place**

## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### 3.1 Urban Structure

The study area includes the suburbs of Richmond and Abbotsford, some of Melbourne's earliest suburbs. These are established areas which are defined by a number of interconnected elements that characterise the overall structure and form of the area.

#### Street Pattern

- As an early part of Melbourne established in the 1850s, the study area has a grid of major streets running east-west and north-south. Consequently, the most prominent urban elements in the study area are the east-west street corridors of Victoria Street and Bridge Road, and their intersections with Church Street and Burnley Street.
- The entry points to Victoria Street and Bridge Road are defined at the western end by the wide parades narrowing down to the traditional retail streets. These have been reinforced in recent times with public art and widened road reserves to mark their importance.
- Bridge Road (east of Church Street) and Victoria Street (east of Burnley Street) widen from 20 metre wide streets to 30 metre wide streets, which provides more open views along the street.
- Hoddle Street, with its wide road reserve and six lanes of traffic, strongly defines the western boundary of the study area. This busy road acts as significant movement barrier and marks a break in the built form.

#### Topography

- Bridge Road has a varied topography, and the western half sits on Richmond Hill, offering different views and pedestrian experience along the street.

#### Infrastructure

- An important transport infrastructure corridor is that created by the South Morang and Hurstbridge railway line, with its elevated railway line traversing the study area along its western side from Freeman Street to continuing north beyond Victoria Street.

#### Land Use

- Both Bridge and Victoria Street extend well beyond the study area and into other suburbs and municipalities, making them important movement corridors in inner Melbourne. Because of this, and their mostly fine grain pattern reflective of pre-WWII development, they are important retail and commercial corridors with a great variety and density of commercial uses.
- The main retail areas, for both Victoria Street and Bridge Road, are to the west of Church Street. To the east of Church Street, larger format retail and commercial uses have become more predominant, in particular along Victoria Street and the northern side of Bridge Road. These areas had substantial industrial uses that, over time, have waned and the sites have been redeveloped for other uses. However there are large industrial precincts located close to the retail corridors (e.g. Carlton & United Breweries).
- The middle section of Bridge Road has developed with the Richmond Town Hall, leisure centre, market and future high school. The Town Hall sits proud of its surroundings and helps to define this as a civic hub.

#### Built Form and Landmarks

- The prevailing subdivision pattern on both streets, particularly west of Burnley Street, is that of narrow frontages with depths of 30-35 metres, mostly developed to heights of two storeys. This fine grain of development is reflective of the period of initial subdivision in the late 1800s.
- The western half of Bridge Road (between Hoddle and Church Street) and the southern section east of Church Street is strongly characterised by fine grain heritage buildings.
- The legibility of both street corridors is enhanced due to the existence of the Richmond Town Hall, St Ignatius Church and prominent signs (e.g. Skipping Girl and Pelaco).
- The Epworth Hospital and Richmond Town Hall are more prominent buildings along Bridge Road which define the health and civic functions of the area.
- Bridge Road has experienced some change in recent years, on the north-side between Lennox and Church Street, which has introduced some taller forms with generous setbacks from the front heritage building.
- Victoria Street has a mix of heritage and non-heritage buildings along the street. A fundamental change in the last fifteen years has been the introduction of the Victoria Gardens Shopping Centre and surrounding residential apartments. This has created a significant shift in character and

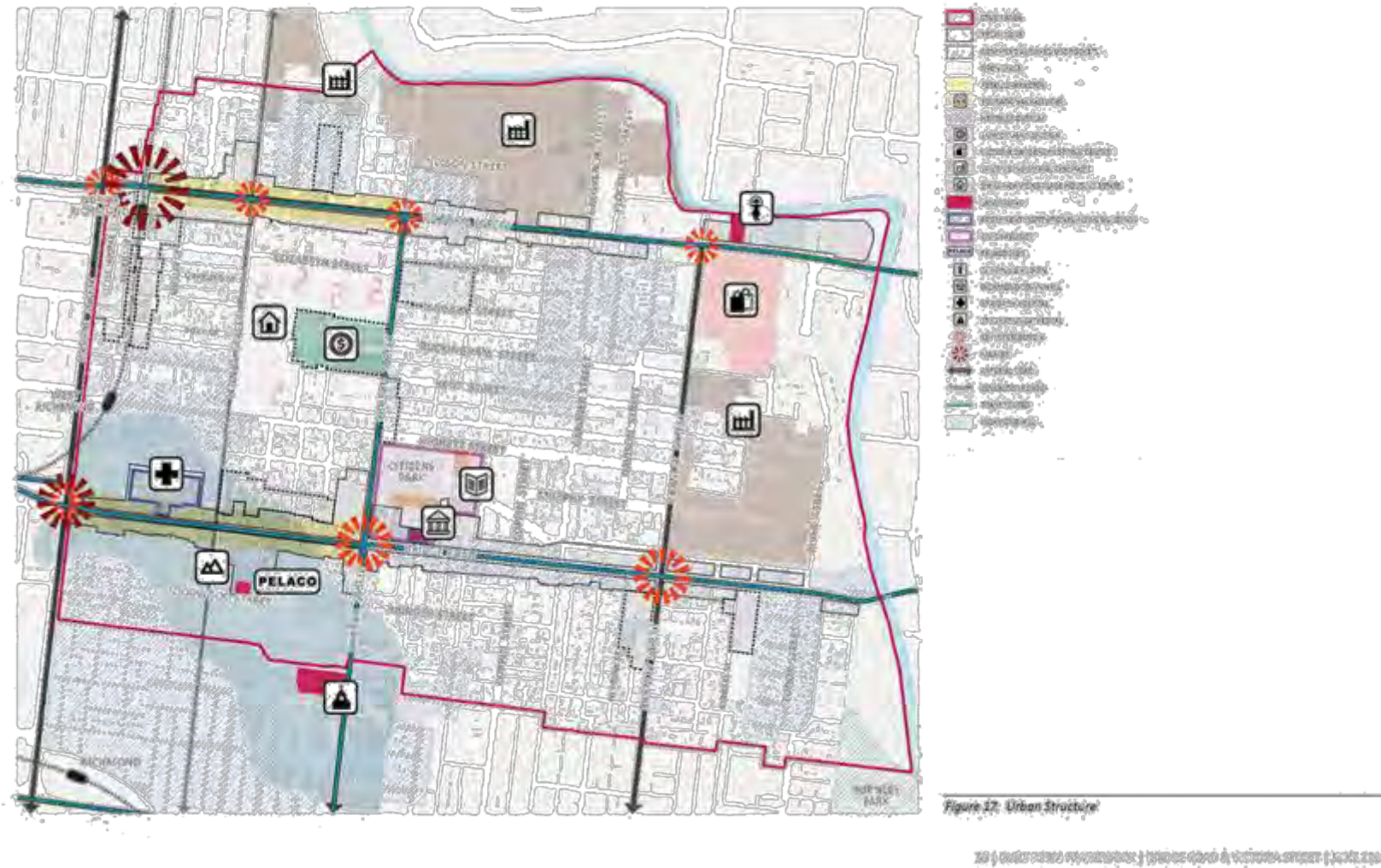
rise in activity along the eastern end of Victoria Road and the northern end of Burnley Street.

#### Public Realm and Landscaping

- The Yarra River defines the east and approximately two thirds of the north of the study area. It provides a significant landscape and habitat corridor which can be accessed from the eastern ends of Victoria Street and Bridge Road.
- Both Bridge Road and Victoria Street are important pedestrian routes within the City of Yarra. Maintaining solar access to key footpaths will be important to maintaining a high quality public realm.
- There are limited public open spaces along the Bridge Road and Victoria Street corridors, although larger open spaces can be accessed at the western and eastern ends. Retention of solar access to existing and future parks within the study will be important to retaining a high quality public realm.



Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### 3.2 Heritage Grading

GJM Heritage has prepared a Victoria Street and Bridge Road Heritage Analysis and Recommendations report to inform this report. Its review and analysis of the heritage fabric in Victoria Street, Bridge Road and the off-corridor pockets, is intended to ensure that any future built form controls for the subject land take heritage values into consideration.

To better ascertain the relative value of the buildings in the study area, they were evaluated in accordance with the standard grading used by Heritage Victoria and also employed in the City of Yarra Review of Heritage Overlay Areas 2017 (updated March 2013).

The heritage values normally considered are contained in the Planning and Environment Act 1987 Section 4(1), (d) and are scientific, aesthetic, architectural, historical or other special values such as social and/or spiritual. In the case of the heritage review, they have been largely limited to architectural and historic.

The grades (as contained in the City of Yarra Review of Heritage Overlay Areas 2017 (updated March 2013) used as the basis for the Heritage Analysis and Recommendations) are:

- **Contributory:** contributes to the significance of a heritage place. It includes buildings, building groups, and works as well as building or landscape parts, such as chimneys, verandahs, wall openings, rooflines, and paving, also referred to as Contributory elements.
- **Individually significant:** a heritage place in its own right and either from the main development period of the Heritage Overlay area or from another development period. Within a Heritage Overlay area each Individually significant building is also Contributory.
- **Not contributory:** not individually significant and not a contributory element to a heritage place.

Whilst initially the grading of the heritage streetscapes was considered, following an approach similar to that of City of Melbourne (from 1 to 3, with 1 being the highest), ultimately it was deemed sufficient that the value of these streetscape be incorporated within the relevant Statement of Significance and that the built form controls are informed by their value.

From this heritage report a number of recommendations have been provided to either include or remove individual building from the existing heritage overlays, and what specific built form outcomes will help protect the heritage in the study area. These built form recommendations have informed the Built Form Framework.

### 3.3 Heritage Streetscapes

The built form heritage in the study area is comprised of a combination of individual heritage sites and equally important heritage streetscapes which are a defining element of both street corridors but, in particular, Bridge Road [as is noted by the extension of HO230].

GJM in their Heritage Analysis and Recommendations report suggest the following:

*After completing a detailed heritage review of the Victoria Street and Bridge Road High Streets, along with other High Streets within the City of Yarra, it has become evident that the heritage significance of parts of the study area extends beyond being a collection of 'individually significant' and 'contributory' buildings, but that the significance was more fine-grained than a precinct-wide consideration. In effect, within specific sections of Victoria Street and Bridge Road, the significance of those sections is greater than the sum of their parts.*

*This is not true of the entire length of these commercial corridors, but rather those highly intact streetscapes in which there is homogenous built form, high quality architectural design and a consistent period of development.*

A street is considered to have a significant streetscape if there is a predominance of individually significant or contributory buildings, there is a high degree of built form and architectural consistency and the buildings are mostly intact. More specifically, GJM developed the following criteria to identify significant streetscapes within the City of Yarra's historic high streets:

- The vast majority of buildings are 'contributory' or individually significant' with few 'non contributory' buildings or intrusive developments.
- There is a high degree of consistency in terms of scale, setbacks, street wall height, architectural form and style
- The streetscape consists of development from a similar construction period.
- The streetscape demonstrates a high level of intactness.
- Where 'not-contributory' buildings exist, these are generally not intrusive elements in the streetscape.
- There is a high level of architectural/ aesthetic significance and or architectural/ aesthetic significance and/ or architectural quality.
- The significant streetscape generally extends over more than two (2) complete blocks and reads as a coherent and largely consistent streetscape.

Based on this criteria, heritage streetscapes are identified at Figure 18 overleaf.

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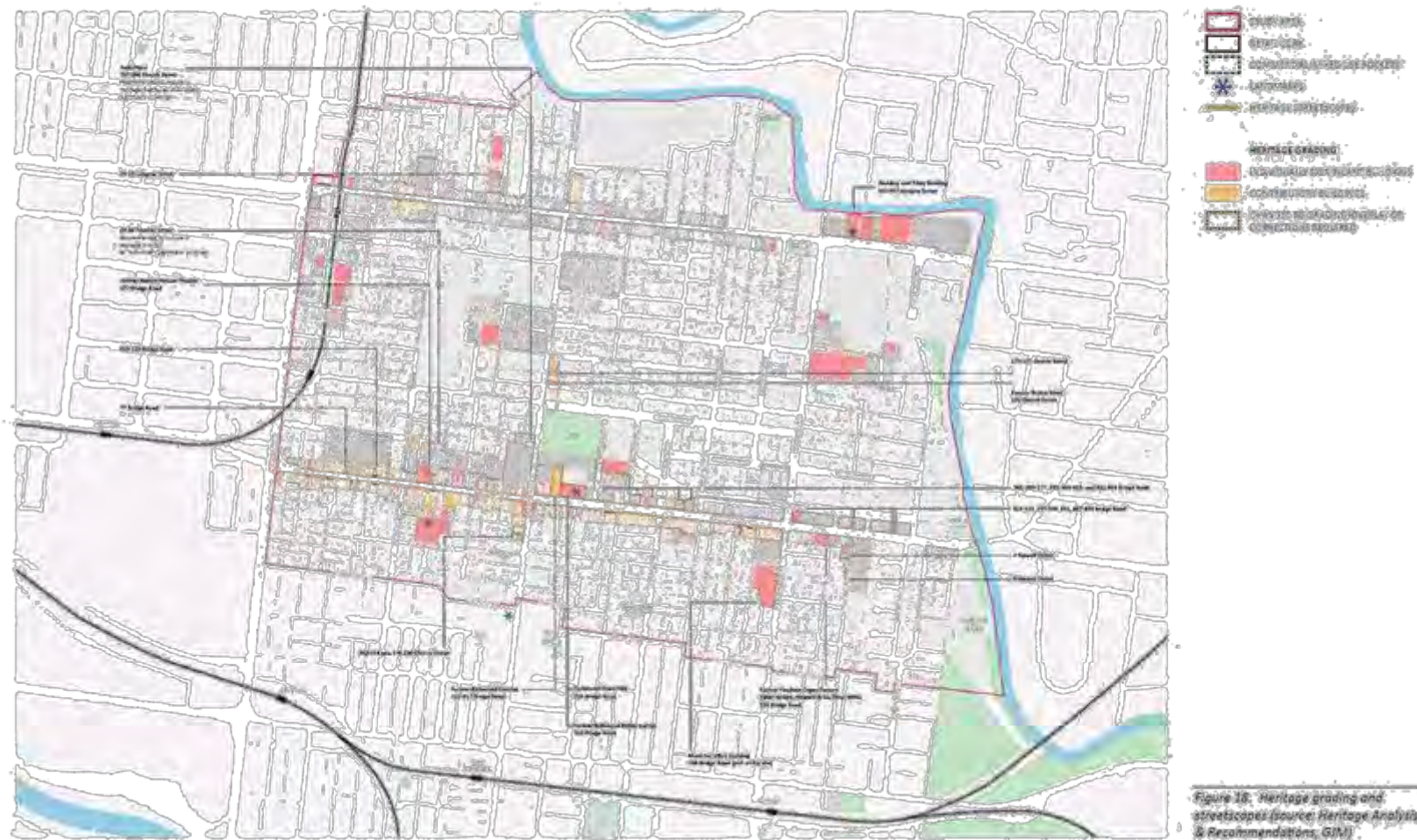


Figure 18: Heritage grading and streetscapes (source: Heritage Analysis & Recommendations, GVI)

## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### 3.4 Landmarks

The City of Yarra is home to some significant landmarks which are important to the identity of the City. Retention of key view lines to landmark has formed part of the analysis in determining the built form framework for Bridge Road and Victoria Street.

To provide more specific guidance of key view lines to landmarks than Clause 22.03 'Landmarks and Tall Structures', Ethos Urban was engaged by the City of Yarra to prepare a Landmarks and Views Assessment Report. As relevant to the study area, the report completed view assessments for the following landmarks:

- Landmark 1: Clock Tower of Richmond Town Hall, Bridge Road
- Landmark 2: Spire of St Ignatius' Cathedral, Richmond
- Landmark 3: Pelaco Sign, Richmond
- Landmark 4: Skipping Girl Sign, Abbotsford

Each of the landmarks are visible from several different public vantage points along Bridge Road, Church Street, Victoria Street and external to the study area. Ethos Urban through its detailed analysis, determined primary and secondary views to be the most relevant and measurable.

The following sections provide a brief description of each landmark and its significance, along with primary and secondary views and relevant photos. The primary views were utilised in the preparation of 3D modelling that helped to inform the proposed built form heights and setbacks described in Section 5.0 of this report.



Clock Tower of Richmond Town Hall

A photograph of a busy street scene in New York City. In the foreground, a traffic light is visible on the left, showing a blue light. The street is filled with cars and pedestrians. In the background, the city skyline is visible, including the Empire State Building and other tall buildings. The image is somewhat blurry and has a vintage feel.

A photograph showing a bridge spanning a river. In the background, a city skyline is visible, featuring several buildings and a prominent church spire. The sky is clear and blue.

Figure 22. View 3

# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## L2 Spire of St Ignatius Cathedral

### SUMMARY

Description	<ul style="list-style-type: none"> <li>The cathedral is designed in the Gothic Revival style using brick and sandstone. The spire is constructed of sandstone and sits atop a landmark tower of brick and sandstone, which employs tracery, mauling and four pinnacles at each corner of the tower. The bottom section of the tower that projects above the building's roofline comprises arched windows on each elevation.</li> </ul> <p><small>(Ethos Urban, 2018)</small></p>
Significance	<ul style="list-style-type: none"> <li>The church spire is of municipal significance as a landmark as:</li> <li>It is sited on a major road and is a significant ecclesiastical landmark in Richmond.</li> <li>It is one of Melbourne's most dramatic suburban churches, of cathedral-like scale and character, located on a prominent hill, it is a major landmark in Richmond.</li> <li>Conspicuously sited in an impressive manner, it is the dominant element in an important and cohesive precinct with a range of ecclesiastical buildings.</li> <li>It has aesthetic significance for the quality of its form and decorative elements, including stained glass and the marble high altar.</li> </ul> <p><small>(Ethos Urban, 2018)</small></p>
Primary and secondary views within the Study Area	<ul style="list-style-type: none"> <li>1 - Transit stop at Church and Victoria Streets intersection</li> <li>2 - North East Corner of Bridge Road and Church Street intersection</li> <li>3 - Citizens Park (Entrance from Highett and Clevedon Street Intersection and Central Entry from Highett Street)</li> </ul>
Built form implications	<ul style="list-style-type: none"> <li>Increase in upper level setbacks to future built form on eastern side of Church Street to protect view 1.</li> <li>Limit to height increases to the north of the town hall to protect view 4.</li> </ul>



Figure 23: Clock Tower of Richmond Town Hall Primary and Secondary Views (Source: Ethos Urban, 2018)



Figure 24: View 1



Figure 25: View 2



Figure 26: View 4

# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## L3 Pelaco Sign

SUMMARY	
Description	<ul style="list-style-type: none"> <li>Erected atop the Pelaco company's former factory is this large double-sided sky sign with individual box letters illuminated in neon. The sign sits on top of a supporting framework structure mounted on the roof. Views of clear sky are available behind the box letters and between the sign and the roof.</li> </ul>
Significance	<ul style="list-style-type: none"> <li>The sky sign is of municipal significance as a landmark as:</li> <li>• a visually prominent feature and the tallest structure in the immediate locality, silhouetted against the sky from all view points;</li> <li>• it is socially important with its size and prominence symbolising the dominant role played by the Pelaco Company in Australia as a shirt manufacturer;</li> <li>• it symbolises the social and economic importance of Richmond as an industrial suburb;</li> <li>• it is of high historical and social significance as noted by its listing on the Victorian Heritage Register.</li> </ul>
Primary and secondary views within study area	<ul style="list-style-type: none"> <li>• 1 - Train Stop 13 on Wellington Parade</li> <li>• 2 - North-west corner of intersection of Punt Road and Wellington Parade</li> <li>• 3 - Richmond Town Hall forecourt</li> </ul>
Built form implications	<ul style="list-style-type: none"> <li>• Limit to height increases on Bridge Road on the south side between Healdin Street and Lennox Street to protect views 1 and 2 from the east;</li> <li>• Limit to height increases on the south side of Bridge Road between Waltham Street and Lyndhurst Street to protect views from the Town Hall.</li> </ul>



Figure 27: Pelaco Sign Primary and Secondary Views (Source: Ethos Urban, 2018)



Figure 28: View 1



Figure 29: View 2



Figure 30: View 3



# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## L4

### Skipping Girl Vinegar Sign

SUMMARY	
Description	<p>Skipping Girl is an animated neon sign consisting of a flat pointed silhouette background with neon highlighting and backless neon tube on steel support substructure that simulates the figure of a girl, known as 'Little Audrey', skipping over a skipping rope with painted letters spelling 'Vinegar' highlighted with neon at the base of the sign.</p> <p>(Ethos Urban 2013)</p>
Significance	<p>The animated sky sign is of metropolitan significance as a landmark.</p> <p>These electric sky signs were once a prominent feature of the Melbourne skyline and are diminishing in number.</p> <p>A popular landmark feature within the Richmond skyline, which is particularly prominent when viewed at night.</p> <p>It is of high historical and social significance as noted by its listing on the Victorian Heritage Register and for its associations with the original sign, which is believed to be the first animated neon sign in Melbourne.</p> <p>It is noted in popular culture, and is often included in lists of Melbourne landmarks and icons.</p> <p>(Ethos Urban 2013)</p>
Primary and secondary views currently unimpacted	<p>2 - Entry to the City of Yarra from east (Victoria Street footpath, east side)</p> <p>5 - River Boulevard and Victoria Street Intersection</p>
Built form implications	<p>Increase in upper level setbacks to future built form to the east and west of the Skipping Girl Vinegar Sign to protect views 2 and 5 from the east.</p> <p>Height to 40m DPO1.</p>



Figure 31. Skipping Girl Vinegar Sign Primary and Secondary Views (Source: Ethos Urban, 2013)



Figure 32. View 2



Figure 33. View 5



**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**



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# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## 3.5 Existing Built Form Character Precincts

The existing built form within the study area can be classified according to its location within or attached to one of the commercial corridors (i.e. Victoria Street and Bridge Road) or one of the commercial and mixed use pockets scattered through the study area.

The character of the built form changes along the length of Victoria Street and Bridge Road and its flanks, which is a reflection of its historical evolution.

The main precincts identified within Victoria Road and Bridge Road are:

- ✱ Precinct V1 - Victoria Street Heritage Retail Street and North Richmond Station
- ✱ Precinct V2 - Victoria Street Central
- ✱ Precinct V3 - Victoria Street East
- ✱ Precinct V4 - Skipping Girl Vinegar
- ✱ Precinct B5 - Bridge Road Heritage
- ✱ Precinct B6 - Townhall (Richmond)
- ✱ Precinct B7 - Bridge Road Northeast and East of Burnley

The precincts identified as commercial or mixed use isolated pockets within the study area are as follows:

- ✱ Precinct C1 - Baker Street Warehouses
- ✱ Precinct C2 - Tweedie Place Offices
- ✱ Precinct C3 - Church Street Retail

The following pages describe each of the identified character precincts, opportunities and constraints and their preferred future character.

As identified at Figure 1 'Study Area', there were additional commercial and mixed use pockets that were included within the study area. However from our analysis of their existing built form and potential to be redeveloped, these pockets were excluded from the investigations.

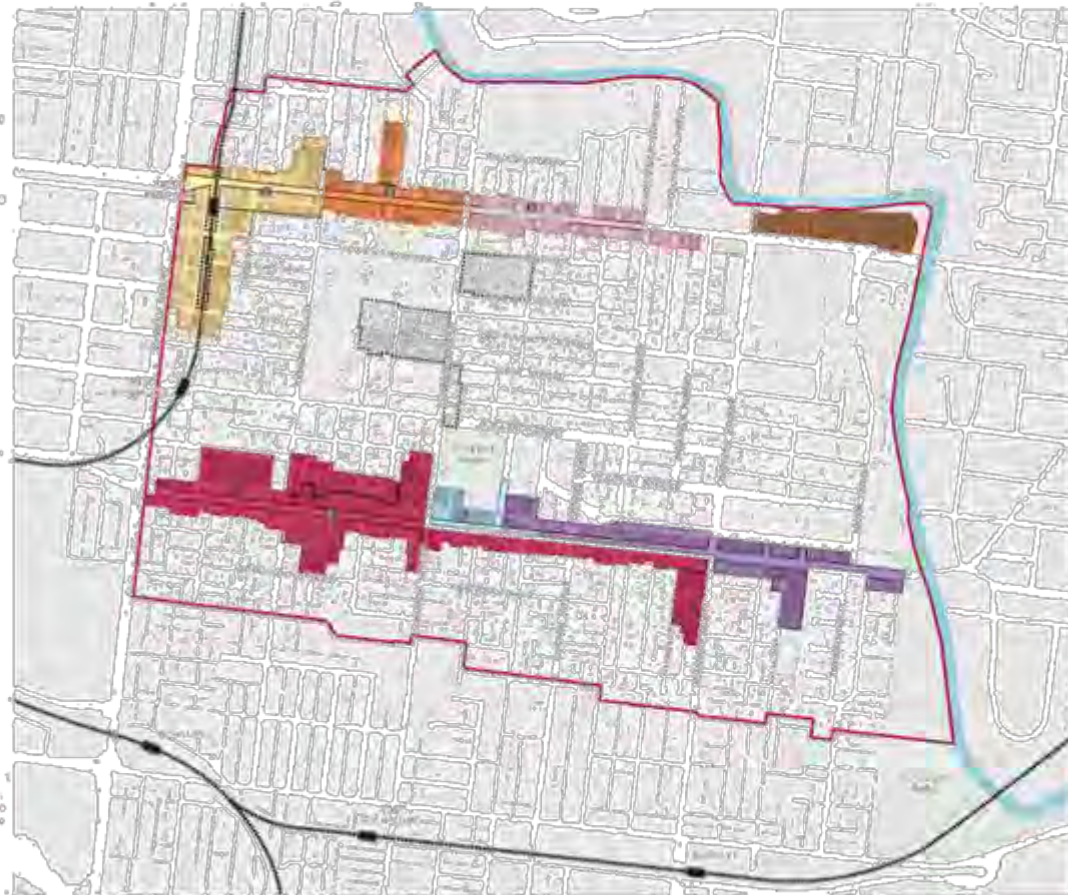


Figure 34: Existing Character Precincts - Retail Core

Source: Yarra City Council, 2018. Map of the Study Area.

# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## V1 Victoria Street heritage retail strip and North Richmond Station

*A vibrant retail and restaurant precinct in proximity to North Richmond Station, with a mix of fine grain and low scale heritage/ non-heritage buildings, and defined at the western end by the overhead railway bridge and large gateway.*

CHARACTER ELEMENTS AND DESCRIPTION	
Physical conditions	<ul style="list-style-type: none"> <li>20m wide street, which opens to over 40m at the western end towards Victoria Parade.</li> <li>Incorporates the gateway site to Victoria Street.</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>Mostly retail and restaurants-bars with some a few larger format retail, including a small shopping centre (The Hive).</li> </ul>
Built form and heritage	<ul style="list-style-type: none"> <li>Fine grain properties with shops at ground floor and awnings, giving a strong retail character.</li> <li>Consistent front 'street' wall which creates a strong building edge to the street.</li> <li>Open character with low scale street wall (one-two storeys with some variation).</li> <li>Some development has happened behind sites, and the Hive development has introduced taller built form to the street.</li> <li>Consistent two storey fine grain heritage buildings in pockets consisting of decorative parapets with some chimneys behind, consistent proportions of solid to void on the upper levels and with a consistent rhythm/spacing of windows and other features.</li> <li>Corner heritage buildings comprising splayed corners.</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Vehicle access at rear of properties, providing active and engaging frontages to the street.</li> <li>Weak entrance to the station due to ramps and lack of any station building on the street.</li> <li>Gateway artwork is a centrepiece in the road.</li> <li>Lennox Street is a key north-south route.</li> </ul>

### Opportunities

- Enhance vibrant and fine grain retail character.
- Retain heritage buildings and groups of buildings and enhance these as key features in the street.
- Retain low scale street wall as the prominent element in the streetscape, ensuring that any development is recessive.
- Improve the station entrance and surrounding environment.
- Moderate to high potential for redevelopment except for the sites between Shelley Street and Lennox Street which have already been recently developed.
- Retain lower rent opportunities for retailers.

### Constraints

- Narrow and shallow lots in multiple ownership.
- Heritage buildings will limit development potential.
- Railway bridge to remain.

*Precinct V1 will continue to be a vibrant retail and restaurant precinct supporting a local mix of businesses.*

*Buildings would have a fine grain and low scale street wall, and heritage buildings would be retained and enhanced as key features of the street.*

*Any development is set back to make the street wall more prominent and achieve a relatively open character.*

*The entrance to North Richmond will have a strong built form presence to the street and support an improved public realm along the street.*



# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## V2 Victoria Street Central

*An eclectic mix of fine to medium grain restaurants and shops with a strong and vibrant Vietnamese identity and retail character.*

CHARACTER ELEMENTS AND DESCRIPTION	
Physical conditions	<ul style="list-style-type: none"> <li>20m wide street</li> <li>Bookended by Lennox Street in the west and Church Street in the east</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>Smaller commercial and retail to the west and larger commercial sites to the east. Five at-grade car parking sites.</li> </ul>
Built form and heritage	<ul style="list-style-type: none"> <li>Shops at ground floor and awnings, giving a strong retail character.</li> <li>Finer grain built form to the west which erodes to more medium grain to the east.</li> <li>Consistent front 'street' wall which creates a strong building edge to the street except for 136 Victoria Street, which includes a car park fronting Victoria Street.</li> <li>Open character with low scale street wall (one-two storeys with some variation).</li> <li>Limited redevelopment has occurred except for behind Victoria Street in the residential hinterland.</li> <li>Minimal pockets of two storey fine grain heritage buildings with decorative parapets.</li> <li>Corner heritage buildings comprising splayed corners.</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Most vehicle access and carparks are located at the side or rear, which allows for a continuous streetscape experience along Victoria Street.</li> </ul>

### Opportunities

- Enhance vibrant and fine grain retail character.
- Retain low scale street wall as the prominent element in the streetscape, ensuring that any development is recessive.
- Moderate building height that respects the surrounding residential neighbourhood and its access to amenity.
- Minimal presence of heritage sites.

### Constraints

- Narrow lots in multiple ownership.
- Residential interface towards the south across the laneway.

*Precinct V2 will continue to be a unique food and cultural destination that is supported with a strong retail character.*

*It will develop to a slightly greater height to recognise its well-serviced location while providing transition in height between moderate height forms on Nicholson Street, and residential neighbourhoods to the north and south of Victoria Street.*

*Buildings will have a fine grain and low scale street wall to maintain a sense of openness within the street.*

*Any development above the street wall will be set back to highlight the existing retail character.*





# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## V3 Victoria Street East

Various mix of retail, cafes and restaurants that creates a transition between the strong retail character on the west and more prominent residential character on the east.

CHARACTER ELEMENTS AND DESCRIPTION	
Physical conditions	<ul style="list-style-type: none"> <li>20m wide street</li> <li>Located between two key intersections of Victoria Street with Church Street and Dawson Street</li> </ul>
Land use	<ul style="list-style-type: none"> <li>Large format retailers and car yards along the north and a mixture of smaller businesses and some residential properties along the southern side</li> </ul>
Built form and Heritage	<ul style="list-style-type: none"> <li>Large grain along the northern side of the street and fine grain along the southern street wall</li> <li>Mix of architectural styles from different eras</li> <li>Minimal presence of awnings in most retail and commercial properties, complemented with a strong presence of canopied retail towards the east</li> <li>The majority of the buildings are 2 storeys, which 'street' wall strongly defines the street edge</li> <li>Minimal heritage with a small strip of heritage show-tops. The largest heritage is located along the northern interface</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Vehicle access at the rear, allows for a continuous 'street' wall along Victoria Street</li> <li>Relatively narrow and poor footpath on north and south side</li> <li>Limited public realm vegetation</li> <li>Limited signalised crossing locations for pedestrians</li> </ul>

### Opportunities

- Larger lots that support redevelopment
- Industrial interface to the north of Victoria Street
- Varied character and scale to Victoria Street
- Limited heritage buildings
- Higher street walls of 2-4 storeys, compared with future developments on the west (2-3 storeys)
- Minimal presence of heritage sites

### Constraints

- Managing interface to existing heritage and residential dwellings bordering Victoria Street
- Sensitive residential interface to the south of Victoria Street
- Narrow lots in multiple ownership

Precinct V3 will develop into a more robust built form that allows for growth and diversity.

Higher street walls accommodate uses and activities that generate vibrancy along Victoria Street whilst maintaining an attractive public realm environment.

Upper levels are setback to ensure a reasonable solar access to the southern footpath.



Use of the building's facade to create a more robust built form that allows for growth and diversity.

# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## V4

### Shipping Girl Vinegar

Large grain properties accommodating residential and commercial uses, with the well-known Shipping Girl Vinegar sign on the west end.



CHARACTER ELEMENTS AND DESCRIPTION	
Physical context	<ul style="list-style-type: none"> <li>Approximately 30m wide street, which narrows back to 20m wide at the eastern and western ends of the precinct.</li> <li>Located at the key intersection of Victoria Street and Burnley Street.</li> <li>Signifies the east end of Victoria Street.</li> <li>Located just north of the Victoria Calvert Shopping Centre.</li> <li>Direct interface to the Yarra River parklands along the north and east.</li> </ul>
Land use	<ul style="list-style-type: none"> <li>Residential apartment buildings and offices.</li> </ul>
Built form and heritage	<ul style="list-style-type: none"> <li>Residential apartment buildings on the east end form the streetscape transition between Barkers Road and Victoria Street.</li> <li>Very coarse grain, with buildings ranging in height from 1 to 12 stories.</li> <li>Diverse architectural styles.</li> <li>The Shipping Girl Vinegar site including the main sign (H064 and H0153). This is a visually prominent icon. Also an 1880s bluestone house and warehouse (H065).</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Main Yarra Trail on the eastern and northern side provides pedestrian access along Yarra River.</li> <li>Residential interface towards the river trail allows for passive surveillance and heightened sense of safety for the path users.</li> <li>Street trees planted on southern side of Victoria Street opposite precinct.</li> </ul>

#### Opportunities

- Large grain properties that are ideal for redevelopment.
- River frontage on its eastern and northern side that opens the views of Yarra River and associated capital city trail.

#### Constraints

- PSO and CSO along Yarra River.
- Significant heritage buildings.
- Retention of views to the Shipping Girl Vinegar sign from the east.

*Precinct V4 will continue to grow into a mixed use high density precinct with an active ground floor along Victoria Street and passive surveillance along Yarra River trail.*

*The concentration of height and density will visually mark the east end of Victoria Street.*

*Views of the Shipping Girl sign from the east will be maintained.*

# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## B5 Bridge Road Heritage

A heritage streetscape of fine grain lots with a strong retail character that signifies Bridge Road entrance from Wellington Parade and Middle Street and the key intersections with Church Street and Burnley Street.

### CHARACTER ELEMENTS AND DESCRIPTION

Physical conditions	<ul style="list-style-type: none"> <li>20m wide street, which narrows to 30m at the western end towards Wellington Parade.</li> <li>Incorporates the gateway site to Bridge Road and the large site of Epworth HealthCare.</li> <li>Covers both northern and southern side of Bridge Road from Middle Street to Church Street, and the southern side of Bridge Road from Church Street to Burnley Street.</li> </ul>
Land use	<ul style="list-style-type: none"> <li>A mix of retail, restaurants, large format retail, offices with a strong retail presence.</li> </ul>
Built form and heritage	<ul style="list-style-type: none"> <li>Excluding the hospital, the precinct is fine grain and 1-2 storeys in height.</li> <li>Several properties along the north have a 1-2 retail podium and apartments setback.</li> <li>A significant preponderance of pre-WWII architecture.</li> <li>Medium to low development potential because of the heritage overlay and, for the larger sites not affected, they have mostly already been re-developed.</li> <li>The Pelaco Sign (H0259) is located to the south. The precinct is covered by H0230.</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Road side vehicle access and car parking allows for a continuous pedestrian experience. It does not include Epworth Health Care that allocates its drive through along Bridge Road.</li> </ul>

### Opportunities

- Enhance vibrant and fine grain retail character.
- Retain heritage buildings and groups of buildings and enhance these as key features in the street.
- Retain low scale street wall and upper level setback to accommodate the street wall as the at the prominent element in the streetscape.
- Low to moderate potential for new development due to the heritage overlays. Development potentials for lots on the southern end are constrained to ensure reasonable access of amenities to the surrounding residential neighbourhood.

### Constraints

- Narrow and shallow lots in multiple ownership.
- Heritage buildings with low development potential.
- Views to the Pelaco sign from Wellington Parade.

*Precinct B5 will continue to be a vibrant retail precinct supporting a mix of businesses.*

*Buildings would have a fine grain and low scale street wall, and heritage buildings would be retained and enhanced as key features of the street.*

*Additional height above the street wall will be limited in height to maintain views of the Pelaco sign from Wellington Parade.*



Aerial view of the precinct showing the mix of retail and residential use.



# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## B6

### Townhall (Richmond)

A cluster of civic and community uses surrounded by fine grain retail and restaurants.

CHARACTER ELEMENTS AND DESCRIPTION	
Physical conditions	<ul style="list-style-type: none"> <li>20m wide street, bordered by Church Street on the west and Gleadow Street on the east.</li> <li>The civic heart of Bridge Road with Richmond Town Hall as its landmark.</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>Civic and community uses, such as Richmond Town Hall, Richmond Police Station and Richmond Union Bowling Club, surrounded by restaurants.</li> <li>Accommodates Gleadow Street Market on Gleadow Street every Saturday.</li> <li>Located within the proximity of Citizens Park, Richmond Recreation Centre, Richmond Union Cricket Club and Lysal Hall Community School.</li> </ul>
Built form and heritage	<ul style="list-style-type: none"> <li>A mix of grain, predominantly 2 storeys with townhall appearing to be 3 storeys in height.</li> <li>Mostly very high quality pre-WWII architecture.</li> <li>The most significant collection of buildings in the study area. Covered by H0230.</li> <li>Due to its striking appearance and clock tower that defines the skyline, Richmond Town Hall serves as a landmark for this precinct.</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Most vehicle access and parking are located on the side and rear of the properties, which minimise the crossovers along Bridge Road.</li> <li>The footpath in front of the civic buildings is amongst the widest in the study area.</li> <li>The presence of colonnades and planting at the front of townhall creates a distinctive public realm, which highlights the importance of the building.</li> </ul>

#### Opportunities

- Enhance the fine grain retail character.
- Retain heritage buildings and street walls that contribute to the unique streetscape of this precinct.
- Recessive upper built form to ensure that the heritage streetscape character is not compromised by future development.
- Medium development potentials for properties, except for townhall.

#### Constraints

- Heritage overlays minimise development potential.
- Views to townhall from the surrounding properties, as well as views of St Ignatius Church from Citizens Park will be retained. This will further constrain the development potential in this precinct.

*Precinct B6 will continue to be the civic and community heart of Bridge Road.*

*The fine grain and low scale street wall character will be retained and enhanced as part of the streetscape identity.*

*Height above the streetwall will be limited to maintain views to Richmond Town Hall and Ignatius Church as prominent markers to be protected.*





# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## B7

### Bridge Road Northeast and East of Burnley

An array of various retail and commercial uses of fine and medium grains that form the heritage streetscape to the west and Bridge Road's entry experience from Hawthorn Bridge to the east.

CHARACTER ELEMENTS AND DESCRIPTION	
Physical conditions	<ul style="list-style-type: none"> <li>10m wide street, which marks the east end of Bridge Road from Hawthorn Bridge.</li> <li>Abutting Richmond Park and Burnley Park on the east, as well as Clevedell Street on the west.</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>Some smaller retail and restaurants south of the Townhall.</li> <li>To the east, larger format retail, offices and warehouses.</li> </ul>
Built form and heritage	<ul style="list-style-type: none"> <li>Fine grain 1-2 storey Victorian shop-houses close to the Townhall with predominance of 1-2 storey warehouses to the east.</li> <li>Mostly 1-2 storey retail interspersed with medium-rise buildings of various uses.</li> <li>Partially covered by HO310 with smaller heritage sites to the east.</li> <li>Strong heritage streetscape character, especially on the south side of Bridge Road.</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Most properties are serviced with a back street or lane that provides vehicle access and street parking.</li> <li>To the east it has a continuous section of street trees.</li> </ul>

#### Opportunities

- Allow for moderate growth on larger lots with less sensitive interface.
- Set new built form character.
- Recessive upper level built form to avoid visually overwhelming heritage fabric and to protect the amenity of the low-rise neighbourhood.

#### Constraints

- Interface to Fairfex Street and sensitive residential dwelling.
- Limited development potential on properties of heritage significance.

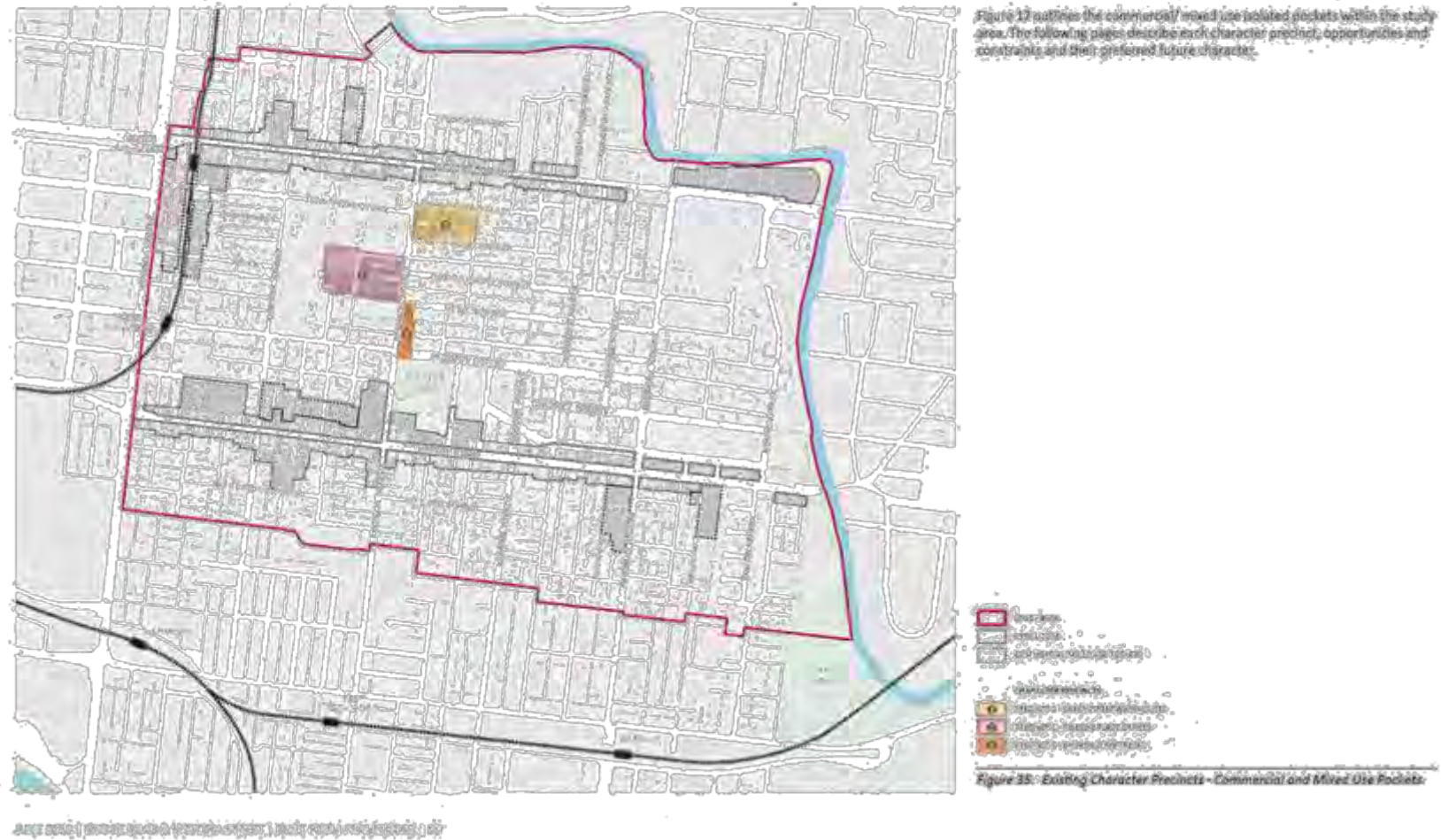
Precinct B7 will develop into a robust medium-rise developments supporting various retail, commercial and residential uses.

Buildings are set back to protect access to amenity, both for pedestrians on Bridge Road and surrounding neighbourhood.

The greatest height concentration will be on the northeastern side, where there is minimal presence of heritage overlays and residential interface on the south.



# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## C1 Baker Street Warehouses

A light industrial cluster on the corner of Church Street and Baker Street surrounded by low scale residential neighbourhoods and an emerging medium density housing to the south.

CHARACTER ELEMENTS AND DESCRIPTION	
Physical conditions	<ul style="list-style-type: none"> <li>Abutting Church Street on the west, Baker Street on the north, Lambert Street on the east and Lincoln Street on the south. The streets range from 10-15m in width, except Church Street (20m).</li> <li>Many of the buildings are fairly new and in a good condition.</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>Currently occupied with light industries with Metropolitan Fire Brigade on the south east corner. However, most of the precinct is zoned as Mixed Use.</li> </ul>
Built form and Heritage	<ul style="list-style-type: none"> <li>Large grain light industrial sites.</li> <li>Consistent 2 storey street wall along Church Street strongly defines the street edge.</li> <li>Only one heritage site (H0223) is found, which is a single storey warehouse along Baker Street.</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Most vehicle access and car parking are allocated at the front for easy transport and movement.</li> </ul>

### Opportunities

- Medium density developments that comply to the land uses of Mixed Use Zone.
- Low scale street wall that respects the existing streetscape and neighbourhood character.
- Recessive upper level built form that accentuates the streetwall and protects the amenities to surrounding neighbourhoods.
- Retain existing heritage building and enhance it as a key feature in the precinct.

### Constraints

- Multisite lots of varying width and sizes with different ownerships.
- Streets lined lot along Lambert Street.
- Absence of existing internal streets.



*Precinct C1 will grow into a medium density development cluster with a robust built form that respects the existing neighbourhood and streetscape character.*

*The low scale and open streetscape character will be retained through the low scale streetwall and recessive upper level built form.*



# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## C2 Tweedie Place Offices

A commercial pocket on the west of Church Street surrounded by community uses, high density housing estate and low scale residential neighbourhood.

CHARACTER ELEMENTS AND DESCRIPTION	
Physical conditions	<ul style="list-style-type: none"> <li>A commercial cluster bordering Riley Street on the north, Church Street on the east, Tweedie Place on the south and Vere Street on the west. Apart from Church Street, the streets are just 10m in width.</li> <li>The buildings are in a good condition, with two new additions on the corner of Church Street and Tweedie Place, and Riley Street and Bromham Place.</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>Mostly commercial with a multi-storey carparking, a storage unit, warehouse and a utilities compound.</li> </ul>
Built form and heritage	<ul style="list-style-type: none"> <li>Mostly consist of 1-2 storey offices.</li> <li>No heritage significant properties found in the precinct.</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Minimal presence of crossovers with a strong definition of 1-2 storey streetwalls.</li> </ul>

### Opportunities

- Retain large grain commercial character and enhance it with further development that respects the neighbourhood character.
- Medium density commercial developments with low scale streetwalls which protect amenity access to the surrounding residential properties.

### Constraints

- Multiple lots ownerships with strata titled lot along Bromham Place.
- Minimal existing internal streets that introduce east-west connection.



*Precinct C2 will continue to be an important office cluster supported by other types of commercial uses.*

*The large grain character is retained and further developed into medium density buildings with streetwalls that strongly define the edge.*

*Any development is set back to protect amenity access to surrounding residential neighbourhood.*

*Additional internal streets may be introduced to enhance the east-west connection within the precinct.*



# Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

## C3

### Church Street Retail

A neighbourhood retail strip on Church Street in proximity of Citizens Park that is distinguished by its fine grain and low scale character.

CHARACTER ELEMENTS AND DESCRIPTION	
Physical conditions	20m wide street that leads to Bridge Road to the south.
Land Use	Mostly shop-top housing.
Built form and heritage	<ul style="list-style-type: none"> <li>Fine grain properties with shops at ground floor.</li> <li>3-2 stories in height with only one heritage property (840377).</li> <li>Consistent streetwall creates a strong building edge on Church Street.</li> </ul>
Public realm	<ul style="list-style-type: none"> <li>Minimal crossovers along Church Street.</li> <li>Laneways along Church Street provide vehicle access to the side and rear of the properties.</li> </ul>

#### Opportunities

- Enhance fine grain retail character.
- Retain low scale street wall as the prominent element in the streetscape, ensuring that any development is recessive.

#### Constraints

- Narrow and shadow lots in multiple ownership.



*Precinct C3 will continue to be a local retail strip supporting the surrounding residential areas.*

*Buildings would have a fine grain and low scale street wall that respects the existing streetscape character.*

*Any development is set back to accentuate the street wall and achieve a relatively open character.*

## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### 3.6 Emerging Built Form Character

The study area is already experiencing significant levels of change in the built form. The following section provides a summary of the emerging built form character within Bridge Road and Victoria Street.

#### Victoria Street

On Victoria Street, generally most change has occurred at the eastern end within larger properties previously of an industrial nature that have limited heritage values. Significant development has occurred in the form of the Salta developments on the northern and southern sides of Victoria Street, co-located with the existing Victoria Gardens and its services and amenities. The change of use occurring is predominantly to residential (retail at ground floor) with an emerging built form character of apartments of up to 10 storeys with a 4 storey street wall.

At the western end of Victoria Street, Hive, a 4 storey apartment building, is the only change that has occurred. This is most likely due to the existing size of the site and its ability to accommodate a Aldi supermarket at the ground floor. On balance, sites within the western end of Victoria Street are fine grain in nature. Some of which have heritage constraints, therefore affecting their development potential.

#### Bridge Road

Along Bridge Road, the main development that has occurred consists of the Epworth redevelopment and a collection of apartments on larger properties to the north of Bridge Road between Lennox Street and Church Street. The emerging built form character consists of a strong 3 storey street wall with upper levels significantly setback (10 metres +) and overall height reaching 8-10 storeys. A mixed used development (predominantly residential) is also approved on the north west corner of Church Street and Bridge Road to height of 10 storeys.

Furthermore, to the west of Lennox Street on the northern side of Bridge Road, there are several approved development proposals for mixed use developments up to a height of 8 storeys.

On the southern side of Bridge Road between Church Street and Hoddle Street, no new significant redevelopment has occurred to date. However, VCAT has granted a permit for a 5 storey apartment building above a heritage building at 242 Bridge Road, one lot from the south western corner of Bridge Road and Church Street.

Due to heritage constraints, sensitive residential areas to the south and the existing fine grain lot layout, the south side of Bridge Road between Church Street and Burnley Street has also seen limited redevelopment.

Along the northern side of Bridge Road to the west of Gardner Street, the grain becomes much coarser along with limited sites of heritage significance. This has therefore allowed for some apartment developments to emerge on either side of Burnley Street (east and west) to a height of 9 storeys.

### 3.7 Redevelopment Potential Analysis

To help inform the identification of the future character precincts and built form controls within the study area, analysis was undertaken to understand the areas of potential low, moderate or high change in the future.

The analysis was based on the following criteria:

- recent development
- recent approval for development
- strata titling
- lot width
- sensitive interfaces (particularly to the south)
- lot depth
- heritage values
- EAO
- two or more points of access
- topography

The results of this analysis is illustrated overleaf. It should be noted that the analysis was simplified from individual lot analysis to precinct level grouping of potential levels of change.

**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**



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Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

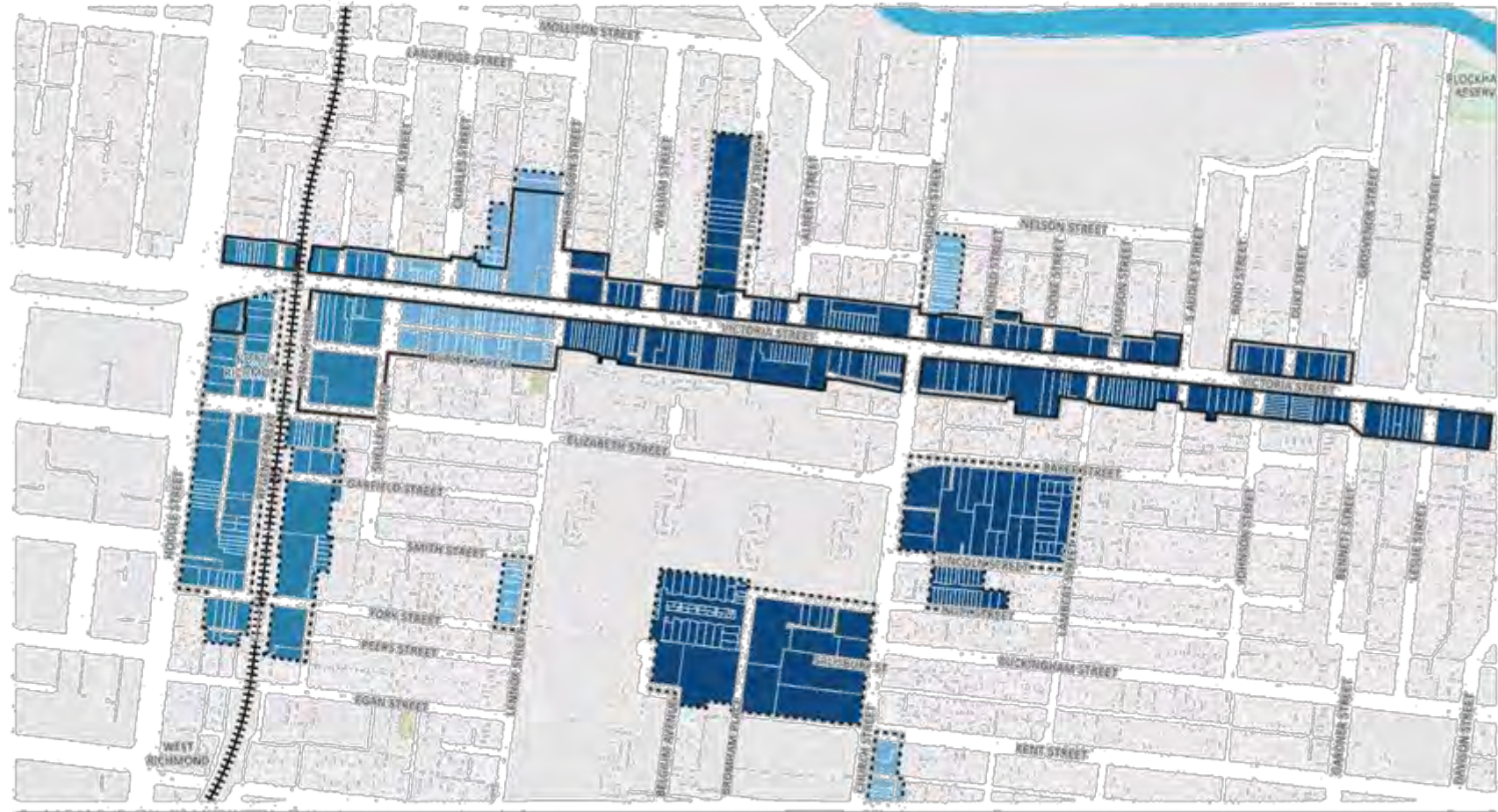


Figure 36. Potential Areas for Change, Victoria Street

As of 2014, the map shows the potential areas for change along Victoria Street.



Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

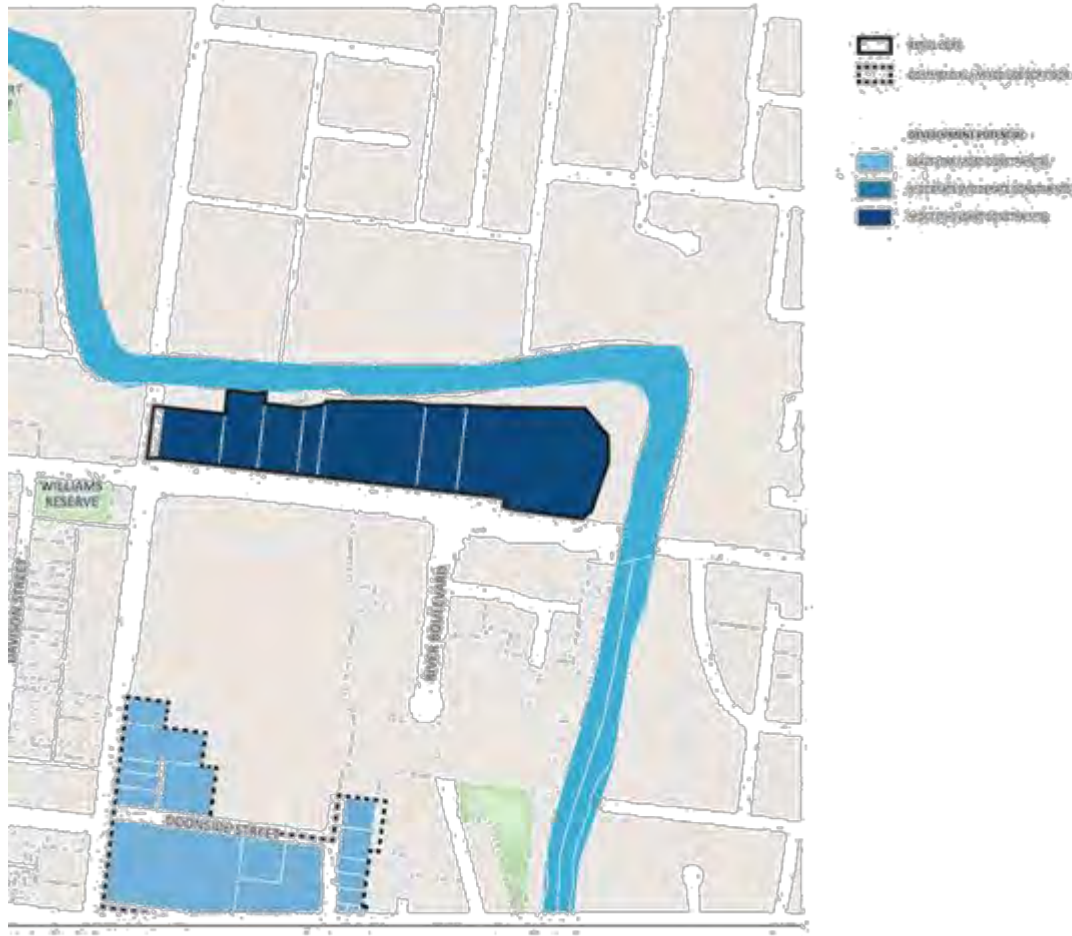


Figure 37: Areas for Change - Bridge Road East

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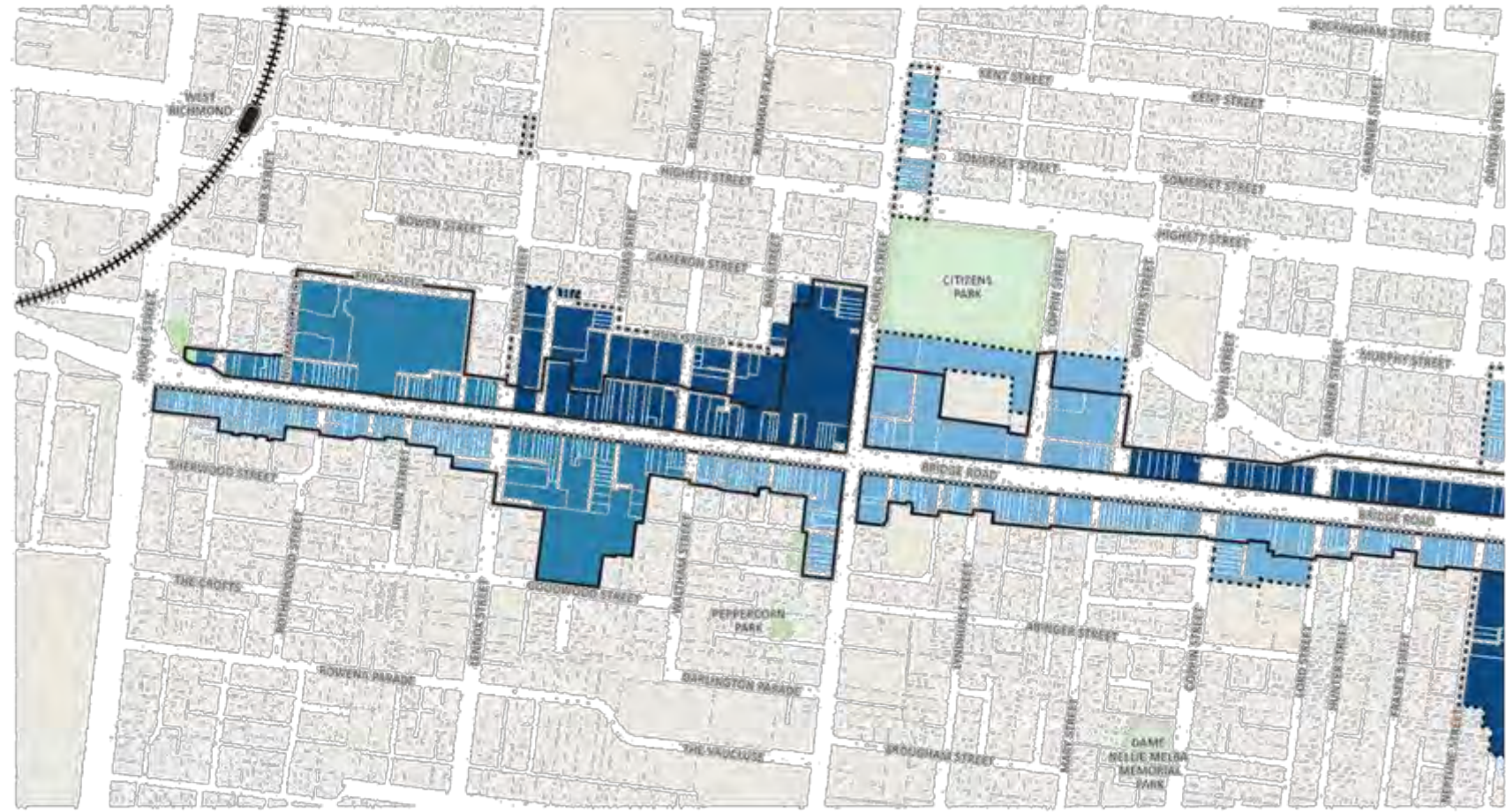


Figure 38. Potential Areas for Change: Bridge Road

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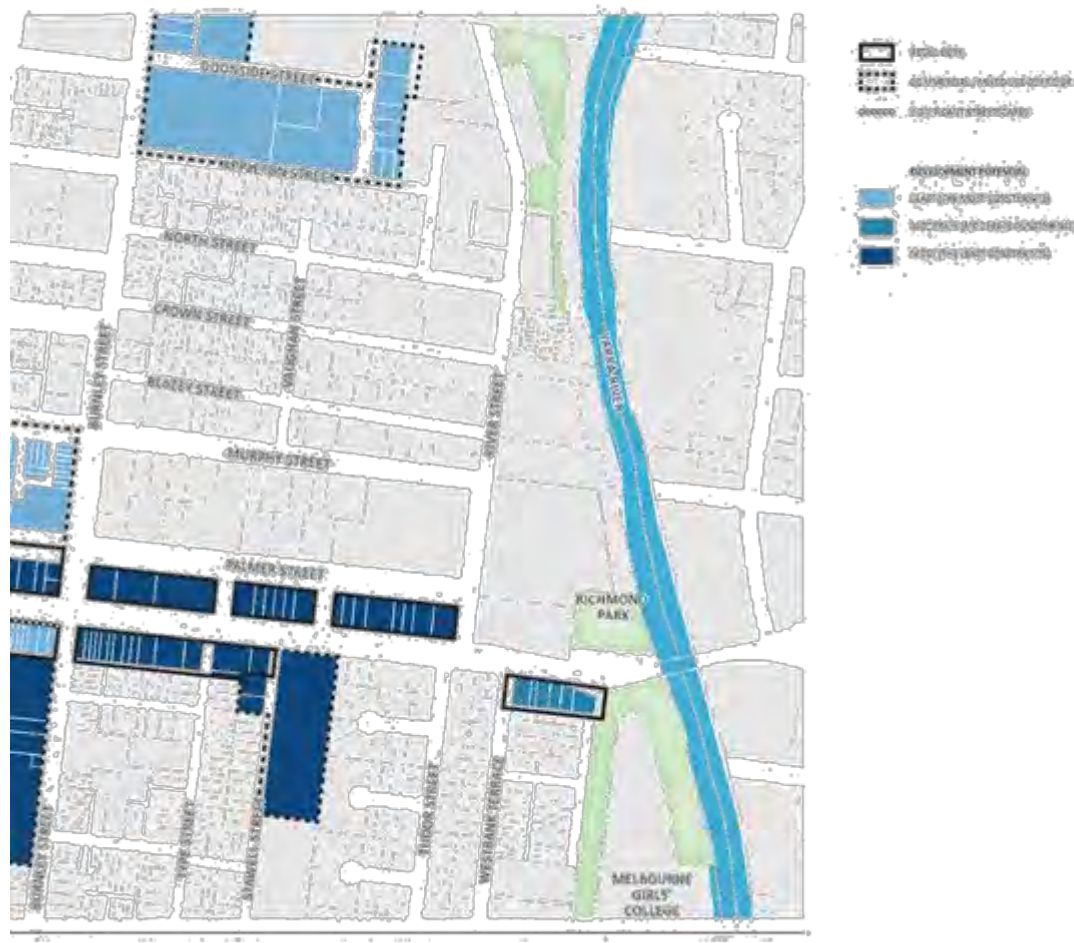


Figure 39: Areas for Change - Victoria Street East

39 | DRAFT BRIDGE ROAD AND VICTORIA STREET BUILT FORM FRAMEWORK PART 1 LR



## Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR

### 3.8 Future Built Form Character Precincts

Based on the analysis outlined in Chapter 2, a set of future character precincts have been identified across the study area. These vary from the existing character precincts based on their varied potential for development, location in the urban structure, proximity to sensitive land uses, and so on.

The definition of these precincts takes account of:

- Policy support for growth in well-serviced locations (such as near train stations)
- Existing and proposed role and function
- Important heritage streetscapes and buildings
- Existing built form character values
- Emerging built form character based on recent developments and approvals
- The proximity of residentially-zoned land, in terms of the sensitivity of its amenity and character
- The need to protect key views of important landmarks (including the Richmond Town Hall, St Ignatius Church, and the Skipping Girl and Pelaco signs)
- Key points of arrival to the two activity centres
- Topographic high points
- The capacity to accommodate growth based on typical lot dimensions (particularly depth)



Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR



**Attachment 1 - Draft Bridge Road and Victoria Street Built Form Framework Part 1 LR**



**Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR**



## **4.0 Urban Design Principles**



## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

### 4.1 Introduction

Based on the background review undertaken at Chapter 2 and the analysis undertaken at Chapter 3 providing a picture of “the place”, a series of Urban Design Principles have been prepared.

The purpose of the Urban Design Principles is to provide overall guidance and direction to the shape of future built form within the study area that responds to the urban structure of the area, whilst respecting both the existing and future character of the places referred to within this report.

The 14 Urban Design Principles are as follows:

- **UDP1 - URBAN CONSOLIDATION**
- **UDP2 - TRANSIT-ORIENTED DEVELOPMENT**
- **UDP3 - URBAN STRUCTURE**
- **UDP4 - STREET WALL AND HUMAN SCALE**
- **UDP5 - HERITAGE STREETScape**
- **UDP6 - HERITAGE BUILDINGS**
- **UDP7 - SUNNY STREETS**
- **UDP8 - RESIDENTIAL INTERFACES**
- **UDP9 - RESIDENTIAL CHARACTER**
- **UDP10 - LANDMARKS**
- **UDP11 - SKY VIEWS**
- **UDP12 - SKYLINE**
- **UDP13 - REAR LANES**
- **UDP14 - HIGH QUALITY ARCHITECTURE**

Each Urban Design Principle is described further overleaf diagrammatically and supported by its purpose.

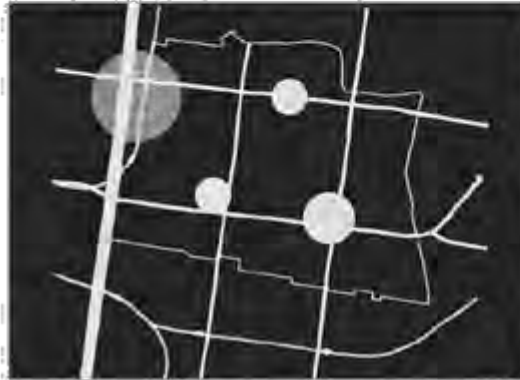
The Urban Design Principles have been designed to be overarching and applicable to the entire study area, whilst also having elements of place specificity based on the urban structure outlined at Figure 14.



## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

### UDP1 Urban consolidation

Enable the potential for growth consistent with the urban structure.



### UDP2 Transit-oriented development

Capitalise on opportunities for growth adjacent to railway stations.



### UDP3 Urban structure

Mark key entries with a built or natural element that stands out from its surroundings.



### UDP4 Street wall & human scale

Contributing to an inviting, visually interesting and vibrant public realm at walking pace.



### UDP5 Heritage streetscapes

Contribute to an inviting, visually interesting and vibrant public realm.



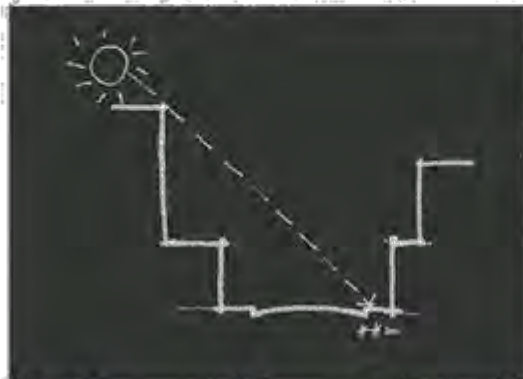
### UDP6 Heritage buildings

Support the protection of heritage buildings of significance.

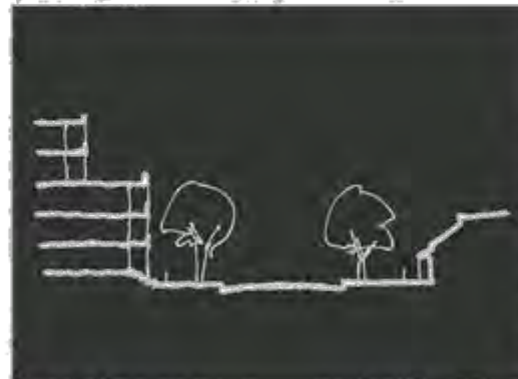


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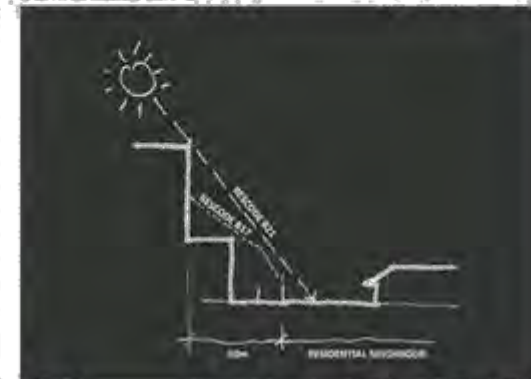
**UDP7** Sunny Streets  
Maintain solar access to main streets



**UDP8** Residential Character  
Respect the character of residential streets



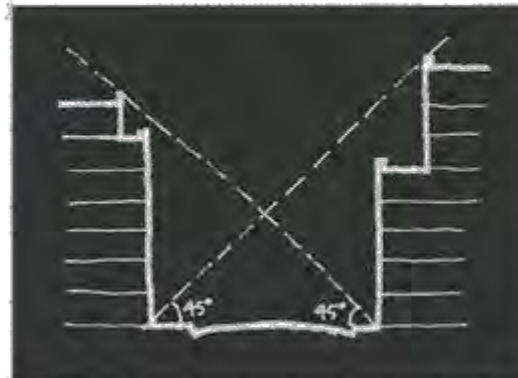
**UDP9** Residential Interface  
Maintain reasonable amenity for neighbouring residential properties



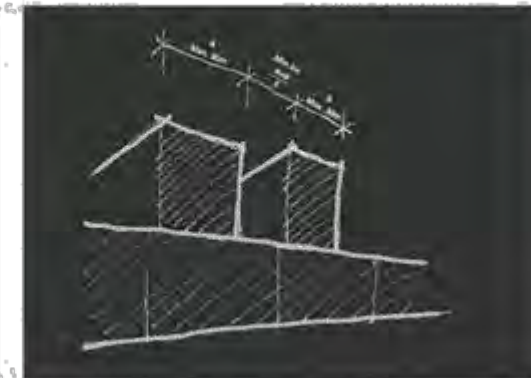
**UDP10** Landmarks  
Protect key views to existing landmarks



**UDP11** Sky views  
Maintain a relatively open streetscape



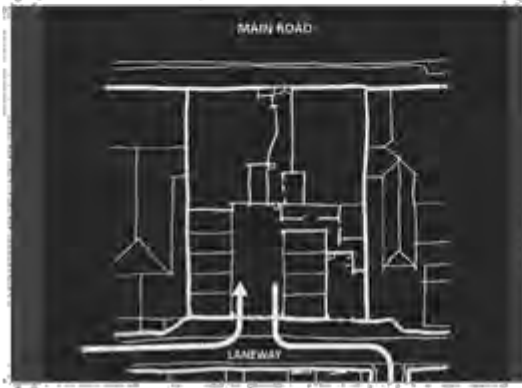
**UDP12** Skyline  
Avoid a wall of taller form



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**UDP13**

Ensure functional service lanes



**Rear lanes**

**UDP14**

**High quality architecture**

Deliver a high quality architectural response



For the purpose of this document, the term 'high quality architecture' is defined as architecture that is of a high standard of design and construction, and that is of a high standard of aesthetic quality.

**Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR**





**Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR**



## **5.0 Built Form Framework**

## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

### 5.1 Introduction

This section sets out the proposed built form framework for the future character precincts outlined at figure 5 excluding Precincts V7, V8, B9, B10 as they are subject to further investigation. It provides recommendations in relation to building heights and setbacks, and the detailed design of building facades.

The following overarching design objectives have been identified based on the Urban Design Principles:

- To contribute to an inviting, visually interesting and vibrant public realm.
- To respect heritage and character values.
- To provide for growth.
- To reinforce the legibility of the urban structure.
- To maintain reasonable amenity for neighbouring residential properties.

Section 5.2 outlines the rationale underpinning the built form recommendations. It also contains a set of Framework Plans which summarise the recommended building heights and street profiles.

Section 5.3 contains built form guidelines for each future character precinct. In each precinct, the preferred character statements, key objectives that have informed the guidelines are provided.

Section 5.4 provides general guidelines in relation to interface responses and façade design.

### 5.2 Built Form Guidelines Rationale

This section outlines the rationale underpinning the built form recommendations, which vary between each future character precinct.

#### Street Wall Heights

- Where there are streetscapes or individual buildings that have been identified as significant from a heritage perspective, the heritage fabric at the street frontage is encouraged to be retained. Where it is to be replaced, a maximum street wall height of 11m is recommended to reinforce the prevailing street wall character. It is estimated that the heritage buildings along Victoria Street and Bridge Road typically have 9.5m high facades.
- Where there is a valued low-rise street wall character (but with little or no significant heritage fabric), a maximum street wall height of 12m is recommended to comfortably allow three levels along with a parapet/balustrade to a terrace at the fourth level.
- In Victoria Street between Church Street and Burnley Street (Precinct V4 except at 316-326 Victoria Street, which contains significant heritage buildings, and 408-472 Victoria Street, which is zoned GR2), a maximum street wall height of 15m is recommended because the existing street wall character is not considered to warrant protection. A height of 15m allows for four levels, which will increase development capacity, particularly given the shallow lot depths. A 15m street wall will maintain a comfortable relationship with the 20m wide street, avoiding an uncharacteristic sense of enclosure.
- A maximum street wall height of 15m is recommended on the north side of Bridge Road east of Gardner Street (Precinct B6), on the south side of Palmer Street east of Burnley Street, and on the southern corner of Hoddle Street and Victoria Street, for the same reasons. A 15m street wall will also ensure reasonable spatial definition of the 30m wide sections of Bridge Road and Palmer Street.
- 23-29 Bridge Road lies at the western entry to the Bridge Road Activity Centre. It is an island property which fronts a 30m wide section of Bridge Road. It is also a shallow property. Therefore, it is recommended that no street wall or upper level setback be required at the Bridge Road frontage, to help mark this important node and because the wider street will avoid an uncharacteristic sense of enclosure, the isolation of the property means that it does not form part of a cohesive streetscape, and to lessen the need to build close to the northern boundary which lies opposite residential land.
- Along Hull Street, there is an existing character of 3-4 storey street walls. Therefore, a maximum street wall height of 15m (four storeys) is recommended to reinforce this existing character.
- Butler Street, Neptune Street and Stawell Street are only 10m wide, and Little Charles Street is only 5m wide. Each of these streets has 1-2 storey dwellings opposite the subject land. Therefore, a maximum street wall height of 7.5m (two storeys) is recommended on these streets to avoid an unreasonable sense of enclosure and to complement the existing character.
- Except where a lower maximum street wall is sought, a minimum street wall height of 8m is recommended to ensure adequate spatial definition of the street.

## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

### Building Heights and Street Relationship

Overall building heights and upper level street setbacks have been determined as follows:

- For individually significant heritage buildings and significant heritage streetscapes, the height and setback of buildings above the street wall have been determined to ensure that the built form will not dominate the street wall. This has been measured by ensuring that the view of the building from the opposite footpath occupied by the upper form is no more than one quarter of that occupied by the street wall (see Figure 40 below). This approach capitalises on the ability of driver's eyes to accommodate taller buildings without adversely affecting heritage or character values. Notably, it reflects the emerging character on the south side of Bridge Road between Lennox Street and Church Street, where a series of 3-4 storey buildings with upper level setbacks of 13m or more have been constructed or approved. This also reflects the location of this precinct at the opposite high point of Bridge Road.
- For streets without notable heritage value but with an existing streetscape character that needs to be responded to, the upper form above the street wall should be sited no more than one third of the street width.
- In places without either notable heritage or character values and the opportunity to create a new character, the height and setback of buildings above the street wall have been determined to ensure that the built form

will balance a sense of openness and enclosure. This has been measured by ensuring that the built form does not encroach within a 45° plane from the opposite side of the street (see Figure 41 below).

- On the north side of Victoria Street, east of Walmer Street, no maximum building height is recommended because T301 already imposes a maximum height of 18m. Street wall height and upper level setbacks recommendations are made for those properties that may be developed in the future, noting that much of this precinct has already been developed and strata-titled, or has a recent person to do so.
- Exceptions are made to the approach outlined above at 'marker' locations, being the western end of Victoria Street and Bridge Road, where greater height is recommended to mark the entries to the two major activity centres.
- Greater height is recommended in the M/2 zone south of North Richmond Station to capitalise on its public transport accessibility and relative lack of sensitive interfaces. However, it is recommended that the height be stepped down at the interfaces of this precinct with low-rise residential precincts to the east and south.

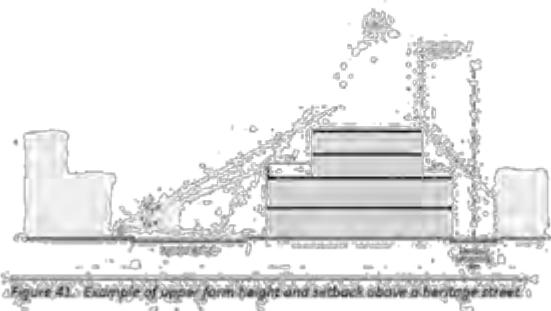


Figure 41. Example of upper form height and setback above a heritage street.



Figure 42. Example of height and setbacks of upper form in areas without notable heritage or character values.

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### Upper Level Setbacks

- Where significant heritage fabric is retained or within a significant heritage streetscape, a mandatory upper level setback of 6m is recommended to maintain a clear distinction between the heritage fabric and addition. A mandatory 6m upper level setback is also recommended alongside the Richmond Town Hall and Skipping Girl sign to maintain views of them,
- On the north side of Bridge Road between Lennox Street and Church Street a 13m upper level setback is recommended to reinforce the emerging character (noting that this is offset by a greater maximum height on those properties, which have sufficient depth to accommodate the setback).
- 10m and 13m upper level setbacks on Neptune Street and Burnley Street south of the Bridge Road properties are recommended to ensure the upper form does not overwhelm the heritage street wall.
- Where upper forms higher than 20m (six storeys) are proposed above a 2-3 storey street wall, a minimum upper level setback of 5m is recommended to maintain a clear distinction between the street wall and upper form.
- A minimum 5m upper level setback is recommended on properties opposite low-rise residential neighbourhoods, to better complement their character. This is reduced to 4m on narrow streets where maximum heights of only 3-4 storeys are proposed, such as Butler Street and Little Charles Street, due to the steeper angle of view above the street wall from the opposite side of the street.
- A minimum 5m upper level setback is also recommended on properties fronting narrow streets, to maintain a sense of openness in the street.
- The recommended upper level street setbacks are proposed to apply along the side street frontages of corner lots too. However, on corner lots that are 20 metres wide or less, it is recommended that the setback from the secondary street frontage be allowed to be reduced by up to 50%, to maintain a viable floorplate.

### Street Setback

There are a small number of locations where a street setback is recommended. These include:

- 316-326 Victoria Street, where a 6m setback is recommended to reinforce the prevailing character
- 566 Bridge Road, where a 5m setback from Bridge Road is recommended to protect mature trees with the potential to form part of an attractive public open space, and a 2m setback from Stawell Street is recommended to complement the residential character opposite

These assumptions are illustrated in the sections contained in section 5.3.

21-31 Goodwood Street houses the Pelaco sign. It is included within the subject land. However, as the appropriate built form response to this site will be site-specific and primarily driven by heritage considerations, this report does not make specific recommendations in relation to it.

Development of the Epworth Hospital site is similarly governed by site- and use-specific considerations. It also has a relatively recent approval for a major development. Therefore, this report does not make specific recommendations in relation to it.

### Off-Site Amenity

Management of off-site amenity has been applied in the same manner across the study area and can be summarised as follows:

- Buildings must be setback from land that is in a residential zone by a dimension equal to the height of that part of the building minus 5m, up to a maximum of 10m or greater if necessary to comply with ResCode Standard B21.
- To manage overshadowing to the private open space of residential properties to the south of the study area, buildings must be setback behind a sun angle of 52 degrees (September Equinox) measured from the backyard of the adjacent residential property to the top of the proposed building.

### Overshadowing of the Public Realm

Buildings should be designed to ensure that pedestrians on the southern footpath of Victoria Street and Bridge Road will be in sunlight during the warmer half of the year. Therefore buildings must not overshadow the southern footpath of Victoria Street and Bridge Road at the Equinox between 11am and 2pm. On Lennox Street, Church Street and Burnley Street, buildings must not overshadow the opposite footpath between 11am and 2pm at the September Equinox.

### Design Assumptions

The street wall and overall building heights are based on the following assumptions:

- Commercial uses at a minimum of the lowest two levels in C1Z-zoned land and all levels in C22-zoned land
- Either commercial use or raised residential use at the ground floor in MUZ-zoned land, with residential use above
- Typical floor-to-floor dimensions of 4m for retail uses, 3.6m for office uses and 3.2m for residential uses
- A minimum viable floorplate depth of 16m
- Non-habitable architectural features including parapets not more than 1.5 metres in height, and building services set back at least 3 metres behind the façade, may exceed the maximum height



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# Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

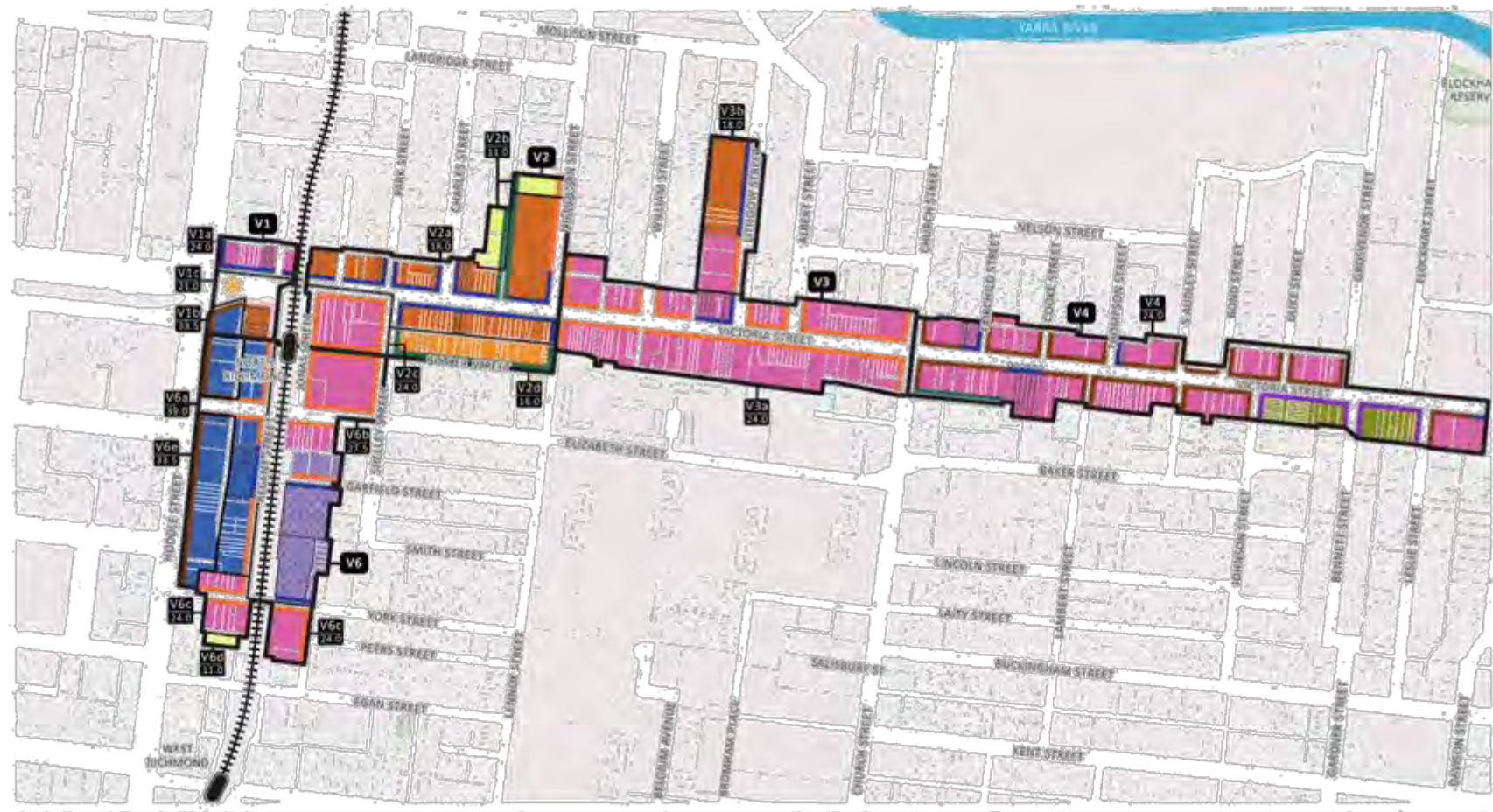
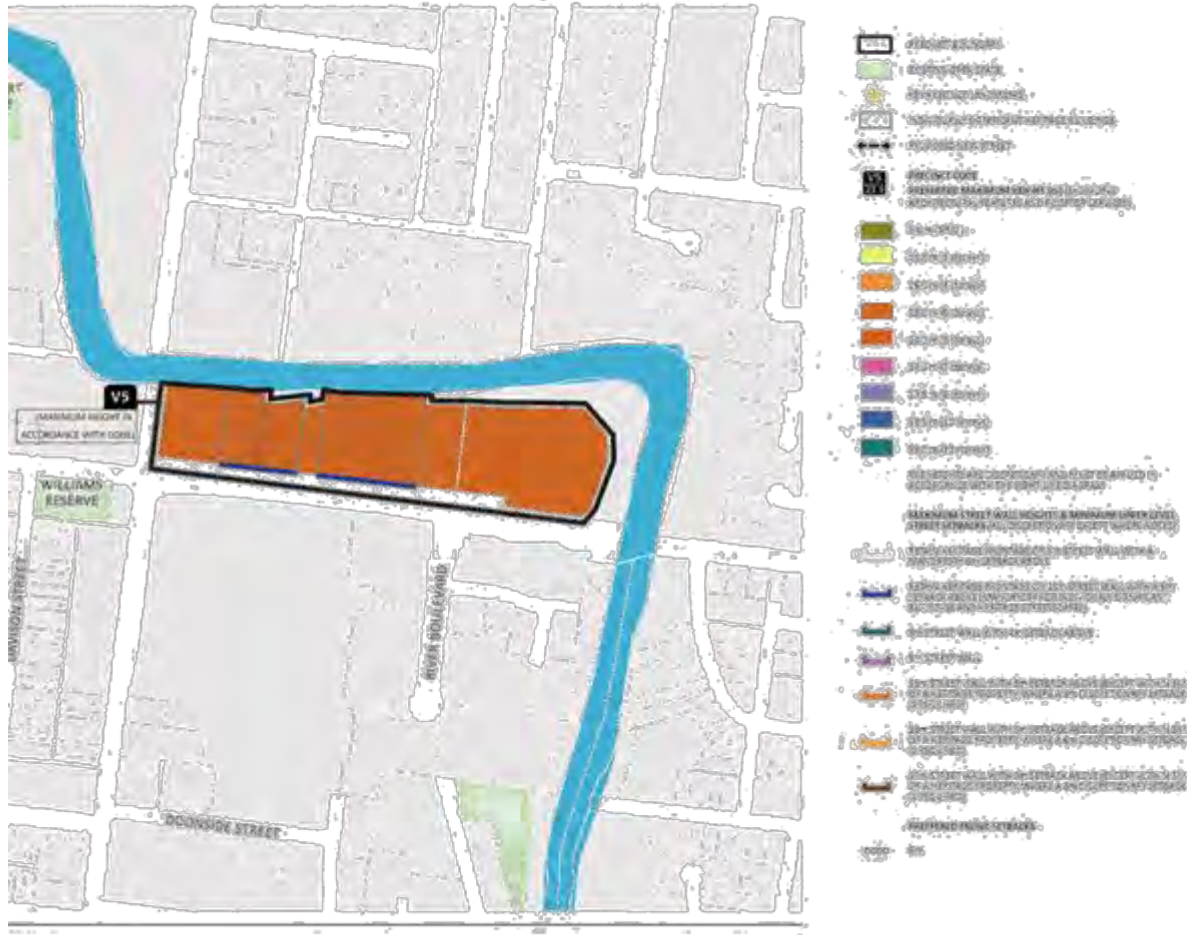


Figure 43: Framework Plan: Victoria Street

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# Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR





## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

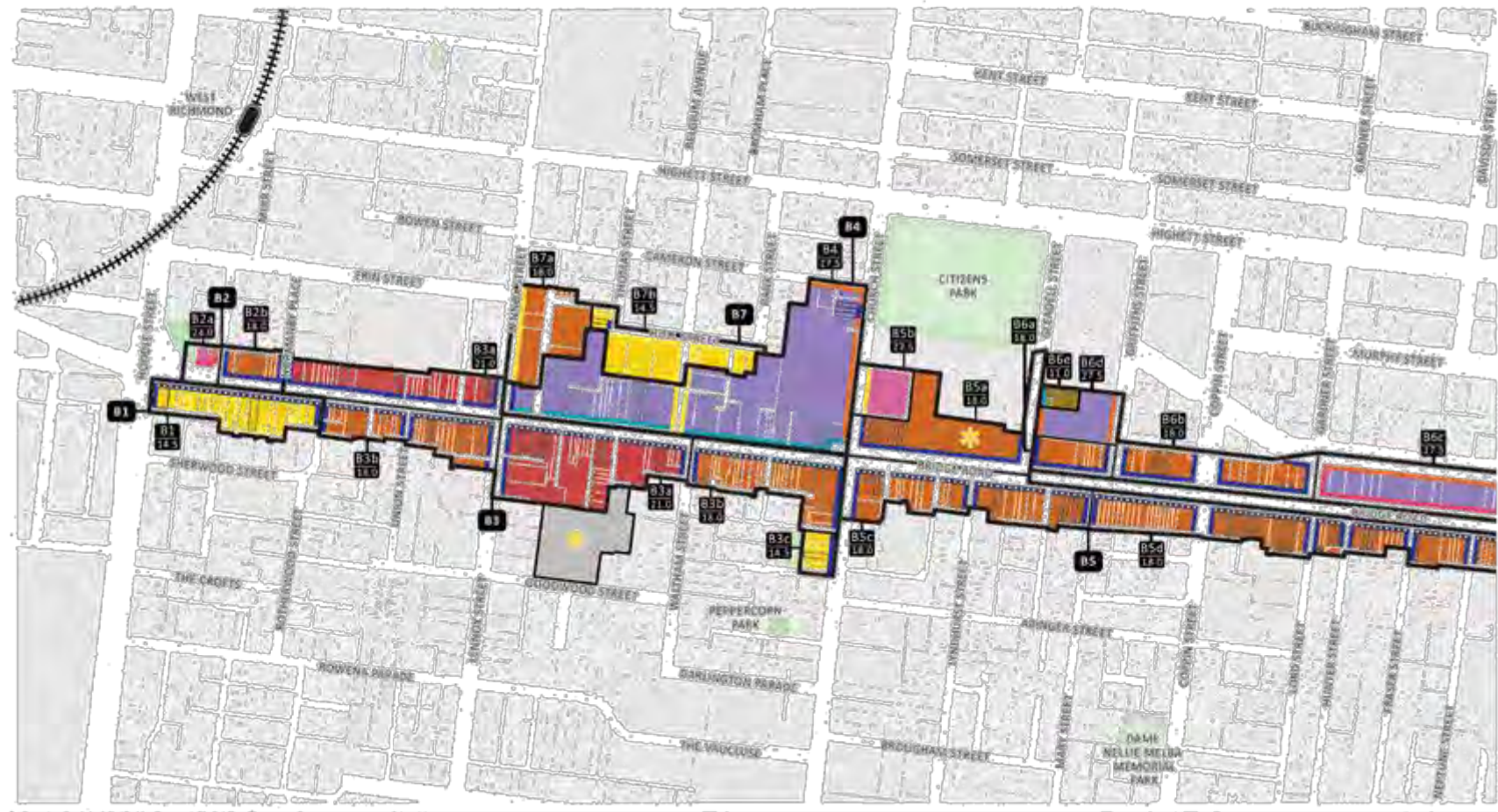
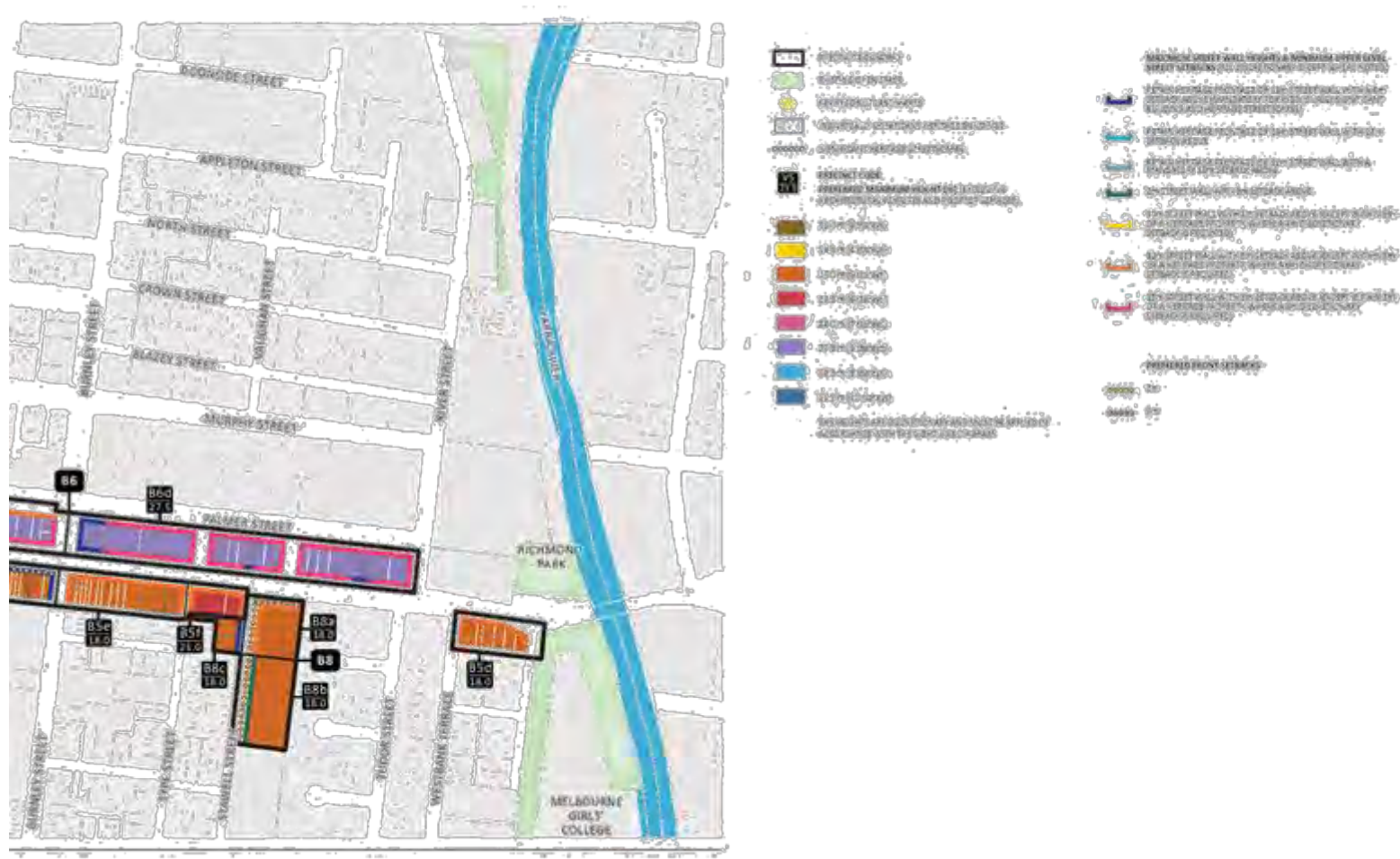


Figure 44. Framework Plan, Bridge Road

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# Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR



## V1

*The entrance to North Richmond will have a strong built form presence to the street and support an improved public realm along the street.*

Figure 45. Precinct VIa and Ic: North-South Section

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# Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

## V2

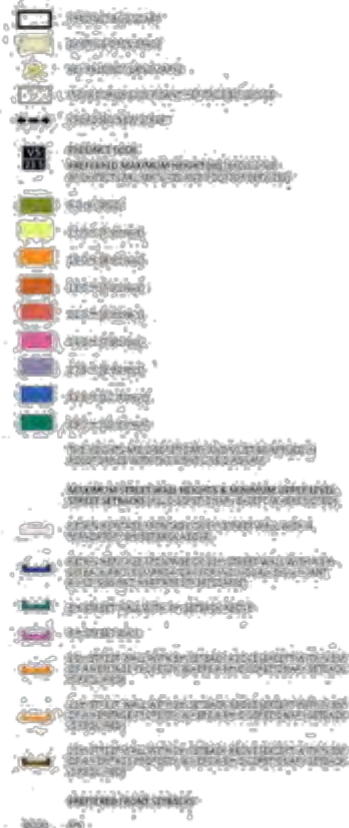
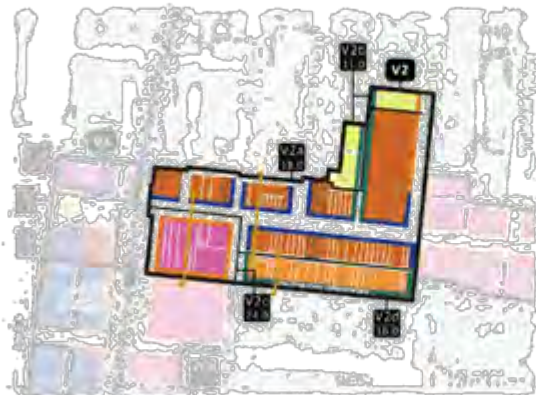
### Preferred character statement:

*Precinct V2 will continue to be a unique food and cultural destination that is supported with a strong retail character.*

*It will develop to a slightly greater height to recognise its well-served location while providing transition in height between moderate height forms on Nicholson Street, and residential neighbourhoods to the north and south of Victoria Street.*

*Buildings will have a fine grain and low scale street wall to maintain a sense of openness within the street.*

*Any development above the street wall will be set back to highlight the existing retail character.*



Sub-precinct	Street wall height	Minimum upper level street setback	Maximum height <sup>a</sup>	Objectives
V2a	Retain heritage frontage or up to a maximum of 8-11m (2-3 storeys)	6m (mandatory for individual significant buildings)	18.0m (5-6 storeys)	<ul style="list-style-type: none"> <li>To maintain the existing street wall character</li> <li>To avoid visually overwhelming the street wall, particularly heritage fabric</li> </ul>
V2b	8m (2 storeys)	5m	11.0m (3 storeys)	<ul style="list-style-type: none"> <li>To recognise public transport accessibility</li> </ul>
V2c	8-11m (2-3 storeys)	5m	24.0m (6-7 storeys)	<ul style="list-style-type: none"> <li>To ensure reasonable solar access to the southern footpath</li> </ul>
V2d	3m	4m	16m (4 storeys)	<ul style="list-style-type: none"> <li>To maintain a sense of openness within the street</li> <li>To provide a transition between taller forms on Nicholson St and the adjacent low-rise residential neighbourhood</li> <li>To provide a transition between taller forms on Victoria St and the adjacent low-rise residential neighbourhood</li> </ul>

<sup>a</sup> Development in a heritage overlay must occupy no more than one quarter of the vertical angle defined by the whole building in view from a sight line of 1.7 metres. Development outside of a heritage overlay must occupy no more than one third of the vertical angle. Development on Butler must not encroach within a 45 degree plane from the opposite side of the street.



Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

V2

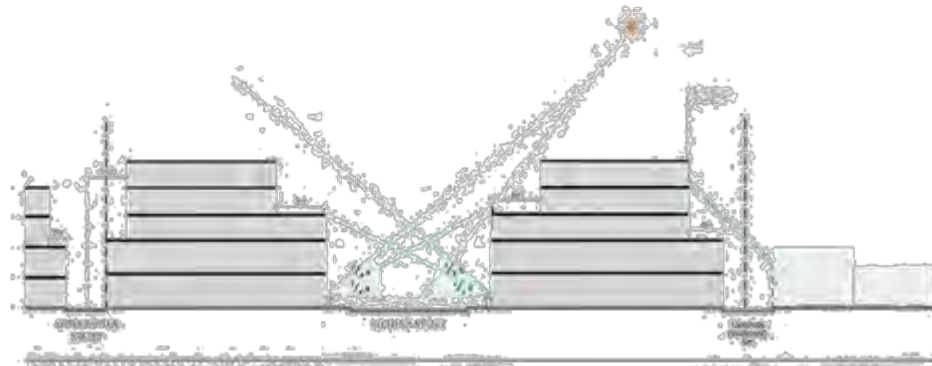


Figure 46: Precinct V2a North-South Section

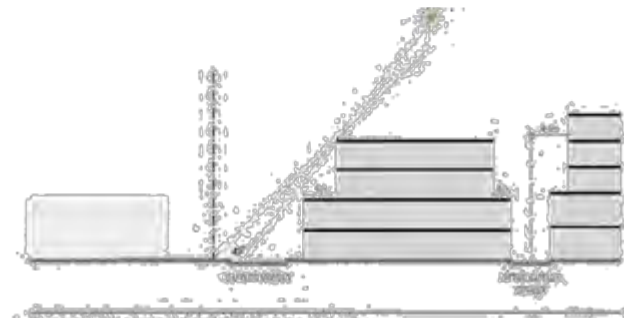


Figure 48: Precinct V2d and 2e North-South Section

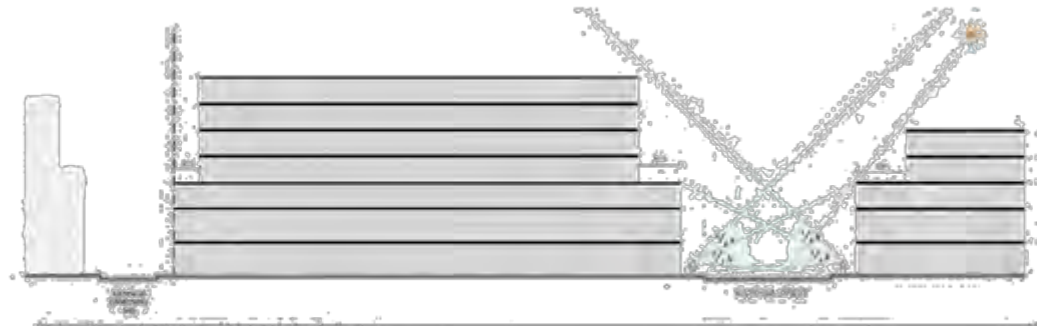


Figure 47: Precinct V2a and 2c North-South Section

Figure 49: Precinct V2b North-South Section



# Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

V3

## Precinct V3

Sub-precinct	Street wall height	Minimum upper level street setback	Maximum height <sup>1</sup>	Objectives
V3a	Retain heritage frontage or 8-11m (2-3 storeys)	15m within the HO (mandatory for individually significant buildings)	24.0m (6-7 storeys)	<ul style="list-style-type: none"> <li>To maintain the existing street wall character</li> <li>To ensure reasonable solar access to the southern footpath</li> <li>To maintain a sense of openness within the street</li> <li>To respect the significant heritage fabric</li> <li>To avoid visually overwhelming the street wall, particularly heritage fabric</li> </ul>
V3b	Retain heritage frontage or 8-11m (2-3 storeys)	15m outside the HO (except retention of a heritage property where a 10m discretionary setback is required)	18.0m (5 storeys)	

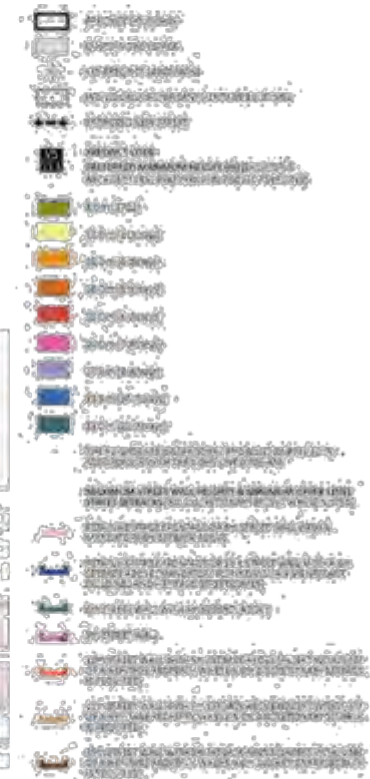
<sup>1</sup> Development in a heritage overlay must occupy no more than one quarter of the vertical angle defined by the whole building in view from a sight line of 1.7 metres. Development outside of a heritage overlay must occupy no more than one third of the vertical angle.

### Preferred character statement:

Precinct V3 will retain the existing low-rise street wall and retail character along Victoria Street, while providing for growth in the form of moderate height forms setback from the street wall.

Upper levels are setback to ensure a reasonable solar access to the southern footpath.

The precinct will respect heritage values and the character and amenity of the adjacent residential areas



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V3

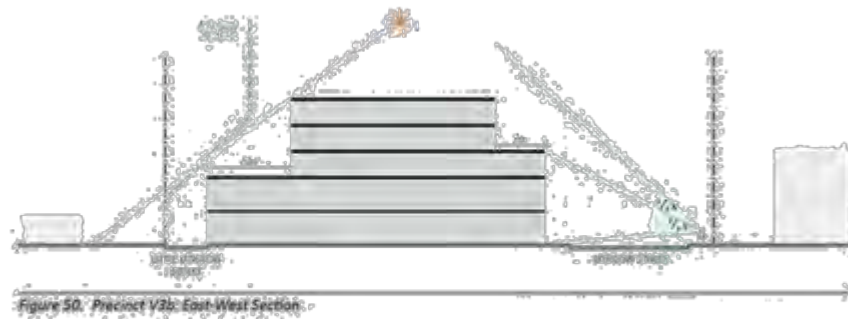
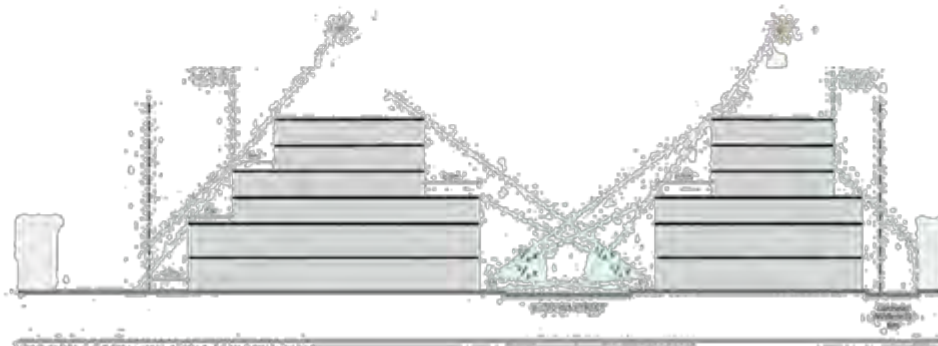


Figure 51: Precinct V3c: East-West Section

**Preferred character statement:**

Precinct V4 will develop into a more robust built form that allows for growth and diversity.

Higher street walls accommodate uses and activities that generate vibrancy along Victoria Street whilst maintaining an attractive public realm environment.

Sub-precinct	Street wall height	Minimum upper level street setback	Maximum height	Objectives
V4 - properties excluding GRZ land	Retail heritage frontage or 3-15m (2-4 storeys)	• On within the HO (and view for individuality alongside buildings) • An outside the HO except within 5m of a heritage property where a one discretionary setback is required	24 m (6-7 storeys)	• To ensure reasonable solar access to the southern footpath • To maintain a sense of openness within the street • To avoid visually overwhelming heritage fabric
V4 - GRZ (AOC-473-Victoria St)	3m	-	3m	In accordance with zone provisions

Development in a heritage overlay must occupy no more than one quarter of the vertical angle defined by the whole building in view from a sight line of 1.7 metres. Development outside of a heritage overlay must not encroach within a 45 degree plane from the opposite side of the street.

**Figure S1 – Precinct V4: North-South Section**

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V5

*Preferred character statement:*

*Precinct V5 will continue to grow into a mixed use high density precinct with an active ground floor along Victoria Street and passive surveillance along Yarra River trail.*

*The concentration of height and density will visually mark the east end of Victoria Street.*

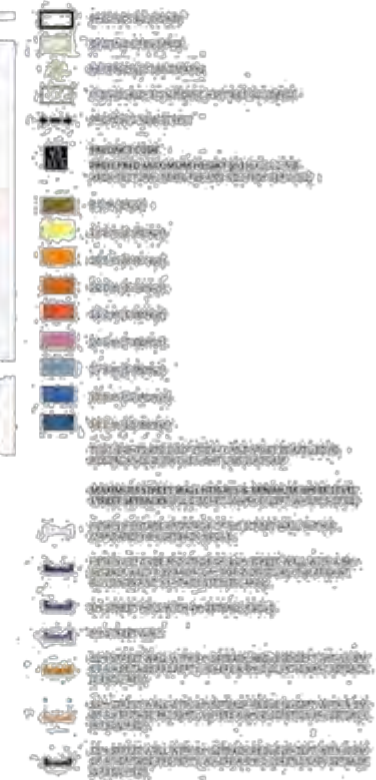
*Views of the Skipping Girl sign from the east will be maintained.*

Sub-precinct	Street wall height	Minimum upper level street setback	Maximum height	Objectives
V5	Retain heritage frontage or 11m (2.3 storeys)	<ul style="list-style-type: none"> <li>10m within the HGO (mandatory for individually significant buildings)</li> <li>5m outside the HGO (except within 5m of a heritage property where a discretionary 5m is required)</li> </ul>	40m (accordance with DD01)	<ul style="list-style-type: none"> <li>To maintain a view of the Skipping Girl sign from the east</li> <li>To avoid visually overwhelming heritage fabric</li> <li>To reinforce the existing and emerging street wall character</li> </ul>

Development in a heritage overlay must occupy no more than one quarter of the vertical angle defined by the whole building in view from a sight line of 1.2 metres. Development outside of a heritage overlay must occupy no more than one third of the vertical angle.



Figure 52: Precinct V5 North-South Section





## V6

Sub-precinct	Street Wall Height	Minimum Upper Level Setback	Maximum height	Objectives
V6a	Retain heritage frontage or 11m (2-3 storeys)	<ul style="list-style-type: none"> <li>4m within the HO (mandatory for individually significant buildings)</li> <li>3m outside the HO (except within 5m of a heritage property, where a discretionary 6m is required)</li> </ul>	8m (10-12 storeys)	<ul style="list-style-type: none"> <li>To recognise public transport accessibility</li> <li>To avoid visually overwhelming heritage fabric</li> <li>To provide a transition between taller forms and the adjacent low-rise residential neighbourhood</li> <li>To maintain a sense of openness within the street</li> </ul>
V6b	Retain heritage frontage or 11m (2-3 storeys)		27.5m (7-8 storeys)	
V6c	11m (2-3 storeys)		24m (6-7 storeys)	
V6d			11m (3 storeys)	
V6e	15m (4 storeys)	<ul style="list-style-type: none"> <li>4m within the HO (mandatory for individually significant buildings)</li> <li>3m outside the HO (except within 5m of a heritage property, where a discretionary 6m is required)</li> </ul>		


































*This precinct will transform into a corridor or taller forms to recognise its adjacency to North Richmond Station.*

*Built form step down to residential interfaces to protect their amenity and character.*



\* Development in a heritage overlay must occupy no more than one quarter of the vertical angle defined by the whole building in view from a sight line of 1.7 metres. Development outside of a heritage overlay must occupy no more than one third of the vertical angle unless located as follows:

- Hoddle, Regent and Elizabeth Street have no sight line.
- Development in York Street must not encroach within a 45 degree plane from the opposite side of the street.

- | Figure 1  | Figure 2  | Figure 3  | Figure 4  | Figure 5  | Figure 6  | Figure 7  | Figure 8  | Figure 9  | Figure 10   | Figure 11   | Figure 12   | Figure 13   | Figure 14   | Figure 15   | Figure 16  | Figure 17   | Figure 18   | Figure 19   | Figure 20   | Figure 21   | Figure 22   | Figure 23   | Figure 24   | Figure 25   | Figure 26   | Figure 27   | Figure 28   | Figure 29   | Figure 30   | Figure 31   | Figure 32   | Figure 33   | Figure 34   | Figure 35   | Figure 36   | Figure 37   | Figure 38   | Figure 39   | Figure 40   | Figure 41   | Figure 42   | Figure 43   | Figure 44   | Figure 45   | Figure 46   | Figure 47   | Figure 48   | Figure 49   | Figure 50   | Figure 51   | Figure 52   | Figure 53   | Figure 54   | Figure 55   | Figure 56   | Figure 57   | Figure 58   | Figure 59   | Figure 60   | Figure 61   | Figure 62   | Figure 63   | Figure 64   | Figure 65   | Figure 66   | Figure 67   | Figure 68   | Figure 69   | Figure 70   | Figure 71   | Figure 72   | Figure 73   | Figure 74   | Figure 75   | Figure 76   | Figure 77   | Figure 78   | Figure 79 | Figure 80 | Figure 81 | Figure 82 | Figure 83 | Figure 84 | Figure 85 | Figure 86 | Figure 87 | Figure 88 | Figure 89 | Figure 90 | Figure 91 | Figure 92 | Figure 93 | Figure 94 | Figure 95 | Figure 96 | Figure 97 | Figure 98 | Figure 99 | Figure 100 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |           |            |

Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

V6

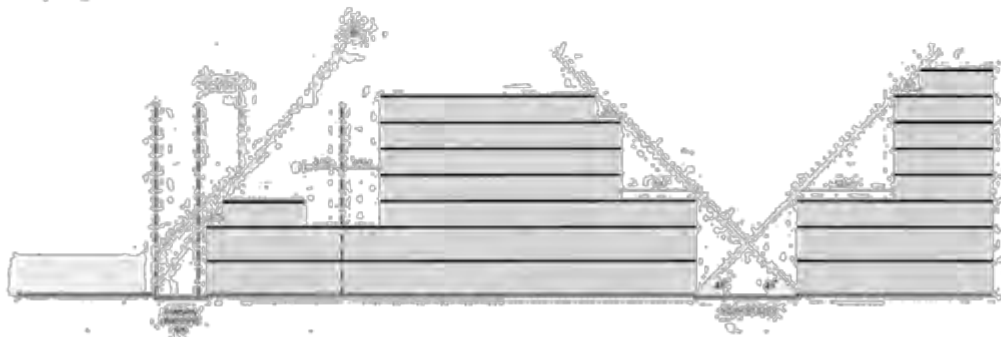


Figure 54: Precinct V6b and 6c North-South Section

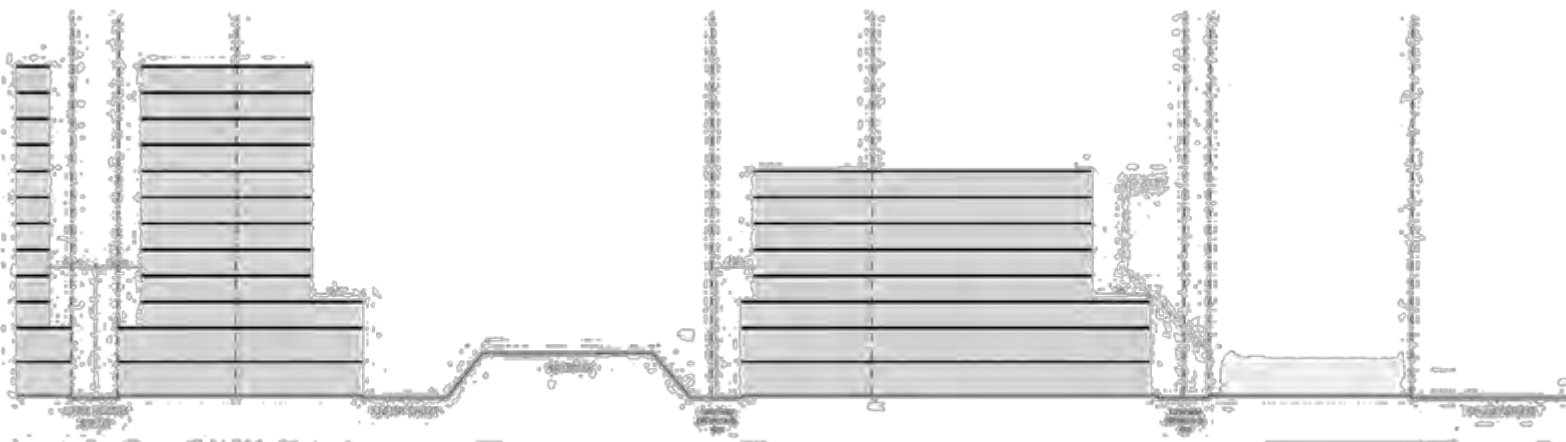
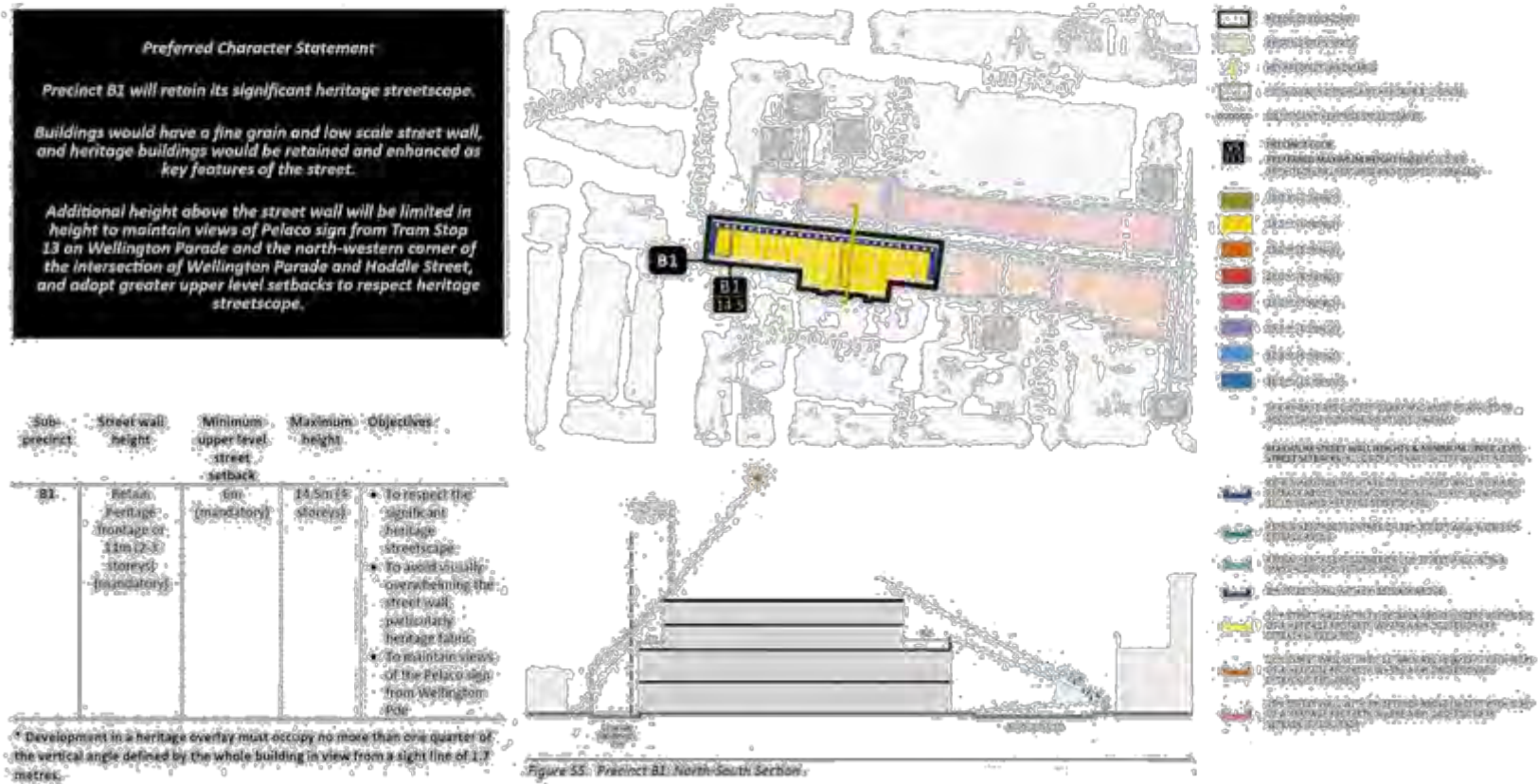


Figure 53: Precinct V6b and 6c East-West Section

# Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

## 5.4 Built Form Guidelines - Bridge Road

B1

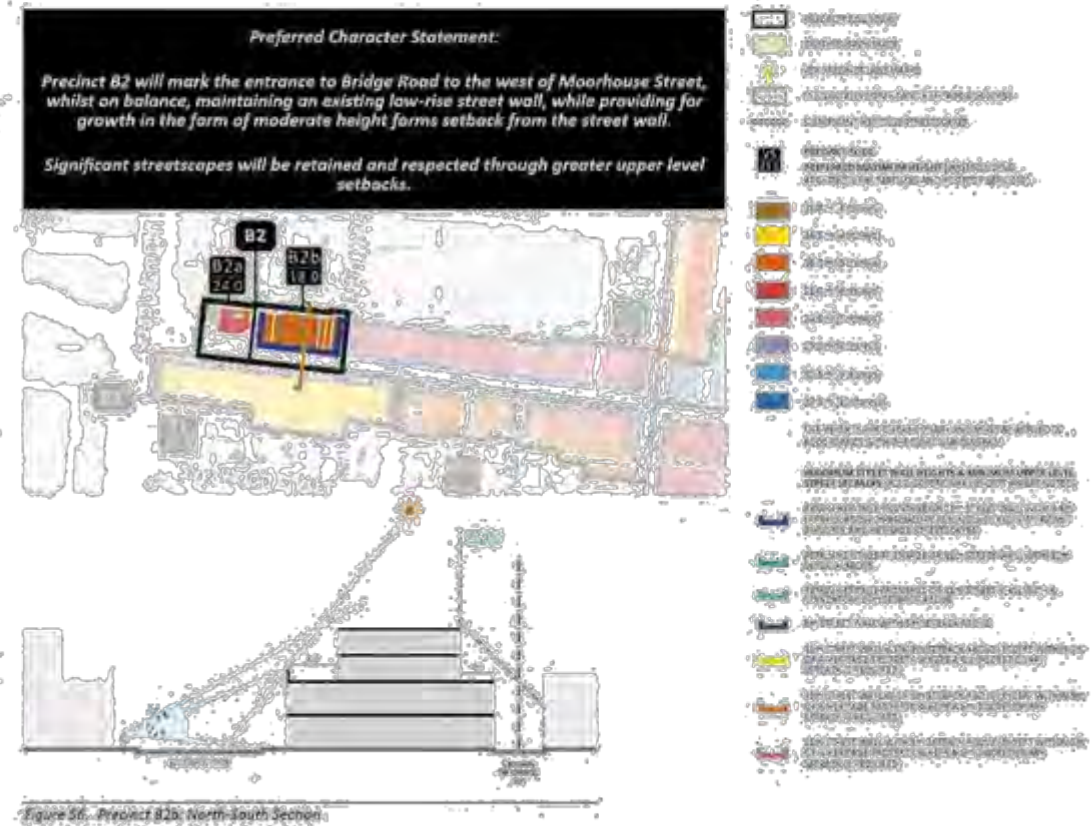


# Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

B2

Sub-precinct	Street wall height	Minimum upper level setback	Maximum height	Objectives
B2a	8-15m to Bridge Rd 8-11m to Moorhouse St	5m to Bridge Rd 5m to Moorhouse St	24m (7 storeys)	<ul style="list-style-type: none"> <li>To mark the western entry to the Bridge Rd Activity Centre</li> <li>To ensure reasonable solar access to the southern footpath</li> <li>To respect significant heritage streetscapes</li> <li>To maintain the existing street wall character</li> <li>To avoid visually overwhelming the street wall, particularly heritage fabric</li> <li>To provide a transition between taller forms on Bridge Road and adjacent low-rise residential neighbourhood</li> </ul>
B2b	Retain heritage frontage of 8-11m (2-3 storeys)	5m (mandatory)	18.0m (5 storeys)	

\*Development in a heritage overlay must occupy no more than one quarter of the vertical angle defined by the whole building in view from a sight line of 3.7 metres. This excludes properties west of Moorhouse Street.






































Sub-precinct	Street wall height	Minimum upper level street setback	Maximum height	Objectives
B3a	Retain heritage frontage or 8-11m (2-3 storeys)	6m (mandatory for individually significant buildings and significant streetscapes)	11.0m (3-4 storeys)	<ul style="list-style-type: none"> <li>• To respect significant heritage streetscapes</li> <li>• To maintain the existing street wall character</li> <li>• To avoid visually overstepping the street wall, particularly heritage fabric</li> <li>• To ensure reasonable solar access to the southern footpath</li> <li>• To maintain a sense of openness within the street</li> </ul>
B3b	Retain heritage frontage or 8-11m (2-3 storeys) (mandatory)	6m (mandatory for individually significant buildings and significant streetscapes)	18.0m (4-5 storeys)	

**Preferred Character Statement:**

*Precinct B3 will maintain an existing low-rise street wall, while providing for growth in the form of moderate height forms setback from the street wall.*

*Significant streetscapes will be retained and respected through greater upper level setbacks.*

*Views to St Ignatius Church from the Tram Stop on Church Street (at Victoria Street), the north east corner of Bridge Road and Church Street, and from Citizens Park (entrance from Highett and Church and Gleadell Street intersection and central entry from Highett Street) will be protected)*

- |   |                                      |
|---|--------------------------------------|
|    | 1. <b>Identify the problem.</b>      |
|    | 2. <b>Analyze the problem.</b>       |
|    | 3. <b>Develop a solution.</b>        |
|    | 4. <b>Implement the solution.</b>    |
|    | 5. <b>Evaluate the solution.</b>     |
|    | 6. <b>Communicate the solution.</b>  |
|    | 7. <b>Monitor the solution.</b>      |
|    | 8. <b>Revise the solution.</b>       |
|    | 9. <b>Finalize the solution.</b>     |
|    | 10. <b>Present the solution.</b>     |
|    | 11. <b>Defend the solution.</b>      |
|    | 12. <b>Accept the solution.</b>      |
|    | 13. <b>Implement the solution.</b>   |
|    | 14. <b>Evaluate the solution.</b>    |
|    | 15. <b>Communicate the solution.</b> |
|    | 16. <b>Monitor the solution.</b>     |
|    | 17. <b>Revise the solution.</b>      |
|    | 18. <b>Finalize the solution.</b>    |
|    | 19. <b>Present the solution.</b>     |
|    | 20. <b>Defend the solution.</b>      |
|    | 21. <b>Accept the solution.</b>      |
|    | 22. <b>Implement the solution.</b>   |
|   | 23. <b>Evaluate the solution.</b>    |
|  | 24. <b>Communicate the solution.</b> |
|  | 25. <b>Monitor the solution.</b>     |
|  | 26. <b>Revise the solution.</b>      |
|  | 27. <b>Finalize the solution.</b>    |
|  | 28. <b>Present the solution.</b>     |
|  | 29. <b>Defend the solution.</b>      |
|  | 30. <b>Accept the solution.</b>      |
|  | 31. <b>Implement the solution.</b>   |
|  | 32. <b>Evaluate the solution.</b>    |
|  | 33. <b>Communicate the solution.</b> |

Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

**B3**

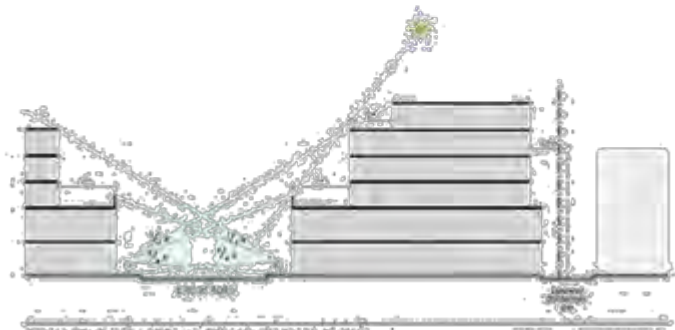


Figure 57: Precinct B3a and 3b North-South Section

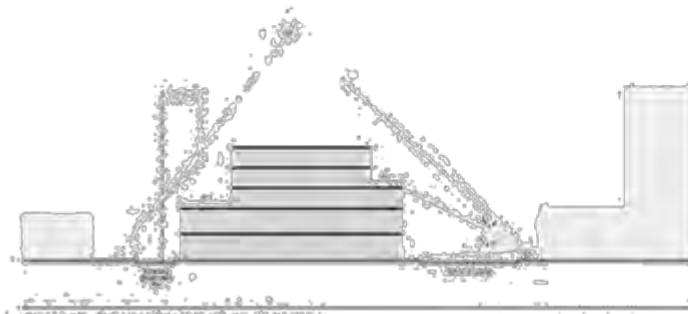


Figure 58: Precinct B3a North-South Section

Figure 59: Precinct B3a North-South Section

# Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

B4

## Preferred Character Statement:

Precinct B3 will maintain an existing low-rise street wall, while providing for growth in the form of moderate height forms setback from the street wall.

Views to St Ignatius Church from the Train stop on Church Street (at Victoria Street) will be protected. Views to Richmond Town Hall from the south west corner of Bridge Road and Lennox Street will be protected.

Sub-precinct	Street wall height	Minimum upper level street setback	Maximum height*	Objectives
B4	Retain heritage frontage or 8.1m (2-3 storeys) (mandatory)	<ul style="list-style-type: none"> <li>13m on Bridge Road</li> <li>3 metres on Church Street and Boast Street (except within 5m of a heritage property where a 5m discretionary setback is required)</li> </ul>	27.5m (8 storeys)	<ul style="list-style-type: none"> <li>To maintain the existing street wall character</li> <li>To reinforce the emerging upper form character</li> <li>To ensure reasonable solar access to the southern footpath</li> <li>To maintain a sense of openness within the street</li> </ul>

\* Development in a heritage overlay must occupy no more than one quarter of the vertical angle defined by the whole building in view from a sight line of 1.7 metres.

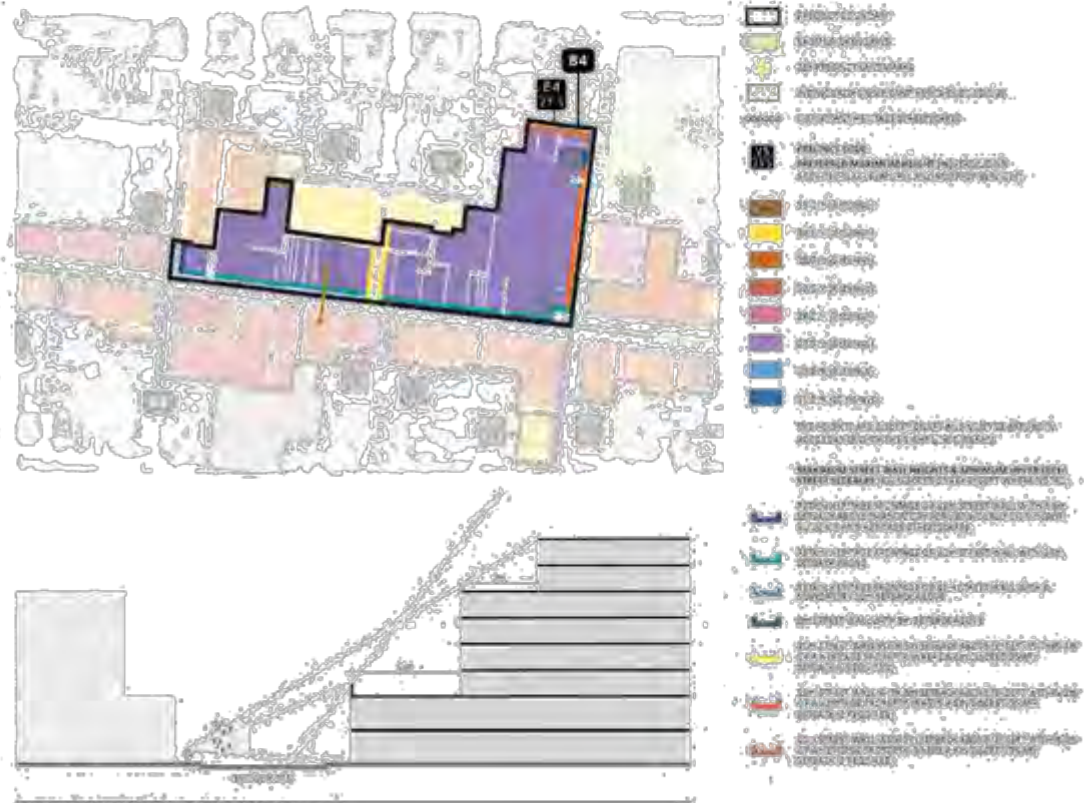


Figure 59: Precinct B4: North-South Section

## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

## B5

*Preferred Character Statement:*

*This precinct will retain its significant heritage streetscape, particularly in relation to the southern side of Bridge Road and its uniformity.*

*Additional height above the street wall will be limited in height to maintain views of the Richmond Town Hall from within Bridge Road and St Ignatius Church from Citizens Park, and adopt greater upper level setbacks to respect the heritage streetscape.*

*Views to Richmond Town Hall from the south west corner of Bridge Road and Lennox Street, south east corner of Burnley Street and Bridge Road and Citizens Park (entrance from Highett and Church and Gleadell Street intersection and Central Entry from Highett Street) will be protected.*

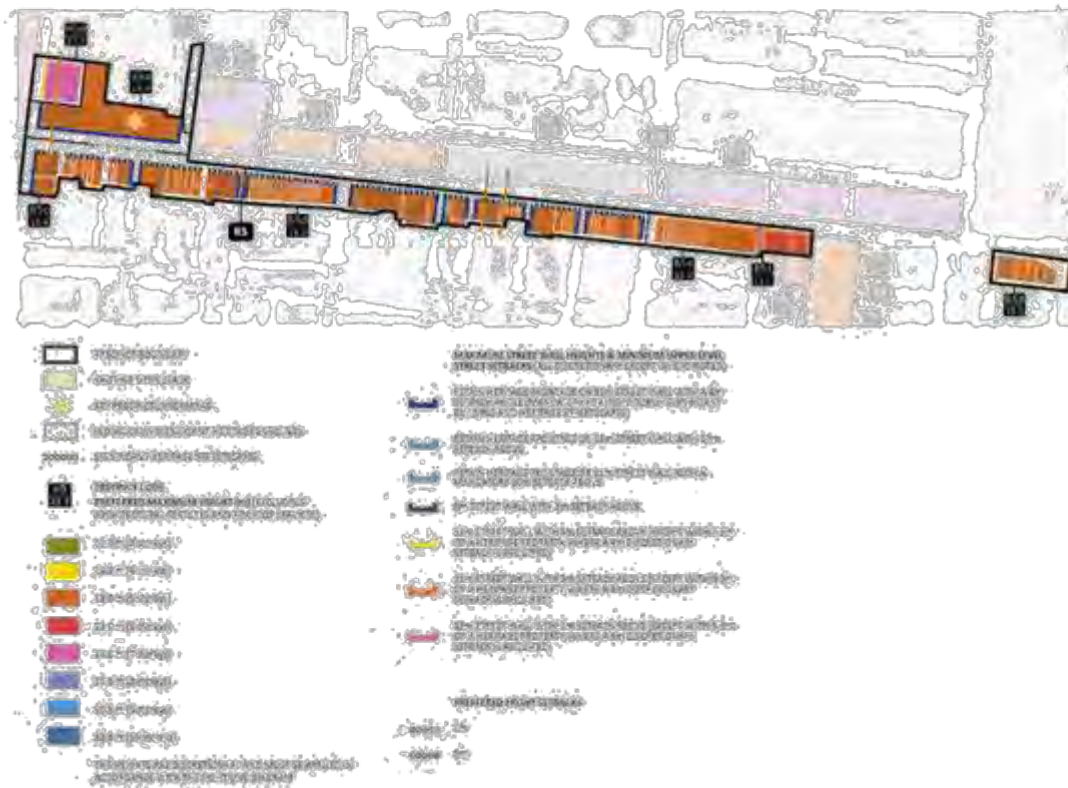
*Views to St Ignatius Church from the north east corner of Bridge Road and Church Street and from Citizens Park (entrance from Highett and Church and Gleadell Street intersection and Central Entry from Highett Street) will be protected.*

Sub-precinct	Street wall height	Minimum upper level street setback	Maximum height*	Objectives
B5a	Retain heritage frontage or 8-11m (2-3 storeys)	6m (mandatory)	18.0m (4-5 storeys)	<ul style="list-style-type: none"> <li>To maintain views of the Richmond Town Hall from Bridge Rd</li> <li>To maintain views of St Ignatius Church from Citizens Park</li> <li>To respect the heritage values of Richmond Town Hall</li> <li>To respect significant heritage streetscapes</li> <li>To maintain the existing street wall character</li> <li>To maintain a sense of openness within the street</li> <li>To avoid visually overwhelming the street wall, particularly heritage fabric</li> </ul>
B5b	8-11m (2-3 storeys)	3m (except within 5 metres of a heritage property, where a 6m discretionary setback is required)	27.5m (7-8 storeys)	
B5c	Retain heritage frontage or 8-11m (2-3 storeys)	6m (mandatory)	18.0m (4-5 storeys)	
B5d	Retain heritage frontage or 8-11m (2-3 storeys)	<ul style="list-style-type: none"> <li>6m within the HO (mandatory for individually significant buildings)</li> </ul>	18.0m (4-5 storeys)	
B5e	Retain heritage frontage or 8-11m (2-3 storeys) (mandatory)	<ul style="list-style-type: none"> <li>5m outside the HO (except within 5m of a heritage property, where a discretionary 6m is required)</li> </ul>	21.0m (5-6 storeys)	
B5f	8-11m (2-3 storeys)	5m	21.0 (5-6 storeys)	

\* Development in a heritage overlay must occupy no more than one quarter of the vertical angle defined by the whole building in view from a sight line of 1.7 metres. Development outside of a heritage overlay must occupy no more than one third of the vertical angle.



**B5**



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B5

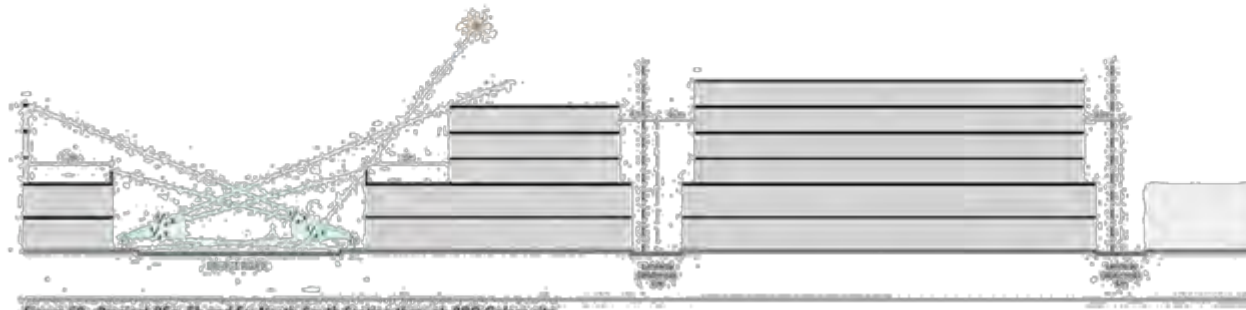


Figure 60. Precinct B5a, 5b and 5c North-South Section through BBQ Galore site

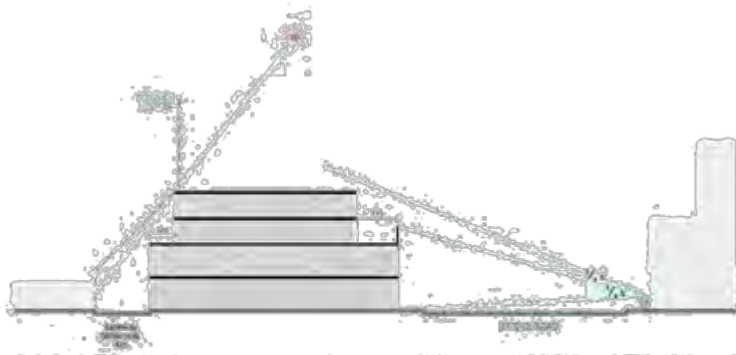


Figure 61. Precinct B5d (Heritage) North-South Section

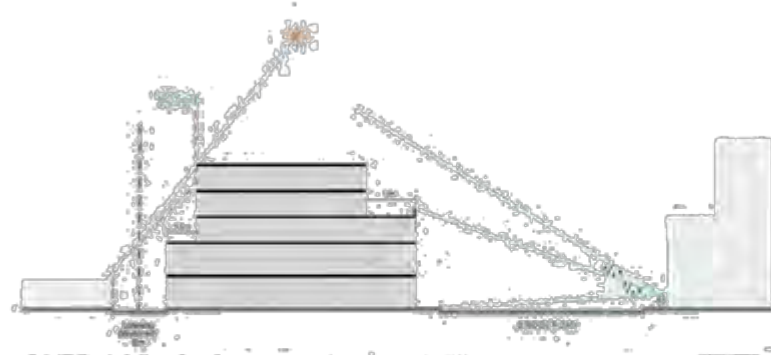


Figure 62. Precinct B5d (Non-Heritage) North-South Section

Figure 63: Precinct B5d (Heritage) North-South Section

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## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

# B6

### Preferred character statement:

*Precinct B6 will develop into a robust medium-rise developments supporting various retail, commercial and residential uses.*

*Buildings are set back to protect access to amenity, both for pedestrians on Bridge Road and surrounding neighbourhood.*

*The greatest height concentration will be on the northeastern side, where there is minimal presence of heritage overlays and residential interface on the south.*

*West of Gardner Street will maintain the existing low-rise street wall.*

Sub-precinct	Street wall height	Minimum upper level street setback	Maximum height*	Objectives
B6a	Retain heritage frontage or 8-11m (2-3 storeys) (mandatory)	<ul style="list-style-type: none"> <li>6m within the HO (mandatory for individually significant buildings)</li> </ul>	20.5m (5-6 storeys)	<ul style="list-style-type: none"> <li>To maintain the existing street wall character</li> <li>To avoid visually overwhelming the street wall</li> <li>To ensure reasonable solar access to the southern footpath</li> <li>To maintain a sense of openness within the street</li> <li>To protect the amenity of the low-rise neighbourhood to the north</li> <li>To avoid visually overwhelming heritage fabric</li> </ul>
B6b	Retain heritage frontage or 8-11m (2-3 storeys)	<ul style="list-style-type: none"> <li>5m outside the HO (except within 5m of a heritage property, where a discretionary 6m is required)</li> </ul>	18.0m (4-5 storeys)	
B6c	8-15m (2-4 storeys) fronting Bridge Rd and 8-11m (2-3 storeys) fronting Palmer St		27.5m (7-8 storeys)	
B6d	Retain heritage frontage or 8-15m (2-4 storeys)		27m (7-8 storeys)	
B6e	Retain heritage frontage or up to 11m (2-3 storeys)	<ul style="list-style-type: none"> <li>13m within the HO</li> <li>5m outside the HO (except within 5m of a heritage property, where a discretionary 6m is required)</li> </ul>	11m	



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B6

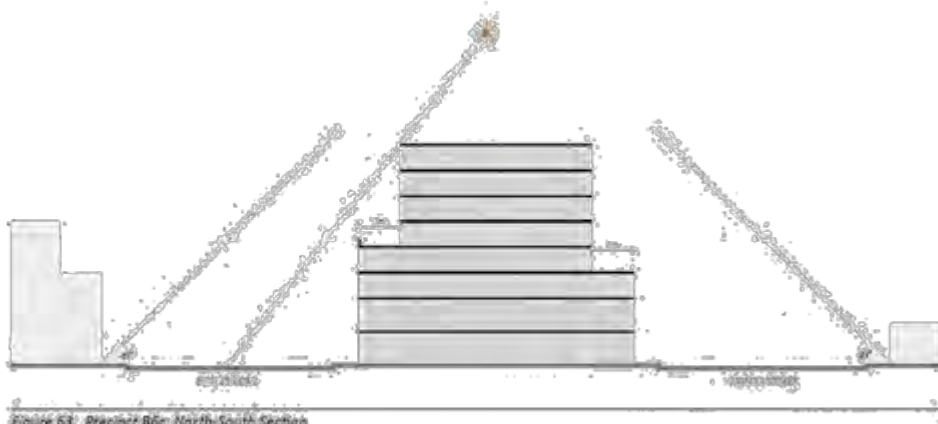
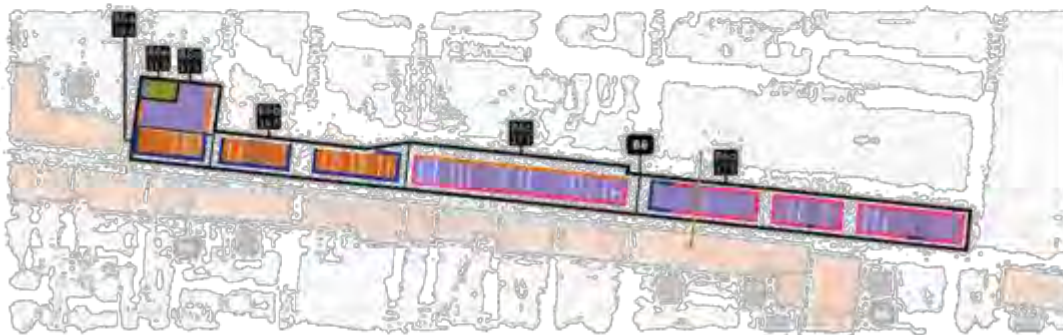
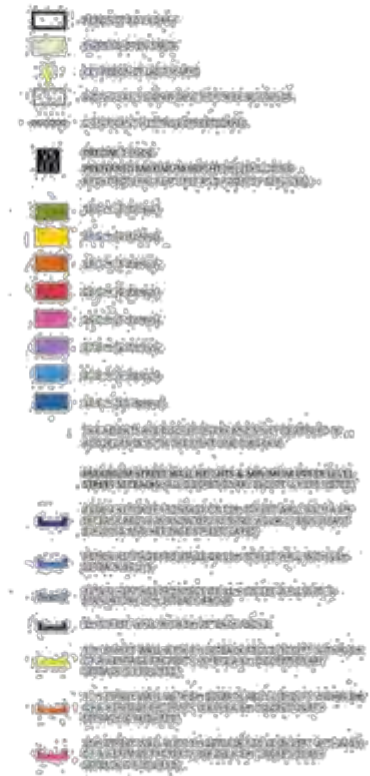


Figure 63: Precinct B6: North-South Section



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**B7**

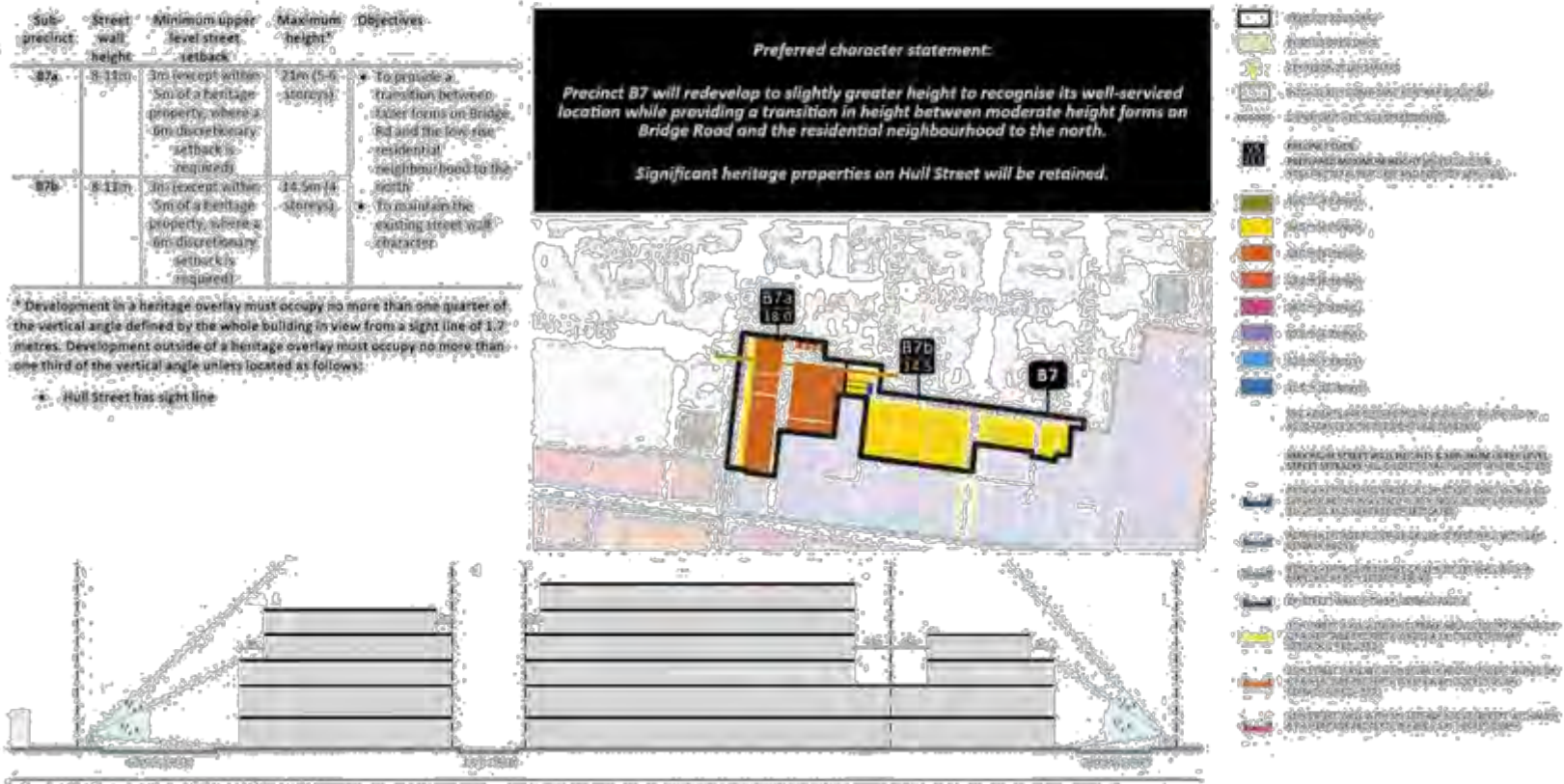


Figure 64. Precinct B7a and 7b: East-West Section

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**B8**

Sub-district	Street setback	Street wall height	Minimum upper level street setback	Maximum height*	Objectives
B5a	5m to Bridge Road and 2m to Storey Street	8-11m (2-3 storeys)	5m	22.5m (6 storeys)	<ul style="list-style-type: none"> <li>To protect the trees along the Bridge Rd frontage</li> <li>To respect significant heritage fabric</li> </ul>
B5b	2m	6m (2 storeys)	5m	18m (5 storeys)	<ul style="list-style-type: none"> <li>To avoid visually overstepping the heritage fabric</li> </ul>
B5c	Refer to Heritage Act for a 5m or 8-11m (2-3 storeys)	<ul style="list-style-type: none"> <li>5m within the HO boundary for individual significant buildings</li> <li>5m outside the HO except within 5m of a heritage property where a discretionary 6m is required</li> </ul>	5m	18m (5-6 storeys)	<ul style="list-style-type: none"> <li>To maintain a sense of openness within the street</li> <li>To respect the character and amenity of the adjacent low-rise neighbourhood</li> </ul>

- \* Development in a heritage overlay must occupy no more than one quarter of the vertical angle defined by the whole building in view from a sight line of 1.7 metres. Development outside of a heritage overlay must occupy no more than one third of the vertical angle.

**Preferred character statement:**

*Precinct 88 will transform into an important employment node of moderate height buildings while respecting heritage fabric and low-rise character of Stawell Street.*



Figure 65. Precinct B5b: East-West Section

- [illegible]

## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

### 5.5 General Guidelines

This section outlines built form and design guidelines that apply across the subject land, and are not specific to one or more precincts.

Objectives	Guideline	Commentary
<b>Residential interfaces</b>		
To maintain reasonable visual amenity and solar access in adjoining residential properties	Buildings should be set back from land that is residentially zoned and used (excluding MUZ land) by a dimension equal to the height of that part of the building minus 5m, up to a maximum of 1m, or greater if necessary to comply with ResCode Standard B21. [diagram]	This guideline is equivalent to ResCode Standard B17, except that it is truncated at a point 10m from the neighbouring residential property to balance the objective of protecting residential amenity with that of accommodating growth in well-served locations.
<b>Rear lanes</b>		
To enable the widening of rear lanes to allow two-way traffic movement in accordance with advice from Traffic Group.	As required by advice from Traffic Group, buildings should be set back 6 metres from the opposite boundary of a rear lane up to a minimum clearance of 3.6 metres above the finished level of the road.	Upper levels may project over the widening, provided other guidelines are satisfied.
<b>Upper level setbacks</b>		
To ensure high quality architecture	At least 75% of the height of the proposed built form above the street wall should have the same street setback.	Buildings with too many distinct elements tend to lack a legible composition.
<b>Upper form design detail</b>		
To maintain the street wall character	Any part of a building above the street wall height should have an architectural expression and external cladding that are distinct from but complementary to the street wall.	A distinct architectural expression at upper levels helps the street wall to be read as a distinct built form element, reinforcing the 'traditional' low-rise character.

Objectives	Guideline	Commentary
<b>Street wall design detail</b>		
To activate the street	The street wall should: <ul style="list-style-type: none"> <li>Incorporate clear glazing for 65-80% of its width between 0.5 and 2.4 metres above the footpath</li> <li>Incorporate clear-glazed windows facing the street at upper levels</li> <li>Not include any vehicle access, car parking, substations or other services cabinets except where it is unavoidable</li> </ul>	Active street frontages contribute to a safe and inviting public realm.
To contribute to the visual experience of pedestrians	The street wall should: <ul style="list-style-type: none"> <li>Incorporate vertical articulation that reflects the prevailing pattern of subdivision and buildings</li> </ul>	Vertical articulation contributes to an interesting visual experience at a pedestrian pace.
To clearly define the public realm	On commercially-zoned land, the street wall should: <ul style="list-style-type: none"> <li>Be aligned with and set on or within 0.4 metres of the front boundary (except 316-326 Victoria Street and 566 Bridge Road), and extend to both side boundaries, except where a purposeful public space is to be created on a street corner or at the entry to a publicly-significant building</li> <li>Not include deep recesses at ground floor level</li> </ul>	Clear delineation between the public and private realms fosters a high level of engagement between them.
To respect the prevailing character	On commercially-zoned land, the street wall should: <ul style="list-style-type: none"> <li>Be designed as a contemporary interpretation of traditional facades, taking account of their materials, 'solid-to-void' ratio and opening proportions</li> </ul>	New street walls that creatively reinterpret traditional street facades lessen the disruption to the character caused by redevelopment while remaining authentic to their time.
To contribute to the amenity of the public realm	On commercially-zoned land, the street wall should: <ul style="list-style-type: none"> <li>Incorporate an awning over the footpath for the full width of the lot, continuous with any adjoining awnings, at least 3m wide and no higher than 1.3 times its width</li> </ul>	To provide effective weather protection, awnings need to extend well across the footpath and not be too high relative to their width.

Objectives	Guideline	Commentary
<b>Side setbacks (other than from boundaries abutting or within 6 metres of residentially-zoned land)</b>		
To provide for the reasonable amenity and equitable development of neighbouring properties	Up to a height of 21m, buildings may be built to a side boundary, except where a setback is required to maintain reasonable amenity on the adjoining property. A part of a building containing balconies or living room windows whose primary orientation is towards that boundary should be set back at least 4.5m. This may be measured from the centreline of a lane that runs along the boundary.	Most properties in the subject land are relatively narrow. This means that the most efficient form of development is to build to both side boundaries, and gain amenity (daylight, natural ventilation, outlook and sunlight) from the front and/or rear of the property. Adopting this configuration enables neighbouring properties to be developed in the same way, rather than having to provide a side setback. However, where an adjoining building contains apartments facing the site, it may be necessary for a building to be set back from the boundary to protect its amenity. A separation of 9m should be achieved. Similarly, where a building contains apartments facing a side boundary, it should be set back at least 4.5m to contribute fairly to the 9m separation between two neighbouring buildings, assuming both properties are relatively equal. This setback may be measured from the centreline of an intervening lane, whose contribution to building separation should be 'shared' between the two adjoining properties. It can be reduced if the neighbouring property is unlikely to be developed, already has a more generous setback which is unlikely to change, or is much wider than the site enabling it to contribute more to the building separation. It should be increased if the neighbouring property is significantly narrower than the site.



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Objectives	Guideline	Commentary
<b>Side setbacks</b> (other than from boundaries abutting or within 6 metres of residentially-zoned land)		
To maintain sky views from the street	Above a height of 21m buildings should be set back at least one-sixth of the width of the lot.	Up to a height of approximately six storeys (21m), the side walls of upper forms that are setback from the street wall tend to be largely hidden in oblique views from within the street by 2-3 storey buildings alongside. However, above that height, they become more exposed. As boundary walls are necessarily blank, they tend to be unattractive. Further, if a row of adjoining sites are developed to heights greater than six storeys, this can create a 'wall' of built form that detracts from the sense of openness within the street. Therefore, above six storeys, buildings are proposed to have side setbacks to create separations between them. Adopting a setback of $\frac{1}{6}$ of the width of the site will result in a pattern where no more than $\frac{1}{3}$ of a block is occupied by built form higher than six storeys, maintaining sky views between taller buildings. This will encourage the amalgamation of narrow lots where buildings of more than six storeys are allowed, enabling more efficient and higher quality buildings.

Objectives	Guideline	Commentary
<b>Rear setbacks</b> (other than from boundaries abutting or within 6 metres of residentially-zoned land)		
To provide for the reasonable amenity and equitable development of neighbouring properties	Above ground floor level and up to a height of 21 metres, buildings should be set back at least 4.5 metres from the rear boundary. Buildings that exceed a height of 21 metres should be set back at least 6 metres from the rear boundary, above ground floor level. This may be measured from the centreline of a lane that runs along the boundary.	As noted above, the most efficient form of development for most properties in the subject land is to build to both side boundaries, and gain amenity (daylight, natural ventilation, outlook and sunlight) from the front and/or rear of the property. Therefore, the rear facades of buildings need to be separated from each other. A minimum separation of 9m avoids the need for privacy screens and ensures reasonable daylight, natural ventilation and a sense of outlook. A set back of at least 4.5m is a fair contribution to a 9m separation, assuming both properties are relatively equal. Taller buildings require greater separations. A 12m separation is required for buildings up to the twelve storey maximum contemplated by this Built Form Framework, resulting in a 6m setback. The setback may be measured from the centreline of an intervening lane, whose contribution to building separation should be 'shared' between the two adjoining properties. It can be reduced if the neighbouring property is unlikely to be developed, already has a more generous setback which is unlikely to change, or is much wider than the site enabling it to contribute more to the building separation. It should be increased if the neighbouring property is significantly narrower than the site.

**Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR**



**Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR**



## **6.0 Implementation**

## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

### 6.1 Built Form and Design Controls

The recommendations of this report lend themselves to being implemented via two schedules to the Design and Development Overlay or Activity Centre Zone (one per corridor).

It is recommended that the built form and design controls be introduced in the following way:

- Translate the **Objectives** outlined in section 5.1 directly into such a schedule as design objectives.
- A table of **General Street Wall Height and Building Setback** controls, containing the built form guidelines set out in section 5.5 translated to Requirements and the Objectives translated to associated Built Form Outcomes, and a reference to the **Framework Plans**, which should be included to indicate the preferred maximum street wall heights and upper level street setbacks.
- A table of **Building Heights** containing the maximum heights set out for each sub-precinct in the Framework Plans and section 5.4, with associated Built Form Outcomes drawn from the relevant objectives.
- A table of **Detailed Design** requirements for the street wall and upper form facades, containing the remaining guidelines contained in section 5.5 translated to Requirements and the Objectives translated to associated Built Form Outcomes.
- A provision for Precinct V11 requiring the formalisation of the extension of Vere Street to Bromham Street.

All of the guidelines contained above are intended to be translated to discretionary controls, except for those associated with significant heritage fabric, which provides a justification for mandatory maximum street wall height and upper level street setback controls.

The format recommended above would enable clear guidance in relation to the ability to vary from discretionary controls, via a requirement that any application to vary from a discretionary control demonstrate how the design objectives and built form outcomes will continue to be achieved.

### 6.2 Other Implementation Mechanisms

This report recommends the formalisation of the extension of Vere Street to Bromham Street and the extension of Salisbury Street to Bromham Street. Both of these initiatives are likely to be most easily achieved via negotiation with the landowners.

The report also recommends that a development plan be prepared to guide the redevelopment of Precinct V12, to ensure that it is developed in a coordinated way incorporating new internal streets. It is recommended that a schedule to the Development Plan Overlay be introduced to achieve this.



**Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR**



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**Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR**



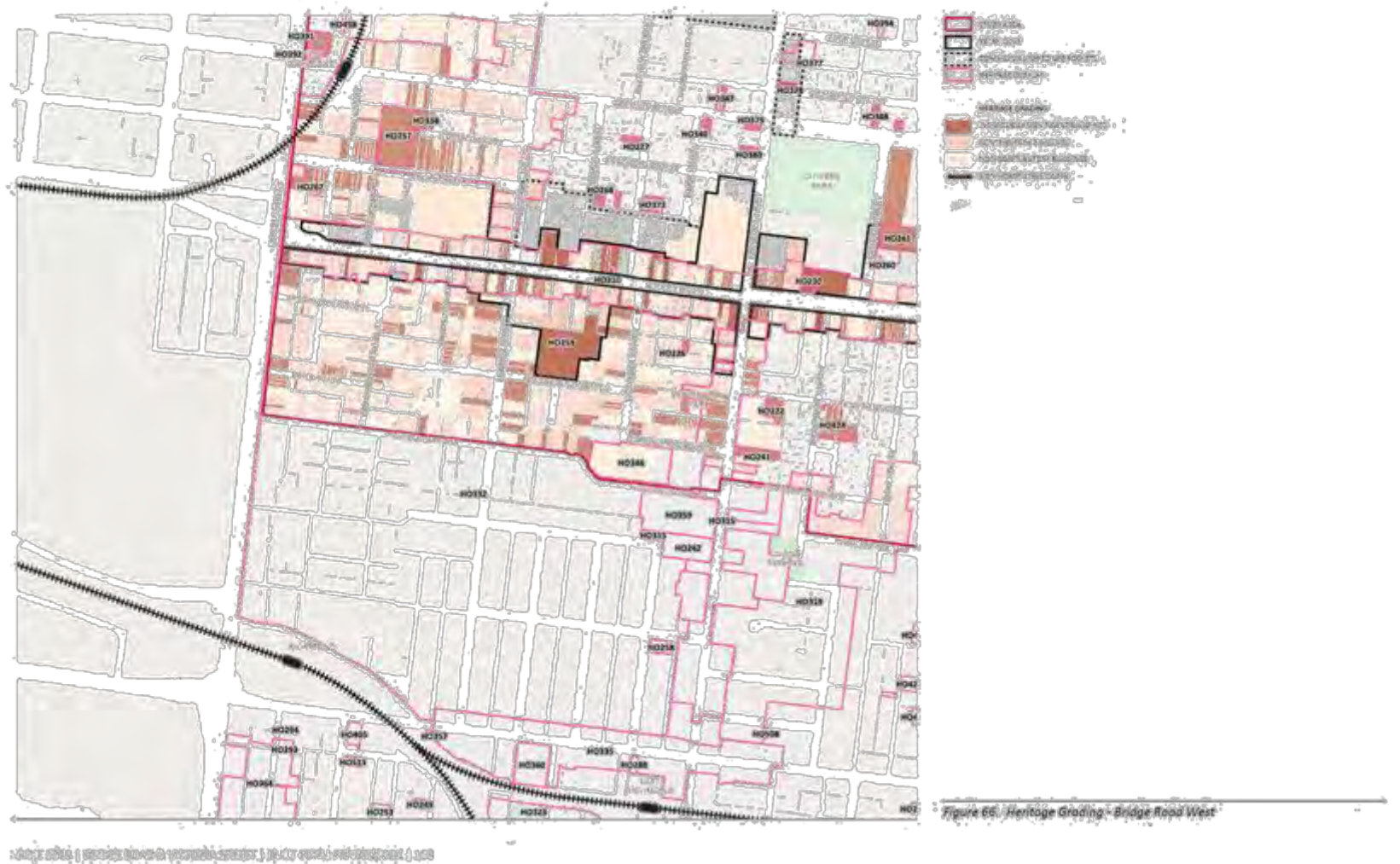


**Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR**



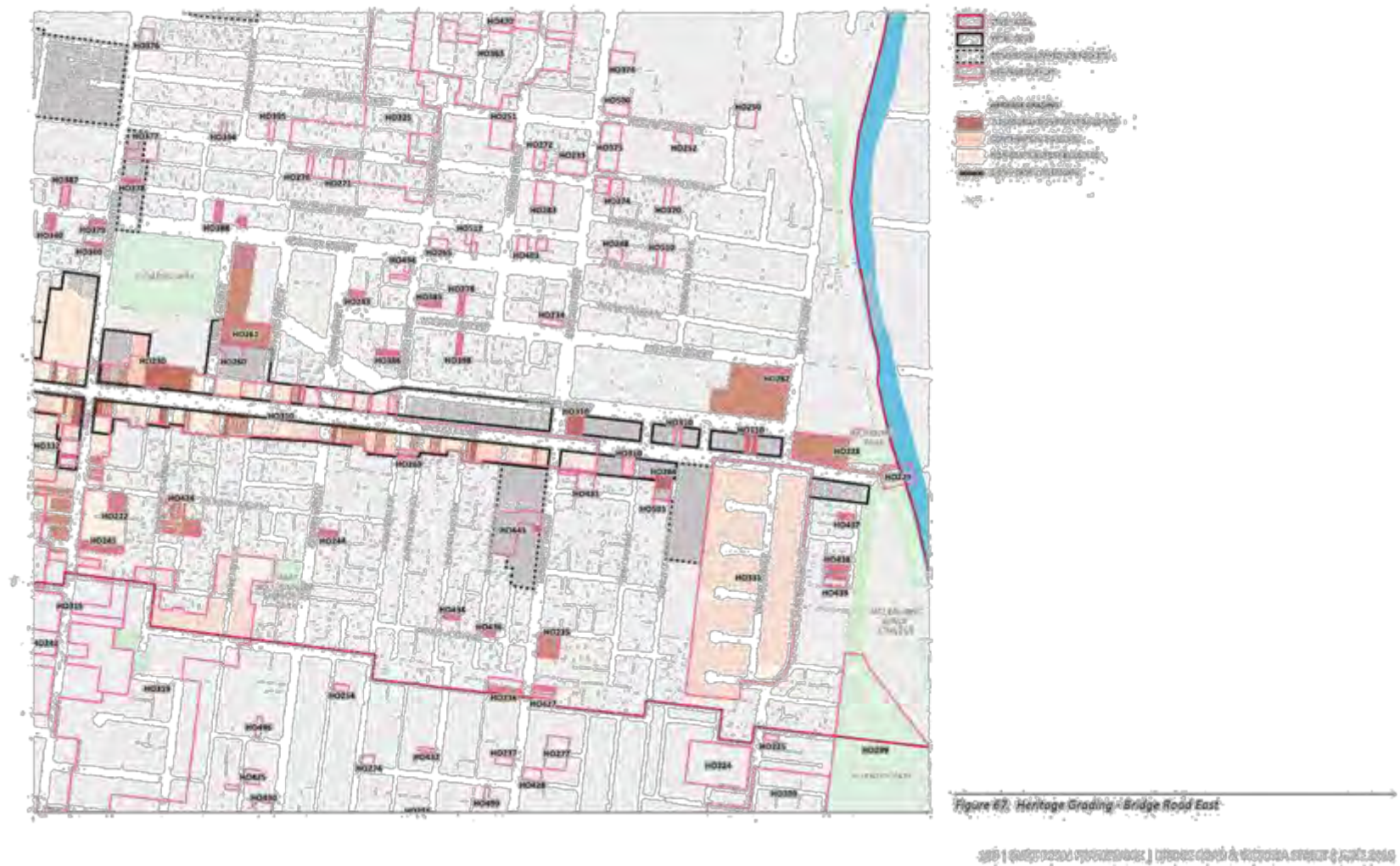
## **7.0 Appendices**

Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR

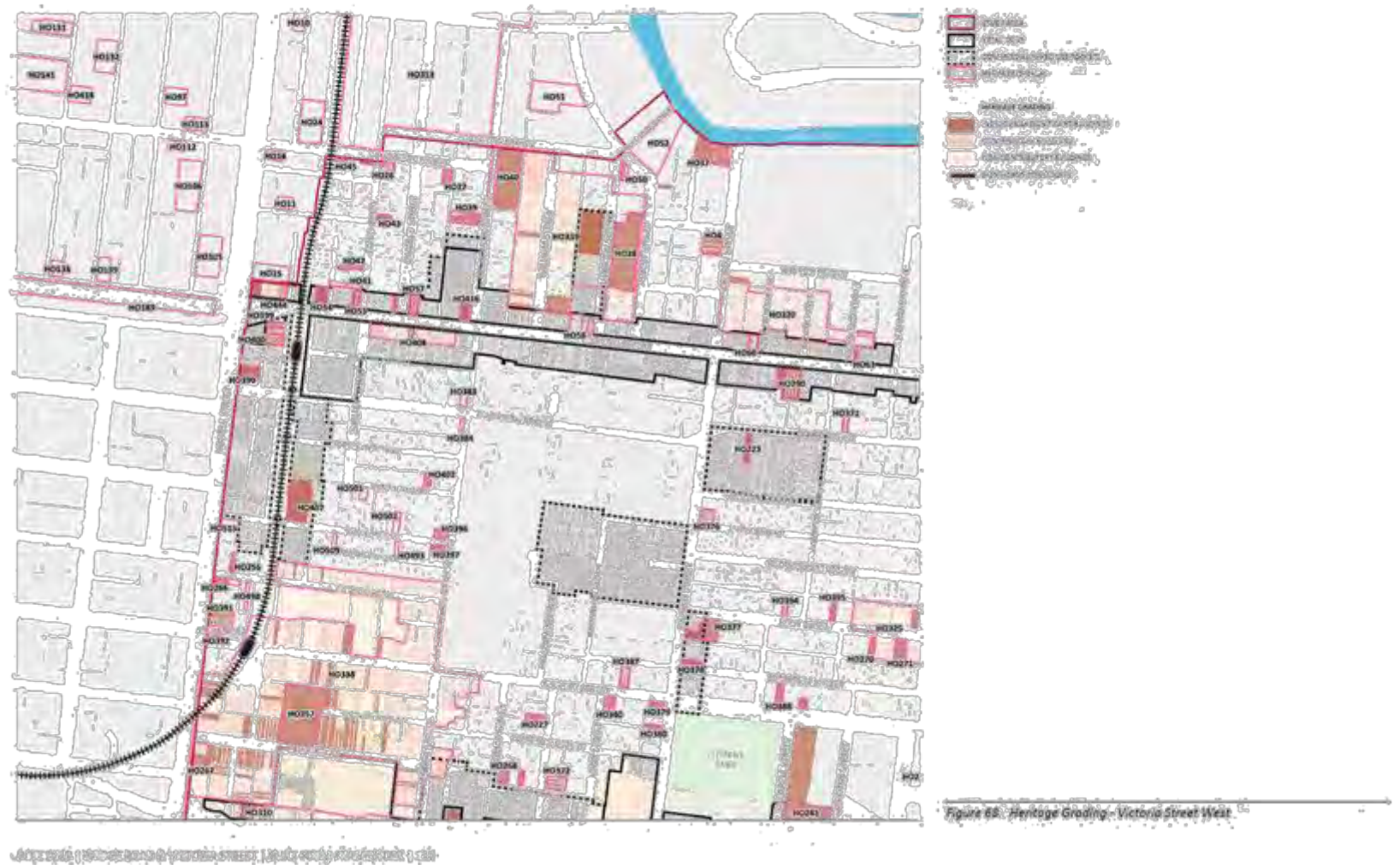




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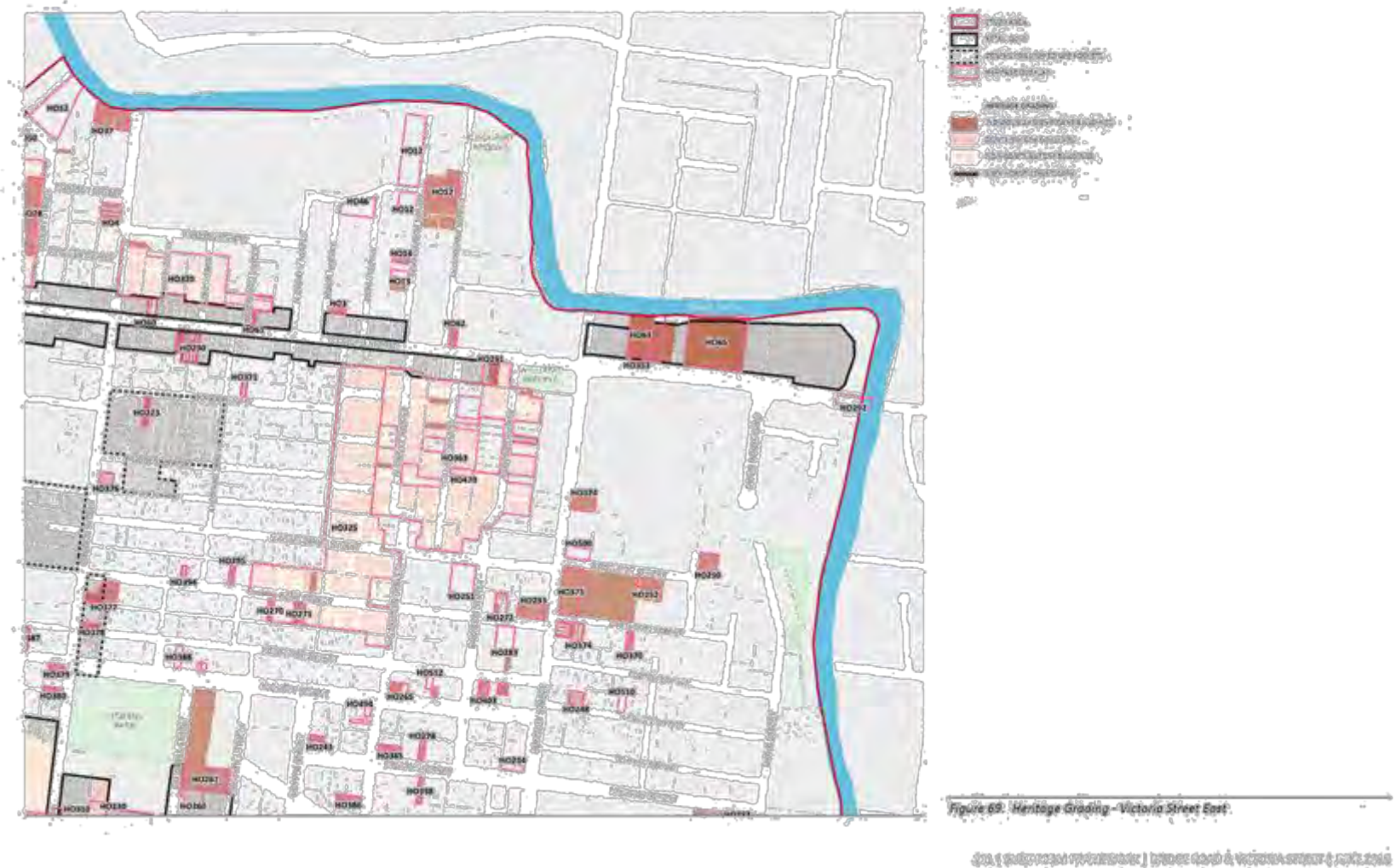


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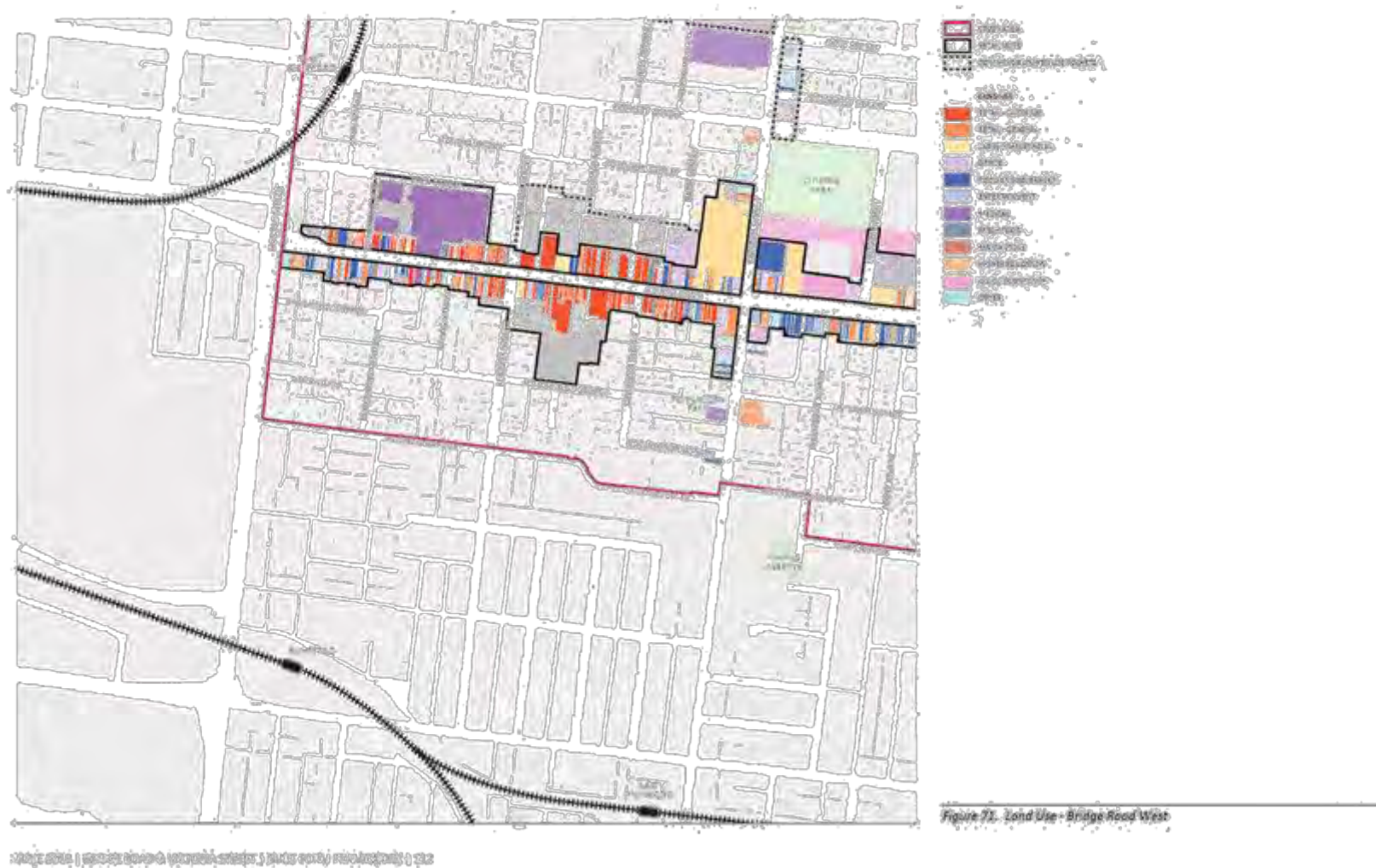




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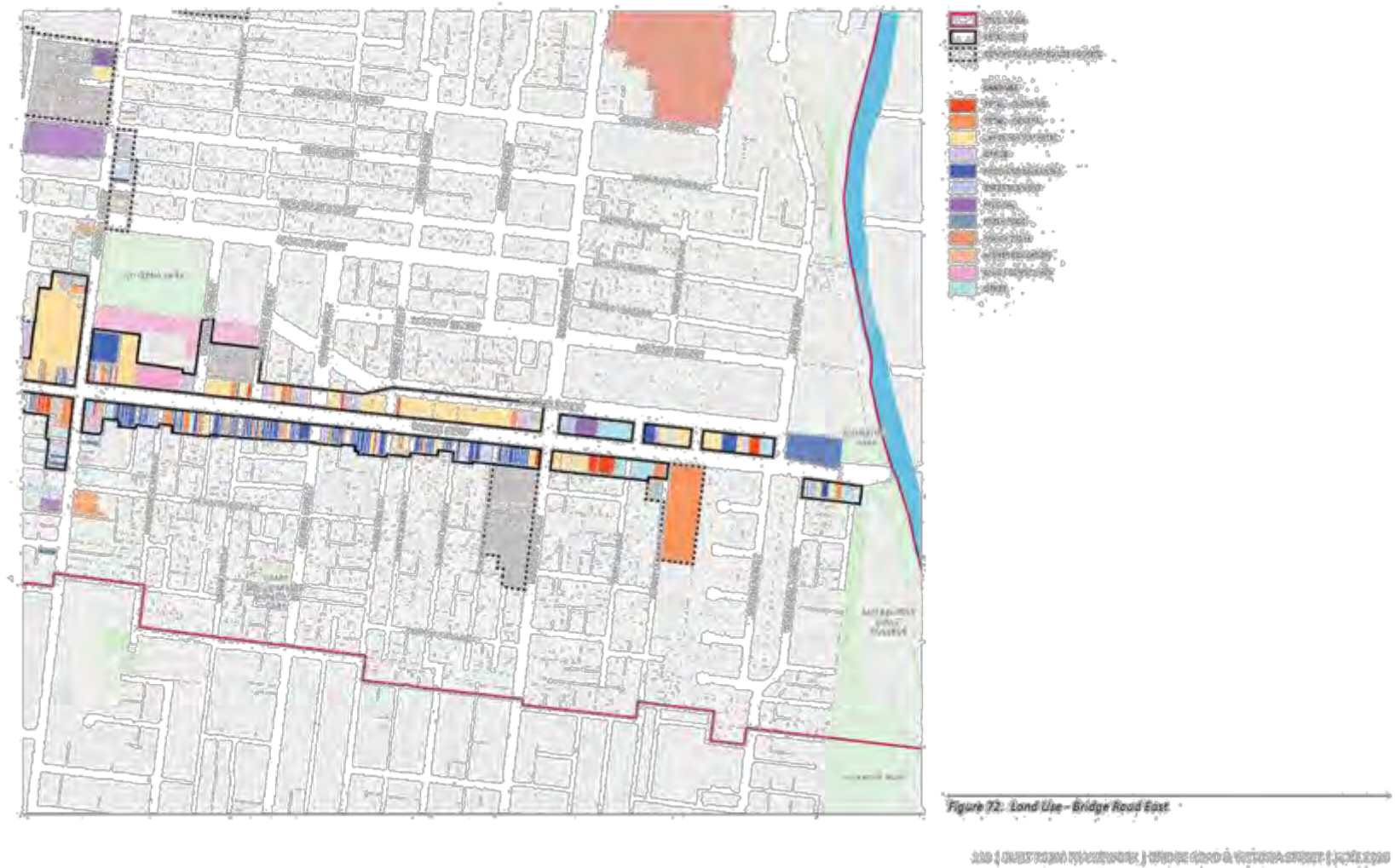


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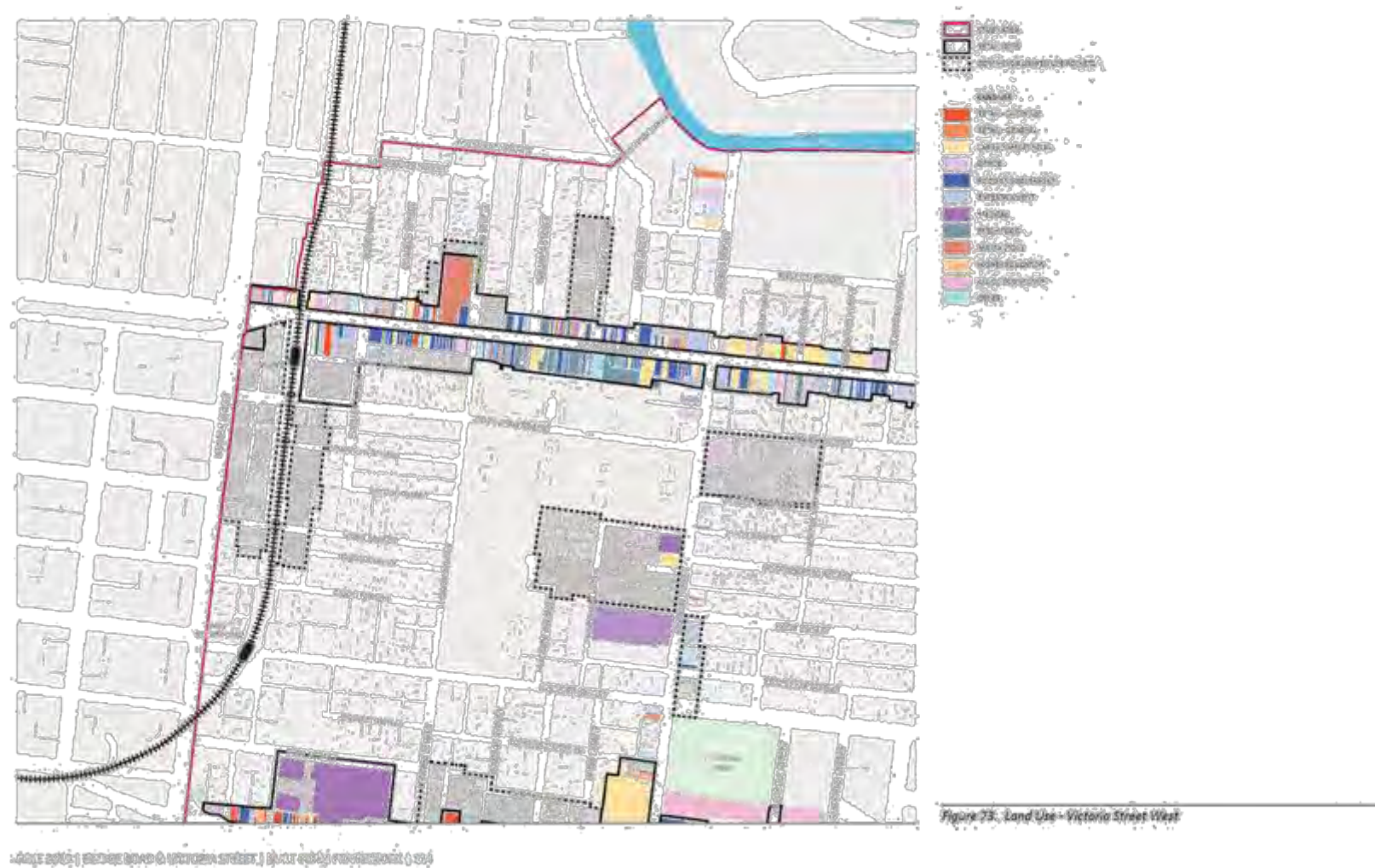




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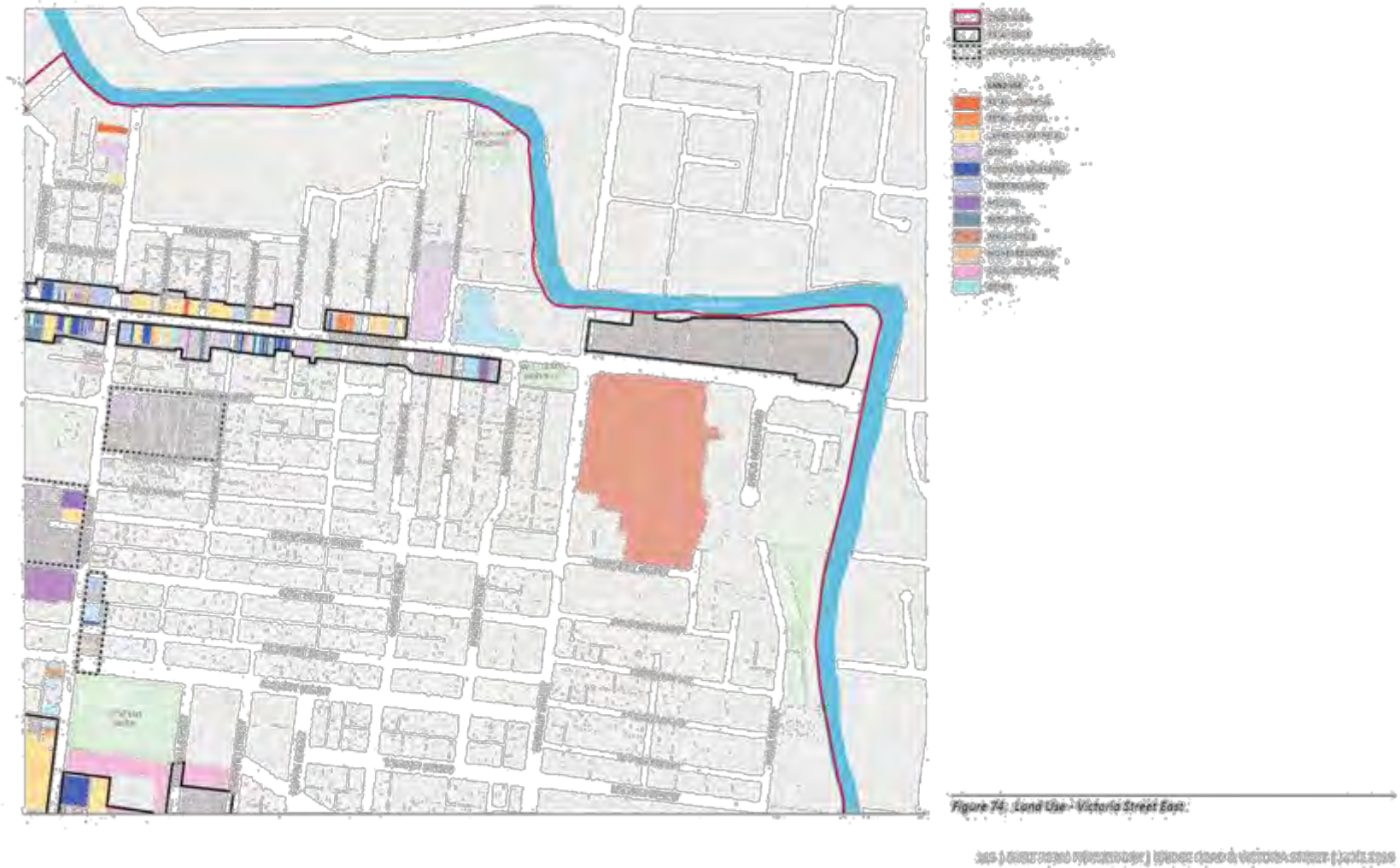


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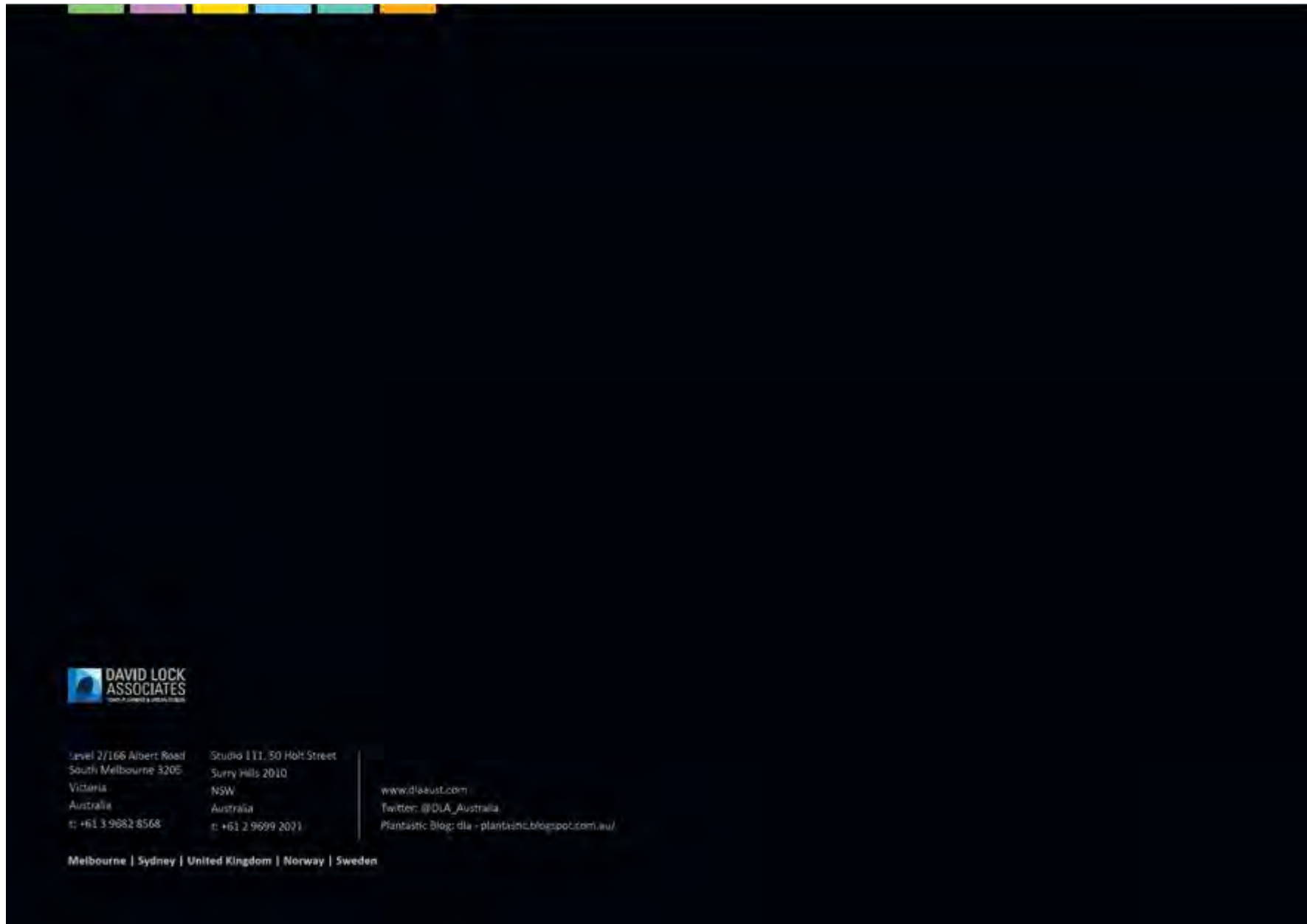




## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR



## Attachment 2 - Draft Bridge Road and Victoria Street Built Form Framework Part 2 LR





## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations



### Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations



Figure 1. Aerial photograph of the study area (©nearmap, 23 Nov 2017)

**8 June 2018**

**Prepared for the City of Yarra**

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## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

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All photos were taken by GJM Heritage unless otherwise stated.

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	0.2 Draft	Hayley McNicol	28 Feb 2018
	0.3 Draft	Hayley McNicol	1 June 2018
	0.4 Final Draft	Andrew Johnson	6 June 2018
	1.0 Council Issue	Andrew Johnson	8 June 2018

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

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## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### Executive Summary

Victoria Street and Bridge Road are two of the most important commercial corridors within the City of Yarra. Both of these streets were laid out in 1837, and each retains lengths of traditional nineteenth century high streets as well as individual heritage buildings. Victoria Street forms the northern boundary of the suburb of Richmond while Bridge Road bisects the centre of the suburb. As well as the two high streets the study area includes 11 mixed use pockets many of which include historic industrial buildings and complexes that form an important part of the City of Yarra's history.

Today the commercially zoned land along the two commercial corridors and the mixed use zoned pockets are subject to more intensive development. This is particularly evident on the northern side of Bridge Road between Punt Road and Church Street where a number of multi-storey mixed use developments have been constructed to date.

David Lock Associates, on behalf of the City of Yarra (Council), is completing a Built Form Framework of Victoria Street and Bridge Road (the Built Form Framework) to determine where and how new development can occur. The desired built form outcomes will be translated into Design and Development Overlay (DDO) controls for the study area.

This heritage advice will help ensure that the Built Form Framework and the subsequent DDO appropriately responds to the heritage fabric and values of the study area, leading to fully integrated decision-making when considering new development opportunities.

This heritage advice analyses the existing heritage values and qualities along Victoria Street, Richmond and Abbotsford and Bridge Road, Richmond and the surrounding mixed use / commercial areas. It identifies gaps, inconsistencies and inaccuracies with the current heritage controls and provides recommendations for addressing these issues, which are detailed in the separate Heritage Assessments report (GJM Heritage, June 2018).

The advice then considers the built form parameters that are needed to ensure the heritage values of the area are appropriately managed and protected, and that good heritage outcomes are being achieved for development. This includes a consideration of whether mandatory or discretionary controls are appropriate to achieve greater certainty in heritage outcomes.

#### Presentation of the Report

This Heritage Report is presented in three parts:

##### **Part I: The Project and Planning Framework**

Part I introduces the project, the methodology applied to the project and the planning framework in which the project is occurring.

##### **Part II: Heritage Analysis**

Part II contains a heritage analysis of each precinct within the Study Area. It details the heritage qualities and values of each precinct, identifies any gaps or issues with the existing heritage framework and provides recommendations for appropriately managing heritage places within the study area.

##### **Part III: Heritage Recommendations**

Part III contains specific built form recommendations to ensure heritage places and values are appropriately managed within a changing Activity Centre. The specific recommendations are informed by modelling prepared by David Lock Associates.

## **Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations**

### **Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations**

#### **Part I: The Project and the Study Area**

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 1. Introduction

### 1.1 Yarra's High Streets

The City of Yarra (Council) is endowed with one of the largest and most highly intact collections of turn of the century 'High Streets' in the State of Victoria. These High Streets include the Major Activity Centres of Swan Street and Bridge Road in Richmond, Brunswick Street in Fitzroy, Smith Street straddling the suburbs of Fitzroy and Collingwood and Victoria Street, Abbotsford and Richmond. They also include a number of Neighbourhood Activity Centres, including Rathdowne Street and Nicholson Street in Carlton North, St Georges Road in Fitzroy North, Queens Parade in Fitzroy North/Clifton Hill, Gertrude Street in Fitzroy, and Johnston Street in Fitzroy and Collingwood.

This collection of High Streets is unique to Melbourne and helps to define the character of the municipality. Their value to the community is recognised by their inclusion in the Heritage Overlay of the Yarra Planning Scheme. However, the Activity Centre status of these High Streets presents a challenge: how do we balance the retention of these highly valued streets with the need to ensure the long-term sustainability of these centres and meet the growth objectives of the Yarra Planning Scheme?

#### 1.1.1 Brief History of Victoria Street

The following brief history is drawn from the citation for HO408 Victoria Street Precinct, the 1998 *City of Yarra Thematic History* (Allom Lovell & Associates) and supplemented with additional research.

Simpson's Road (now Victoria Street) was created as a road reserve in Robert Hoddle's Crown Allotment survey of 1837 and would form the boundary between the municipalities of Collingwood and Richmond. Although the name Victoria Street had been adopted by the 1850s, references to Simpson's Road continued through the 19th century and into the early part of the 20th century.

Victoria Street began to develop a commercial character in the mid 19<sup>th</sup> century, particularly at its western extent near Hoddle Street, closest to Melbourne. By the end of the 1860s this area was occupied by mixed shops and services. Small industries developed at the eastern extent of the street, where noxious trades built on the Yarra River which provided water supply and waste disposal. Buildings illustrating this early development are the corner shop at 511 Victoria Street (1860) and Nettleton's Fellmongery at no. 663 (1861; later Alma Woolworks).

The prosperous 1870s and 1880s boom period saw a significant increase in commercial development along Victoria Street, in response to the increased residential development in the surrounding areas, and by the 1880s the street was a consolidated commercial strip. During this decade, many of the simple structures of the earlier decades were replaced with more substantial and decorated premises. Buildings of this period were predominantly one or two-storey shops, with residences to the first floor or to the rear, and often built in rows with no front or side boundary setbacks. A representative example near Hoddle Street is the strip of rendered masonry and brick commercial buildings on the south side of Victoria Street between Shelley and Lennox streets (c1850-c1910). Notable buildings constructed during the Victorian period are the Savings Bank at no. 231 (1884), the former National Bank of Australia at no. 261 (1887), Lambeth Buildings at no. 275-77 (1886) and shops at nos. 297-301 (1880), nos. 371-377 (1890) and nos. 459-465 (1890).

The Victoria Street Bridge, connecting Richmond and Collingwood with Hawthorn and Kew was constructed in the early 1880s (and again in 1916), allowing Victoria Street to become a major east-west thoroughfare. Its construction encouraged the subdivision of 150 allotments fronting Victoria Street, east of Church Street. Victoria Street was serviced by cable trams from 1886, and electric trams from the late 1920s, which made the commercial strip accessible to a wider clientele.

The 1890s depression caused development in Abbotsford and Richmond, and wider Melbourne, to virtually cease for a decade. Victoria Street continued as a local retail and service precinct into the twentieth century. Some commercial development occurred during the Edwardian period, with a small number of simple examples remaining at 74-76, 112 and 118-120 Victoria Street. Interwar development along the street is evident in such buildings as the former Simpson's Glove Factory at 488-496 Victoria Street (1920), Terminus Hotel at no. 605



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

(1866 as Brickmakers Arms, 1930s), the Handley & Tilley Building at no. 655 (1929) and the associated Crusader Plate Building at no. 651-653 (1937). Victoria Street has been home to 'little Audrey' of the Skipping Girl sign since 1936. A reproduction of the Skipping Girl sign is erected on top of 651-653 Victoria Street (since 1970); the original sign was located on the Skipping Girl Vinegar Factory at 627 Victoria Street from 1936 to 1968. It is believed to have been the first animated neon sign in Melbourne.

In the post-war period, the demographics of the area underwent a transformation with the arrival of European migrants, and later migrants from South-East Asia. This change in demographics was reflected in the commercial character of Victoria Street, with a shift to cake shops, delicatessens, confectioners and hairdressers operated by and catering for the new European arrivals. In the 1970s, many South East Asian refugees settled in the area and subsequently made Victoria Street their own. Victoria Street has since transformed into Melbourne's centre for Vietnamese grocery stores, green grocers and restaurants, drawing customers from all over Melbourne. The street has seen a large amount of modern development, comprising both small commercial premises and large-scale residential and commercial developments, the latter concentrated at the eastern extent of the street.

#### 1.1.2 Brief History of Bridge Road

The following brief history is drawn from the Statement of Significance for HO310 Bridge Road Precinct and supplemented with additional research.

Bridge Road was created as a road reserve in Robert Hoddle's Crown Allotment survey of 1837. It was one of the first roads laid out in Richmond, along with Swan and Church streets. At its east end, the first bridge connection from Melbourne to Hawthorn was constructed in 1855. It became a principle thoroughfare from Melbourne to the eastern suburbs by the mid 1850s, with retail and service trades first concentrated at the west end near Hoddle Street. Traders included butchers, drapers, a shoemaker, fruiterers, tailors, hairdressers, grocers, Egan's steam sawmill and several hotels. The north side of this end of Bridge Road was less developed, occupied by the villa gardens of Joseph Bosisto and William Highett. By 1858 several hotels had established along Bridge Road; those which remain today are The Vine (no. 254), Morgan's Spreadingeagle (no. 372) and the Australia Hotel (no. 194).

From its inception, Bridge Road was intended to be the civic centre of the district. This was established near Church Street when the Richmond Town Hall (no. 333), which incorporated a courthouse and post office, was constructed on the courthouse reserve in 1869-71, designed by Charles Vickers. Separate post office (demolished) and police station buildings were added in 1871; the Town Hall was remodelled in 1934-36 in an Egyptian-influenced Moderne style. The civic centre soon became the site for other public buildings – a market, Crystal Palace Skating Rink, a bowling green, baths and the Metropolitan Gas Company's Richmond gasometer.

By 1864 there was a proliferation of shops and small businesses along Bridge Road, serving local residents. The west end, closer to central Melbourne, was more developed than the east. In the 1870s the eastern end of Bridge Road (east of Church Street) was widened and first called Campbell Parade. The 1860s and '70s were a period of consolidation, and the simple structures of the early decades were replaced with more substantial premises. During the prosperous 1870s and 1880s boom period, many earlier buildings were also replaced with rows of shops. Victorian buildings along Bridge Road were predominantly one and two-storey Victorian shops, with residences to the first floor or to the rear, and often built in rows with no front or side boundary setbacks. The main commercial strips of Richmond, Swan Street and Bridge Road, had both luxury and cheap department stores that drew shoppers from all over Melbourne. The advent of horse drawn omnibuses brought more shoppers to the area. These were replaced by cable trams in 1885 and an electrified tram service in 1916. Each new mode of transport improved access to the shops and residences lining Bridge Road.

Today the Bridge Road streetscape has a strong presence of Victorian-era buildings dating from the 1870s and 1880s. Notable buildings constructed during this period are the highly ornate Italianate shops at Nos. 108-112 (c1885), the rows of two-storey Victorian shops on the north side of Bridge Road between Coppin Street and Hose Street, including Stanford Block at Nos. 314-328 (1870-1890), and the shops and offices at 289-307 Bridge Road (built between 1870-1890).



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

The 1890s depression caused development in Richmond, and Melbourne, to virtually cease for a decade. It wasn't until c1900 that commercial development along Bridge Road recommenced, and extended eastwards. Exemplar Edwardian commercial buildings are the shops at nos. 162-164 (built between 1900-1915), the Flemish Baroque styled Theobald's Buildings (nos. 294-296; 1909) and Wustermann's Buildings at 138-144 Bridge Road (1901). The Victorian and Edwardian periods created the prevailing architectural character which is evident on Bridge Road today.

Following the development of the Edwardian period, the early to mid-20th century witnessed the decline of the great 19th century commercial streets due to a combination of factors, including the expansion of the outer suburbs, establishment of suburban shopping centres and expanding public transport networks. Yet the commercial street sustained and an Interwar architectural presence developed along Bridge Road, sympathetic in scale to the Victorian and Edwardian streetscape. Prime examples of Interwar development are the pair of shops 'Lipari' and 'St Bartolomeo' at nos. 486 and 488 (1917 and 1924), the Royal Oak Hotel (no. 529-533; 1923), and the former Commonwealth Saving Bank of Australia (1939) at 267 Bridge Road.

World War II that was an integral turning point for the social and economic recovery of the working class suburb and trade along Bridge Road. Since that date, Post-war and modern development has seen some erosion of the 19th century streetscape at its eastern extent. However, the diverse styles of single and two-storey shops remain remarkably intact along the remainder of Bridge Road.

#### 1.1.3 Brief Description of the Victoria Street and Bridge Road Study Area

The Victoria Street and Bridge Road Study Area (the study area) is generally bound by the Yarra River and Mollison Street to the north; Rowena Parade, The Vacluse, Brougham, Wall, Boyd, Manton and Bellevue Streets to the south; Hoddle Street to the west; and the Yarra River to the east. The study area includes the lengths of Victoria Street and Bridge Road between Hoddle Street and the Yarra River as well as a number of 'mixed use / commercial pockets' where future development is anticipated.

The land specifically considered in this report is subject to either a commercial (C1Z and C2Z) or mixed use (MUZ) zone within the study area.

Part II of this report describes the study area in greater detail.

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Figure 2. Victoria Street and Bridge Road study area (©David Lock Associates)



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## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

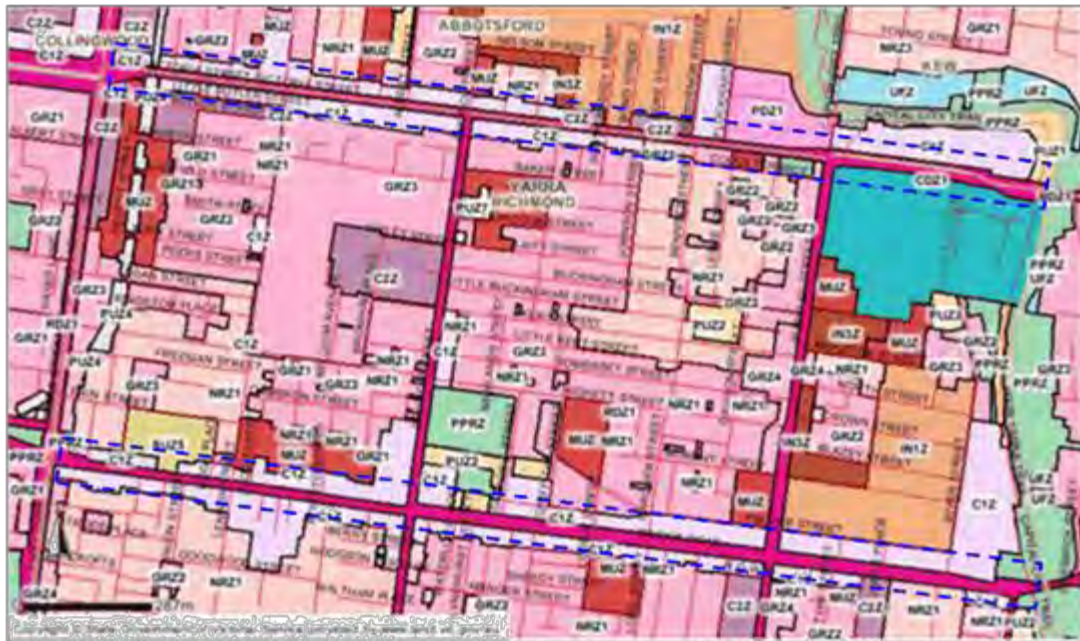


Figure 3. Zoning map – approximate extent of Victoria Street and Bridge Road High Streets dashed in blue (Planning Maps Online, accessed 20 Nov 2017)



Figure 4. Heritage Overlay map – approximate extent of Victoria Street and Bridge Road High Streets dashed in blue (Planning Maps Online, accessed 20 Nov 2017)



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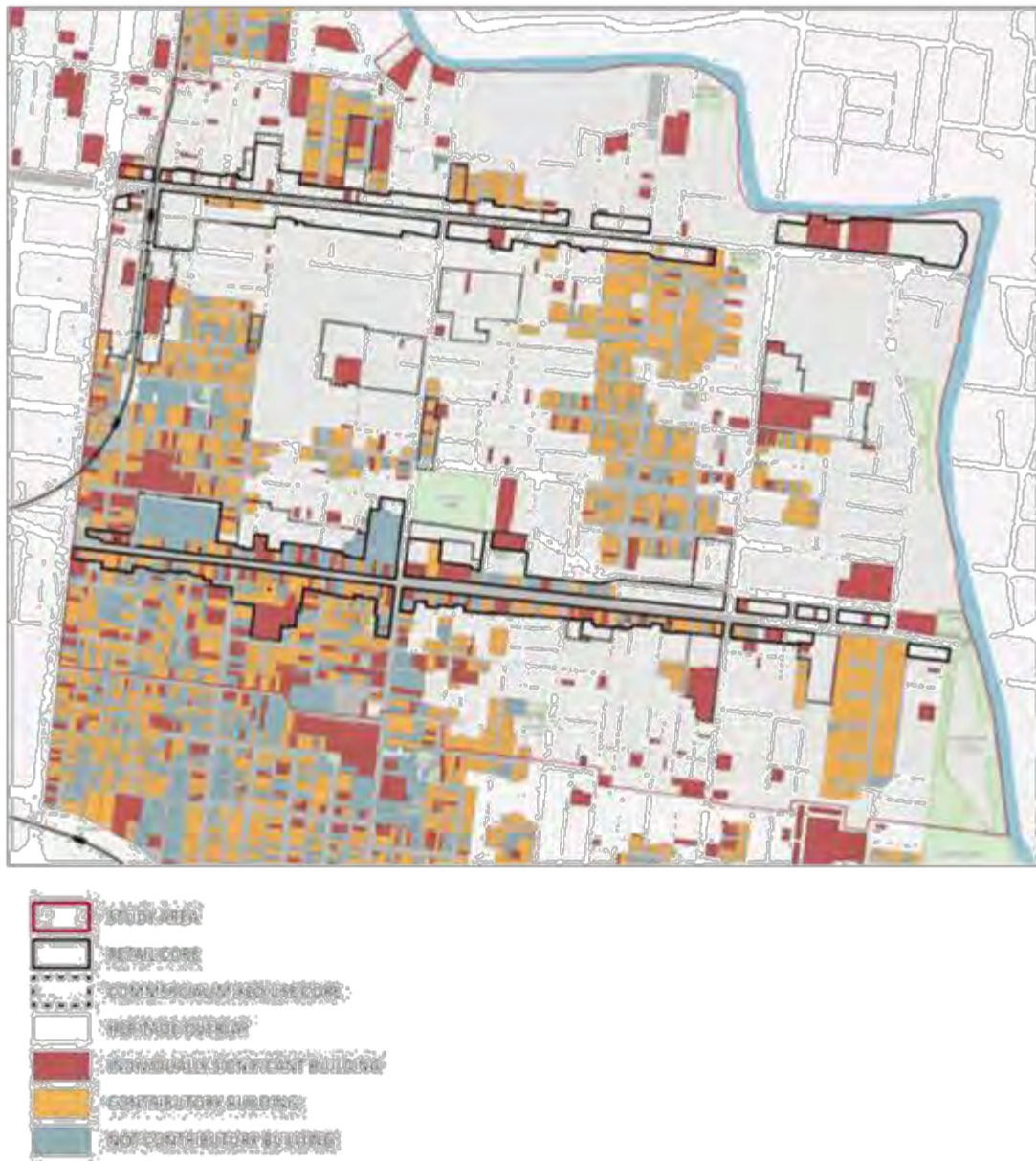


Figure 5. Heritage gradings map (©David Lock Associates)

### 1.2 Scope of the Heritage Analysis & Recommendations Report

In February 2017 GJM Heritage was commissioned to provide a detailed analysis of the heritage considerations for the Victoria Street and Bridge Road commercial corridors between Hoddle Street and the Yarra River, as well as the surrounding mixed use and commercial areas, and to detail recommendations for the future management of these areas in the context of new development.



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The purpose of our advice is to ensure that DDO controls arising from the Built Form Framework take proper account of the heritage values of the precincts and individual buildings within the study area, leading to fully integrated decision-making when considering new development within the Victoria Street and Bridge Road corridors and surrounding mixed use areas.

The analysis within this report considers:

- The suitability of the extent of the Heritage Overlays for places and precincts within the Victoria Street and Bridge Road corridors and surrounding mixed use areas.
- The heritage grading of each property within the Heritage Overlay in the *City of Yarra: Review of Heritage Overlay Areas 2007 – Appendix 8, Revised May 2017* (Appendix 8).
- The currency of the existing Statements of Significance for places and/or precincts to ensure they provide adequate guidance for the management of important heritage features.
- Places not currently included in the Heritage Overlay but which warrant further consideration for inclusion in the Heritage Overlay.
- Identification of important groups of buildings which form significant streetscapes.
- Built form parameters necessary to appropriately manage increased commercial and residential development within the context of the existing heritage place and/or precinct.

### 1.3 Methodology

The key background documents on which the heritage analysis is based are:

- Yarra Planning Scheme Heritage Overlay Maps 6HO, 7HO, 8HO and 9HO
- Relevant Statements of Significance for heritage places and precincts within the study area and associated heritage studies
- Appendix 8.

The above documents have been reviewed in the context of the following clauses from the Yarra Planning Scheme and the relevant Planning Practice Notes (PPNs) published by the Department of Environment, Land, Water and Planning:

- The relevant provisions of the Yarra Planning Scheme in particular:
  - Clause 15.03 'Heritage'
  - Clause 21.05-1 'Heritage'
  - Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay'
  - Clause 22.03 'Landmarks and Tall Structures'
  - Clause 43.01 'Heritage Overlay'
  - Clause 43.01 'Schedule to the Heritage Overlay'
  - Clause 55.07 'Apartment Developments'
- PPN 1: *Applying the Heritage Overlay* (January 2018) (PPN1)
- PPN 59: *The role of mandatory provisions in the planning schemes* (June 2015) (PPN59)
- PPN 60: *Height and setback controls for activity centres* (June 2015) (PPN60).

The following Planning Panels Victoria (Panel) reports are relevant to the implementation of the Built Form Review as they consider the appropriateness of DDOs (containing both mandatory and discretionary provisions) within activity centres (or in the case of Melbourne Amendment C240, the Capital City Zone) that are also subject, in part, to the Heritage Overlay:

- Boroondara C108 'Neighbourhood Centres and Commercial Corridors' (26 February 2014)
- Banyule Planning Scheme Amendment C93 'Implementation of the Ivanhoe Structure Plan' (1 July 2014)
- Moreland Planning Scheme Amendment C134 'Brunswick Activity Centre' (15 May 2015)
- Melbourne Planning Scheme Amendment C240 'Bourke Hill' (4 May 2015)
- Bayside Planning Scheme Amendments C113, C114 and C115 'Mandatory provisions for the Sandringham Village, Bay Street and Church Street Activity Centres' (14 January 2015)

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- Whitehorse Planning Scheme Amendment C175 'Box Hill Metropolitan Activity Centre' (6 October 2017).

These Panel reports are discussed further in Section 3 of this report.

We have approached the preparation of this analysis as follows:

1. Completion of a desktop review of the above listed documents, Panel Reports, heritage mapping and grading information, and the Statements of Significance for heritage precincts and individually significant buildings, including those places registered on the Victorian Heritage Register (VHR). The extent of the Heritage Overlays were cross-checked against Google Streetview. This preliminary review familiarised the project team with the heritage fabric of the study area prior to fieldwork being undertaken.
2. Completion of fieldwork by Jim Gard'ner, Renae Jarman and Ros Coleman. All buildings and structures within the study area were inspected from the public realm with particular attention paid to the presentation of heritage buildings to Victoria Street and Bridge Road. The rear and side interfaces to the neighbouring residential areas subject to the Heritage Overlay were also considered. The purpose of the fieldwork was to:
  - Review the suitability of the extent of the existing Heritage Overlays and to identify if gaps existed.
  - Review the suitability of the existing Statements of Significance for heritage places and precincts against the extant heritage fabric and to identify where the statements required updating for the purposes of properly considering built form recommendations.
  - Review the extant heritage fabric against the heritage gradings contained within Appendix 8 and to identify any inconsistencies and inaccuracies.
  - Identify those continuous length of streetscapes that could be considered 'significant' because of their high degree of consistency in terms of scale, setbacks, street wall height, architectural form and style, and construction period.
  - Identify rows of buildings such as terraced shop/residences that were built as a single group to the same or very similar design and remained highly intact.
  - Review the heritage buildings and streetscapes within the study area to identify the architectural and streetscape heritage features (e.g. parapets, roof forms, view lines, corner sites) that are relevant to a consideration of built form recommendations.
3. Participation in workshops with Council and David Lock Associates. The workshops:
  - Reviewed the proposed 'precincts' within the study area, driven by existing built form characteristics.
  - Identified the desired future character of the study area precincts against heritage analysis and state and local planning policy drivers.
  - Reviewed the key views of landmarks identified in Clause 22.03 – Landmarks and Tall Structures policy and were informed by the report 'Landmarks & Views Assessment', Ethos Urban, March 2018.
  - Tested built form parameters for new development against the existing heritage fabric of Victoria Street and Bridge Road, including key landmarks, through modelling prepared by David Lock Associates.
4. Finalisation of heritage recommendations for new built form parameters having considered the above.

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## 2. Analysis of the Planning Context

### 2.1 Activity Centre Planning and Heritage

The *Planning & Environment Act 1987* and the Victoria Planning Provisions (VPP) requires planning and responsible authorities to take a balanced approach to strategic and statutory planning functions that consider potentially competing objectives in an integrated manner to deliver a net community benefit for current and future generations.

The objectives of planning in Victoria as set out in Section 4(1) of the Planning and Environment Act are:

- *To provide for the fair, orderly, economic and sustainable use and development of land.*
- *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*
- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.*
- *To facilitate development in accordance with the objectives set out in the points above.*
- *To balance the present and future interests of all Victorians.*

Clause 10.04 of the VPP addresses 'integrated decision making', and states:

*Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social well-being affected by land use and development.*

*Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.*

Activity Centres that are also subject to extensive Heritage Overlay controls (like Bridge Road and parts of Victoria Street) are examples of where the tension between competing planning objectives must be resolved in a balanced way. Victoria Street and Bridge Road have excellent public transport connections, vibrant retail, commercial and hospitality uses and a high demand for housing choice. The streets also contain highly intact, predominantly turn of the century commercial precincts containing heritage fabric that is highly valued by the local community. A balance between the demand for more intensive development with the protection of the heritage buildings and precincts is therefore required. To achieve this, it is considered necessary that the DDO – and the background work that underpins it – specifically includes heritage considerations which frames the design objectives.

### 2.2 Yarra Planning Scheme – Heritage Provisions

Council has well-established heritage provisions within its planning scheme at Clauses 21.05-1 and 22.02. Also of relevance to the protection of the heritage values of the study area is Clause 22.03, which includes policy to protect the visual prominence of several landmarks within the study area, in addition to other landmarks within the municipality.

#### 2.2.1 Heritage policy

The relevant objective within Clause 21.05-1 'Heritage' of the Municipal Strategic Statement (MSS) is *Objective 14: To protect and enhance Yarra's heritage places*. The relevant strategies to implement this objective are:

- *Strategy 14.1 - Conserve, protect and enhance identified sites and areas of heritage significance including*



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*pre-settlement ecological heritage.*

- *Strategy 14.3 - Protect the heritage skyline of heritage precincts.*
- *Strategy 14.4 - Protect the subdivision pattern within heritage places.*
- *Strategy 14.6 - Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*

Objective 14 and its associated strategies are considered to be generally compatible with appropriately sited and scaled higher density development on Victoria Street and Bridge Road. Strategy 14.3 to 'Protect the heritage skyline of heritage precincts' would not be achieved unless new upper level development was to be of such low scale that it was fully concealed when viewed from the opposite side of the street as defined by the sightline tests described in Figures 2 and 3 of Clause 22.02 (refer Appendix 1). Avoiding any new visible built form above the parapets of buildings within the Heritage Overlay - although achieving the 'best' heritage outcome - would not enable the level of development that may reasonably be expected to be achieved on these commercial high streets nor meet other strategic directions of the Yarra Planning Scheme. A balance therefore needs to be struck between achieving the outcome sought by Strategy 14.3 and meeting the development objectives of the City of Yarra. An acceptable heritage outcome would be one where, although new built fabric is visible above the parapets, roofline or chimneys of these buildings the development was of a scale, set back and massed to retain the primacy of the heritage streetscape and avoids visually dominating the existing buildings.

Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' provides detailed guidance within the Local Planning Policy Framework (LPPF) on development within the Heritage Overlay, including demolition. The relevant objectives of Clause 22.02 are:

- *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.*

Again, these objectives do not preclude higher density development along Victoria Street and Bridge Road with the possible exception of *'To preserve the scale ... of streetscapes in heritage places'*.

The demolition policy provided at Clause 22.02-5.1 encourages the retention of 'individually significant' and 'contributory' buildings within a heritage precinct. Removal of part of a heritage place or contributory element is contemplated if (in general terms) it can be demonstrated that the removal of the part will not adversely affect the significance of the building, or – for a contributory building – the part is not visible from the street, abutting a park or public open space.

Given that the significance of most heritage places along Victoria Street and Bridge Road lies predominantly in their streetscape presentation, facade detailing and fine-grained pattern of subdivision, it is considered that a certain amount of rear demolition and redevelopment can be contemplated under the existing heritage policy.

Further, with the exception of those heritage places included on the VHR – and therefore regulated under the *Heritage Act 2017* – internal controls do not apply to heritage places within the study area.

In most circumstances, the planning scheme effectively limits the control of heritage fabric within the study area to that which is visible from the public realm, including street facades, rear laneway views (where they exist) and visible roof and chimney elements.

In relation to 'New Development, Alterations and Additions', Clause 22.02-5.7.1 sets out the following policy:



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#### General

*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.*

To achieve a reasonable level of development capacity, discretion would need to be applied in relation to the requirements for the full or partial concealment of rear additions described in Figures 2 and 3 of Clause 22.02 (refer Appendix 1). Although a greater level of concealment would generally provide a better heritage outcome, this specific sightline-based guidance in the heritage policy is designed to preserve and enhance the character and appearance of predominantly one and two-storey dwellings within more typical narrow residential streets and cannot be readily applied to multi-storey development within a major Activity Centre without unreasonably constraining development.

Likewise, the policy to 'Discourage elements which ... 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' may not achieve appropriate urban design and architectural outcomes in areas such as Victoria Street and Bridge Road. In such areas, a 'contrasting' or 'interpretative' design approach for new taller development above the heritage building is likely to be more recessive than a 'respectful' or 'historicist' one that would lead to the new additions inappropriately mimicking the historic form and potentially being more visually intrusive.

Clause 22.02-5.7.2 provides the following specific policy that applies to buildings within the Commercial Zone along Victoria Street and Bridge Road that are subject to the Heritage Overlay:

#### **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*

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*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.*

...

#### **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 elements. Each higher element should be set further back from lower heritage built forms.*
- *Incorporate treatments which make them less apparent.*

The above two specific policies will help to effectively inform development proposals and statutory planning decision-making to ensure that the heritage values along Victoria Street and Bridge Road are maintained while accommodating more intensive levels of development.

### **2.2.2 Landmarks and Tall Structures**

Clause 22.03 – ‘Landmarks and Tall Structures’ identifies a number of landmark buildings and advertising signs to which views should be protected. The clock tower of the Richmond Town Hall, the spire of St Ignatius Cathedral, the Pelaco sign and the Skipping Girl Vinegar sign are four landmarks that fall within the study area. The identification of key views has been informed by the ‘Landmarks & Views Assessment’ report (Ethos Urban, March 2018).

The relevant policies include:

- *Maintain the prominence of Yarra’s valued landmark signs.*
- *Protect views to the silhouette and profile of Yarra’s valued landmarks to ensure they remain as the principal built form reference.*
- *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra’s urban form and skyline.*

The policy seeks to ensure new buildings within the vicinity of the Richmond Town Hall, St Ignatius Catholic Church and the Pelaco and Skipping Girl Vinegar signs are designed so that these buildings or structures remain the principal built form reference in the area.

We consider that it is desirable to retain a clear sky silhouette of the whole of the clock tower of the Richmond Town Hall; however, as a minimum, the key elements of the clock tower which should remain visible and prominent include the flag pole, pyramidal roof, clock stage, and entablature and iron balustrade. To ensure that the clock tower is read as a prominent stand-alone object, any development should not appear to be closer to the tower than it is wide (refer Figure 6).

Although St Ignatius Church is located immediately south of the study area, key views of this building are provided from within the study area. Clause 22.03 only identifies views of the spire of the church, however we consider that it is appropriate that views of the belfry and spire in combination should be considered (refer Figure 7). The belfry provides a visual anchor to the spire of the church and the key views of St Ignatius Church should include both the belfry and the spire. The key views to be managed within the study area are identified in the analysis for each study area precinct in this report.

Both the Pelaco (Figure 8) and Skipping Girl Vinegar (Figure 9) signs are included on the VHR, which means the heritage values of the fabric of the signs and development within their extents of registered land is managed through the *Heritage Act 2017*. The provisions of Clause 22.03 are necessary to protect the longer views to the illuminated signs, which were designed to be viewed from a distance and from major thoroughfares.

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Figure 6. Richmond Town Hall, Bridge Road, Richmond

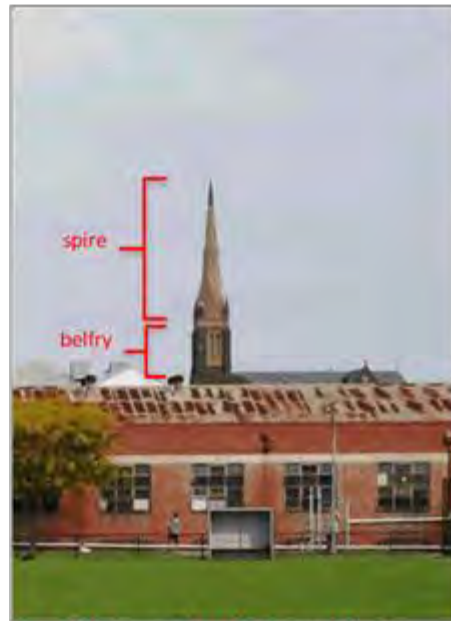


Figure 7. St Ignatius Church, Richmond from Citizens Park on Highett Street



Figure 8. Pelaco sign visible above the shops on Bridge Road viewed from outside the Richmond Town Hall.



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Figure 9. Skipping Girl Vinegar sign from the intersection of Victoria and Burnley Streets (©Google, Jan 2010)

#### 2.2.3 Heritage Overlay

The head heritage provision of the VPP, Clause 43.01 'Heritage Overlay', has the following purpose:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- 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.
- To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Clause 43.01-4 sets out decision guidelines - in addition to those included in Clause 65 - that the Responsible Authority must consider before determining a permit application. These are:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- 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 policy.
- Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.
- Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.
- Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.
- Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.
- Whether the proposed subdivision will adversely affect the significance of the heritage place.
- Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.
- Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.
- Whether the lopping or development will adversely affect the health, appearance or significance of the tree.



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While some of these considerations are not obviously consistent with the addition of higher density development behind heritage buildings, the first purpose and first decision guideline encompasses the whole SPPF and LPPF (integrated decision-making). Therefore a balance must be struck between achieving the objectives of the Heritage Overlay and meeting the objectives of other parts of the VPPs including Activity Centre policy and commercial zoning. It is noted that new rear development can often be accommodated behind heritage buildings in commercial precincts without substantially compromising the identified significant values of these heritage places.

### 2.3 Significant Streetscapes

After completing a detailed heritage review of the Victoria Street and Bridge Road High Streets, along with other High Streets within the City of Yarra, it has become evident that the heritage significance of parts of the study area extends beyond being a collection of 'individually significant' and 'contributory' buildings, but that the significance was more fine-grained than a precinct-wide consideration. In effect, within specific sections of Yarra's high streets, the significance of those sections is greater than the sum of their parts.

This is not true of the entire length of these commercial corridors, but rather those highly intact streetscapes in which there is homogenous built form, high quality architectural design and a consistent period of development generally spanning over more than two blocks.

#### 2.3.1 Planning Practice Note 1: Applying the Heritage Overlay

Planning Practice Note 1: *Applying the Heritage Overlay* (January 2018) does not contain guidance with respect to significant streetscapes, nor does it provide guidance on the grading of individual buildings within a precinct.

#### 2.3.2 Melbourne Planning Scheme – Clause 22.05 - Heritage Places Outside the Capital City Zone

The City of Melbourne utilises a streetscape grading that is proposed to be simplified through Melbourne Amendment C258, and this may have some utility in considering the significance of Yarra's historically significant High Streets.

In addition to grading individual buildings within the Heritage Overlay, the City of Melbourne has long defined the quality of streetscape to inform the application of its Heritage Policy outside the Capital City Zone contained at Clause 22.05.

The current Clause 22.05 defines the Streetscape Gradings as:

##### *Grading of Buildings and Streetscape Levels*

*Every building of cultural significance has been assessed and graded according to its importance. Streetscapes, that is complete collections of buildings along a street frontage, have also been graded for planning control purposes. The individual buildings are grade A to D, the streetscapes from Level 1 to 3, both in descending order of significance. The grade of every building and streetscape is identified in the incorporated document Heritage Places Inventory 2000.*

...

##### *Level 1 Streetscapes*

*Level 1 streetscapes are collections of buildings outstanding either because they are a particularly well preserved group from a similar period or style, or because they are highly significant buildings in their own right.*

##### *Level 2 Streetscapes*

*Level 2 streetscapes are of significance either because they still retain the predominant character and scale of a similar period or style, or because they contain individually significant buildings.*

##### *Level 3 Streetscapes*

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*Level 3 streetscapes may contain significant buildings, but they will be from diverse periods or styles, and of low individual significance or integrity.*

The grading of streetscapes appears alongside the building grading for each property within the Heritage Overlay in the City of Melbourne's *Heritage Places Inventory*, an incorporated document pursuant to Clause 81 of the Melbourne Planning Scheme.

Currently the City of Melbourne use the streetscape gradings to inform the application of the policy at Clause 22.05 - Heritage Places Outside the Capital City Zone; it is not used within the Capital City Zone (as per Clause 22.04). The application of the streetscape grading is limited to applying the policy in regard to:

1. Whether a 'respectful' rather than 'interpretative' design approach is taken - the presence of a Level 1 or 2 streetscape gradings encourages the more restrictive 'respectful' approach to architectural design, in particular building shape, facade pattern and colours:

#### *Form*

*The external shape of a new building, and of an addition to an existing building, should be respectful in a Level 1 or 2 streetscape, or interpretive in a Level 3 streetscape.*

#### *Facade Pattern and Colours*

*The facade pattern and colours of a new building, and of an addition or alteration to an existing building, should be respectful where visible in a Level 1 streetscape, and interpretive elsewhere.*

2. The degree of concealment of new development visible above the retained heritage building – within a level 1 streetscapes it is policy that there be total concealment and for lower-graded streetscapes, partial concealment:

#### *Concealment Of Higher Rear Parts (Including Additions)*

*Higher rear parts of a new building, and of an addition to an existing graded building, should be concealed in a Level 1 streetscape, and partly concealed in a Level 2 and 3 streetscape.*

3. The facade height and setback of new development adjacent to heritage buildings:

#### *Facade Height and Setback (New Buildings)*

*The facade height and position should not dominate an adjoining outstanding building in any streetscape, or an adjoining contributory building in a Level 1 or 2 streetscape. Generally, this means that the building should neither exceed in height, nor be positioned forward of, the specified adjoining building. Conversely, the height of the facade should not be significantly lower than typical heights in the streetscape. The facade should also not be set back significantly behind typical building lines in the streetscape.*

### 2.3.3 Melbourne Planning Scheme Amendment C258

The new heritage policy proposed to be introduced through Melbourne Amendment C258 (which has been recently referred to Panel) simplifies the current 'Level 1', 'Level 2' and 'Level 3' streetscape grading to a single designation of 'Significant streetscape'. In practice, Melbourne Amendment C258 appears to primarily be translating 'Level 1' streetscapes to the 'Significant' grading, and by omission defining all other streetscapes within the Heritage Overlay as 'un-graded' although this is not explicitly stated the amended version of the City of Melbourne Heritage Places Inventory as exhibited.

Melbourne Amendment C258 includes amended heritage policies for places within the Capital City Zone (Clause 22.04) and outside the Capital City Zone (Clause 22.05) which defines a "Streetscape" as:

*A streetscape is a collection of buildings along a street frontage. When referred to in relation to a precinct, a streetscape typically contains a majority of buildings which are graded significant or contributory.*

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A "Significant streetscape" is defined as:

*Significant streetscapes are collections of buildings outstanding either because they are a particularly well preserved group from a similar period or style, or because they are highly significant buildings in their own right.*

Clause 22.04 - Heritage Places Within the Capital City Zone makes reference to and provides a definition of significant streetscapes but does not apply any additional controls or policy in relation to that designation.

Like the existing version, the revised Clause 22.05 uses streetscape grading to apply policy in regard to the level of concealment of new development. Within significant streetscapes total concealment of 'additions' and 'higher rear parts' to heritage buildings is sought through the policy:

*Additions to a significant or contributory building should be concealed in significant streetscapes.*

*In other streetscapes, additions to significant buildings should always be concealed, and to contributory buildings should be partly concealed.*

The amended policy at Clause 22.05 no longer includes additional policy considerations specific to significant streetscapes relating to the height and setback of new development adjacent to heritage buildings or the whether a 'respectful' or 'interpretative' design approach should be taken.

We note that the City of Melbourne's policy doesn't consider the different zoning contexts, for instance residential verses commercial or mixed-use zoning.

#### 2.3.4 Possible Application to the City of Yarra

The long term use of streetscape grading in the City of Melbourne to refine the application of heritage policy suggests that 'significant streetscapes' could have application in the City of Yarra, particularly in its historic commercial high streets.

In the City of Yarra, a similarly high threshold for identifying what would constitute a 'significant streetscape' should be applied and emphasis should be placed on streetscapes that provide a continuous and consistently high-quality heritage experience when viewed from the public realm. They should generally extend over more than two blocks and will read as a coherent and largely consistent streetscape.

The following criteria has been applied to identify significant streetscapes within the City of Yarra's historic high streets:

- The vast majority of buildings are 'contributory' or 'individually significant' with few 'not-contributory' buildings or intrusive developments.
- There is a high degree of consistency in terms of:
  - scale
  - setbacks
  - street wall height
  - architectural form and style.
- The streetscape consists of development from a similar construction period.
- The streetscape demonstrates a high level of intactness.
- Where 'not-contributory' buildings exist, these are generally not intrusive elements in the streetscape.
- There is a high level of architectural/aesthetic significance and/or architectural quality.
- The significant streetscape generally extends over more than two (2) complete blocks and reads as a coherent and largely consistent streetscape.

To retain the consistency of streetscape over longer lengths it is acknowledged that some individual blocks within a streetscape identified as 'significant' may not meet all the criteria identified above.

While highly desirable, we do not consider it necessary for a 'streetscape' designation to be identified in Council's Heritage Policy or Appendix 8 (as occurs in the City of Melbourne Heritage Places Inventory). In our



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view, it is appropriate for the significant streetscapes to be identified in the broader relevant precinct Statement of Significance and for built form controls proposed through the DDO to specifically address these considerations.

#### **2.3.5 Addressing 'Significant Streetscapes' in Victoria Street and Bridge Road**

In our view, it is appropriate for the significant streetscapes to be identified in the broader relevant precinct Statement of Significance and for built form controls proposed through the DDO to specifically address these considerations. It would also be highly desirable for the 'streetscape' designation to be identified in Council's Heritage Policy or Appendix 8 (as occurs in the City of Melbourne).

Having completed the detailed heritage analysis of Victoria Street and Bridge Road, it is considered that significant streetscapes exist along the south side of Bridge Road and these are discussed in greater detail within the precinct-by-precinct analysis in Part II of this report.

#### **2.3.6 Specific controls for Significant Streetscapes**

Those lengths of Bridge Road that are identified as being 'significant streetscapes' are more intact, extend over several blocks and therefore sensitive to change. It is our view that used sparingly, and applying an appropriately high threshold, 'significant streetscapes' justify the application of mandatory street wall height and upper level setback controls as the majority of proposals not in accordance with the mandatory provision are likely to have an unacceptable impact on the character and appearance of the heritage place and the quality of the streetscape meets the 'exceptional' test within PPN60.



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### 3. Heritage in Design and Development Overlays – Panel Findings

Planning Panels Victoria has recently considered eight Planning Scheme Amendments that are of relevance to this project: Banyule Amendment C93, Bayside Amendments C113, C114 and C115, Boroondara C108, Moreland Amendment C134, Melbourne Amendment C240 and Whitehorse Amendment C175.

These amendments considered the appropriateness of mandatory controls in the context of PPN59 and provide guidance in which circumstances they should be applied. In response to submissions they also considered the issue of whether or not the DDO control should include objectives to protect heritage or whether this should be the sole domain of the Heritage Overlay provisions.

These reports provide useful guidance on the form and wording of DDO controls. In summary, Panel has concluded that:

- The Heritage Overlay identifies what is significant within an Activity Centre.
- Heritage is an appropriate issue for DDOs to provide guidance on to inform future development.
- Mandatory controls should be used in exceptional circumstances and their application should be guided by PPN59 and PPN60.
- Formulae defining the proportion of new built form that can be viewed above the street wall is an appropriate mechanism for informing the design and massing of new built form.

The approach taken in the formulation of the built form controls to manage development affecting heritage places is to complement existing policy. Clause 22.02 - 'Development Guidelines for Sites Subject to the Heritage Overlay' and relevant parts of Clause 22.10 - 'Built Form and Design Policy' have been taken as the starting point for the development of these complementary controls and policy.

Where existing policy is considered to be satisfactory, no additional policy has been recommended; however, where additional policy is considered appropriate to inform appropriate development outcomes, these have been identified. Specific policy has been recommended where it is considered necessary to provide guidance to recognise the current role of these commercial strips and mixed use pockets and enable their future development while protecting their heritage values and streetscape character.

A discussion of the most relevant of these Panel reports – Moreland Amendment C134, Boroondara Amendment C108 and Whitehorse Amendment C175 – is provided below.

#### 3.1 Moreland Amendment C134

Sydney Road, Brunswick is a Major Activity Centre with highly intact, predominantly Victorian streetscapes covered by the Heritage Overlay. Sydney Road, Victoria Street and Bridge Road Activity Centres share common traits within their commercial cores including a tram route, a similar mix of historic and current uses, similar historic built form (predominantly two-storey Victorian-era or early twentieth-century commercial buildings), a high proportion of 'contributory' and 'individually significant' buildings with a high level of integrity, and similar existing street wall heights (generally between 8m and 11m). Sydney Road and Bridge Road have similar extents of heritage fabric.

The Statement of Significance for Moreland HO149 – Sydney Road Precinct<sup>1</sup> notes the precinct is of historical, architectural and social significance to the City of Moreland. It includes a number of close similarities with the Statement of Significance for HO310 – Bridge Road Precinct, including:

- Importance as a predominantly intact late 19th and early 20th century retail and commercial strip;
- Reflecting the considerable expansion and growth of the streets, and the suburbs as a whole, during the 19th century Boom period; and

<sup>1</sup> Retrieved from Victorian Heritage Database, 16 June 2017  
(<http://vhd.heritagecouncil.vic.gov.au/places/56076#sthash.7LcbbSlM.dpuf>)

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- Largely intact upper floor facades of the shops.

Gazetted on 11 August 2016, Moreland Amendment C134 introduced DDO18, DDO19 and DDO20. DDO18 set mandatory street wall heights on Sydney Road north of Brunswick Road of between 8m and 11m, which would be an appropriate precedent for the Bridge Road Activity Centre and parts of the Victoria Street Activity Centre given the similarities in their architectural form.

DDO18 also provides a preferred minimum 5m setback for development above the street wall and to establish a preferred ratio of  $\frac{1}{4}$  :  $\frac{3}{4}$  street wall to new built form through the following design objective:

- *Be designed to ensure that it occupies no more than one quarter of the vertical angle defined by the whole building in the view from an eye-level of 1.7 metres on the opposite side of the street, as illustrated in Figure 1 below.*



Figure 10. Upper level setbacks along Sydney Road (Figure 1 in Moreland DDO18, retrieved 2 June 2017).

DDO18 also provides a useful model for dealing with upper level development where the existing heritage building has a street wall height of less than the 11m street wall height provided in that control:

- *Where an existing building with a street wall height of less than 11 metres is to be retained for heritage reasons new development may occupy more than one quarter of the vertical angle defined by the whole building outlined in Figure 1 above.*

A similar approach can be adopted in the Victoria Street and Bridge Road contexts, which will allow for a greater degree of visibility of new built form above single-storey heritage buildings. This will provide an appropriate balance between heritage retention and the creation of a reasonable development envelope.

### 3.2 Boroondara Amendment C108

The Panel considering Boroondara Amendment C108 discussed the use of mandatory street wall height, upper level setbacks and overall heights across 31 Neighbourhood Activity Centres and three commercial corridors (Camberwell Road/Burwood Road and Canterbury Road).

In its report dated 26 February 2014 Panel noted its strong support for the protection of heritage assets in Boroondara and recommended reinstatement of policy in the exhibited Amendment that encouraged new development on or adjoining a heritage place to be moderated. In particular, the Panel recommended that policy guidance be included that:

*The combination of the height, setbacks and design treatment of new buildings should ensure a heritage place on or adjoining the site is not overwhelmed or dominated.*

The Panel also considered the use of mandatory height and setback controls, and recognised that the version of *Plan Melbourne* at that time foreshadowed stronger policy support for the use of mandatory provisions in neighbourhood centres (and residential areas) to increase planning certainty.

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The Panel report recognised that mandatory provisions that prescribed standards without a capacity for departures have been supported in areas of consistently high heritage value with consistent character. While acknowledging the heritage values and 'main street' character of the Neighbourhood Activity Centres subject to C108, the Panel also recognised that new development will be visible behind the retained façades – particularly from oblique views – and that invisibility of upper level development is either unreasonable or not necessary to achieve the primacy of the street wall.

In conclusion, the Panel accepted some use of mandatory controls within Boroondara's neighbourhood centres, but not in the commercial corridors:

*The Panel recognises that Plan Melbourne foreshadows stronger policy support for the use of mandatory provisions in neighbourhood centres (and residential areas) to increase certainty. The Panel considers the combination of the street wall and upper level setbacks is critical in neighbourhood centres to maintain the established main street character and in these situations mandatory controls can be justified. However, we consider development with elements that exceed the nominated height and/or adopt alternative setbacks should not be precluded as they may produce better outcomes in some circumstances. The overall maximum height limits should therefore remain discretionary to allow for such circumstances.*

It was the Panel's conclusion that mandatory street wall heights which reflected the dominant character of the neighbourhood centres were acceptable (either 8m or 11m, depending on the context). It also found that if mandatory upper level setbacks were to be adopted, they should be sufficient to ensure that in most cases the upper storey will be clearly distinguishable from the street wall of the heritage building and be a recessive element in neighbourhood centre streetscapes. To achieve this Panel identified 5m as being an appropriate mandatory minimum setback for upper level development in the context of Boroondara's neighbourhood activity centres.

### 3.3 Whitehorse Amendment C175

Whitehorse Planning Scheme Amendment C175 sought to implement the *Box Hill Metropolitan Activity Centre Built Form Guidelines* (Hansen Partnership, 2016) by rezoning land, introducing the Built Form Guidelines as a reference document and applying a new DDO Schedule to introduce built form controls. In its consideration of this amendment the Panel Report dated 6 October 2017 stated:

*The Panel would have benefited from a more sophisticated analysis of the heritage precinct that utilised three-dimensional modelling, sight lines and view-sheds to help understand the rationale for the proposed heritage related controls. Without this basic information, it is difficult to determine whether the proposed controls are appropriate...*

and concluded that in the absence of this modelling:

- *The Built Form Responses regarding Heritage should not proceed in their current form.*

The absence of three-dimensional modelling, and sight line and view-shed analysis in relation to those areas of the Box Hill Activity Centre that are subject to the Heritage Overlay appears to have been critical in Panel recommending that the proposed built form controls not be applied to address heritage.



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#### 4. Mandatory and Discretionary Height and Setback Controls

PPN59 notes that the VPPs are predominantly performance-based and that mandatory provisions are the exception. The PPN sets out a series of five criteria against which to test proposed mandatory provisions, being:

- Is the mandatory provision strategically supported?
- Is the mandatory provision appropriate to the majority of proposals?
- Does the mandatory provision provide for the preferred outcome?
- Will the majority of proposals not in accordance with the mandatory provision be clearly unacceptable?
- Will the mandatory provision reduce administrative costs?

While the Study Area is zoned C1Z and C2Z rather than Activity Centre Zone (ACZ), PPN60 still provides useful guidance on the application of height and setback controls within the Victoria Street and Bridge Road corridors and particularly the use of discretionary and mandatory controls. PPN60 establishes a threshold of 'exceptional circumstances' that may justify the use of mandatory height and setback controls, and notes that a number of Panels have confirmed that discretionary is the preferred form of control in an Activity Centre. The PPN identifies that:

*When appropriate maximum and minimum height and setback controls are identified, they should be included in the relevant planning scheme as discretionary controls with clear design objectives.*

*Mandatory height and setback controls (that is, controls that cannot be exceeded under any circumstance) will only be considered in exceptional circumstances.*

PPN60 identifies the following criteria for 'exceptional circumstances' that "...may be identified for individual locations or specific and confined precincts". These are (as relevant):

- *significant heritage places where other controls are demonstrated to be inadequate to protect unique heritage values*
- *sites of recognised State significance where building heights can be shown to add to the significance of the place, for example views to the Shrine of Remembrance...*

The Panels that considered Moreland Amendment C134 and Boroondara C108, provide further guidance on the application of mandatory street wall height and upper level setback controls along Victoria Street and Bridge Road. The Panels concluded that mandatory controls were appropriate for street wall heights along Sydney Road and in 31 neighbourhood centres in Boroondara and that mandatory upper level setbacks were appropriate in many of Boroondara's neighbourhood centres. It is our view that Sydney Road in particular shares similarities with the intact sections of Victoria Street and Bridge Road in terms of heritage fabric and streetscape characteristics.

The following policy settings have been applied to the application of mandatory and discretionary built form controls:

- For all buildings subject to the Heritage Overlay and within a *significant streetscape and individually significant buildings* outside of a significant streetscape it is proposed to apply:
  - Mandatory street wall setback
  - Mandatory upper level setback from front and side boundaries on key corner sites (to retain 3D form of heritage fabric)
  - Mandatory street wall height
  - Preferred upper level setback from a minor or side street elevation.
- For *contributory buildings or non-contributory buildings* subject the Heritage Overlay but outside of a significant streetscape it is proposed to apply:
  - Preferred street wall setback
  - Preferred upper level setback (to retain 3D form of heritage fabric)



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- Preferred street wall height
- Preferred upper level setback from a minor or side street elevation.
- For buildings that are not subject to the Heritage Overlay but are immediately adjacent to *individually significant* buildings or a *significant streetscape* it is proposed to apply:
  - Preferred street wall setback
  - Preferred upper level setback (to retain the visual prominence of the individually significant building or significant streetscape)
  - Preferred street wall height.

Further discussion around where mandatory and discretionary controls are considered appropriate in the context of the study area can be found in Part II and Part III of this report.

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### **Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations**

## **Part II: Heritage Analysis**

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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 5. Heritage Analysis

### 5.1 Precinct Boundaries

For the purposes of this project, the study area has been divided into seven (7) precincts (shaded in green with solid outline) and a series of 'mixed use / commercial pockets' (shaded in tan and bounded by dotted lines):

#### Victoria Street

Precinct 1: Victoria Street – West

Precinct 2: Victoria Street – Central

Precinct 3: Victoria Street – East

Precinct 4: Skipping Girl Vinegar

#### Bridge Road

Precinct 1: Bridge Road Heritage Streetscape

Precinct 2: Town Hall

Precinct 3: Bridge Road North East/East of Burnley

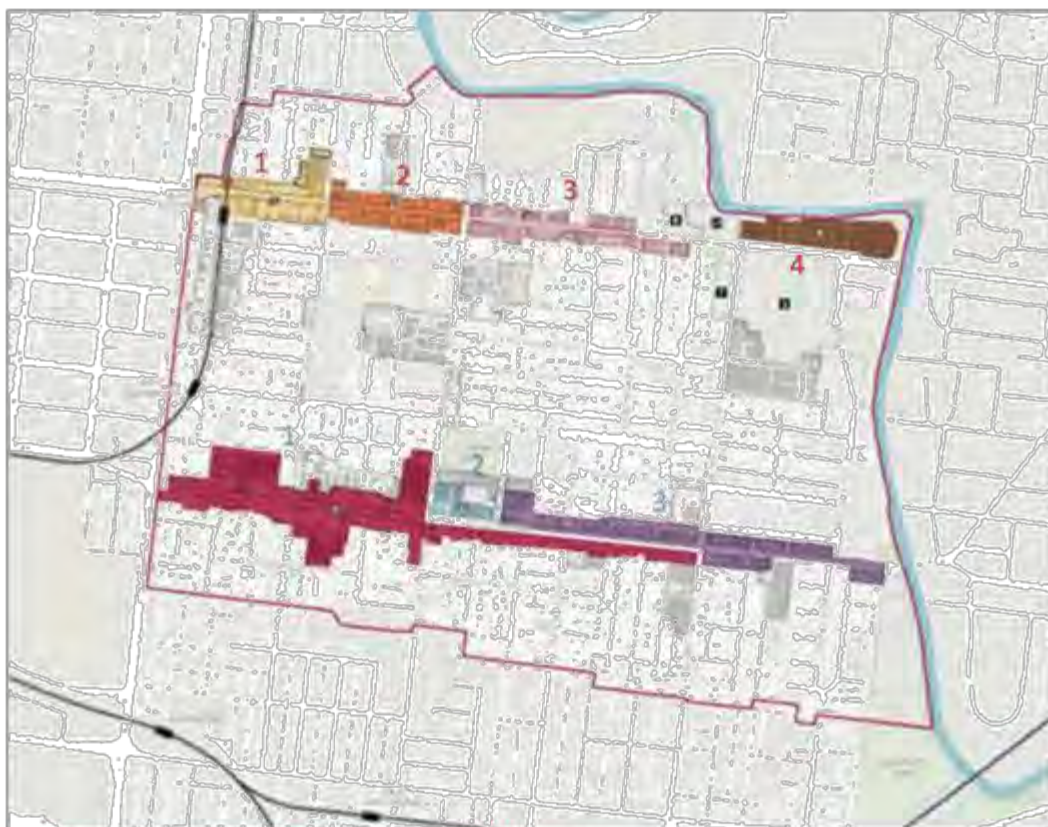


Figure 11. Precinct boundaries (©David Lock Associates, 12 May 2017)

Victoria Street precincts numbered in red.

Bridge Road precincts numbered in blue.

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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Following is an analysis of the heritage components and qualities of each of the 'High Street' study area precincts, including significant views and streetscapes found within the precincts. An analysis of future built form character considerations has been provided along with recommended built form parameters to appropriately manage heritage values.

The 'mixed-use pockets' are described and analysed separately under section 13 of this report.

### 5.2 Heritage Characteristics

Two storey shop / residence buildings are common to the City of Yarra's historic high streets and make up the majority of the streetscapes included within the Heritage Overlay along Victoria Street and Bridge Road. These buildings share the same typical characteristics across the precincts and mixed-use pockets, which include:

- Attached terraced construction
- Masonry construction with less than 40% of the upper level street wall face comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with solid parapets, open balustrades or more elaborate gables
- No setback from the street boundary
- Early or altered shop fronts taking up the majority of the ground floor
- Verandahs or later canopies, particularly on the south side of the street
- Visible chimneys normally set back between 3m and 4m from the front of the building.



**Figure 12.** Two-storey shop/residence showing the typical relationship between solid (walls) and void (windows) on the front façade. The grey shaded area is the first-floor façade wall with light grey shaded windows making up less than 40% of the wall area parapet (excluding the parapet, gable or balustrade), and the yellow shaded shopfront glazing and entrance door occupies the majority of the ground floor façade.



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**Figure 13.** Roof plan (©nearmap, 9 Aug 2017) showing the typical location of chimneys at the centre of each of the front two rooms on the party wall i.e. approx. 3.5m and 8.5m back from the front façade



- Visible chimneys
- Visible roof
- Parapet with pediment or balustrade
- Masonry (brick or render) upper walls with windows making up less than 40% of the wall area
- Verandah or canopy
- Glazed shopfront
- Splayed corner
- Return façade

**Figure 14.** Two-storey shop/residence with return façade on a major intersection

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Figure 15. Grand shop/residence

- Visible chimney
- Elaborate parapet with balustrading and pediments
- Elaborate architectural detail and window surrounds
- Masonry (brick or render) upper walls with windows making up less than 40% of the
- Verandah or canopy
- Glazed shopfront



Figure 16. Simple (modest) shop / residence

- Visible chimney
- Simple parapet
- Simple detailing
- Plain elevation to side street
- Masonry (brick or render) upper walls with windows making up less than 40% of the wall area
- Verandah or canopy
- Glazed shopfront

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Figure 17. Major commercial buildings (bank or hotel)

- Visible chimneys
- Elaborate parapet with balustrading and pediments
- Elaborate architectural detail and window surrounds
- Masonry (brick or render) ground floor and upper walls with windows making up less than 40% of the wall area
- Corner location



Figure 18. Industrial buildings

- Visible roof
- Gables or stepped or flat parapet
- Limited decoration
- Masonry (brick or render) upper walls with windows making up less than 40% of the wall area
- Large inter-floor height
- Large openings to ground floor



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## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

### Victoria Street, Abbotsford/Richmond

#### 6. Precinct 1 – Victoria Street – West

##### 6.1 Description

Precinct 1 (Victoria Street – West) runs along Victoria Street between Hoddle Street to the west and Lennox and Nicholson Streets to the east. It is an exclusively commercial precinct and is bisected by the railway overpass and North Richmond Station at the precinct's western end. The precinct is made up predominantly of two-storey shops with residences over dating from the late nineteenth century to the mid-twentieth century and a small number of single-storey shops dating from the same period. Architecturally these rendered or face-brick buildings are generally modest and less elaborately decorated than the commercial buildings associated with other Yarra High Streets such as Brunswick Street, Swan Street, Bridge Road or Smith Street. The only substantial contemporary development is the four-storey mixed use 'The Hive' complex at the corner of Victoria and Nicholson Streets, which extends north up Nicholson Street.

To the south of Victoria Street, between Butler Street and Little Butler Street and west of Shelley Street, are one and two-storey factory and warehouse buildings dating from the late nineteenth to late twentieth centuries. Generally of brick construction with profiled steel roofing, some have a typical industrial saw-tooth roof forms.

The typical 20m wide carriageway of Victoria Street (including the footpaths) widens significantly west of the railway overpass and measures approx. 50m in width at the intersection of Victoria and Hoddle Streets and approx. 30m at the intersection of Victoria and Regent Street. The large Victoria Street Gateway arch and associated sculpture erected in 2014 to commemorate Vietnamese immigrants is located within the traffic island disrupting some views across the street.



Figure 19. Zoning map – Victoria Street between Hoddle Street and Lennox and Nicholson Streets – Precinct 1 outlined in yellow (Planning Maps Online, accessed 20 Nov 2017)



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## 6.2 Heritage Status

### 6.2.1 Existing Conditions

Precinct 1 includes two reasonably intact rows of shop residences: numbers 233-251 on the north side of Victoria Street (HO444), and numbers 68-120 on the south side of Victoria Street (HO408). The precinct also includes a number of 'individually significant' buildings including former hotels and banks of the Victorian and Edwardian eras. The buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Attached or terraced construction
- Masonry construction with less than 40% of the first floor street wall face comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Victoria Street
- Early or altered shop fronts to the ground floor
- Verandahs or later canopies on the south side of Victoria Street
- Visible chimneys.

There are few, if any, buildings that are not included on the Heritage Overlay within Precinct 1 which are recognisable to their late nineteenth or early twentieth century forms.



**Figure 20.** Heritage Overlay map – Victoria Street between Hoddle Street and Lennox and Nicholson Streets – Precinct 1 outlined in yellow (Planning Maps Online, accessed 20 Nov 2017)

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**Figure 21.** North side of Victoria Street (nos 231-251 -within HO444)



**Figure 22.** North side of Victoria Street (the former National Bank, 261 Victoria Street (HO54) in the centre of the image)



**Figure 23.** South side of Victoria Street (HO408 commencing at 68 Victoria Street at the right of the image)

In summary, the existing heritage status for Precinct 1 is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO53	Former State Saving Bank	231 Victoria Street	Individually significant	1884
HO54	Former National Bank	261 Victoria Street	Individually significant	1887
HO55	Shops	275-277 Victoria Street	Individually significant	1886
HO56	Shop	295 Victoria Street	Individually significant	1865
HO57	Shops	297-301 Victoria Street	Individually significant	1880

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HO416	Quint Café (former Duke of Albany Hotel)	323-325 Victoria Street	Individually significant	1880-1930
<b>Precinct Heritage Overlays</b>				
<i>Heritage Overlay</i>	<i>Name</i>	<i>Address</i>	<i>Appendix 8 grading</i>	<i>Date</i>
HO408	Victoria Street Precinct	68-120 Victoria Street	Contributory except: No. 70 and 82 - not contributory Nos. 92-94 - individually significant	1850-1915
HO444	Victoria Street West Precinct	233-251 Victoria Street	All contributory	1875-1885

#### 6.2.2 Recommended Changes

There are no changes recommended to the heritage controls for Precinct 1. However, it is recommended that the Statement of Significance for the precinct and site-specific Heritage Overlays be updated to accurately capture the important heritage features of the various places. Refer to the Heritage Assessments report (GJM Heritage, June 2018) for the further detail.

for further detail), namely:

- Victoria Street Precinct, 68-120 Victoria Street (HO408)
- Victoria Street West Precinct, 233-251 Victoria Street (HO444)
- Savings Bank, 231 Victoria Street, Abbotsford (HO53)
- National Bank of Australasia, 261 Victoria Street, Abbotsford (HO54)
- Lambeth Buildings, 275-277 Victoria Street, Abbotsford (HO55)
- 295 Victoria Street, Abbotsford (HO56)
- 297-301 Victoria Street, Abbotsford (HO57)
- Quint Café/Former Duke of Albany Hotel, 323-325 Victoria Street, Abbotsford (HO416)

### 6.3 Zoning

#### 6.3.1 Existing Conditions

The land within Precinct 1 is included within the C1Z, C2Z, MUZ, Public Use Zone – Transport (PUZ4) and Road Zone – Category 1 (RDZ1).

#### 6.3.2 Recommended Changes

There are no changes recommended to the zoning within Precinct 1.

### 6.4 Key views

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within Precinct 1.

### 6.5 Significant Streetscapes

Due to the relatively short lengths of streetscape subject to the Heritage Overlay within Precinct 1 no streetscapes are considered to be 'significant'.



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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 6.6 Potential Future Character Considerations

Precinct 1 contains two lengths of highly intact and consistent two-storey Victorian/early Edwardian-era commercial streetscapes, and six individually significant buildings or small rows of 'individually significant' shop/residences. The Heritage Overlay will ensure the retention of all 'contributory' and 'individually significant' buildings. Within the land subject to the Heritage Overlay, new infill development opportunities are limited to two 'not-contributory' sites at numbers 70 and 82 Victoria Street. Infill development on these two sites should reflect the existing consistent street wall with new built form constructed to the street boundary with a street wall height no higher than the predominant two (Victorian-era) storeys. Single-storey development should be discouraged. Infill facades should respect the materiality and relationship between solid and void established by the 'contributory' and 'individually significant' buildings.

Any new upper-level development within the Heritage Overlay should be set back from the street wall to retain the low-scale, High Street character of the commercial strip and to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Victoria Street.

The significant widening of Victoria Street between Hoddle Street to the west and the railway overpass to the east will result in increased visibility of upper level development at 231-251 Victoria Street, although the large Victoria Street Gateway arch partially disrupts this view, particularly towards the intersection with Hoddle Street. In response to the increased width of the street in this location it should be accepted that a higher proportion of upper level development will be visible than would be anticipated in the more typical 20m wide sections of Victoria Street.

Development on sites immediately adjacent to heritage properties on Victoria Street (i.e. properties that are not subject to the Heritage Overlay themselves) should respect the existing height of the neighbouring 'contributory' or 'individually significant' building façade, and upper level development should be set back to retain the prominence of the adjacent heritage street wall.

#### 6.7 Recommended Built Form Parameters

A DDO should apply to those parts of Precinct 1 that are subject to, or immediately abut, the Heritage Overlay to ensure heritage fabric is appropriately managed and new built form is respectful of the heritage context.

The DDO applied to properties within the Heritage Overlay should ensure new built form protects the existing two-storey character of the High Street, and particularly the highly intact rows of commercial terraces within HO408 and HO444. These controls should also apply to HO15 - Former Robert Reid Clothing Factory (2 Hoddle Street, Abbotsford) as this 'individually significant' building facing Hoddle Street forms part of the intact group that includes HO53 and HO444.

The DDO should:

- Adopt a street wall height for infill development that reflects the established two (Victorian-era) storey scale of the precinct and discourages single-storey infill development.
- Ensure zero setback from the Victoria Street boundary for infill development.
- Ensure that the heritage buildings remain prominent within the Victoria Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Retain the visual prominence of the return façades of buildings that address both Victoria Street and Hoddle, Ferguson, James, Park, Shelley, Charles and Nicholson Streets.
- Retain chimneys visible from the public realm.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric on Victoria Street by requiring that new upper-level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of Victoria Street (except for 231-251 Victoria Street)



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- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric by requiring that new upper-level built form at 231-251 Victoria Street occupies no more than one third of the visible built form when viewed from the south side of Victoria Street.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

A DDO should be applied to land in Precinct 1 immediately adjacent to properties on the Heritage Overlay. The DDO should:

- Encourage street wall and upper-level setbacks to match those of the adjacent heritage place from the Victoria Street boundary.
- Encourages the street wall height to not exceed that of the façade of the adjacent heritage building.
- Ensures appropriate transitions to the two-storey adjacent heritage fabric of HO41 (Phillips House, 1 Park Street, Abbotsford) and HO503 (former Commercial Stables and Hitching Posts, 2 James Street, Abbotsford).

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 7. Precinct 2 – Victoria Street – Central

### 7.1 Description

Precinct 2 (Victoria Street – Central) runs along Victoria Street between Lennox and Nicholson Streets to the west and Church Street to the east. Like Precinct 1, Precinct 2 is an exclusively commercial precinct. The precinct is made up predominantly of single and two-storey commercial buildings dating from the late nineteenth century to the mid-twentieth century along with an at-grade car park on the corner of Victoria and Nicholson Street.

The periods and style of the buildings within this precinct vary greatly with a large complex dating from the 1980s in a Post-modern style dominating the southern side of Victoria Street. There is less consistency in the street wall height with a higher proportion of single-storey retail buildings, some with tall parapets. No building within Precinct 2 currently exceeds two-storeys in height, however a planning permit has been issued for the construction of an eight-storey building at the northwest corner of the intersection of Victoria and Nicholson Streets (329 Victoria Street).



Figure 24. Zoning map – Victoria Street between Lennox / Nicholson Streets and Church Street – Precinct 2 outlined in orange (Planning Maps Online, accessed 20 Nov 2017)

### 7.2 Heritage Status

#### 7.2.1 Existing Conditions

Precinct 2 includes a short row of four late-Victorian terraced shop/residences at 371-377 Victoria Street (HO58) and the former Collingwood East Hotel at 385 Victoria Street (HO59) that are included on the Heritage Overlay. All these buildings are identified as being 'individually significant'.

These buildings generally demonstrate the following characteristics:

- Attached or terraced construction
- Masonry construction with less than 40% of the street wall face comprised with openings such as windows and doors

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- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Victoria Street
- Early or altered shop fronts to the ground floor
- Visible chimneys.



Figure 25. Heritage Overlay map – Victoria Street between Lennox / Nicholson Streets and Church Street – Precinct 2 outlined in orange (Planning Maps Online, accessed 20 Nov 2017)



Figure 26. 371-377 Victoria Street (HO58)



Figure 27. 385 Victoria Street (HO59)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

In summary, the existing heritage status for Precinct 2 is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO58	Shops	371-377 Victoria Street	Individually significant	1890
HO59	Former Collingwood East Hotel	385 Victoria Street	Individually significant	1873
Precinct Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
None	-	-	-	-

#### 7.2.2 Recommended Changes

There are no changes recommended to the heritage controls for Precinct 2. However, it is recommended that the Statement of Significance for the two Heritage Overlays (371-377 Victoria Street, Abbotsford (HO58) and the Former East Collingwood Hotel, 385 Victoria Street, Abbotsford (HO59)) be updated to accurately capture the important heritage features of the places. Refer to the Heritage Assessments report for further detail.

### 7.3 Zoning

#### 7.3.1 Existing Conditions

The land within Precinct 2 is included within the C1Z and RDZ1.

#### 7.3.2 Recommended Changes

There are no changes recommended to the zoning within Precinct 2.

### 7.4 Key views

Immediately east of Precinct 2 a primary view of the belfry and spire of St Ignatius Church is provided from the tram stop immediately south of the intersection of Victoria and Church Streets. This view is protected by the road reserve.



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**Figure 28.** View south down Church Street from the tram stop at the intersection of Church and Victoria Streets (© City of Yarra, Dec 2017).

#### 7.5 Significant Streetscapes

There are no continuous lengths of streetscape covered by the Heritage Overlay and therefore there are no streetscapes that could be considered 'significant'.

#### 7.6 Potential Future Character Considerations

Precinct 2 contains two Heritage Overlays: one covering a short row of identical shop/terraces at 371-377 Victoria Street, and the other covering the former Collingwood East Hotel at 385 Victoria Street. Both these Heritage Overlays are within the same block between Little Lithgow Street in the west and Lithgow Street in the east. The heavily altered single-storey warehouse/showroom at 379-381 Victoria Street located between the two Heritage Overlays is the only site that may potentially have an impact on these two Heritage Overlays. New development on this site should not exceed the street wall height established by the parapet of 371-377 Victoria Street (approx. 10.5m).<sup>2</sup>

Any new upper-level development within the two Heritage Overlays or on the adjoining infill site should be set back from the street wall to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the Victorian-era buildings when viewed from the opposite side of Victoria Street.

Development on the north side of Victoria Street between Little Nicholson and Albert Streets (343 to 395 Victoria Street) that immediately adjoins HO339 (William Street Precinct, Abbotsford) will need to be massed to provide a sensitive transition to the predominantly single-storey character of this abutting residential precinct.

Development on the remainder of Precinct 2 will not have any impact on heritage places.

#### 7.7 Recommended Built Form Parameters

A DDO should apply to the land between Little Lithgow Street and Lithgow Street, fronting Victoria Street. The DDO should ensure new built form protects the existing two-storey heritage character of the block by:

- Adopting a street wall height for infill development at 379-381 Victoria Street that reflects the established two (Victorian-era) storey scale of the adjacent buildings and discourages single-storey infill development.
- Ensuring zero setback from the Victoria Street boundary for infill development.
- Ensuring that the heritage buildings remain prominent within the Victoria Street streetscape and that they retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will

<sup>2</sup> Building heights estimated from Google Earth Pro.

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require new upper-level development to be set back from the street wall and for redevelopment of the heritage buildings to respect the existing inter-floor heights of the heritage fabric.

- Retaining the visual prominence of the return façade of the former Collingwood East Hotel that addresses both Victoria Street and Lithgow Street.
- Retaining chimneys visible from the public realm.
- Ensuring that new development within the Heritage Overlay does not visually dominate the existing heritage fabric by requiring that new upper-level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of Victoria Street.
- Ensuring that any upper level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

A DDO should apply to land on the north side of Victoria Street between Nicholson and Albert Streets (numbers 329 and 395) and on 2 Nicholson Street that:

- Ensures appropriate transitions to the predominantly single-storey adjacent heritage fabric of HO339 (William Street Precinct).

# Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

### 8. Precinct 3 – Victoria Street – East

#### 8.1 Description

On the northern side of Victoria Street, Precinct 3 (Victoria Street – East) runs between Church Street to the west and Grosvenor Street to the east. On the southern side of Victoria Street, Precinct 3 runs between Church Street to the west and to the extent of the commercial and mixed use zoned land to the east (see Figure 29). Although Precinct 3 is predominantly occupied by commercial properties, it becomes increasingly residential in character at the eastern end. The precinct is made up of a wide range of building types – including late-nineteenth century single-storey shops and two-storey shop residences, twentieth century commercial buildings, former factories and warehousing, multi-storey apartment buildings, Victorian and Edwardian-era terraced and detached housing, and late twentieth century townhouses. The periods and styles of the buildings within this precinct vary greatly from Victorian and Edwardian architectural styles to utilitarian and Functionalism buildings of the twentieth century, Post-modern-style townhouse development, and contemporary multi-storey development at the eastern end. Like Precinct 2, there is less consistency in the street wall height with a higher proportion of single-storey commercial buildings. Building heights range from single-storey to six-storeys (486 Victoria Street). A number of sites have at-grade car parking addressing Victoria Street.

The western end of the precinct has some fine-grained retail and commercial buildings as well a row of former residences at 314-326 Victoria Street. Larger sites with former industrial and warehouse uses are found on the northern side of Victoria Street. On the south side of Victoria Street, east of Johnson Street, the building stock is a mixture of detached and semi-detached houses with more recent townhouse development. Opposite the eastern end of Precinct 4 are recent mixed-use developments of up to eleven-storeys in height.

The land to the north of Precinct 3 is a mixture of low-scale residential development and industrial buildings, which are dominated by the large Carlton and United Brewery Complex. The land south of Precinct 3 is low-scale residential in character.



Figure 29. Zoning map – Victoria Street between Church and Burnley Streets – Precinct 3 outlined in red (Planning Maps Online, accessed 20 Nov 2017)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 8.2 Heritage Status

### 8.2.1 Existing Conditions

Precinct 3 includes the short row of four late-Victorian terraced shop/residences at 459-465 Victoria Street (HO60) and the five terraced houses that make up Byrne's Arcade Terrace, 318-326 Victoria Street (HO290). The other properties subject to the Heritage Overlay within Precinct 3 are individual buildings: a house immediately adjacent to Byrne's Terrace Arcade at 316 Victoria Street (HO289); a shop at 511 Victoria Street (HO61); the Terminus Hotel, 605 Victoria Street (HO62); and the former Simpson's Glove Factory at 488-496 Victoria Street (HO291). All these buildings are identified as 'individually significant'.

These commercial buildings generally demonstrate the following characteristics:

- Attached or terraced construction
- Masonry construction with less than 40% of the street wall face comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with hipped roofs
- No setback from Victoria Street
- Early or altered shop fronts to the ground floor (to shop/residences at 371-377 Victoria Street)
- Visible chimneys.

The residential buildings generally demonstrate the following characteristics:

- Attached or terraced construction with no side setbacks
- Masonry construction with less than 40% of the street wall face comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- Two-storey verandahs
- Consistent small setback from Victoria Street of approx. 6m-6.5 with gardens
- Visible chimneys.



# Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



Figure 30. Heritage Overlay map – Victoria Street between Church and Burnley Streets – Precinct 3 outlined in red (Planning Maps Online, accessed 20 Nov 2017)



Figure 31. 316 Victoria Street (HO289)



Figure 32. 318-326 Victoria Street (HO290)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



Figure 33. 459-465 Victoria Street (HO60)

In summary, the existing heritage status for Precinct 3 is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO60	Shops	459-465 Victoria Street	Individually significant	1890
HO61	Shop	511 Victoria Street	Individually significant	1860
HO62	Terminus Hotel, former Bricklayers Arms Hotel	605 Victoria Street	Individually significant	1866, 1830s
HO289	House	316 Victoria Street	Individually significant	1885
HO290	Byrne's Arcade Terrace	318-326 Victoria Street	Individually significant	1879
HO291	Former Simpson's Glove Factory	488-496 Victoria Street	Individually significant	1920
Precinct Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
None	-	-	-	-

### 8.2.2 Recommended Changes

There are no changes recommended to the heritage controls for Precinct 3. However, it is recommended that the Statement of Significance for the Heritage Overlays be updated to accurately capture the important heritage features of the places (refer to the Heritage Assessments report for further detail), namely:

- 459-465 Victoria Street, Abbotsford (HO60)
- 511 Victoria Street, Abbotsford (HO61)
- Former Brickmakers Arms Hotel, 605 Victoria Street, Abbotsford (HO62)
- 316 Victoria Street, Richmond (HO289)
- Byrne's Arcade Terrace, 318 Victoria Street, Richmond (HO290)
- Simpson's Glove Factory, 488-496 Victoria Street, Richmond (HO291)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 8.3 Zoning

##### 8.3.1 Existing Conditions

The land within Precinct 3 is included within the C1Z, C2Z, MUZ, General Residential Zone – Schedule 2 (GRZ2) and RDZ1.

##### 8.3.2 Recommended Changes

There are no changes recommended to the zoning within Precinct 3.

#### 8.4 Key views

Immediately west of Precinct 3 a primary view of the belfry and spire of St Ignatius Church is provided from the tram stop immediately south of the intersection of Victoria and Church Streets. This view is protected by the road reserve (see Figure 28).

A primary view of the Skipping Girl Vinegar sign is provided from the southern side of the intersection of Leslie and Victoria Streets towards the eastern end of Precinct 3. This view is protected by the road reserve, which widens east of Davison Street.



Figure 34. View of the Skipping Girl Sign from the intersection of Leslie and Victoria Streets (© Ethos Urban).

#### 8.5 Significant Streetscapes

There are no continuous lengths of streetscape covered by the Heritage Overlay and therefore there are no streetscapes that could be considered 'significant'.

#### 8.6 Potential Future Character Considerations

Precinct 3 contains isolated Heritage Overlays with no sense of heritage 'streetscape'.

Any new upper-level development behind retained front sections of buildings within the Heritage Overlay should be set back from the street wall (or from the primary facade in the case of the residential terraces at 316-326 Victoria Street) to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Victoria Street.

Development on sites immediately adjacent to properties on Victoria Street that are subject to the Heritage Overlay should respect the existing height of the neighbouring 'individually significant' building's façade, and upper-level development should be set back to retain the prominence of the heritage street wall.

Development that immediately adjoins HO3 (former Grosvenor Common School, 2-4 Bond Street, Abbotsford (VHR H0654), HO320 (Fairchild Street Precinct, Abbotsford), HO325 (Kennedy Street Precinct, Richmond),



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HO363 (Cole's Paddock Estate, Richmond) and HO459 (Wells Street Precinct, Richmond) will need to be massed to provide a sensitive transition to the predominantly single-storey character of these precincts.

Development on the remainder of Precinct 3 will not have any impact on heritage places. The land within Precinct 3 on the south side of Victoria Street between Johnson and Lesley Streets is zoned GRZ and therefore development will be limited to a height of 9m in accordance with Schedule 2 to the GRZ. Development of this scale will not adversely affect the heritage values of either HO325 (Kennedy Street Precinct, Richmond) or HO363 (Cole's Paddock Estate, Richmond).

### 8.7 Recommended Built Form Parameters

A DDO should apply to those parts of Precinct 3 subject to the Heritage Overlay. The DDO should:

- Ensure that the heritage buildings remain prominent within the Victoria Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall or facade and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Retain the visual prominence of the return façades of heritage buildings at the intersection of Victoria Street with Fairchild, Flockhart and Thompson Streets.
- Retain chimneys visible from the public realm and ensure development is set back behind these.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric by requiring that new upper-level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of Victoria Street.
- Ensures that any upper level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Recognises the low-scale, fine grain heritage form of HO320 (Fairchild Street Precinct, Abbotsford), HO325 (Kennedy Street Precinct, Richmond) and HO363 (Cole's Paddock Estate, Richmond) and ensures appropriate transitions from development of adjacent buildings on the Heritage Overlay to the predominantly single-storey adjacent heritage fabric.

A DDO should be applied to land in Precinct 3 that is immediately adjacent to properties on the Heritage Overlay which:

- Encourages street wall/façade setbacks to match those of the adjacent heritage place from the Victoria Street boundary.
- Encourages the street wall height to not exceed that of the adjacent heritage building on Victoria Street.
- Recognises the low-scale, fine grain heritage character of HO320 (Fairchild Street Precinct, Abbotsford), HO325 (Kennedy Street Precinct, Richmond), HO363 (Cole's Paddock Estate, Richmond) and HO459 (Wells Street Precinct, Richmond) and ensures appropriate transitions to the predominantly single-storey adjacent heritage fabric.



# Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

### 9. Precinct 4 – Skipping Girl Vinegar

#### 9.1 Description

Precinct 4 (Skipping Girl Vinegar) runs along the north side of Victoria Street between Burnley Street to the west and the Yarra River Trail to the east. Precinct 4 is occupied by a small number of buildings and current development sites ranging from the former Alma Woolworks Complex dating to the 1860s, Interwar period factory buildings, to a contemporary twelve-storey apartment complex (Acacia Place) at 677 Victoria Street. The precinct does not display any consistency of built form, architectural style or period of construction. A number of sites have at-grade car parking addressing Victoria Street.

Opposite this precinct is the Victorian Gardens retail and entertainment complex.

A ten-storey building is currently being developed at 647-649 Victoria Street (PLN15/0643). The precinct includes 675 Victoria Street and the rear of 651, 655 and 661 Victoria Street, which are included on the Heritage Overlay in full or in part.

West of Precinct 4 (but not included within the extent of Precinct 3) there are large sites on the north side of Victoria Street between Flockhart Street to the west and Waltham Street to the east. The nine-storey Yarra Gardens development at 609-617 Victoria Street has been constructed, and the eleven-storey Park House development at 627 Victoria Street has been approved (DP1500043). The developments at 627 and 647-649 Victoria Street that are still to be constructed may have an impact on key views to the Skipping Girl Vinegar sign, but information has not been provided to allow this to be fully assessed.



Figure 35. Zoning map – Victoria Street between Burnley Street and the Yarra River – Precinct 4 outlined in brown (Planning Maps Online, accessed 20 Nov 2017)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 9.2 Heritage Status

### 9.2.1 Existing Conditions

Precinct 4 includes the Skipping Girl Vinegar neon sign which is included on the VHR (H2083), as well as a number of buildings with individual Heritage Overlays – the largest of which is the former Alma Woolworks Complex (HO63).

The commercial/former industrial buildings generally demonstrate the following characteristics:

- Masonry construction with less than 40% of the street wall face comprised with openings such as windows and doors
- Face brick façades with rendered Moderne detailing
- Parapeted front facades with flat, hipped or sawtooth roofs
- No setback from Victoria Street.

The mid-nineteenth century residence and woolstore within the former Alma Woolworks Complex that are visible from Victoria Street demonstrate the following characteristics:

- Freestanding structures
- Masonry construction with less than 40% of the street wall face comprised with openings such as windows and doors
- Bluestone walls with stucco render to the former dwelling
- Hipped roofs of corrugated steel or slate
- Wraparound verandah to the former dwelling
- Former dwelling set back from Victoria Street
- Former woolstore built to the Victoria Street boundary
- Visible chimneys.



**Figure 36.** Heritage Overlay map – Victoria Street between Burnley Street and the Yarra River – Precinct 4 outlined in brown (Planning Maps Online, accessed 20 Nov 2017)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



**Figure 37. Former Alma Woolworks Complex, 661 Victoria Street (HO65)**

In summary, the existing heritage status for Precinct 4 is:

Victorian Heritage Register				
VHR No.	Name	Address	Heritage Overlay	Date
H2083	Skipping Girl Neon Sign	651-653 Victoria Street	HO353	1970
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO63	Former Crusader Plate Building	651-653 Victoria Street	Individually significant	1937
HO64	Former Handley & Tilley Building	655 Victoria Street	Individually significant	1929
HO65	Former Alma Woolworks Complex	661 Victoria Street	Individually significant	1861 onwards
Precinct Heritage Overlays				
None				

#### 9.2.2 Recommended Changes

**Former Handley & Tilley Building, 655-657 Victoria Street & Former Crusader Plate Building, 651 Victoria Street (Figure 38)**

The building occupying the land at 657 Victoria Street is the eastern wing of the Moderne former Handley & Tilley Building. The central part of the building (at 655 Victoria Street) is included in the Heritage Overlay as HO64 while the western wing of the building is mapped within the extent of HO63 (former Crusader Plate Building).

The Statement of Significance for the former Handley & Tilley Building refers to the central three-storey section and both flanking two-storey wings (Building Citation, 1998). These wings are clearly integral to the heritage values of the place. It is recommended that the boundaries of HO63 and HO64 are amended to appropriately capture the heritage fabric of the two separate buildings. Refer to the Heritage Assessments report for further detail.



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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



**Figure 38.** 651-657 Victoria Street (©google, Feb 2017)

In addition, it is recommended that the Statement of Significance for the former Handley & Tilley (HO63), the former Crusader Plate Building (HO64) and the Former Alma Woolworks Complex, 661-663 Victoria Street (HO65) are updated to accurately capture the important heritage features of these locally significant places (refer to the Heritage Assessments report for further detail).

### 9.3 Zoning

#### 9.3.1 Existing Conditions

The land within Precinct 4 is included within the C1Z.

#### 9.3.2 Recommended Changes

There are no changes recommended to the zoning within Precinct 4.

### 9.4 Key views

Primary views of the Skipping Girl Vinegar sign are afforded from the south side of the intersection of Burnley and Victoria Streets from the west (Figure 40) and from the south side of Victoria Bridge (VHR H0374) at the entrance to the City of Yarra from the east (Figure 41). A secondary view is provided from the intersection of River Boulevard and Victoria Street (Figure 42).

Development on the former Handley & Tilley site could adversely affect key views of the Skipping Girl Vinegar sign.



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



**Figure 39.** Aerial photograph showing the Skipping Girl Vinegar sign (red star) with primary views in solid red arrows and a secondary view in open red arrow (©nearmap, 10 October 2017)



**Figures 40 & 41.** Left: Skipping Girl Vinegar sign from the intersection of Victoria and Burnley Streets  
Right: Skipping Girl Vinegar sign from the entrance to the City of Yarra (Victoria Bridge)  
(©City of Yarra, Dec 2017)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



**Figure 42.** Secondary view of the Skipping Girl Vinegar sign from the intersection of River Boulevard and Victoria Street (© Ethos Urban)

#### 9.5 Significant Streetscapes

There are no continuous lengths of streetscape covered by the Heritage Overlay and therefore there are no streetscapes that could be considered 'significant'.

#### 9.6 Potential Future Character Considerations

Precinct 4 contains a small group of Interwar factory buildings, one on which the Skipping Girl Vinegar sign is located. The precinct also contains the former Alma Woolworks Complex dating back to the 1860s. The remainder of the precinct is made up of contemporary buildings of up to 12-storeys or current and future development sites.

Any new upper-level development behind retained front sections of buildings on the Heritage Overlay should be set back from the street wall to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the nineteenth century and Interwar period buildings when viewed from the opposite side of Victoria Street. All development within the precinct, particularly that on the former Handley & Tilley site, should consider the impact on views of the Skipping Girl Vinegar sign. New development within the former Alma Woolworks Complex should enable the heritage buildings to be read as freestanding elements and be adequately setback from these buildings.

#### 9.7 Recommended Built Form Parameters

Consideration should be given to applying a DDO to the Former Crusader Plate Building (HO63) and the Former Handley & Tilley Building (HO64) that:

- Ensures the heritage buildings remain prominent within the streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Ensures that new development within the Heritage Overlay does not visually dominate the existing heritage fabric by requiring that new upper-level built form occupies no more than one half of the visible built form when viewed from the opposite side of Victoria Street.
- Ensures that any upper-level development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

Consideration should be given to applying a DDO to the former Alma Woolworks Complex (HO65) that:

- Requires the retention of roofs and chimneys on the dwelling within the former Alma Woolworks buildings where visible from the public realm.

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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

- Encourages new development within the Alma Woolworks complex to be set back from the heritage buildings and structures so that the heritage buildings read as freestanding structures.
- Ensures that infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

Consideration should be given to applying a DDO to all land in Precinct 4 which:

- Requires that new development does not reduce the visibility of the Skipping Girl Vinegar sign when viewed from the key viewing points identified from the west (south side of the intersection of Burnley and Victoria Streets) and east (entrance to the City of Yarra on the south side of Victoria Bridge).



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## Bridge Road, Richmond

### 10. Precinct 1 – Bridge Road – Heritage Streetscape

#### 10.1 Description

Precinct 1 (Bridge Road – Heritage Streetscape) runs along Bridge Road between Hoddle Street/Punt Road to the west, and Church Street on the northern side of Bridge Road and Burnley Street on the southern side to the east. It is an exclusively commercial precinct. The precinct is made up predominantly of two-storey buildings with shops on the ground floor and residences on the upper level(s) dating from the late nineteenth century to the mid-twentieth century, as well as a smaller number of single-storey shops dating from the same period. The facades of these buildings are generally rendered or face-brick buildings with parapets. These are interspersed with a small number of single-storey warehouse/showroom buildings on wider blocks.

East of Church Street the carriageway of Bridge Road widens from approx. 20m wide to approx. 30m wide.

The precinct includes five major intersections: Hoddle Street at the western end, Lennox Street, Church Street, Coppin Street and Burnley Street at the east end. The 'individually significant' two-storey Napier Hotel occupies the southeast corner of the intersection of Bridge Road and Hoddle Street. The intersection of Bridge Road and Lennox Street has 'individually significant' buildings on the northwest, southwest and southeast corners including the Toole's Building – the three-storey scale of which is unusual in the context of Bridge Road. Similarly, the intersection of Bridge Road and Church Street has 'individually significant' buildings on three corners (the northeast, southwest and southeast corners) which are of a consistent two-storey scale. At the southeast corner of the intersection of Bridge Road and Coppin Street is the 'individually significant' Morans Spread Eagle Hotel. The northeast and southwest corners of the intersection are occupied by 'contributory' two-storey early twentieth century buildings. The intersection of Bridge Road and Burnley Street is predominantly located within Precinct 3 with a single storey 'contributory' building at the southwest corner of this intersection.

The tallest Victorian-era buildings are no more than three-storeys in height (numbers 37-41, 132 and 194 Bridge Road) with two-storey buildings generally ranging in height (to the flat upper surface of the parapet or balustrade) from approximately 8m to 11m<sup>3</sup>, with the average street wall height being around the mid-point of this range. Decorative features generally extend from between 300mm (for a small urn) to over 1500mm (for a large pediment) above the height of the parapet.

There has been little recent or higher rise development on the southern side of Bridge Road. On the north side, the Epworth Hospital Complex dominates the western end of the street. A new six-storey development is located behind the 'contributory' single storey facades at 123-125 Bridge Road. A major 14-storey development with a three-storey podium on the site of the demolished Nation Picture Theatre is under construction at 153-177 Bridge Road.

Other recent development includes:

- A ten-storey development at 183-189 Bridge Road that has a three-storey infill podium and upper-level development of a further seven-storeys
- A seven-storey development behind the retained heritage buildings at 209-211 Bridge Road
- A seven-storey development at 229-231 Bridge Road that retains the main form of the heritage building
- A new development at 243-247 Bridge Road, which has a three-storey podium development rising to 11-storeys.

The depth of these sites has generally enabled upper-level development to be set well back from the Bridge Road frontage so that the new form is read as a separate building behind the Bridge Road heritage buildings. It

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<sup>3</sup> Estimated from Google Earth Pro.



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has also enabled the retention of the primary form of the heritage building – and not simply the street façade – in a number of cases.

A number of buildings, including the Stanford Block buildings at 314-328 Bridge Road, retain highly intact rear wings and brick outbuildings that are visible from the side street or rear laneway.



**Figure 43. Zoning map – Bridge Road between Hoddle and Church Streets – Precinct 1 outlined in red (Planning Maps Online, accessed 20 Nov 2017)**



**Figure 44. Zoning map – Bridge Road between Church and Burnley Streets – Precinct 1 outlined in red (Planning Maps Online, accessed 20 Nov 2017)**

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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 10.2 Heritage Status

### 10.2.1 Existing Conditions

The majority of Precinct 1 is subject to HO310 (Bridge Road Precinct), along with adjacent sections of HO315 (Church Street Precinct) and HO332 (Richmond Hill Precinct) that are commercially zoned. The Pelaco Sign at 21-31 Goodwood Street and is included on the VHR (H1149) and falls within Precinct 1. The precinct also includes a number of 'individually significant' buildings including former hotels and banks of the Victorian and Edwardian eras.

The buildings within the Heritage Overlay generally demonstrate the following characteristics:

- Attached or terraced construction with no side setback
- Masonry construction with less than 40% of the street wall comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with some pitched and hipped roofs to single-storey buildings
- No setback from Bridge Road or side streets.
- Early or altered shop fronts to the ground floor
- Verandahs or later canopies to Bridge Road
- Visible chimneys
- Some intact rear wings and outbuildings.

With the exception of the Epworth Hospital Complex and a small number of properties on Church Street (including the Coles Supermarket/Richmond Plaza), the entirety of Precinct 1 is included within the Heritage Overlay. It is noted that five non-contributory buildings at 268-274 and 278-280 Church Street are excluded from the extent of what would otherwise be a contiguous Heritage Overlay (Church Street Precinct, HO315). Normally such properties would still be included within the extent of the Heritage Overlay – although identified as being 'not contributory'.



Figure 45. Heritage Overlay map – Bridge Road between Hoddle and Church Streets – Precinct 1 outlined in red (Planning Maps Online, accessed 20 Nov 2017)



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**Figure 46.** South side of Bridge Road (22 Bridge Road on the right) (HO310)



**Figure 47.** South side of Bridge Road (112 Bridge Road on the right) (HO310)



**Figure 48.** North side of Bridge Road from the intersection with Lennox St (141 Bridge Road on the right) (HO310)



**Figure 49.** South side of Bridge Road (192 Bridge Road on the left) (HO310)



**Figure 50.** Southwest corner of the intersection of Bridge Road and Church Street Building (HO310)



**Figure 51.** Southeast corner of the intersection of Bridge and Church Street (HO310)

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**Figure 52. Heritage Overlay map – Bridge Road between Church and Burnley Streets – Precinct 1 outlined in red (Planning Maps Online, accessed 20 Nov 2017)**



**Figure 53. South side of Bridge Road (Stanford Block Building, 314-328 Bridge Road on the left) (HO310)**



**Figure 54. South side of Bridge Road from the intersection with Burnley Street (494 Bridge Road on the left) (HO310)**



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In summary, the existing heritage status for Precinct 1 is:

Victorian Heritage Register				
VHR No.	Name	Address	Heritage Overlay	Date
H1149	Pelaco Sign	21-31 Goodwood Street	HO259	1939
Individual Heritage Overlays				
None				
Precinct Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO310	Bridge Road Precinct	Various	Various	1860s onwards
HO315	Church Street Precinct	Various	Various	1850s onwards
HO332	Richmond Hill Precinct	Various	Various	1850s onwards

#### 10.2.2 Recommended Changes

##### Hall's Building, 202-206 Church Street

The Hall's Building is not currently included within the Heritage Overlay but has been assessed as meeting the threshold for cultural heritage significance at a local level.

This row of three terraced shop/residences at 202-206 Church Street dates from 1886 is highly intact at first floor level. Each building is identical and numbers 202 and 206 retain original or early shop fronts. The buildings have had their verandahs removed but retain a high level of integrity. The 2009 *City of Yarra Heritage Gaps Study – Stage 2* (Graeme Butler & Associates) identified the Hall's Buildings as aesthetically and historically significant to the City of Yarra (Graeme Butler & Associates, 2009: 381). The Hall's Building has been assessed as meeting the threshold for cultural heritage significance at a local level and is recommended for inclusion on Heritage Overlay as an 'individually significant' place (refer to the Heritage Assessments report for further detail).



Figure 55. 202-206 Church Street

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#### Recommended changes to grading

The following buildings have been identified as warranting an amended grading within Appendix 8:

Address	Current Grading	Recommended Grading	Comments
77 Bridge Road	Contributory	Not-contributory	Building demolished and redeveloped (PL05/581)
177 Bridge Road (Former Nation Picture Theatre)	Individually significant	Not-contributory	Building demolished as part of a new development at 153-177 Bridge Road (PLN14/0861)

Further discussion of these properties is provided in the Heritage Assessments report.

#### Statement of Significance for HO310 – Bridge Road Precinct

In addition, it is recommended that the Statement of Significance for HO310 (Bridge Road Precinct) be updated to accurately capture the important heritage features of the locally significant precinct.

To ensure that 'individually significant' buildings within HO310 that display atypical built form are appropriately managed in any redevelopment proposal it is recommended that Statements of Significance for the following buildings within HO310 be prepared (refer to the Heritage Assessments report for further detail):

- Former Melbourne Savings Bank, 182-184 Bridge Road
- Former Commonwealth Savings Bank of Australia, 267 Bridge Road.

### 10.3 Zoning

#### 10.3.1 Existing Conditions

The land within Precinct 1 generally included within the C12. The Epworth Hospital Complex is included within the Special Use Zone – Schedule 5 and the carriageway of Bridge Road itself is zoned RDZ1.

#### 10.3.2 Recommended Changes

There are no recommended changes to the zoning of land within Precinct 5.

### 10.4 Key views

Precinct 1 and its immediate vicinity provides primary views of Richmond Town Hall, the belfry and spire of St Ignatius Church and the Pelaco Sign all of which are identified within Clause 22.03 of the Yarra Planning Scheme (refer to Figure 56).

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**Figure 56.** Key views within Precinct 1 (©nearmap, 10 October 2017)

Richmond Town Hall (green star, primary views shown with solid green arrow, secondary view with open green arrow)

St Ignatius Church (blue star, primary views shown with solid blue arrow)

Pelaco Sign (red star, primary views shown with solid red arrow, secondary views with open red arrow)

#### Richmond Town Hall

Primary views of the clock tower of the Richmond Town Hall are provided from the south side of Bridge Road, at the intersection with Lennox Street in the west, and Burnley Street to the east. A primary view of the clock tower of the Town Hall is also provided from the entrances to and within Citizens Park over the roofline of existing buildings, particularly near the intersection of Church and Highett Streets and the central entrance to the park.

A secondary view of the clock tower of the Richmond Town Hall is provided from the intersection of Mary Street and Bridge Road.

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**Figure 57.** The clock tower of Richmond Town Hall from intersection of Lennox Street and Bridge Road (©City of Yarra, Dec 2017)



**Figure 58.** The clock tower of Richmond Town Hall from the intersection of Burnley Street and Bridge Road (©Ethos Urban)



**Figure 59.** The clock tower of Richmond Town Hall from the Citizens Park (©Ethos Urban)

#### St Ignatius Church

The belfry and spire of St Ignatius Church is visible along the length of the eastern side of Church Street, with primary views from the northeast corner of the Bridge Road and Church Street intersection, from Citizens Park over the roofline of existing buildings (particularly near the intersection of Church and Highett Streets), and the central entrance to the park off Highett Street.



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**Figure 60.** St Ignatius Church from the intersection of Bridge and Church Streets (©City of Yarra, Dec 2017)



**Figure 61.** St Ignatius Church from Citizens Park (©Ethos Urban)

#### Pelaco Sign

The Pelaco Sign is visible from the residential streets in the immediately vicinity of the sign including Goodwood Street; however, the primary views are provided from major thoroughfares such as Bridge Road or in the distance from Yarra Park and the neighbouring suburb of East Melbourne. The Pelaco Sign is visible above the rooflines of existing buildings from the western end of the precinct at the northwest corner of the intersection of Bridge Road and Hoddle Street and from along Wellington Parade (particularly from Tram Stop 13). The forecourt of the Richmond Town Hall provides a primary view of the Pelaco Sign from the east.

Secondary views of the sign are provided from the Hodgson Terrace and Church Street intersection and the Lord and Abinger Street intersection.



**Figure 62.** The Pelaco Sign from Tram Stop 13 on Wellington Parade (©City of Yarra, Dec 2017)



**Figure 63.** The Pelaco Sign from the northwest corner of the intersection of Punt Road and Wellington Parade (©Ethos Urban)

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**Figure 64.** The Pelaco Sign from the forecourt of Richmond Town Hall (©Ethos Urban)

### 10.5 Significant Streetscapes

The southern side of Bridge Road, Richmond between Punt Road and Burnley Street is considered to have 'significant' streetscape value:



**Figure 65.** Bridge Road, Richmond – significant streetscape dashed in red, Precinct 1 shaded in blue ©google

..... 'significant' street scapes

This streetscape:

- Consists predominantly of buildings graded 'individually significant' or 'contributory' in Appendix 8 with few 'not-contributory' buildings or intrusive developments.
- Has a high degree of consistency in terms of its:
  - Overall scale
  - Zero street setback
  - Predominantly (Victorian and early Edwardian) two-storey street wall height
  - Predominantly Victorian and early Edwardian architectural form and style.
- Dates predominantly from the Victorian and early Edwardian period with few later infill developments.
- Demonstrates a high level of integrity to its key period of construction.
- Is recognised for its architectural and aesthetic significance in the existing Statement of Significance for HO310 as follows:

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- *For the architectural continuity and high integrity of upper level facades to their construction date.*
- *For some well-preserved early shopfronts from the Victorian to the inter-war period.*
- *For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond.*
- *For the examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character.*
- *For traditional street elements such as bluestone kerbs, pitched crossings, gutters and asphalt footpaths.*

As a result, this streetscape is considered to satisfy the test for being 'significant streetscapes'.

### 10.6 Potential Future Character Considerations

Precinct 1 contains one of the most intact late nineteenth and early twentieth century High Streets within the City of Yarra. Particularly on the south side, Bridge Road retains high quality shop/residences and other commercial buildings with a highly consistent two-storey form. Between Hoddle Street and Burnley Street, Bridge Road contains a large number of highly intact and consistent two-storey Victorian and Edwardian-era buildings with some important Interwar development. The more consistent and intact sections of Bridge Road are considered to be 'significant streetscapes' within the context of the City of Yarra. The intact rear wings and outbuildings, such as those visible on the Stanford Block, 314-328 Bridge Road, contribute to the historical understanding of the precinct.

The Bridge Road carriageway widens from approx. 20m west of Church Street to approx. 30m east of this intersection. This means that any development above the street wall east of this intersection will be inherently more visible than if the same development was to occur west of Church Street.

The Heritage Overlay should ensure the retention of all 'contributory' and 'individually significant' buildings. Within the land subject to precinct-based Heritage Overlays there are a number of sites identified in Appendix 8 as being 'not contributory' that offer infill development opportunities. In these locations the potential future character should reflect the consistent existing streetscape with new built form constructed to the street boundary with a street wall height no higher than the predominant two (Victorian-era) storeys. Single-storey development should be discouraged. Infill facades should respect the materiality and relationship between solid and void established by the 'individually significant' and 'contributory' buildings.

Any new upper-level development – either behind retained heritage forms or new infill – should be set back from the street wall to retain the low-scale, turn-of-the-century High Street character of the commercial strip and to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Bridge Road, as well as on the oblique angle when moving along the opposite footpath. The new upper-level development on the northern side of Bridge Road is generally set back in excess of 9m from the street wall allowing the heritage form to retain its visual prominence and ensuring new built form is read independently of the heritage building. These setbacks should be continued for new development.

Development above the street wall on the north side of Bridge Road should be setback to retain existing views of the clock tower of Richmond Town Hall, particularly when viewed from the intersection with Waltham Street to the west.

Development on the south side of Bridge Road should be massed to retain existing views of the Pelaco Sign over the rooftops and parapets from the important views from Wellington Parade in East Melbourne, including from Tram Stop 13 and the intersection of Bridge Road and Punt Road. To the east, development should be massed to retain of existing views offered of the Pelaco Sign from the Civic Precinct that includes the Richmond Town Hall and former Police Station to the west. Development on the commercially zoned land within HO332 (Richmond Hill Precinct) to the south of Bridge Road should be moderated in height to avoid obstructing key views that surround the Pelaco Sign. The residential zoning (NRZ and GRZ) of the majority of the land within



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HO332 will largely protect secondary views to the Pelaco Sign due to the mandatory height controls within these zones.

Development above the street wall on the west side of Church Street, Bridge Road, particularly that within HO315 (Church Street Precinct) should be massed to protect views of the belfry and spire of St Ignatius Church when viewed from the north, along Church Street. Development on the eastern side of Church Street, south of Bridge Road will have no impact on the key views to the church tower and spire.

### 10.7 Recommended Built Form Parameters

A DDO should apply to Bridge Road – Precinct 1 to inform development both in terms of new infill development and upper-level additions behind retained heritage fabric. The DDO should ensure new built form protects the existing predominantly two-storey character of the highly intact rows of commercial terraces within HO310 and HO315. The DDO should:

- Adopt a street wall height for infill development that reflects the established two (Victorian and Edwardian-era) storey scale of the precinct and discourages single-storey infill development.
- Encourage the street wall height of any new infill development to not exceed the height of the flat upper surface of the parapet of the adjacent 'individually significant' or 'contributory' heritage building.
- Ensure zero setback from the Bridge Road and Church Street boundary for infill development.
- Ensure that the heritage buildings remain prominent within the Bridge Road and Church Street streetscapes and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Retain the visual prominence of the return façades of buildings that address Bridge Road and (from west to east) Hoddle Street, Normanby Place, Rotherwood, Verity, Union, Lennox, Bosisto, Waltham, Church, Lyndhurst, Hosie, Mary, Coppin, Lord, Hunter, Fraser, and Neptune Streets.
- Retain chimneys visible from the public realm and ensure new development is set back behind these.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric by requiring that:
  - new upper-level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of Bridge Road west of Church Street.
  - new upper-level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of Church Street.
  - new upper-level built form occupies no more than one third of the visible built form when viewed from the opposite side of Bridge Road east of Church Street where the street widens to 30m.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Ensure appropriate transitions to the single and two-storey adjacent heritage buildings within HO269 (4-6 Hunter Street), HO315 (Church Street Precinct), HO332 (Richmond Hill Precinct) and HO338 (West Richmond Precinct).
- Encourage upper-level development behind rows of identical or similar shop/residences (such as 314-328 Bridge Road) to be consistent in form, massing and façade treatment as existing upper-level development (where this exists).
- Retain views of the clock tower of Richmond Town Hall from the east and west when viewed from the south side of Bridge Road.
- Retain views of the belfry and spire of St Ignatius Church when viewed from the north along Church Street particularly from the western side of the intersection of Bridge Road and Church Street.
- Retain views of the Pelaco Sign when viewed over the parapets and rooflines from Tram Stop 13 on Wellington Parade in East Melbourne, the north western side of the intersection of Bridge Road and Hoddle Street and from the west from the forecourt of Richmond Town Hall.



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A DDO should be applied to land in Bridge Road – Precinct 1 adjacent to properties on the Heritage Overlay, including 268-274 and 278-280 Church Street, which:

- Encourages setbacks to match those of the adjacent heritage place from the street boundary.
- Encourages the street wall height to not exceed that of the adjacent heritage building.
- Ensures upper-level development is set back to retain the prominence of the established street wall.

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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 11. Precinct 2 – Bridge Road – Town Hall

### 11.1 Description

Precinct 2 (Bridge Road – Town Hall) is a small precinct on the northern side of Bridge Road between Church Street to the west and Gleadell Street to the east, which is centred around the Richmond Town Hall and the neighbouring former Richmond Police Station (HO230). The precinct comprises these two civic buildings, a highly intact terraced row of two-storey shop/residences at 289-307 Bridge Road identified as ‘individually significant’ in Appendix 8, and the former Richmond Cinema/Ice-skating rink at 311-317 which is identified as ‘contributory’ and has been heavily remodelled where it addresses Bridge Road for its current use as a retail show room.

Visually the Richmond Town Hall dominates this precinct in its scale, grand portico entrance and landmark clock tower. It is physically separated from neighbouring buildings and is significantly taller than its single and two-storey neighbours.

The remaining ‘non-contributory’ buildings in Precinct 2 are the single-storey late twentieth century commercial building at 335 Bridge Road and the single-storey, domestic scaled McDonald’s restaurant set within a car park. Immediately north of Precinct 2 is the Richmond Police Station (217 Church Street), the Richmond Union Bowling Club and the new Richmond High School. North of this is Citizens Park from which views of the clock tower of the Richmond Town Hall and the belfry and spire of St Ignatius Church are visible over rooftops.



Figure 66. Zoning map – Bridge Road between Church and Gleadell Streets – Precinct 2 outlined in teal (Planning Maps Online, accessed 4 December 2017)

### 11.2 Heritage Status

#### 11.2.1 Existing Conditions

The majority of Precinct 2 is subject to HO310 (Bridge Road Precinct) with the former Richmond Police Station included in an individual Heritage Overlay (HO230). The McDonald’s restaurant (227 Church Street) and the rear of the former Richmond Cinema (311-317 Bridge Road) fall outside of HO310.

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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

The terraced row of two-storey shop/residences at 289-307 Bridge Road demonstrate the following characteristics:

- Terraced construction
- Masonry construction with less than 40% of the street wall face comprised with openings such as windows and doors
- Painted render façades
- Parapeted front facades
- No setback from Bridge Road Street
- Altered shop fronts to the ground floor of the shop/residences
- Verandahs to the shop/residences on Bridge Road
- Retained rear brick wings and outbuildings
- Visible chimneys.

The former Richmond Cinema/Ice-skating rink is located next to the terrace of shop/residences at 311-317 Bridge Road. Although identified as 'contributory' in Appendix 8, the former Richmond Cinema – now Barbeques Galore – is unrecognisable as an early twentieth century former cinema and ice-skating rink and presents to the street as late twentieth century big-box retail showroom. The large shed-like form of the cinema hall / ice-skating rink is recognisable at the rear of the site, but this element falls largely outside the extent of HO310.

The former Richmond Police Station (HO230) is made up of three freestanding buildings, including an earlier bluestone lockup, which has been linked to the station building by later additions. The main police station building was constructed in 1877 and is set back a short distance from Bridge Road. It is a two-storey symmetrical Italianate building constructed of polychromatic brickwork with a hipped slate roof and tall chimneys at either end.

The Richmond Town Hall is a grand two-storey nineteenth century town hall and courthouse that was extensively remodelled internally and externally in 1934-1936. Originally constructed in 1869-71 the polychromatic brick building formed the centre of the civic precinct with the adjacent police station and (now demolished) post office. The original Italianate elevations are visible behind the mid-1930s front section. The remodelled Bridge Street façade, portico and clock tower is rendered with an unusual and distinctive Egyptian-revival detailing.

The post office now occupies a late twentieth century single-storey commercial building at 335-341 Bridge Road.

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Figure 70. Former Richmond Police Station (HO230)



Figure 71. Town Hall Precinct from the east (HO310)

In summary, the existing heritage status for Bridge Road – Precinct 2 is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO230	[former] Richmond Police Station	333 Bridge Road	Individually significant	1877
Precinct Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO310	Bridge Road Precinct	Various	Various	1860s onwards

#### 11.2.2 Recommended Changes

##### Richmond Town Hall, 325 Bridge Road

Given the particular historical, architectural and aesthetic significance of the Richmond Town Hall – as well as the landmark qualities of the clock tower – it is recommended that a site-specific Heritage Overlay be applied to the site (refer to the Heritage Assessments report for proposed Heritage Citation).

##### Former Richmond Cinema, 311-317 Bridge Road

It is noted that the extent of HO310 – as it applies to the former Richmond Cinema at 311-317 Bridge Road – does not extend to the rear of the site, which is where the heritage element of the site is located. The entry in Appendix 8 for 311-317 Bridge Road reads “former part rear, later Hoyts (now Showroom), former Crystal Palace Skating Rink”. It is recommended that the boundary of HO310 be extended to included the whole of the cadastral block to capture the rear of the building to ensure the remnant heritage fabric is appropriately managed. Refer to the Heritage Assessments report for further detail.

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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



Figure 72. 311-317 Bridge Road (HO310)



Figure 73. Rear of 311-317 Bridge Road (part HO310)

#### Statement of Significance for HO310 – Bridge Road Precinct

It is recommended that the Statement of Significance for HO310 (Bridge Road Precinct) be updated to accurately capture the important heritage features of the locally significant precinct including identifying the value of the views to the landmark Town Hall clock tower and the contribution that intact rear wings and outbuildings, such as those visible on the buildings at 289-307 Bridge Road, make to the precinct.

### 11.3 Zoning

#### 11.3.1 Existing Conditions

The land within Precinct 2 is generally zoned C1Z with the former Richmond Police Station zoned Public Use Zone – Schedule 7 (Other public use) (PUZ7) and the Richmond Town Hall zoned Public Use Zone – Schedule 6 (Local Government).

#### 11.3.2 Recommended Changes

There are no recommended changes to the zoning of land within Precinct 2.

### 11.4 Key views

Primary views of the Richmond Town Hall clock tower, the St Ignatius Church belfry and spire, and the Pelaco Sign occur from within – and through – Precinct 2 (refer to Figure 56). Although outside the study area, development on the Richmond Bowls Club site would have the potential to impact views of the tower of the Richmond Town Hall when viewed from Citizens Park.

#### Richmond Town Hall

Redevelopment of the site currently occupied by Australia Post and a NAB branch at 335-341 Bridge Road has the potential to impact on primary and secondary views of the clock tower of the Richmond Town Hall when viewed from the east, and development on the site of the former Richmond Cinema and above the terrace of shop/residences at 289-307 Bridge Road has the potential to impact on key views from the west.

#### St Ignatius Church

The belfry and spire of St Ignatius Church is clearly visible from the entrances to and within Citizens Park over the roofline of existing buildings within Precinct 2. These views may be adversely affected by development on the land at the western end of Precinct 2 and land currently outside both Precinct 2 and the Heritage Overlay between the southern boundary of Citizens Park and Bridge Road.

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**Figure 74.** The clock tower of Richmond Town Hall and the tower and spire of St Ignatius Church from within Citizens Park near the centre entrance to Highett Street.

#### Pelaco Sign

The Pelaco Sign is visible above the rooflines of existing buildings from within Precinct 2 from east of Church Street to the intersections of Bridge Road and Gleadell Street. A primary view is provided from the forecourt of the Richmond Town Hall and former Police Station. No properties within Precinct 2 have the potential to impact on these views.



**Figure 75.** The Pelaco Sign from the forecourt to the Richmond Town Hall

### 11.5 Significant Streetscapes

There are no long lengths of consistent streetscape within Precinct 2 and therefore none that are considered to have 'significant' streetscape value. However, the southern side of Bridge Road opposite Precinct 2 is considered to have 'significant' streetscape value as discussed in Section 10 above.

### 11.6 Potential Future Character Considerations

Precinct 2 is a small precinct with a diverse range of civic and commercial buildings, which occurs at the point in Bridge Road where the carriageway widens from approx. 20m (west of Church Street) to approx. 30m (east of Church Street). This means that any development above the street wall will be inherently more visible than the if the same development was to occur west of Church Street.



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The row of two-storey Victorian-era shop/residences at 289-307 Bridge Road are the only buildings that are typical to HO310 and any future development behind retained fabric should be set back from the street wall to retain the low-scale, High Street character of the commercial strip and the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the Victorian-era buildings when viewed from the opposite side of Bridge Road or Church Street. The intact rear wings and outbuildings of 314-328 Bridge Road make a contribution to HO310 and their retention should be encouraged.

The precinct is dominated by the Richmond Town Hall, in which new development opportunities are limited. Likewise, the former Richmond Police Station only offers limited opportunity for additional development considering the significance of the police station and bluestone lockup.

Although graded 'contributory' in Appendix 8, the former Richmond Cinema/Ice-skating rink at 311-317 Bridge Road provides an opportunity for more substantial development. If redevelopment of both this site and 335 Bridge Road (on the corner of Gleadell Street) is proposed, new development should reflect the consistent two (Victorian-era) storeys street wall height of the broader streetscape. Single-storey development should be discouraged. Infill facades should respect the materiality and relationship between solid and void established by the 'individually significant' buildings.

Any new upper-level development – either behind retained heritage buildings or new infill – should be set back from the street wall to retain the low-scale, High Street character of the strip and to retain the prominence of the heritage fabric in the streetscape. Within Precinct 2, new upper-level development should be scaled and massed so as not to diminish the prominence of Richmond Town Hall or its clock tower within the broader streetscape or key public realm views of its clock tower.

The height of development within Precinct 2 and the PUZ zoned land immediately north of it should be moderated to avoid obscuring views of the clock tower of Richmond Town Hall and the belfry and spire of St Ignatius Church afforded from the entrances to, and within, Citizens Park.

### 11.7 Recommended Built Form Parameters

A DDO should apply to Bridge Road - Precinct 2 to inform development both in terms of new infill development and upper-level development behind retained heritage fabric. The DDO should ensure new built form protects the prominence of Richmond Town Hall and views of its clock tower and the St Ignatius Church belfry and spire, as well as the existing two-storey character of the highly intact row of shop/residences within HO310. The DDO should:

- Adopt a street wall height for infill development that reflects the established two (Victorian-era) storey scale of the HO310 and discourages single-storey infill development.
- Encourage a zero setback from the Bridge Road boundary for infill development noting that larger setbacks may be appropriate given the existing 6.5m setback of the former Richmond Police Station from Bridge Street.
- Ensure that the scale and massing of new development around the Town Hall retains the visual prominence of Richmond Town Hall within the broader context of Bridge Road.
- Retain key views of the clock tower of the Richmond Town Hall and the belfry and spire of St Ignatius Church when viewed from the east and west on the south side of Bridge Road and from the north from Citizens Park.
- Retain the visual separation and openness between the Richmond Town Hall and other buildings within the precinct to allow visibility of late nineteenth and early twentieth century fabric.
- Retain the three-dimensional form including the roof, chimneys and views of the eastern wall of the former Richmond Police Station and lockup.
- Ensure that the row of shop/residences at 289-307 Bridge Road remain prominent within the streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.



## **Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations**

### **Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations**

- Encourage upper level development behind 289-307 Bridge Road to be consistent in form, massing and façade treatment as existing upper level development (where this exists).
- Retain the visual prominence of the return façade of 289 Bridge Road that addresses Bridge Road and Church Street.
- Retain chimneys visible from the public realm and ensure development is set back behind these.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric by requiring that new upper level built form occupies no more than one third of the visible built form when viewed from the opposite side of Bridge Road or Church Street.
- Ensures that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 12. Precinct 3 – Bridge Road – North East / East of Burnley

### 12.1 Description

Precinct 3 (Bridge Road – North East / East of Burnley) runs along Bridge Road between Gleadell Street to the west and River Street to the east on the northern side of Bridge Road. On the south side of Bridge Road Precinct 3 runs between Burnley Street and Stawell Street, and between Westbank Terrace and Yarra Boulevard. It is a primarily commercial precinct with some more recent mixed use development. The precinct is made up of a mix of two-storey shops with residences over dating from the late nineteenth century, single and two-storey factories, warehouses and showrooms dating from the early to mid-twentieth century, as well as hotels and service stations. The late twentieth and early twenty-first century development includes office buildings and mixed-use apartment developments of up to seven-storeys. There is little consistency of form or architectural style with the majority of twentieth century development being utilitarian in nature. A number of sites have at-grade car parking or service station-type forecourts addressing Bridge Road.

Immediately east of the precinct on the north side of Bridge Road is the six-storey Amora Riverwalk Hotel which incorporates the façade of the Melbourne Tramway & Omnibus Co. Ltd Cable Tram Depot (HO228). The gap in Precinct 3 on the south side of Bridge Road between Stawell Street and Westbank Terrace is occupied by a potential development site at 566 Bridge Road (currently an Officeworks with at-grade car parking facing the street) and housing that forms the northern part of the Racecourse Precinct (HO331).



Figure 76. Zoning map – Bridge Road between Church and Burnley Streets – Precinct 3 outlined in purple (Planning Maps Online, accessed 20 Nov 2017)

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**Figure 78. Heritage Overlay map – Bridge Road between Church and Burnley Streets – Precinct 3 outlined in purple**  
(Planning Maps Online, accessed 20 Nov 2017)



**Figure 79. Heritage Overlay map – Bridge Road between Burnley Street and the Yarra River – Precinct 3 shaded in purple**  
(Planning Maps Online, accessed 20 Nov 2017)



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



**Figure 80.** north side of Bridge Road (381-389 Bridge Road) (HO310)



**Figure 81.** Northeast corner of the intersection of Bridge Road and Burnley Street (Royal Oak Hotel, 527 Bridge Road) (HO310)

In summary, the existing heritage status for Precinct 3 is:

Victorian Heritage Register				
VHR No.	Name	Address	Heritage Overlay	Date
H1610	Former Gas Inspector's Residence	7 Gleadell Street	HO260	1883
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO299	The Boulevard, Burnley	The Boulevard Parklands	Individually significant	1838-1930s
Precinct Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO310	Bridge Road Precinct	Various	Various	1860s onwards

#### 12.2.2 Recommended Changes

The application of HO310 east of Church Street is relatively unorthodox with non-contributory properties excluded from the extent of an otherwise contiguous Heritage Overlay. Normally properties that are assessed as 'not-contributory' within an otherwise contiguous heritage precinct would still be included within the extent of the Heritage Overlay.

At its eastern-most extent, HO310 also includes a number of properties (noted in 12.2.1) that are physically separated from the rest of the precinct Heritage Overlay. Normally, these properties, where they meet the threshold of 'individually significant' as defined by Clause 22.02 of the Yarra Planning Scheme, would be included in a site-specific Heritage Overlays.

It is recommended that site-specific Heritage Overlays are applied to the isolated buildings within HO310 that are not contiguous with the main precinct, namely:

- Royal Oak Hotel, 529-533 Victoria Street
- Flour Mill & Grain Store Complex (Former), 534-534A Victoria Street

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

- Whipps Terrace, 597-599 Bridge Road, Richmond
- Boland's Shop and Residence, 635 Bridge Road, Richmond
- Shop Residences, 637-639 Bridge Road, Richmond

Refer to the Heritage Assessments report for the heritage citations prepared to support the recommendations for these buildings.

## 12.3 Zoning

### 12.3.1 Existing Conditions

The land within Precinct 3 is included within the C1Z, with the exception of parts of the carriageway of Bridge Road which is zoned RDZ1.

### 12.3.2 Recommended Changes

There are no recommended changes to the zoning of land within Precinct 3.

## 12.4 Key views

Precinct 3 provides a primary view of the Richmond Town Hall clock tower from the of southeast corner of the Burnley Street and Bridge Road intersection – refer to Figure 58.

## 12.5 Significant Streetscapes

There are no continuous, substantially intact or homogenous heritage streetscapes within Precinct 3, and therefore no streetscapes that could be considered 'significant'.

## 12.6 Potential Future Character Considerations

Precinct 3 contains a wide range of building types, periods, scales and architectural detail and form. Particularly on the north side of Bridge Road at the precinct's eastern end, Precinct 3 lacks any consistent street wall height or set back. New development up to seven-storeys in height has been constructed within Precinct 3.

There are a number of infill sites within the otherwise contiguous section of HO310 and sites that adjoin the more isolated 'individually significant' buildings that are currently included within HO310. In these locations the potential future character should reflect the heritage fabric with new built form constructed to reflect the street wall height and setbacks of adjacent heritage fabric. Infill development should respect the materiality and relationship between solid and void established by the 'contributory' and 'individually significant' buildings.

Any new upper-level development, either behind retained heritage fabric or on adjacent sites, should be set back from the street wall to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as not to dominate the façades of the heritage buildings when viewed from the opposite side of Bridge Road.

Development above the street wall on the north side of Bridge Road should be setback to retain existing views of the clock tower of Richmond Town Hall.

## 12.7 Recommended Built Form Parameters

A DDO should apply to Precinct 3 to inform development both in terms of new development adjacent to heritage places and upper-level additions behind retained heritage fabric. The DDO should:

- Encourage a street wall height for development adjacent to heritage places that reflects the height of the adjacent heritage place and discourages single-storey infill development.
- Encourage a street wall setback for development adjacent to heritage places that reflects the setback of the adjacent heritage place.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

- Ensure that the heritage buildings remain prominent within the Bridge Road streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Ensure upper-level development on sites adjacent to heritage places is set back to retain the prominence of heritage fabric in the streetscape.
- Retain the visual prominence of the return façades of buildings that address Bridge Road and Coppin and Burnley Streets.
- Retain chimneys visible from the public realm and ensure development is set back behind these.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric by requiring that new upper-level built form occupies no more than one third of the visible built form when viewed from the opposite side of Bridge Road.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Ensure appropriate transitions to the generally single and two-storey adjacent heritage buildings within HO261 (Richmond Baths, 11 Gleadell Street), HO269 (4-6 Hunter Street), HO284 (Fincham Organ Factory, 2 Stawell Street), HO331 (Racecourse Precinct), HO426 (185 Burnley Street) and HO431 (1-11 Dickens Street), VHR H1610 (former Gas Inspector's Residence, 7 Gleadell Street).
- Retain views of the clock tower of Richmond Town Hall from the east when viewed from the south side of Bridge Road.



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 13. Mixed Use / Commercial Pockets

A total of 11 mixed use / commercial pockets have been identified within the Victoria Street and Bridge Road study area, these are:

1. North Richmond Station
2. Lithgow Street
3. Church Street (north)
4. Baker and Lincoln Street\*
5. Doonside Street\*
6. Bromham Place\*
7. Church Street (south)\*
8. Bridge Street (west)
9. Civic / Community\*
10. Burnley Street\*
11. Stawell Street

\* The 'Potential Future Character Considerations' and 'Recommended Built Form Parameters' have not been considered for Mixed Use Pockets 4, 5, 6, 7, 9 and 10 at this stage as these are subject to further investigation.

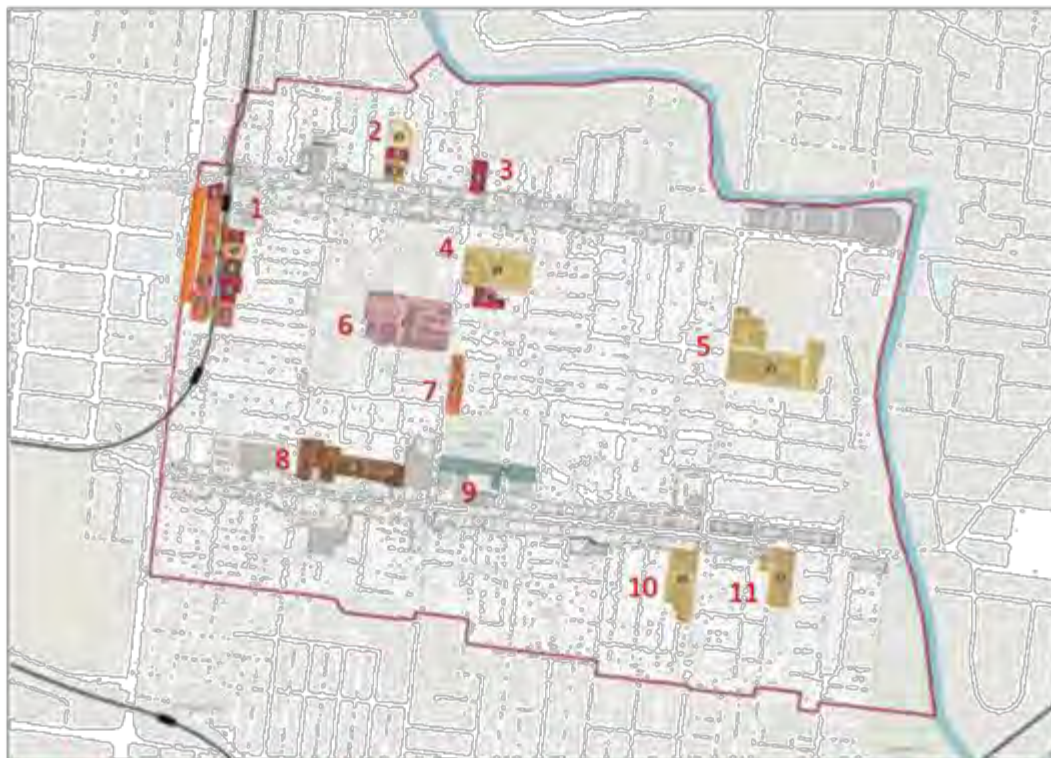


Figure 82. Victoria Street and Bridge Road High Streets shown in grey with mixed use / commercial pockets coloured (©David Lock Associates, 12 May 2017)



# Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

### 13.1 Pocket 1 - North Richmond Station

#### 13.1.1 Description

The mixed use / commercial area extends south of North Richmond Station towards West Richmond Station along both sides of the railway corridor generally to the depth of one property. The precinct finishes immediately north of the residential properties addressing Egan Street.

This pocket includes single and two storey warehousing and commercial buildings, small scale residential buildings and more recent apartment development with a range of more recent commercial buildings and open forecourts facing Hoddle Street.



Figure 83. Zoning map – Pocket 1 – North Richmond Station outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

#### 13.1.2 Heritage Status

The North Richmond Station Pocket includes five site-specific Heritage Overlays and no heritage precincts. The heritage places range from modest single-storey terraced houses on Regent Street opposite North Richmond Station, the former Walter's house, warehouse and stables on Hoddle Street to one, two and three-storey brick former warehouse factory buildings at the southern end of the pocket.

In summary, the existing heritage status for Pocket 1 is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO390	Walters' House, Warehouse and Stables Complex	27-29 Hoddle Street	Individually significant	1900-1910

# Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

HO399	Houses (2)	2-4 Regent Street		1850-1890
HO400	Houses (4)	10-14 Regent Street	Individually significant	1900-1915
HO407	Marchants Aerated Waters and Cordials Pty Ltd (factory and stables)	8-14 Garfield Street and 21-31 York Street	Individually significant	1900-1925
HO450	Henry Walters' Boot Factory (Paragon Shoes)	35-39 Little Hoddle Street and 38-50 Regent Street	Individually significant	1890-1915
<b>Precinct Heritage Overlays</b>				
None				

There are no changes recommended to the heritage controls for Pocket 1.



Figure 84 Heritage Overlay map – Pocket 1 – North Richmond Station outlined in blue (Planning Maps Online, accessed 6 Feb 2018)



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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



Figure 85. 2-4 Regent Street (HO399)



Figure 86. Marchants Aerated Waters and Cordials Pty Ltd factory, 21-31 York Street (HO407)



Figure 87. 10-14 Regent Street (HO400)



Figures 88 & 89: Henry Walters' Boot Factory (Paragon Shoes) (HO450)  
Left: 38-50 Regent Street  
Right: 35-39 Little Hoddle Street

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



Figure 90: Walters' House, Warehouse and Stables Complex, 27-29 Hoddle Street

#### 13.1.3 Zoning

The land within the North Richmond Station Pocket is included within the C1Z, C2Z and MUZ. There are no changes recommended to the zoning.

#### 13.1.4 Key views

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within Pocket 1.

#### 13.1.5 Significant Streetscapes

There are no precinct Heritage Overlays within Pocket 1 and no streetscapes that could be considered significant.

#### 13.1.6 Potential Future Character Considerations

The heritage properties within the North Richmond Station Pocket vary greatly in character from larger scale industrial buildings to modest single-storey terraced houses. The heritage places within Pocket 1 are generally isolated from each other and there is no consistent character created by the buildings included on the Heritage Overlay. Development at the rear of the two short rows of houses on Regent Street subject to the Heritage Overlay (2-4 and 10-14 Regent Street) should reflect the small-scale residential character of these buildings. Likewise, the development behind the two-storey house and single storey parapeted warehouse/stables building at 27-29 Hoddle Street should retain the visual prominence of these two buildings when viewed from the opposite side of the street, noting that Hoddle Street is 40m wide.

The industrial buildings are larger in scale than their residential context. It is noted that the Marchants Aerated Waters and Cordials Pty Ltd (HO407) has already been developed and is unlikely to undergo further change. The pocket's southern end abuts the predominantly single and two-storey West Richmond Precinct (HO338), and development within the MUZ should consider the impact on this Heritage Overlay precinct.

#### 13.1.7 Recommended Built Form Parameters

A DDO should apply to places within the Heritage Overlay in the North Richmond Station Pocket to ensure heritage fabric is appropriately managed and new built form is respectful of the individual heritage buildings.

No additional controls are likely to be required to the former Marchants Aerated Waters and Cordials Pty Ltd (factory and stables) at 8-14 Garfield Street and 21-31 York Street as this complex has been recently redeveloped.

In relation to the former Henry Walters' Boot Factory (Paragon Shoes) at 35-39 Little Hoddle Street and 38-50 Regent Street the DDO should:

- Ensure that the heritage buildings retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new development to be set back from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

- Ensure that new development does not visually dominate the existing heritage fabric by requiring that new upper-level built form occupies no more than one half of the visible built form when viewed from the opposite side of the street.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

To protect the 'individually significant' buildings at 27-29 Hoddle Street a DDO should apply to:

- Ensure that the heritage buildings retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new development to be set back from the street to enable the gablet on the residential building is retained; a setback of this distance would also retain the three-dimensional form of the former warehouse building.
- Ensure that new development does not visually dominate the existing heritage fabric by requiring that new upper-level built form occupies no more than one third of the visible built form when viewed from the opposite side of the street.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality

In relation to the single-storey houses at 2-4 and 10-14 Regent Street, a DDO should apply that introduces height and setback controls consistent with the application of the Heritage Policy at Clause 22.02 and the intent of the residential zones to ensure the heritage fabric is appropriately managed.

A DDO should be applied to land in the North Richmond Station Pocket adjacent to properties on the Heritage Overlay which:

- Ensures appropriate transitions to the single and two-storey adjacent heritage fabric of HO338 (West Richmond Precinct), HO399 (Houses, 2-4 Regent Street) and HO400 (Houses, 10-14 Regent Street).

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 13.2 Pocket 2 - Lithgow Street

### 13.2.1 Description

The Lithgow Street mixed use / commercial area is located immediately north of the Victoria Street corridor between Little Lithgow Street to the west and Lithgow Street to the east. Of the land included within this pocket, 1-17 Lithgow Street is not included within the Heritage Overlay and 21-39 Lithgow Street is included within the William Street Precinct (HO339). Adjacent to the mixed use / commercial area, the western side of Little Lithgow Street is occupied by the rear yards of single-storey houses within HO339 that face William Street, on the eastern side of Lithgow Street is the 'individually significant' Abbotsford Primary School (HO28) and single-storey houses within HO339.

This pocket includes single and two storey warehousing and commercial buildings, small scale residential buildings and more recent apartment development.



Figure 91. Zoning map – Pocket 2 – Lithgow Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

### 13.2.2 Heritage Status

Numbers 1 to 17 Lithgow Street are not included within the extent of HO339. 21-23 Lithgow Street is a non-contributory two-storey factory building, 25 Lithgow Street is a single-storey early twentieth century house graded 'individually significant' within Appendix 8 and numbers 27, 29, 31 and 33 are two pairs of semi-detached single-storey Victoria villas that are graded 'contributory'. 35-47 Lithgow Street is occupied by the two-storey 'individually significant' former cordial factory.

In summary, the existing heritage status for Pocket 2 is:

<b>Victorian Heritage Register</b>
None
<b>Individual Heritage Overlays</b>
None
<b>Precinct Heritage Overlays</b>

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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO339	William Street Precinct, Abbotsford	Various	Various	Various

At the southern end of HO339, 21-23 Lithgow Street is occupied by a non-contributory building. It is therefore recommended that the extent of HO339 and Appendix 8 be amended to exclude this property. See Heritage Assessments report for further details.



Figure 92. Heritage Overlay map – Pocket 2 – Lithgow Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018)



Figure 93. 25-33 Lithgow Street (HO339)



Figure 94. former cordial factory, 35-47 Lithgow Street (HO339)

### 13.2.3 Zoning

The land within the Lithgow Street Pocket is included within the MUZ. There are no changes recommended to the zoning.



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 13.2.4 Key views

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within Pocket 2.

#### 13.2.5 Significant Streetscapes

The built form of this part of HO339 is varied and lacks the architectural consistency to be considered significant.

#### 13.2.6 Potential Future Character Considerations

Development at the rear of the five late-nineteenth/early twentieth century houses at 25-33 Lithgow Street should reflect the resident character of these properties. Although the former cordial factory is more robust in form and scale, there are a number of features of this building such as the visible roof form that need to be appropriately responded to in any new development.

New development that abuts the single-storey William Street Precinct (HO339) should consider the impact on this Heritage Overlay precinct.

#### 13.2.7 Recommended Built Form Parameters

A DDO should apply to land within the Heritage Overlay in the Lithgow Street Pocket to ensure heritage fabric is appropriately managed and new built form is respectful of the heritage buildings.

In relation to the former cordial factory at 35-47 Lithgow Street, the DDO should:

- Ensure that the heritage building retains its three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new development to be set back from the street facades of the building and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Ensure that new development does not visually dominate the existing heritage fabric by requiring that new upper-level built form occupies no more than one half of the visible built form when viewed from the opposite side of Lithgow Street.
- Ensure that new development does not visually dominate the existing single-storey dwellings on the east side of William Street.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

The redevelopment on the site of the non-contributory building at 21-23 Lithgow Street should ensure an appropriate transition to the single-storey heritage buildings at 25-33 Lithgow Street.

In relation to the single-storey houses at 25-33 Lithgow Street, a DDO should apply that introduces height and setback controls consistent with the application of the Heritage Policy at Clause 22.02 and the intent of the residential zones to ensure the heritage fabric is appropriately managed.

A DDO should be applied to land in the Lithgow Street Pocket adjacent to properties on the Heritage Overlay which:

- Ensures appropriate transitions to the single and two-storey adjacent heritage fabric of HO339 (William Street Precinct).



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 13.3 Pocket 3 - Church Street (North)

##### 13.3.1 Description

The Church Street (North) Pocket is located on the eastern side of Church Street between Nelson Street to the north and Victoria Street to the south. The pocket is one property deep. With the exception of the twentieth century two-storey office building at 34 Church Street, all the buildings within this pocket (4-32 Church Street) are single and two-storey detached or terraced houses dating from the late nineteenth and early twentieth centuries and are covered by Fairchild Street Precinct (HO320).

To the north of Nelson Street is the large Carlton and United Brewery Complex. The west side of Church Street is single-storey residential in character and is zoned GRZ. East of the Church Street (North) Pocket are the single and two-storey houses that comprise HO320.

This pocket includes small and medium scale residential buildings.



Figure 95. Zoning map – Pocket 3 – Church Street (North) outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

##### 13.3.2 Heritage Status

All the properties, with the exception of the office building at 34 Church Street, are located within HO320. Of these, all are identified as 'contributory' except the house at 28 Church Street which is identified in Appendix 8 as 'not contributory'.

In summary, the existing heritage status for Pocket 3 is:

<b>Victorian Heritage Register</b>
None
<b>Individual Heritage Overlays</b>
None
<b>Precinct Heritage Overlays</b>

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO320	Fairchild Street Precinct, Abbotsford	Various	Various	Various

No changes are recommended to the Heritage Overlay within Pocket 3.



Figure 96. Heritage Overlay map – Pocket 3 – Church Street (North) outlined in blue (Planning Maps Online, accessed 6 Feb 2018)



Figure 97. East side of Church Street (12 Church Street on the right (HO320))



Figure 98. East side of Church Street (20 Church Street on the right (HO339))

### 13.3.3 Zoning

The land within the Church Street (North) Pocket is either zoned MUZ (4- 32 Church Street) or Industrial 2 Zone (IN2Z) (34 Church Street).

The current zoning of the residential properties is inconsistent with their historic use and form and does not reflect the zoning of the similar residential properties on the west side of Church Street (GRZ) or within the

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

remainder of HO320 to the east (NRZ). It is recommended that 4-32 Church Street be rezoned GRZ or NRZ, or alternatively a DDO could be applied to replicate these built form controls to ensure appropriate heritage outcomes.

#### 13.3.4 Key views

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme from within Pocket 3, however distant views are afforded of the spire and belfry of St Ignatius Church.

#### 13.3.5 Significant Streetscapes

The built form of this part of the Church Street is varied and lacks the architectural consistency to be considered significant/.

#### 13.3.6 Potential Future Character Considerations

Development at the rear of the residential buildings at 4-32 Church Street should be reflect their late nineteenth and early twentieth century residential character. The two-storey office building at 34 Church Street falls outside the Heritage Overlay and the redevelopment of this site should consider the impact on HO320.

#### 13.3.7 Recommended Built Form Parameters

Should the residential properties within the Church Street (North) pocket be rezoned GRZ or NRZ, a DDO is not considered necessary for 4-32 Church Street. Their development would instead be guided by Clause 22.02 of the Yarra Planning Scheme and the underlying zoning.

If it is not considered appropriate to rezone 4-32 Church Street, a DDO should apply to land within the Heritage Overlay to ensure heritage fabric is appropriately managed and new built form is respectful of the heritage values of HO320. The DDO should introduce height and setback controls consistent with the application of the Heritage Policy at Clause 22.02 and the intent of the residential zones to ensure the heritage fabric is appropriately managed.

A DDO should be applied to 34 Church Street which:

- Ensures appropriate transitions to the single and two-storey adjacent heritage fabric of HO320 (Fairchild Street Precinct).



# Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

### 13.4 Pocket 4 - Baker and Lincoln Street

#### 13.4.1 Description

The Baker and Lincoln Street Pocket is a mixed use / commercial area bound by Baker Street in the north, Church Street to the west, Lambert Street to the east and Lincoln Street to the south. It extends south of Lincoln Street to pick up a recent three-storey townhouse development (6-22A Lincoln Street and 5-21A Laity Street), a single-storey warehouse/factory building (23 Laity Street) and a small weatherboard house (27 Laity Street).

The block bound by Baker, Church, Lambert and Lincoln Streets is occupied by a mix of one and two-storey factory, warehouse and office buildings with the Richmond Fire Station occupying the southwest corner of the block. An isolated late nineteenth century single-storey house is located at 6 Baker Street.

This pocket includes single and two storey warehousing and commercial buildings, small scale residential buildings and more recent apartment development.



Figure 99. Zoning map – Pocket 4 – Baker and Lincoln Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

#### 13.4.2 Heritage Status

The single-storey polychromatic brick villa dating from 1880-1890 at 6 Baker Street (HO223) is the only building included in the Heritage Overlay within the Baker and Lincoln Street Pocket. This pocket does not immediately adjoin any Heritage Overlay precincts.

In summary, the existing heritage status for Pocket 4 is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO223	House	6 Baker Street	Individually significant	1880-1890



# Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Precinct Heritage Overlays
None

No changes are recommended to the extent of the Heritage Overlay within Pocket 4.



**Figure 100.** Heritage Overlay map – Pocket 4 – Baker and Lincoln Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018)



**Figure 101.** 6 Baker Street (HO223)

### 13.4.3 Zoning

The land within the Baker and Lincoln Street Pocket is included within the MUZ, with the exception of the Richmond Fire Station which is zoned Public Use – Other Public Use (PUZ7). There are no changes recommended to the zoning.

## **Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations**

### **Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations**

#### **13.4.4 Key views**

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within Pocket 4. Incidental views are afforded of St Ignatius Church from the Church Street edge of the pocket.

#### **13.4.5 Significant Streetscapes**

There is only one isolated heritage place within Pocket 4 and as a result there are no streetscapes that could be considered significant.

#### **13.4.6 Potential Future Character Considerations**

Subject to further investigation.

#### **13.4.7 Recommended Built Form Parameters**

Subject to further investigation.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 13.5 Pocket 5 - Doonside Street

##### 13.5.1 Description

The Doonside Street Pocket is a mixed use / commercial and former industrial area centred around Doonside Street, Richmond. It is bound by the southern extent of Victoria Gardens Comprehensive Development Zone (CDZ1) to the north, Burnley Street to the west, the rear of the properties addressing David Street to the east, and Appleton Street to the south.

The Doonside Street Pocket is made up of single and two-storey former factories and warehouses, some of which have been reused as retail or commercial showrooms or are awaiting development. A large proportion of the land within the pocket is made up of hard standing. The exception to this typology is the two-storey former Loyal Studley Hotel at 53 Burnley Street (HO374).

This pocket is predominantly includes single and two storey warehousing and commercial buildings.

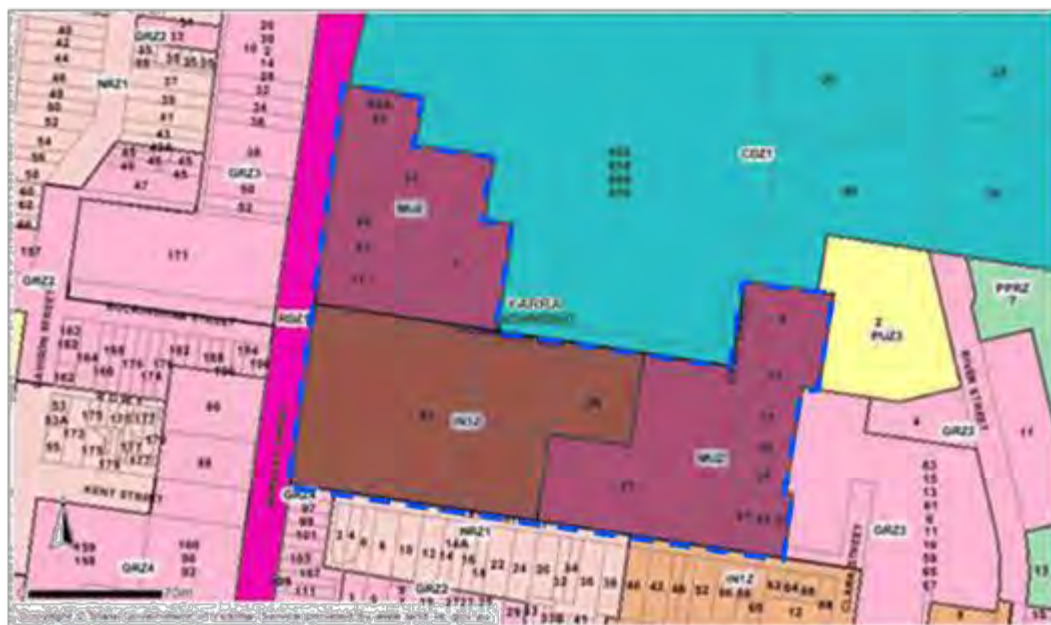


Figure 102. Planning map – Pocket 5 – Doonside Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

##### 13.5.2 Heritage Status

Three early twentieth century industrial buildings and one former hotel within the Doonside Street Pocket are included in the Heritage Overlay.

In summary, the existing heritage status for Pocket 5 is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO250	Former Builders Steel Form Supply Co.	9-11 David Street	Individually significant	1938



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### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

HO252	Former Repco Offices	26-34 Doonside Street	Individually significant	1939
HO374	Former Loyal Studley Hotel	53 Burnley Street	Individually significant	1891
HO375	Former Russell Manufacturing Company Pty Ltd, later Repco	81-95 Burnley Street (part)	Individually significant	1937
<b>Precinct Heritage Overlays</b>				
None				

No changes are recommended to the extent of the Heritage Overlay within Pocket 5.



**Figure 103.** Heritage Overlay map – Pocket 5 – Doonside Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018). Note: HO500 is an interim control that has lapsed and therefore no Heritage Overlay applies to 77 Burnley Street.



**Figure 104.** Former Loyal Studley Hotel, 53 Burnley Street Ltd, (HO374)



**Figure 105.** Former Russell Manufacturing Company Pty later Repco, 81-95 Burnley Street (HO375) (March 2017)



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



**Figure 106.** Former Repco Offices, 26-34 Doonside Street (HO252) (March 2017)



**Figure 107.** retained façade of the former Builders Steel Form Supply Co, 9-11 David Street (HO250) (March 2017)

#### 13.5.3 Zoning

The land within the Doonside Street Pocket is included within the MUZ, with the exception of the former Repco site at 81-95 Burnley Street and 26-34 Doonside Street which is currently zoned Industrial 3 Zone (IN3Z). It is noted that it is proposed to rezone this site to MUZ through Planning Scheme Amendment C223. There are no changes recommended to the zoning.

#### 13.5.4 Key views

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within Pocket 5.

#### 13.5.5 Significant Streetscapes

There are only isolated heritage places within Pocket 5 and as a result there are no streetscapes that could be considered significant.

#### 13.5.6 Potential Future Character Considerations

Subject to further investigation.

#### 13.5.7 Recommended Built Form Parameters

Subject to further investigation.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 13.6 Pocket 6 - Bromham Place

##### 13.6.1 Description

This commercial precinct – centred on Bromham Place – is zoned C2Z. It is bound by Risley Street and the Richmond Housing Commission flats to the north, Vere Street to the west, Church Street to the east, and Belgium Avenue and Tweedie Place to the south. The Bromham Place Pocket includes commercial buildings ranging from single-storey to recent multi-storey office development on the corner of Church and Tweedie Streets. An electrical substation occupies the centre of the pocket on Bromham Place.

This pocket includes commercial buildings of up to four storeys in scale.



Figure 108. Planning map – Pocket 6 – Bromham Place outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

##### 13.6.2 Heritage Status

The Bromham Place Pocket includes two site-specific Heritage Overlays and no heritage precincts. The heritage fabric includes the complex of brick buildings of up to three-storeys that make up the former Civil Service Co-operative Bakery, 6-8 Bromham Place (HO462) and the two-storey brick former York Boot Factory at 14 Risley Street (HO521).

The Church Street Precinct (HO454) is located on the east side of Church Street from Pocket 6.

In summary, the existing heritage status for Pocket 6 is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO462	[former] Civil Service Co-operative Bakery	6-8 Bromham Place	Individually significant	1900-1915

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

HO521	Former York Boot Factory	14 Risley Street	Individually significant	1880-1890
<b>Precinct Heritage Overlays</b>				
None				

There are no changes recommended to the heritage controls for Pocket 6, however it is noted that HO521 appears on the planning map and within Appendix 8 but is not included within the Schedule to Clause 43.01. This requires updating.



Figure 109. Heritage Overlay map – Pocket 6 – Bromham Place outlined in blue (Planning Maps Online, accessed 6 Feb 2018)



Figure 110. Former Civil Service Co-operative Bakery, 6-8 Bromham Place (HO462)



Figure 111. Former York Boot Factory, 14 Risley Street (HO521)

## **Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations**

### **Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations**

#### **13.6.3 Zoning**

The land within the Bromham Place Pocket is included within the C2Z. There are no changes recommended to the zoning.

#### **13.6.4 Key views**

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within Pocket 6.

#### **13.6.5 Significant Streetscapes**

There are no precinct Heritage Overlays within Pocket 6 and no streetscapes that could be considered significant.

#### **13.6.6 Potential Future Character Considerations**

Subject to further investigation.

#### **13.6.7 Recommended Built Form Parameters**

Subject to further investigation.



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 13.7 Pocket 7 - Church Street (South)

##### 13.7.1 Description

The Church Street (South) Pocket extends along the east side of Church Street from Kent Street in the north to Highett Street in the south. The pocket extends to the depth of one property and is made up of the two-storey Prince of Wales Hotel at 109-111 Church Street (within HO454 – Church Street North Precinct), the former S. Andrewartha Showrooms at 115-117 Church Street (HO377), the former Bristol Hotel at 135 Church Street (HO378), four two-storey shop/residences and five single-storey shops (within HO454). There is a former motor garage at the southern end of the pocket and a vacant site at 139 Church Street. All buildings are constructed with rendered or face brick.

The former Andrewartha Showrooms (HO377) is currently being redeveloped as the 'Made' seven-storey apartment building constructed behind the retained façade and on the NRZ zoned land to the rear. The 'Made' development is considered to be a poor heritage outcome with the Church and Little Kent Street façades reduced to a thin skin façade. The new development does not retain the inter-floor heights of the existing building with new floor plates cutting through the window openings of the existing façade.

There are no adjacent or neighbouring Heritage Overlay places or precincts abutting the Church Street (South) Pocket.

This pocket includes the one and two storey commercial buildings.



Figure 112. Planning map – Pocket 7 – Church Street (south) outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

##### 13.7.2 Heritage Status

The Church Street (South) Pocket includes part of a precinct Heritage Overlay (HO454 – Church Street North Precinct) and two individual Heritage Overlays. It is noted that the former Bristol Hotel, 135 Church St (HO378) is included in the Schedule to Clause 43.01 as HO378 but is identified as being within HO454 in Appendix 8 as an 'individually significant' place. The former Bristol Hotel should be either be identified as 'individually significant' within the precinct or included in a site-specific Heritage Overlay, but not both.

In summary, the existing heritage status for the Church Street (South) Pocket is:

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO377	Former S. Andrewartha Showrooms (furniture)	115-117 Church Street	Individually significant	1915-1925
HO378	Former Bristol Hotel	135 Church Street	Individually significant	1860-1880
Precinct Heritage Overlays				
HO454	Church Street North Precinct	Various	Various	1850-1940

There are no changes recommended to the heritage controls for Pocket 7.



Figure 113. Heritage Overlay map – Pocket 7 – Church Street (South) outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



**Figure 114.** 109-117 Church Street (Former Andrewartha Furniture Showroom (HO377) on right) (HO454)



**Figure 115.** 123-135 Church Street (HO454)



**Figure 116.** 137-147 Church Street – note: nos 137 and 147 are vacant sites

#### 13.7.3 Zoning

The land within the Church Street (South) Pocket is included within the C1Z. There are no changes recommended to the zoning within the pocket however the zoning of the rear part of the Andrewartha Showrooms at 115-117 Church Street (which is included within HO377) as NRZ appears to be an anomaly given this site is currently being developed as a seven-storey building. Rezoning the entire site C1Z would appear to be the appropriate.

#### 13.7.4 Key views

Incidental views of the belfry and spire of St Ignatius Church are provided from within Pocket 7.

#### 13.7.5 Significant Streetscapes

The built form of this part of the Church Street is varied and lacks the architectural consistency to be considered significant.

#### 13.7.6 Potential Future Character Considerations

Subject to further investigation.

#### 13.7.7 Recommended Built Form Parameters

Subject to further investigation.



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 13.8 Pocket 8 - Bridge Street (West)

##### 13.8.1 Description

The Bridge Street (West) pocket is a mixed use / commercial area located immediately north of the Bridge Road High Street between Lennox Street in the west and the rear of the Richmond Plaza/Coles Supermarket to the east. The pocket extends north to the GRZ and NRZ zoned land bounded by McGoun and Hall Streets. The Bridge Street (West) Pocket has been substantially developed with the four-storey Epworth Specialist Centre on Lennox Street and mixed use / commercial apartment buildings of up to 10-storeys that have been developed, or are currently under construction. At-grade car parking is also evident. Four substantially intact two-storey late-nineteenth century terraced houses remain at 28-34 Thomas Street.

The land to the north of the Bridge Street (West) Pocket is occupied by single and two-storey dwellings and blocks of flats of up to three-storeys.

The Bridge Street (West) Pocket includes three to 10-storey apartment buildings as well as isolated two storey nineteenth century terraced houses.



Figure 117. Zoning map – Pocket 8 – Bridge Street (West) outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

##### 13.8.2 Heritage Status

One site at 173-177 Lennox Street within the pocket is located within HO338 (West Richmond Precinct). Identified in Appendix 8 as 'contributory', this site is occupied by the Epworth Specialist Centre which retains two fragments of a two-storey nineteenth century brick façade at each end of the late-twentieth century development.

The reasonably intact row of late-nineteenth century terraced houses at 28-34 Thomas Street are not subject to the Heritage Overlay but display similar qualities to many terraced houses identified as 'contributory' and 'individually significant' (including nearby HO372 – 25-31 Bosisto Street) that are included on the Heritage Overlay in the Yarra Planning Scheme. An assessment of the two-storey terraced houses at 28-34 Thomas Street has been undertaken and has recommended that the two houses at 32 and 34 Thomas Street warrant inclusion on the Heritage Overlay as 'individually significant' graded buildings (refer to the Heritage Assessment report for further detail).



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

To both the west and north of the Bridge Street (West) Pocket, Lennox Street is subject to HO338 (West Richmond Precinct) and there are three isolated Heritage Overlays on the north side of Hull Street which abut the pocket, being:

- Roeberry House – a two-storey Italianate house at 3 Hull Street dating from 1861 (HO268)
- Four single-storey Edwardian houses at 25-31 Bosisto Street (HO372)
- A two-storey polychromatic brick late-Victorian house at 9 Hull Street (HO393).

In summary, the existing heritage status for Pocket 8 is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
None				
Precinct Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO338	West Richmond Precinct	Various	Various	Various



Figure 118. Heritage Overlay map – Pocket 8 – Bridge Street (west) outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



Figure 119. 173 Lennox Street (HO338)



Figure 120. 32-34 Thomas Street (not within a HO)

#### 13.8.3 Zoning

The land within the Bridge Road (West) Pocket is included within the MUZ. There are no changes recommended to the zoning.

#### 13.8.4 Key views

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within the Pocket 8.

#### 13.8.5 Significant Streetscapes

The built form within the Bridge Street (West) Pocket is highly variable and there are no streetscapes that could be considered significant.

#### 13.8.6 Potential Future Character Considerations

The only buildings included within the Heritage Overlay in the Bridge Road (West) Pocket have been incorporated as thin facades on the Epworth Specialist Centre. The two terraced houses at 32-34 Thomas Street have been assessed as meeting the threshold for inclusion on the Heritage Overlay (refer to the Heritage Assessments report for further detail) and therefore redevelopment of these sites should consider their heritage values.

Elsewhere within the pocket, the character has been defined by mixed use / commercial and residential development of up to 10-storeys.

#### 13.8.7 Recommended Built Form Parameters

The two heritage buildings at 173 Lennox Street have already been developed and therefore no additional controls are required to protect the remaining heritage values of this site.

The terraced houses at 32-34 Thomas Street are recommended for inclusion on the Heritage Overlay, and therefore a DDO should apply that introduces height and setback controls consistent with the application of the Heritage Policy at Clause 22.02 and the intent of the residential zones to ensure the heritage fabric is appropriately managed.

A DDO should be applied to land immediately abutting 32-34 Thomas Street to ensure an appropriate transition to the adjacent heritage fabric.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 13.9 Pocket 9 - Civic / Community

##### 13.9.1 Description

Land immediately south of Citizens Park is zoned Public Use Zone – Education (PUZ2) and the land occupied by the Richmond Baths at 3 Gleadell Street is zoned Public Use Zone – Local Government (PUZ6). The land between Church and Gleadell Streets is occupied by the Richmond Police Station, a single-storey brick building and at-grade car parking. Between Gleadell and Griffiths Streets the PUZ zoned land is completely occupied by the Richmond Baths at 11 Gleadell Street (HO261).

This pocket includes community and educational buildings.



Figure 121. Zoning map – Pocket 9 – Civic / Community outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

##### 13.9.2 Heritage Status

The Civic / Community Pocket includes one site specific Heritage Overlay – the Richmond Baths (HO261) and no heritage precincts. Immediately south of the Richmond Baths is the former Gas Inspector's Residence at 7 Gleadell Street which is included on the VHR (H1610). No other properties subject to the Heritage Overlay about the Civic / Community Pocket.

In summary, the existing heritage status for the Civic / Community Pocket is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO261	Richmond Baths	3 Gleadell Street	Individually significant	1897, 1936
Precinct Heritage Overlays				
None				



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

There are no changes recommended to the heritage controls for Pocket 9. It is noted that the address of the Richmond Baths (HO216) is identified as 11 Gleadell Street on Planning Maps Online but as 3 Gleadell Street in the Schedule to the Heritage Overlay and Appendix 8. This should be clarified and corrected as necessary.



Figure 122. Heritage Overlay map – Pocket 9 – Civic / Community outlined in blue (Planning Maps Online, accessed 6 Feb 2018)



Figure 123. 7-11 Gleadell Street - Richmond Baths (HO261) (left) and former Gas Inspector's Residence, 7 Gleadell S (VHR H1610) (right) (©City of Yarra)

#### 13.9.3 Zoning

The land within the Civic / Community Pocket is included within PUZ2 and PUZ6. There are no changes recommended to the zoning.

#### 13.9.4 Key views

While there are no key views within the Civic / Community Pocket, development within this pocket may affect identified primary views of the belfry and spire of St Ignatius Church and the clock tower of Richmond Town Hall from within Citizens Park near the intersection of Church and Highett Streets and the central entry from Highett Street.



## **Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations**

### **Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations**

#### **13.9.5 Significant Streetscapes**

There are no precinct Heritage Overlays within Pocket 9 and no streetscapes that are considered significant.

#### **13.9.6 Potential Future Character Considerations**

Subject to further investigation.

#### **13.9.7 Recommended Built Form Parameters**

Subject to further investigation.

# **Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations**

## **Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations**

### **13.10 Pocket 10 - Burnley Street**

#### **13.10.1 Description**

The Burnley Street Pocket is located on the western side of Burnley Street, south of the Bridge Road commercial strip, and is zoned C22. It is bound by Neptune Street to the east and residential zoned land to the south. The pocket comprises single and two-storey offices and warehouses dating from the late nineteenth to the early twenty first century.

The land to the south of the Burnley Street Pocket is zoned GRZ and is occupied by single-storey dwellings and multi-storey townhouses and apartments. The west side of Neptune Street is occupied by single-storey dwellings with some multi-storey residential development. East of Burnley Street are similar single-storey dwellings and a site at 203 Burnley Street that is currently under development.

This pocket is comprised of the large scale industrial buildings.



**Figure 124.** Zoning map – Pocket 10 – Burnley Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

#### **13.10.2 Heritage Status**

The Burnley Street Pocket includes one site-specific Heritage Overlay and no heritage precincts. HO443 is a series of single and two-storey brick buildings that once made up the Alcock's Power Station and brick factory and the Patterson's Building at 198, 200 and 220 (rear) Burnley Street and a small substation at 196A Burnley Street. This complex largely addresses Neptune Street.

240 Burnley Street is occupied by a two-storey Moderne-style office building dating from the 1930s that is not included within the extent of HO443, however a permit has been issued for its demolition.

Opposite the Burnley Street Pocket are single-storey late-nineteenth century houses at 22-46 Neptune Street that form part of the small Neptune Street Precinct (HO479). The north of the Burnley Street Pocket abuts the commercial Bridge Road Precinct (HO310).

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

In summary, the existing heritage status for the Burnley Street Pocket is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO443	196A, 198 and 200-220 Burnley Street, Richmond	196A, 198 and 200-220 Burnley Street	Individually significant	1890-1940
Precinct Heritage Overlays				
None				

There are no changes recommended to the heritage controls for Pocket 10.

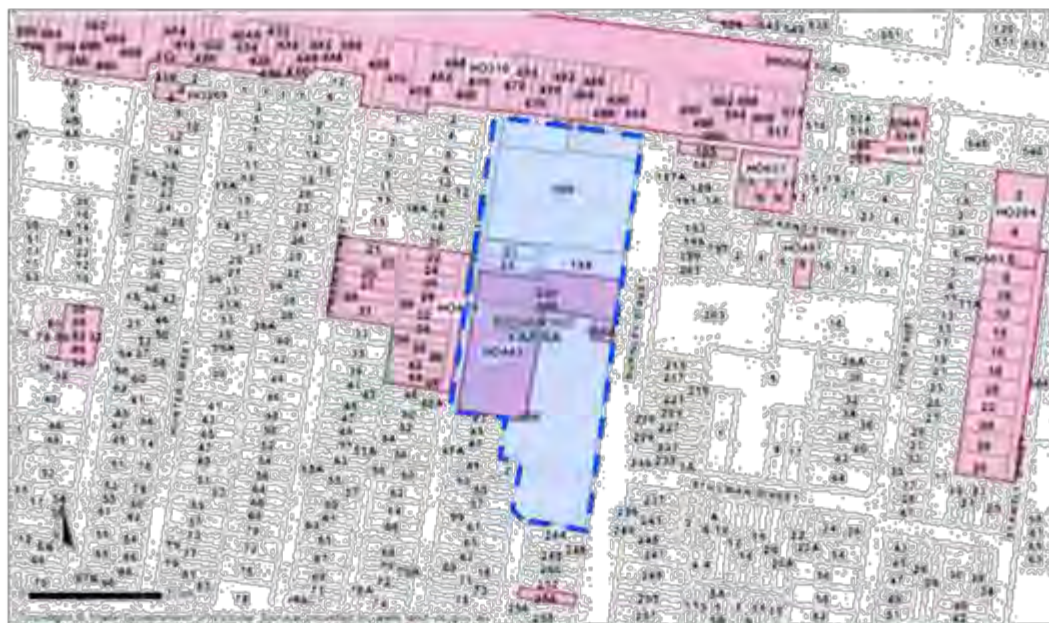


Figure 125. Heritage Overlay map – Pocket 10 – Burnley Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



**Figure 126.** 196A-220 Burnley Street (HO443) – from Burnley Street



**Figure 127.** 196A-220 Burnley Street (HO443) – aerial view from Neptune Street ©Google

#### 13.10.3 Zoning

The land within Pocket 10 is included within the C2Z. There are no changes recommended to the zoning.

#### 13.10.4 Key views

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within Pocket 10.

#### 13.10.5 Significant Streetscapes

There are no precinct Heritage Overlays within Pocket 10 and no streetscapes that are considered significant.

#### 13.10.6 Potential Future Character Considerations

Subject to further investigation.

#### 13.10.7 Recommended Built Form Parameters

Subject to further investigation.



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

#### 13.11 Pocket 11 - Stawell Street

##### 13.11.1 Description

The Stawell Street Pocket is located at the north end of Stawell Street and is predominantly comprised of one site at 566 Bridge Road that is zoned C2Z and is occupied by an Officeworks store. Two properties (2-4 Stawell Street) that are zoned MUZ on the western side of Stawell Street form the remainder of the pocket. The pocket is bound by Bridge Road to the north, GRZ zoned land to the west and south, and NRZ zoned land to the east. The land to the south of the Stawell Street Pocket has been developed as four-storey apartments/townhouses.

Three buildings make up the pocket: the large single-storey big-box retail outlet (Officeworks) set back from Bridge Road; 2 Stawell Street, which is occupied by the former Fincham Organ Factory (HO284); and 4 Stawell Street, also included in HO284 and occupied by a contemporary townhouse development.



Figure 128. Zoning map – Pocket 11 – Stawell Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

##### 13.11.2 Heritage Status

The Stawell Street Pocket includes one site-specific Heritage Overlay and no heritage precincts. The former Fincham Organ Factory (HO284) is a two-storey brick factory. The extent of the Heritage Overlay extends south of the former factory to include a contemporary townhouse development at 4 Stawell Street on land originally associated with the organ factory.

The land directly south of HO284 is zoned GRZ and is occupied by single-storey dwellings that make up HO481 (Stawell Street Precinct). Immediately east of the Officeworks site is the Racecourse Precinct (HO331) which is zoned NRZ and comprises single-storey brick houses constructed in 1941.

In summary, the existing heritage status for the Stawell Street Pocket is:

Victorian Heritage Register
None

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Individual Heritage Overlays				
Heritage Overlay	Name	Address	Appendix 8 grading	Date
HO284	[former] Fincham Organ Factory	2 Stawell Street	Individually significant	1896-
Precinct Heritage Overlays				
None				

4 Stawell Street is mapped within the extent of HO284 and this land formed part of the historic extent of the Fincham Organ Factory but is not referenced within the Schedule to the Heritage Overlay or Appendix 8. Therefore, the address within the Schedule to the Heritage Overlay and Appendix 8 should be corrected to reflect the mapped extent of HO284.

6 Stawell Street, a single-storey house, is incorrectly mapped as HO503, which in the Schedule to the Heritage Overlay is identified as Former Commercial Stables and Hitching Posts, 2 James Street, Abbotsford. This appears to be an error as 6 Stawell Street should be included within the extent of HO481 (Stawell Street Precinct). It is also noted that neither HO481 nor HO503 appear in Appendix 8. These corrections should be made to the planning maps and/or Appendix 8 as necessary.



Figure 129. Heritage Overlay map – Pocket 11 – Stawell Street outlined in blue (Planning Maps Online, accessed 6 Feb 2018)

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations



**Figure 130.** Former Fincham Organ Factory, 2-4 Stawell Street (HO284)

#### 13.11.3 Zoning

The land within the Stawell Street Pocket is included within the C2Z (Officeworks) and MUZ (former Fincham Organ Factory). There are no changes recommended to the zoning.

#### 13.11.4 Key views

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within Pocket 11.

#### 13.11.5 Significant Streetscapes

There are no precinct Heritage Overlays within Pocket 11 and no streetscapes that are considered significant.

#### 13.11.6 Potential Future Character Considerations

The former Fincham Organ Factory at 2-4 Stawell Street (HO284) has been developed as townhouses and is unlikely to be further developed. Likewise, 4 Stawell Street, which also falls within the Stawell Street Pocket, has been recently developed and is less likely to be further developed.

The rest of the Stawell Street Pocket falls outside the Heritage Overlay. Development on the Officeworks site should consider the impact on the single-storey residential buildings subject to the Heritage Overlay to the immediate east (HO331).

#### 13.11.7 Recommended Built Form Parameters

As the former Fincham Organ Factory at 2-4 Stawell Street (HO284) has been developed as townhouses, additional built form controls over this site are unnecessary.

A DDO should be applied to the Officeworks site at 566 Bridge Road that:

- Ensures an appropriate transition to the adjacent single-storey houses within HO331 (Racecourse Precinct).

## **Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations**

Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

### **Section III – Built Form Testing and Recommendations**



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 14. Built Form Testing

In order to translate the 'Recommended Built Form Parameters' in Part II into specific guidance that can be translated into a DDO control, David Lock Associates prepared 3D computer modelling to test the appropriateness of particular built form outcomes that achieved the intent of the recommended built form parameters.

### 14.1 Purpose and Scope of Built Form Testing

The Victoria Street and Bridge Road Built Form Review Recommendations have been determined based on comprehensive built form testing and high-level 3D computer modelling of schematic development envelopes for the study area. It was established and operated as a 'working' massing model used to informally measure built form heights and setbacks to the properties along the length of both Victoria Street and Bridge Road (within the study area) to serve as a useful general tool in comparative visual analysis. The Mixed Use Pockets have not been modelled as these generally contain isolated heritage buildings, the development of which should be informed by their individual characteristics and Statements of Significance.

The development and use of such 3D massing models is common for strategic built form work of this kind to examine the general relationships between new urban form (various options or scenarios), topography and key views to existing landmarks from identified vantage points as advised by GJM Heritage.

3D massing models are commonly used in addition to more conventional 2D cross-sections (and other tools) when determining built form controls and assessing off-site impacts on surrounding land such as overshadowing and visual bulk.

The massing model utilised is 'fit for purpose' for a strategic corridor study of its kind. It does not rely on detailed site survey data, rather more general available contour, landform and cadastral information. Such modelling has been reliably applied in other strategic work across Metropolitan Melbourne and presented to PPV and other authorities.

### 14.2 Massing Model

The massing model is prepared in SketchUp Pro and used topographical data provided by the City of Yarra.

The existing 'landmark' building envelope dimensions were based on information including architectural drawings held by the City of Yarra, Heritage Victoria and the Public Records Office of Victoria. These included those landmark buildings, advertising signs and tall structures identified in Clause 22.03, that are located within the study area, namely:

- St Ignatius Church
- Richmond Town Hall
- Skipping Girl Vinegar Sign
- Pelaco Sign.

Within the study area, the existing buildings have been represented in three-dimensions based on the site and cadastral information available from the City of Yarra with an assumption of 100% site coverage. On specific sites a cross check was made against the building height measured from Google Street View or photographs.

Further, a number of recent development envelopes (approved, unbuilt and/or under construction) have also been modelled to represent their overall scales and setbacks, based on endorsed architectural plans provided by the City of Yarra.

Existing street wall heights were based on GIS data supplied by the City of Yarra with a further cross check in Google Street View. The building height in the GIS data is assumed to be the roof height of the building (excluding the façade parapet). It was observed that parapets generally extended above the roof line by between 0.3m and 1.5m. Therefore, it was assumed that, in general, the parapet extends approximately 0.7m above the roof line.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

We acknowledge that the basis of the model (i.e. site boundaries and levels) is not as accurate as one generated with a detailed site survey.

Development massing for contributory and significant heritage sites has been modelled based on the following measurements:

- 9m and 11m 'street walls' (as a typical measurement for a tall 2-storey Victorian-era parapet).
- 3.1m floor to floor height for upper levels above the 'street wall'.

Development massing for non-contributory, or non-heritage sites has been modelled based on the following measurements:

- 4m floor to floor height for ground level and level 1.
- 3.1m floor to floor height for level 1 and above.

### 14.3 Eye Level Views

Eye level view representations are approximate only. They are based on locating the 'camera' within the SketchUp Pro model and positioning it 1.7m above the Google terrain, with no tilt. The default field of view is 30 degrees which approximates a camera focal length of 57mm (35mm equivalent).

These eye-level views are not (nor have they claimed to be) 'photomontages' prepared according to the required VCAT methodology. They do not represent a detailed representation of the proposal in terms of architectural expression, materials and finishes or landscape.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

## 15. Built Form Recommendations

A DDO applied to the study area should include provisions to complement policy within Clauses 22.02 and 22.10 of the Yarra Planning Scheme to inform new development.

Having regard to the Built Form Testing utilising modelling prepared by David Lock Associates, we recommend the following built form controls be applied to ensure an appropriate balance is struck between new development and the retention of heritage values within the study area.

### 15.1 Victoria Street

Built Form Element	Requirement	Rationale
<b>Precinct 1 – Victoria Street – West</b>		
Street wall height (infill development)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to the heritage context. A discretionary control is appropriate given the variation in heights within the Precinct.
Street wall height (development abutting land subject to the Heritage Overlay)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Street wall setback (infill development)	Zero (mandatory)	To ensure new built form responds to the heritage context which has a consistent zero setback.
Upper level setbacks (within the Heritage Overlay)	Minimum 6m (preferred – ‘not-contributory’ and ‘contributory’ graded buildings) (mandatory – ‘individually significant’ graded buildings)	A 6m setback will ensure that the heritage buildings remain prominent within the Victoria Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid ‘facadism’. It will also be sufficient to ensure that existing chimneys at the front of the buildings are retained. Mandatory controls are justified on ‘individually significant’ buildings to protect these highly important elements of Yarra’s cultural heritage.
Upper level setbacks (development abutting land subject to the Heritage Overlay)	Minimum 6m (preferred)	To ensure new built form responds to the neighbouring properties subject to the Heritage Overlay. A discretionary control is appropriate given the variation in these transitional sites.
Building height (within the Heritage Overlay except 231-251 Victoria Street)	New upper-level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of Victoria Street. (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper-level built form is no greater than one quarter of volume of the heritage façade when the site is viewed from the opposite side of Victoria Street.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Building height (231-251 Victoria Street)	New upper-level built form occupies no more than one third of the visible built form when viewed from the opposite side of Victoria Street. (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper level built form is no greater than one third of volume of the heritage façade when the site is viewed from the northern side of Victoria Street. This differs from other parts of Victoria Street due to the significantly increased width of the street west of the railway bridge.
<b>Precinct 2 – Victoria Street – Central</b>		
Street wall height (development abutting land subject to the Heritage Overlay)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Upper level setbacks (within the Heritage Overlay)	Minimum 6m (mandatory)	A 6m setback will ensure that the heritage buildings remain prominent within the Victoria Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. It will also be sufficient to ensure that existing chimneys at the front of the buildings are retained.  Mandatory controls are justified on 'individually significant' buildings to protect these highly important elements of Yarra's cultural heritage.
Upper level setbacks (development abutting land subject to the Heritage Overlay)	Minimum 6m (preferred)	To ensure new built form responds to the neighbouring properties subject to the Heritage Overlay.  A discretionary control is appropriate given the variation in these transitional sites.
Building height (within the Heritage Overlay)	New upper-level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of Victoria Street. (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper-level built form is no greater than one quarter of volume of the heritage façade when the site is viewed from the opposite side of Victoria Street.
<b>Precinct 3 – Victoria Street – East</b>		
Street wall height (development abutting land subject to the Heritage Overlay)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Street wall setback (development abutting land subject to the Heritage Overlay)	Match the setback of the adjacent heritage building. (preferred)	To retain the prominence of the former residential buildings with front gardens at 316-326 Victoria Street.



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Upper level setbacks (within the Heritage Overlay)	Minimum 6m (mandatory)	A 6m setback will ensure that the heritage buildings remain prominent within the Victoria Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. It will also be sufficient to ensure that existing chimneys at the front of the buildings are retained.  Mandatory controls are justified on 'individually significant' buildings to protect these highly important elements of Yarra's cultural heritage.
Upper level setbacks (development abutting land subject to the Heritage Overlay)	Minimum 6m (preferred)	To ensure new built form responds to the neighbouring properties subject to the Heritage Overlay.  A discretionary control is appropriate given the variation in these transitional sites.
Building height (within the Heritage Overlay)	New upper-level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of Victoria Street.  (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper-level built form is no greater than one quarter of volume of the heritage façade when the site is viewed from the opposite side of Victoria Street.
<b>Precinct 4 – Victoria Street – Skipping Girl Vinegar</b>		
Subject to further investigation.		

### 15.2 Bridge Road

Built Form Element	Requirement	Rationale
<b>Precinct 1 – Heritage Streetscape</b>		
New built form	New built form must not impede primary views of: <ul style="list-style-type: none"> <li>The clock tower of Richmond Town Hall</li> <li>The belfry and spire of St Ignatius Church</li> <li>The Pelaco Sign</li> </ul>	The key views of the Richmond Town Hall clock tower, spire of St Ignatius Church and the Pelaco Sign are recognised in Clause 22.03. The primary views of these landmarks are defined in 'Landmarks & Views Assessment', Ethos Urban, March 2018.
Street wall height – north side of Bridge Road (infill development)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to the heritage context. A discretionary control is appropriate given the variation in heights within the Precinct.
Street wall height (development abutting land subject to the Heritage Overlay)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.

# Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Street wall height – south side of Bridge Road (infill development)	11m maximum (mandatory) Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to the heritage context. A discretionary control is appropriate given the variation in heights within the Precinct.  Mandatory controls are justified on the south side of Bridge Road between Punt Road and Burnley Street which has been identified as a 'significant streetscape'.
Street wall setback (infill development)	Zero (mandatory)	To ensure new built form responds to the heritage context which has a consistent zero setback.
Upper level setbacks (within the Heritage Overlay – north side of Bridge Road)	Minimum 6m (preferred – 'not-contributory' and 'contributory' graded buildings) (mandatory – 'individually significant' graded buildings)	A 6m setback will ensure that the heritage buildings remain prominent within the Bridge Road streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. It will also be sufficient to ensure that existing chimneys at the front of the buildings are retained.  Mandatory controls are justified on 'individually significant' buildings to protect these highly important elements of Yarra's cultural heritage.
Upper level setbacks (within the Heritage Overlay – south side of Bridge Road)	Minimum 6m (mandatory)	A 6m setback will ensure that the heritage buildings remain prominent within the Bridge Road streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. It will also be sufficient to ensure that existing chimneys at the front of the buildings are retained.  Mandatory controls are justified on the south side of Bridge Road between Punt Road and Burnley Street which has been identified as a 'significant streetscape'.
Upper level setbacks (development abutting land subject to the Heritage Overlay)	Minimum 6m (preferred)	To ensure new built form responds to the neighbouring properties subject to the Heritage Overlay.  A discretionary control is appropriate given the variation in these transitional sites.
Building height (within the Heritage Overlay west of Church Street (including Church Street))	New upper-level built form occupies no more than one quarter of the visible built form when viewed from the opposite side of Bridge Road or Church Street. (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper-level built form is no greater than one quarter of volume of the heritage façade when the site is viewed from the opposite side the street.
Building height (within the Heritage Overlay east of Church Street)	New upper-level built form occupies no more than one third of the visible built form when viewed from the opposite side of Bridge Road. (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper-level built form is no greater than one third of volume of the heritage façade when the site is viewed from the opposite side of Bridge Road.  This differs from other parts of Bridge Road due to the significantly increased width of the street east of Church Street.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Precinct 2 – Town Hall		
New built form	New built form must not impede primary views of: <ul style="list-style-type: none"> <li>The clock tower of Richmond Town Hall</li> <li>The belfry and spire of St Ignatius Church</li> </ul>	The key views Richmond Town Hall clock tower and the spire of St Ignatius Church are recognised in Clause 22.03. The primary views of these landmarks are defined in 'Landmarks & Views Assessment', Ethos Urban, March 2018.
Street wall height (infill development)	Not exceed the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to the heritage context. A discretionary control is appropriate given the variation in heights within the Precinct.
Street wall height (development abutting land subject to the Heritage Overlay)	No exceed the parapet height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Street wall setback (infill development)	Match the setback of the adjacent heritage building. (preferred)	To ensure new built form responds to the heritage context which has a consistent zero setback. A discretionary control is appropriate given the variation in street setbacks within the Precinct.
Upper level setbacks (within the Heritage Overlay excluding former Police Station (HO230) and the Richmond Town Hall (HO310))	Minimum 6m (preferred – 'not-contributory' and 'contributory' graded buildings) (mandatory – 'individually significant' graded buildings)	A 6m setback will ensure that the heritage buildings remain prominent within the Bridge Road streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. It will also be sufficient to ensure that existing chimneys at the front of the buildings are retained.  Mandatory controls are justified on 'individually significant' buildings to protect these highly important elements of Yarra's cultural heritage.
Upper level setbacks (within the Heritage Overlay excluding former Richmond Police Station (HO230) and the Richmond Town Hall (HO310))	Set back upper level development beyond the main roof form of the building. (preferred)	To ensure that the three-dimensional forms of the former Richmond Police Station and the Richmond Town Hall are maintained. A discretionary control is appropriate to allow a variety of design responses.
Building height (within the Heritage Overlay)	New upper-level built form occupies no more than one third of the visible built form when viewed from the opposite side of Bridge Road. (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper-level built form is no greater than one third of volume of the heritage façade when the site is viewed from the opposite side of Bridge Road.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Precinct 3 – North East / East of Burnley		
New built form	New built form must not impede primary views of the clock tower of Richmond Town Hall.	The key views Richmond Town Hall clock tower are recognised in Clause 22.03. The primary views of these landmarks are defined in 'Landmarks & Views Assessment', Ethos Urban, March 2018.
Street wall height (development abutting land subject to the Heritage Overlay)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Street wall setback (development abutting land subject to the Heritage Overlay)	Match the setback of the adjacent heritage building. (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Upper level setbacks (within the Heritage Overlay)	Minimum 6m (preferred – 'not-contributory' and 'contributory' graded buildings) (mandatory – 'individually significant' graded buildings)	A 6m setback will ensure that the heritage buildings remain prominent within the Bridge Road streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. It will also be sufficient to ensure that existing chimneys at the front of the buildings are retained. Mandatory controls are justified on 'individually significant' buildings to protect these highly important elements of Yarra's cultural heritage.
Building height (within the Heritage Overlay east of Church Street)	New upper-level built form occupies no more than one third of the visible built form when viewed from the opposite side of Bridge Road. (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper level built form is no greater than one third of volume of the heritage façade when the site is viewed from the opposite side of Bridge Road.

### 15.3 Mixed Use Pockets

Built Form Element	Requirement	Rationale
Pocket 1 - North Richmond Station		
Street wall height (development abutting land subject to the Heritage Overlay)	Match the street wall height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Street wall setback (development abutting land subject to the Heritage Overlay)	Match the setback of the adjacent heritage building. (preferred)	To retain the prominence of the residential buildings on Regent Street. A discretionary control is appropriate given the variation in street setbacks within the Mixed Use Pocket.



## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Building height (within HO399 & HO400)	11m (3 storey) (preferred)	To protect the low-scale form of the single storey houses on Regent Street a height limit the equivalent of that applied to the General Residential Zone should be applied. A discretionary control is appropriate given the MUZ zoning.
Building height (within HO407 & HO450)	New upper-level built form occupies no more than one half of the visible built form when viewed from the opposite side of the Street. (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper level built form is no greater than one half of volume of the industrial building when the site is viewed from the opposite side of the Street.
Building height (within HO390)	New upper-level built form occupies no more than one third of the visible built form when viewed from the opposite side of Hoddle Street. (preferred)	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper level built form is no greater than one third of volume of the Walters' House, Warehouse and Stables Complex when viewed from the opposite side of Hoddle Street.
<b>Pocket 2 – Lithgow Street</b>		
Street wall height ('not-contributory' buildings within Heritage Overlay)	Match the street wall height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a 'contributory' or 'individually significant' building responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Street wall height (development abutting land subject to the Heritage Overlay)	Match the street wall height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Street wall setback ('not-contributory' buildings within Heritage Overlay)	Match the setback of the adjacent heritage building. (preferred)	To retain the prominence of the residential buildings on Lithgow Street. A discretionary control is appropriate given the variation in street setbacks within the Mixed Use Pocket.
Street wall setback (development abutting land subject to the Heritage Overlay)	Match the setback of the adjacent heritage building. (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Building height (25-33 Lithgow Street)	11m (3 storey) (preferred)	To protect the low-scale form of the single storey houses on Lithgow a height limit the equivalent of that applied to the General Residential Zone should be applied. A discretionary control is appropriate given the MUZ zoning.
Building height (35-47 Lithgow Street)	New upper-level built form occupies no more than one half of the visible built form when viewed from the	Ensures that new development does not visually dominate the existing heritage fabric by requiring that new upper level built form is no greater than one half of volume of the industrial

# Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

## Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

	opposite side of the Street. (preferred)	building when the site is viewed from the opposite side of the Street.
<b>Pocket 3 – Church Street (north)</b>		
Street wall height (development abutting land subject to the Heritage Overlay)	Match the street wall height of adjacent taller heritage building (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Street wall setback (development abutting land subject to the Heritage Overlay)	Match the setback of the adjacent heritage building. (preferred)	To ensure that new built form abutting a Heritage Overlay responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Building height (heritage buildings)	11m (3 storey) (preferred)	To protect the low-scale form of the single and two storey houses on Church Street a height limit the equivalent of that applied to the General Residential Zone should be applied. A discretionary control is appropriate given the MUZ zoning.
<b>Pocket 4 – Baker and Lincoln Street</b>		
Subject to further investigation.		
<b>Pocket 5 – Doonside Street</b>		
Subject to further investigation.		
<b>Pocket 6 – Bromham Place</b>		
Subject to further investigation.		
<b>Pocket 7 – Church Street (south)</b>		
Subject to further investigation.		
<b>Pocket 8 – Bridge Street (West)</b>		
Street wall height (development abutting land subject to the Heritage Overlay)	Match the street wall height of adjacent taller heritage building (preferred)	To ensure that new built form abutting 32-34 Thomas Street responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Street wall setback (development abutting land subject to the Heritage Overlay)	Match the setback of the adjacent heritage building. (preferred)	To ensure that new built form abutting 32-34 Thomas Street responds to the heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Building height (32-34 Thomas Street)	11m (3 storey) (preferred)	To protect the low-scale form of the two double storey houses at 32-34 Thomas Street a height limit the equivalent of that applied to the General Residential Zone should be applied. A discretionary control is appropriate given the MUZ zoning.
Building height (173 Lennox Street)	-	The heritage buildings at 173 Lennox Street have already been developed and therefore no additional controls are required.

## Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations

### Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations

Pocket 9 – Civic / Community		
Subject to further investigation.		
Pocket 10 – Burnley Street		
Subject to further investigation.		
Pocket 11 – Stawell Street		
Street wall height (development abutting land subject to the Heritage Overlay)	Match the street wall height of adjacent taller heritage building (preferred)	To ensure that new built form abutting HO331 responds to the single storey heritage context. A discretionary control is appropriate given the transitional nature of these sites.
Building height (HO284)	-	The former Fincham Organ Factory at 2-4 Stawell Street has been developed as townhouses and additional built form controls are unnecessary.

### 15.4 Additional guidance

In addition to the above recommended controls relating to street wall height, upper level setback and visibility of new built form, we recommend that the following design objectives be included within the DDO.

- New infill development within the street wall should:
  - Interpret the historic façade rhythm, including fenestration patterns and proportions, the relationship between solid and void, and the module of structural bays.
  - Be distinguishable from the original heritage fabric and adopt a high quality and respectful contextual design response.
  - Ensure façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of nineteenth century buildings.
  - Ensure fenestration patterns of new development generally reflects the vertical proportions of nineteenth and early twentieth century façades and avoids large expanses of glazing with a horizontal emphasis except to ground floor shopfronts.
  - Maintain the existing canopy/verandah height.
  - Avoid the use of unarticulated curtain glazing or highly reflective glass.
  - Avoid the replication of existing decorative features and architectural detail.
- The adaptation of existing ‘contributory’ and ‘individually significant’ buildings should:
  - Discourage highly reflective glazing in historic openings.
  - Ensure the inter-floor height of the existing building is maintained and avoid new floor plates and walls cutting through historic openings.
  - Encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings.
- New upper level development behind the heritage buildings should:
  - Ensure that the design and setback of the addition does not visually dominate the heritage building or surrounding heritage places.
  - Retain the primacy of the three-dimensional form of the heritage building within the streetscape.
  - Incorporate materials and finishes that are recessive in texture and colour.
  - Generally utilise visually lightweight, but high quality, materials that create a juxtaposition with the heavier masonry of the heritage facades.
  - Incorporate simple architectural detailing so it does not detract from significant elements of the existing building or streetscape.
  - Provide a recessive backdrop to the heritage street wall and individual heritage buildings.

## **Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations**

### **Victoria Street and Bridge Road Built Form Review: Heritage Analysis & Recommendations**

- Avoid highly articulated facades with recessed and projecting elements.
- Avoid highly contrasting or vibrant primary colours.
- Avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- Be articulated to reflect the fine grained character of narrow sites.
- Encourage that upper-level development behind rows of identical or similar shop/residences is consistent in form, massing and façade treatment as existing upper-level development (where this exists).



**Attachment 3 - Bridge and Victoria Built Form Review Heritage Analysis and Recommendations**

gard'ner jarman martin

**Attachment 4 - Traffic Engineering Assessment Part 1**



## **Traffic Engineering Assessment**

**Victoria Street and Bridge Road Activity Centres, Richmond**

**Prepared For  
City of Yarra**

**June, 2018  
G22791R-01A**

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**Attachment 4 - Traffic Engineering Assessment Part 1****Traffic and Access Review****Victoria Street and Bridge Road Activity Centres, Richmond****Document Control**

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**Attachment 4 - Traffic Engineering Assessment Part 1**

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**Victoria Street and Bridge Road Activity Centres, Richmond:**

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## Attachment 4 - Traffic Engineering Assessment Part 1



### Traffic Engineering Assessment

Victoria Street and Bridge Road Activity Centres, Richmond:

## 1 Introduction

Yarra City Council has initiated Built Form Frameworks for the Victoria Street and Bridge Road Activity Centres. These Built Form Frameworks will define the preferred future built form character of the precincts and include principles, guidelines and requirements to guide future development and to manage the level of change. Importantly, these frameworks will inform the preparation of future Design and Development Overlay (DDO) controls and policy for these areas.

The frameworks provide a guide as to what developmental changes can be expected within the Victoria Street and Bridge Road Activity Centres in the future at such time that they are implemented as DDO controls and ultimately, resulting in increased development. This increase in development has the potential to pose transport challenges for all modes along the Victoria Street and Bridge Road corridors and immediate areas.

In particular, a number of traffic engineering related issues have arisen through the creation and analysis of the framework process, including:

- concern in relation to the impact that additional development may have on the transport network, including the network performance of Victoria Street, Bridge Road and the local road network,
- likely VicRoads and PTV concerns relating to vehicle access arrangements to properties on Victoria Street and Bridge Road and the potential impact on the safety and efficiency of the road and tram network,
- the suitability of narrow laneways to provide appropriate access to new development and movement opportunities for people, cyclists, cars and service vehicles, and
- the need for an overall access and movement plan setting out the preferred arrangements for the Victoria Street and Bridge Road Activity Centres to support the level of development being proposed and to guide decision making and policy formulation.

While the traffic impacts of this growth on this constrained network this is acknowledged as a consideration, there is strong and committed strategic policy support to facilitate increased commercial and residential development in the Victoria Street and Bridge Road Activity Centres. In considering the planning of similar centres across Melbourne, Planning Panels have acknowledged that "future congestion should not stifle development"<sup>1</sup> and the "challenge of managing the road network should not prevent the Amendment from progressing"<sup>2</sup>.

It is important that this project recognises the network constraints, the strong strategic support for development in the precinct, and the approach of Planning Panels in the discussion and advice on the future traffic conditions and future performance of Victoria Street, Bridge Road and the local road network. In particular, this project must help to ensure that future consideration of traffic issues is focused on how best to manage the impacts of future development through improved access

<sup>1</sup> Panel Report for Moreland Amendment C123

<sup>2</sup> Panel Report for Moreland Amendment C134

## Attachment 4 - Traffic Engineering Assessment Part 1



### Traffic Engineering Assessment

Victoria Street and Bridge Road Activity Centres, Richmond:

arrangements and measures to promote sustainable and active modes of travel through new development.

Traffix Group has been engaged by Yarra City Council to undertake an assessment of the future access arrangements, prepare access and movement plans and provide input into the content of the future Design and Development Overlay to facilitate appropriate access and movement throughout the Activity Centres. The objective of the access and movement plans is to facilitate 'best practice' access controls to properties abutting Victoria Street and Bridge Road (or located within the 'study area') and specifically:

- To maximise the efficiency of Victoria Street and Bridge Road.
- To ensure appropriately managed vehicle access is provided to properties within the Activity Centres.
- To minimise the potential for vehicle conflicts within laneways, ensuring appropriate treatments are put into place to maximise the capacity of laneways and local roads.
- To minimise impacts on tram and public transport services.
- Provide a high quality pedestrian environment along Victoria Street and Bridge Road.
- To minimise where possible the number of vehicle access points directly to arterial roads.
- Provide appropriate vehicle access to properties, including loading and waste collection considerations.

## 2 Scope & Methodology

The adopted methodology for undertaking this study was as follows:

- Undertake thorough site inspections of the entire study areas to document and map:
  - existing access arrangements for each individual property,
  - existing traffic management treatments for all arterial and local roads and rear laneways within the study areas,
  - existing configuration of each road and laneway within the study areas (including carriageway width and road reservation width), and
  - foreseeable access constraints to each individual property should development occur.
- Review and categorisation of laneways into 3 categories (unconstrained, partially constrained or highly constrained) in order to better understand their potential to currently accommodate additional traffic under their existing conditions and configuration. Key factors include laneway width, laneway length, laneway connections (i.e. continuous or dead-end) and physical layout (i.e. bends within the laneway network). These factors are discussed in more detail further in the report.
- High level review of the developmental changes forecast within the Built Form Framework in regards to traffic impacts, in particular the intensity of traffic movements and vehicle circulation within the surrounding road network within the Victoria Street and Bridge Road Activity Centres.

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### Traffic Engineering Assessment

Victoria Street and Bridge Road Activity Centres, Richmond:

- Review of the capacity for laneways and local roads to accommodate the forecast level of traffic based on development potential and their existing configuration.
- Review of what configuration or adjustments may be necessary to laneways or local road configurations in order to accommodate this increase in vehicle movements and to minimise potential for vehicle conflicts within the study areas. In particular, impacts on Arterial Roads to be minimised as much as practically possible.
- Liaise with stakeholders including representatives from Council to understand the relevant authority concerns and desirable access outcomes having regard to the potential impact on the safety and efficiency of the road and tram network.
- Prepare "access" maps showing the location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments.
- Prepare draft wording for the traffic engineering aspects of the future Design and Development Overlay, which sets out design objectives and outcomes, permit application requirements, and decision guidelines for assessing future planning permit applications, based on the desired access outcomes for future development.

## Attachment 4 - Traffic Engineering Assessment Part 1



## Traffic Engineering Assessment

Victoria Street and Bridge Road Activity Centres, Richmond:

### 3 Policy Context

#### 3.1 Plan Melbourne 2017-2050

Plan Melbourne is the State Government plan that will guide the growth of Melbourne city for the next 35 years. It sets the strategy for supporting jobs, housing and transport, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.

The plan includes a number of key transport and urban planning objectives that the Built Form Framework aims to facilitate. The most relevant objectives are listed in the table below.

**Table 1: Key Objectives of Plan Melbourne in relation to the Victoria and Bridge Road Activity Centres**

Outcome	Directions	Policy
Outcome 2 Melbourne provides housing choice in locations close to jobs and services.	Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.	Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.
	Deliver more housing closer to jobs and public transport.	Facilitate well-designed, high-density residential developments that support a vibrant public realm in Melbourne's central city.  Direct new housing and mixed-use development to urban renewal precincts and sites across Melbourne.  Support new housing in activity centres and other places that offer good access to jobs, services and public transport  Provide support and guidance for greyfield areas to deliver more housing choice and diversity.
Outcome 3 Melbourne has an integrated transport system that connects people to jobs and services and goods to market.	Transform Melbourne's transport system to support a productive city.	Provide high-quality public transport access to job-rich areas.  Improve arterial road connections across Melbourne for all road users.  Provide guidance and certainty for land use and transport development through the Principal Public Transport Network and the Principal Freight Network.  Improve the efficiency of the motorway network.  Support cycling for commuting.
	Improve local travel options to support 20-minute neighbourhoods.	Create pedestrian-friendly neighbourhoods.  Create a network of cycling links for local trips.  Improve local transport choices.
Outcome 5	Create a city of 20-minute neighbourhoods.	Create mixed-use neighbourhoods at varying densities.



## Attachment 4 - Traffic Engineering Assessment Part 1



## Traffic Engineering Assessment

Victoria Street and Bridge Road Activity Centres, Richmond:

Outcome	Directions	Policy
Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.		Support a network of vibrant neighbourhood activity centres.
	Create neighbourhoods that support safe communities and healthy lifestyles.	Improve neighbourhoods to enable walking and cycling as a part of daily life.

### 3.2 State Planning Policy Framework (SPPF)

Clause 18 of the SPPF details state-wide objectives, strategies and policy guidelines relating to transport, including land use and transport planning, the transport system, walking, cycling, the principal public transport network, management of the road system, car parking ports, airports and freights.

The SPPF Transport objectives that are relevant to Yarra are set out in Table 2 below.

**Table 2: SPPF Transport Objectives**

Clause	Objectives
<b>18.01-1 Land Use and Transport Planning</b>	To create a safe and sustainable transport system by integrating land-use and transport.
<b>18.01-2 Transport System</b>	To coordinate development of all transport modes to provide a comprehensive transport system.
<b>18.02-1 Sustainable Personal Transport</b>	To promote the use of sustainable personal transport.
<b>18.02-2 Cycling</b>	To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.
<b>18.02-3 Principal Public Transport Network</b>	To upgrade and develop the Principal Public Transport Network and local public transport services in Metropolitan Melbourne to connect activity centres, link activities in employment corridors and link Melbourne to the regional cities.
<b>18.02-4 Management of the Road System</b>	To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.
<b>18.02-5 Car Parking</b>	To ensure an adequate supply of car parking that is appropriately design and located.

A copy of Clause 18 of the Planning Scheme is attached at Appendix A, and details the strategies and policy guidelines relating to each of the objectives listed in Table 1.

Detailed state-wide requirements in relation to car parking, loading and bicycle parking are set out at Clause 52.06, 52.07 and 52.34 of the Planning Scheme respectively.

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## Traffic Engineering Assessment

Victoria Street and Bridge Road Activity Centres, Richmond:

**3.3 Local Planning Policy Framework**

While Clause 18 sets out the state-wide planning policy in relation to transport, each Council also sets its own local policies at Clauses 20, 21 and 22 of the Planning Scheme.

Clause 21 sets out the Municipal Strategic Statement (MSS).

Clause 21.03 sets out the vision for the municipality, as follows:

Land Use

- *The City will accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged.*
- *Yarra will have increased opportunities for employment.*
- *There will be an increased provision of public open space.*
- *The complex land use mix characteristic of the inner City will provide for a range of activities to meet the needs of the community.*
- *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne.*

Built Form

- *Yarra's historic fabric which demonstrates the development of metropolitan Melbourne will be internationally recognised.*
- *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks.*
- *People will safely get together and socialise in public spaces across the City.*
- *All new development will demonstrate design excellence.*

Transport

- *Local streets will be dominated by walkers and cyclists.*
- *Most people will walk, cycle and use public transport for the journey to work.*

Environmental sustainability

- *Buildings throughout the City will adopt state-of-the-art environmental design.*
- *Our natural environment will support additional species of flora and fauna.*

*This vision is pursued by the objectives and strategies set out in the land use, built form, transport, environmental sustainability and neighbourhood sections under Clauses 21.04- 21.08.*

Clause 21.06 sets out Yarra's detailed local Transport policy. The preamble states the following:

*Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. This is also a key message of Melbourne 2030 and fundamental to the health and well-being of the community.*

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**Traffic Engineering Assessment**

Victoria Street and Bridge Road Activity Centres, Richmond:

*While the scope of the planning scheme in managing an integrated transport system is limited, Council will work towards improving the quality of walking and cycling infrastructure as a priority. Note that the term "walking" includes people who use wheelchairs.*

*Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options.*

The specific objectives and strategies for Transport management in Yarra are detailed in Table 2 below.

**Table 3: LPPF Transport Objectives & Strategies**

Clause	Objective	Strategies
<b>21.06-1 Walking &amp; Cycling</b>	To provide safe and convenient pedestrian and bicycle environments.	30.1 Improve pedestrian and cycling links in association with new development where possible. 30.2 Minimise vehicle crossovers on street frontages. 30.3 Use rear laneway access to reduce vehicle crossovers.
<b>21.06-2 Public Transport</b>	To facilitate public transport usage.	31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.
<b>21.06-3 The Road System &amp; Parking</b>	To reduce the reliance on the private motor car.	32.1 Provide efficient shared parking facilities in activity centres. 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.
	To reduce the impact of traffic.	33.1 ensure access arrangements maintain the safety and efficiency of the arterial and local road networks. 33.2 Ensure the level of service needed for new industrial and commercial operations does not prejudice the reasonable needs of existing industrial and commercial operations to access Yarra's roads.

The City of Yarra is currently undertaking a review of a number of Municipal Strategic Statement (MSS) policy themes, including Transport.

Yarra's Planning Scheme Review – Report on Findings (October 2014) sets out the following in relation to the current Transport policy in the Planning Scheme:

*An effective and efficient transport network is at the heart of a vibrant, equitable and prosperous municipality. In inner city environments, the management of the limited road and transport space and resources can require balancing of a number of objectives. This is a particular challenge in Yarra, due to the travel demands generated by:*

- *the strategic location of the municipality on the edge of the central city*
- *the significant and growing mobile population, and*
- *the presence and proximity of major event attractors.*

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### Traffic Engineering Assessment

Victoria Street and Bridge Road Activity Centres, Richmond:

*Transport is currently addressed separately in the Context and Vision provisions of the Scheme as well as in strategy at Clause 21.06. It is also addressed in some specific policies such as the parking, access and traffic provisions of Built Form and Design Policy (Clause 22.10).*

*The current policy expresses a preference to reduce car dependency and encourage walking, cycling and public transport use. This appears to have had some success, with Yarra having a higher bicycle use rate than other parts of Melbourne.*

*There are still, however, inconsistencies regarding the requirement for Green Travel Plans, the use of car share schemes and reductions or waiving of on-site car parking.*

*Carparking was considered a particularly contested political issue in the initial consultation; any position or strategy regarding carparking is unlikely to satisfy all stakeholders. The Parking Strategy and Local Area Transport Management Policy provides a framework for the development of local area traffic management schemes.*

*The Scheme would be assisted with clear direction about how Council seeks to facilitate greater use of public transport, walking and cycling, and how and in what circumstances this will translate into reduced car parking, car sharing schemes and the like. The approach should include consideration of car parking in activity centres on a precinct wide basis (rather than site-by-site) as well as strategies relating to visitor car parking and increased bicycle parking.*

Relevant additional policies and studies (which do not form part of the Planning Scheme) are summarised below.

#### 3.3.1 Council Transport Statement 2006

City of Yarra's Strategic Transport Statement 2006 sets out a clear desire to reduce car dependence in the City of Yarra by promoting walking, cycling and public transport use as viable and preferable alternatives.

The Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists
3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic



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**Traffic Engineering Assessment**

Victoria Street and Bridge Road Activity Centres, Richmond:

The vision of Council's Transport Statement 2006 is ... *"to create a city which is accessible to everyone irrespective of levels of personal mobility and where a fulfilling life can be had without the need for a car"*.

There are seven key Strategic Transport Objectives (STO) to achieve this vision.

Of particular relevance is STO 5, which is to ... *"ensure Council's response to parking demand is based on Yarra's hierarchy and sustainable transport principles"*.

**3.3.2 Transport Statement Review 2012**

The City of Yarra's Strategic Transport Statement was reviewed in 2012.

Relevant key actions include the following:

- *Develop guidelines for assessing planning permit applications for car parking dispensation.*
- *Develop guidelines for car share operators that address the issues of location, number of bays and signage so that operators are clear as to the process and responsibilities.*

**3.3.3 Yarra Parking Management Strategy**

The Yarra Parking Management Strategy provides the framework around Yarra's policies for parking permit schemes, parking enforcement, the provision of disability access parking, managing parking around shopping strips, signage and all other parking-related issues and topics.

Council's website states that the fundamental aims of the Strategy are:

- *to reduce the number of cars parking in Yarra,*
- *to promote public transport as an alternative to driving, and*
- *to ensure visitors contribute to the cost of providing Yarra's parking infrastructure.*

A key aim underpinning this strategy is Council's desire to promote sustainable travel, such as cycling, walking and public transport.

Action Area 4 of Council's Parking Management Strategy is an integrated approach for Municipal Parking Strategy and in particular identifies a need to further develop Yarra's policy to provide a disincentive to car ownership and use by working with other sections of Council to promote behaviour change, sustainable transport and introduce more sustainable transport infrastructure.

**3.3.4 Liveable Yarra Project**

In 2015 Council undertook an extensive community engagement process known as the "Liveable Yarra Project". The consultation consisted of a number of elements including a People's Panel, Advisory Committees, and Targeted Community Workshops, and covered a range of topics, one of which was "Access and Movement".

The "engagement summary" document prepared by Capire Consulting Group (January 2016) summarised the consultation in relation to access and movement as follows:

*"Access and movement received the highest number of priority votes at 64. Actions around the improvement of cycling, walking and non-automotive transport modes were strongly supported. Panel members suggested trialling street closures to "reclaim" street share for cyclists and*

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**Traffic Engineering Assessment**

Victoria Street and Bridge Road Activity Centres, Richmond:

*pedestrians. The trade-off of busier arterials was seen as largely acceptable pending the trials. Panel members were very supportive of Council efforts to lobby for public transport upgrades."*

The specific Access and Movement recommendations which were summarised in the "engagement summary" document are as set out in Table 3 below.

**Table 4: Summary of Parking Recommendations from Liveable Yarra Project**

Action No.	Action	Support from People's Panel
1	Articulate targets for street share. Develop a municipality wide plan for transport and access.	86% support 12% not sure 2% disagree
2	Close local (residential) streets to through traffic including living streets.	36% support 48% not sure 16% disagree
3	Increase space for pedestrians and bikes, dedicated lanes/corridors. Decrease car space on the streets.	63% support 22% not sure 15% disagree
4	Require better bicycle parking as part of major development.	76% support 14% not sure 10% disagree
5	Reduce barriers that discourage riding, improve safety, connections, lighting. Council to provide additional cycling infrastructure – a comprehensive network that consistently provides a good level of service.	75% support 18% not sure 7% disagree
6	Move away from a "predict and provide" approach to providing car parking in new development.	86% support 12% not sure 2% disagree
7	Continue to work with State Government to improve performance of current public transport infrastructure assets.	36% support 48% not sure 16% disagree
8	Continue lobbying for improved public transport (new infrastructure and services).	63% support 22% not sure 15% disagree



## Traffic Engineering Assessment

Victoria Street and Bridge Road Activity Centres, Richmond:

### 4 Victoria Street/Bridge Road Built Form Framework

Victoria Street and Bridge Road are important commercial and retail areas within the Yarra Local Government Area that has been identified in State and local planning policy documents as an area suitable for accommodating significant residential and commercial growth, principally through redevelopment of sites and development in new upper levels to existing buildings.

Built Form Frameworks are being prepared for the Victoria Street and Bridge Road Activity Centres. These provide recommendations in relation to building heights and setbacks, amongst other areas and will guide the future form and development in these centres.

This report informs and supports the traffic engineering aspects of the Built Form Framework. It seeks to manage the impact of new development by encouraging appropriate vehicle access outcomes, in particular the use of side and rear frontages for vehicle access instead of arterial roads. This strategy is important to promoting pedestrian and cycle friendly environments and support public transport services along these roads.

The development outcomes proposed under the Built Form Framework have been taken into account when formulating our recommendations. In particular, the envisioned development intensity abutting and accessing the local road/laneway network has been a key factor in the recommendations of this report.

### 5 Existing Conditions

#### 5.1 Study Areas

The study areas extend for approximately 2.1km and 2.2km long sections of Victoria Street and Bridge Road, respectively, between Hoddle Street and the Yarra River and encompass effectively all of the properties adjacent to both Victoria Street and Bridge Road between Hoddle Street and the Yarra River as shown in the locality plan provided on the following page at Figure 1.

In addition to these properties, a number of other areas are included within the study areas, including properties along the rail corridor to the south of Victoria Street (i.e. Regent Street), amongst a number of smaller Precincts.

Our review does not include 'island sites' that are isolated from Victoria Street or Bridge Road (as identified in Figure 1. From a transport perspective, these areas are less critical as they generally already have alternative vehicle access options than arterial roads.

Land within the study areas is generally zoned 'Commercial 1 Zone' with a small section of residential uses at the east end of both Victoria Street and Bridge Road. There is also a large amount of land zoned either 'Priority Development Zone 1' or 'Comprehensive Development Zone 1' at the eastern end of Victoria Street.

Significant land uses within the vicinity of the study area include:

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### Traffic Engineering Assessment

#### Victoria Street and Bridge Road Activity Centres, Richmond:

- North Richmond Station, located south of Victoria Street, between Hoddle Street and Church Street.
- The Hive Shopping Centre, located on Victoria Street, between Hoddle Street and Church Street.
- Abbotsford Primary School, located north of Victoria Street, between Hoddle Street and Church Street.
- The Carlton United Brewery, located north of Victoria Street, adjacent to the northern boundary of the site.
- Victoria Gardens Shopping Centre, located on Victoria Street at the eastern end of the study area.
- The Epworth Hospital, located on Bridge Road, east of Hoddle Street.
- Richmond Plaza, located on Bridge Road, at the intersection with Church Street.
- Richmond Town Hall, located on Bridge Road, between Church Street and Burnley Street.

In the wider area, the following Activity Centres and key land uses are located in close proximity to the study area:

- West Richmond Station, located between the Victoria Street and Bridge Road activity centres, east of Hoddle Street.
- Melbourne's Sports Precinct is located west of Punt Road, beginning to the south-west of the boundary of the study area.
- The Melbourne CBD begins approximately 2km from the western end of the study area.
- The Swan Street Road Activity Centre, located approximately 800m south of Bridge Road.
- The Smith Street Activity Centre, located approximately 800m west of Victoria Street.

All of these areas are readily accessible from the study area via walking, cycling or a short public transport trip.



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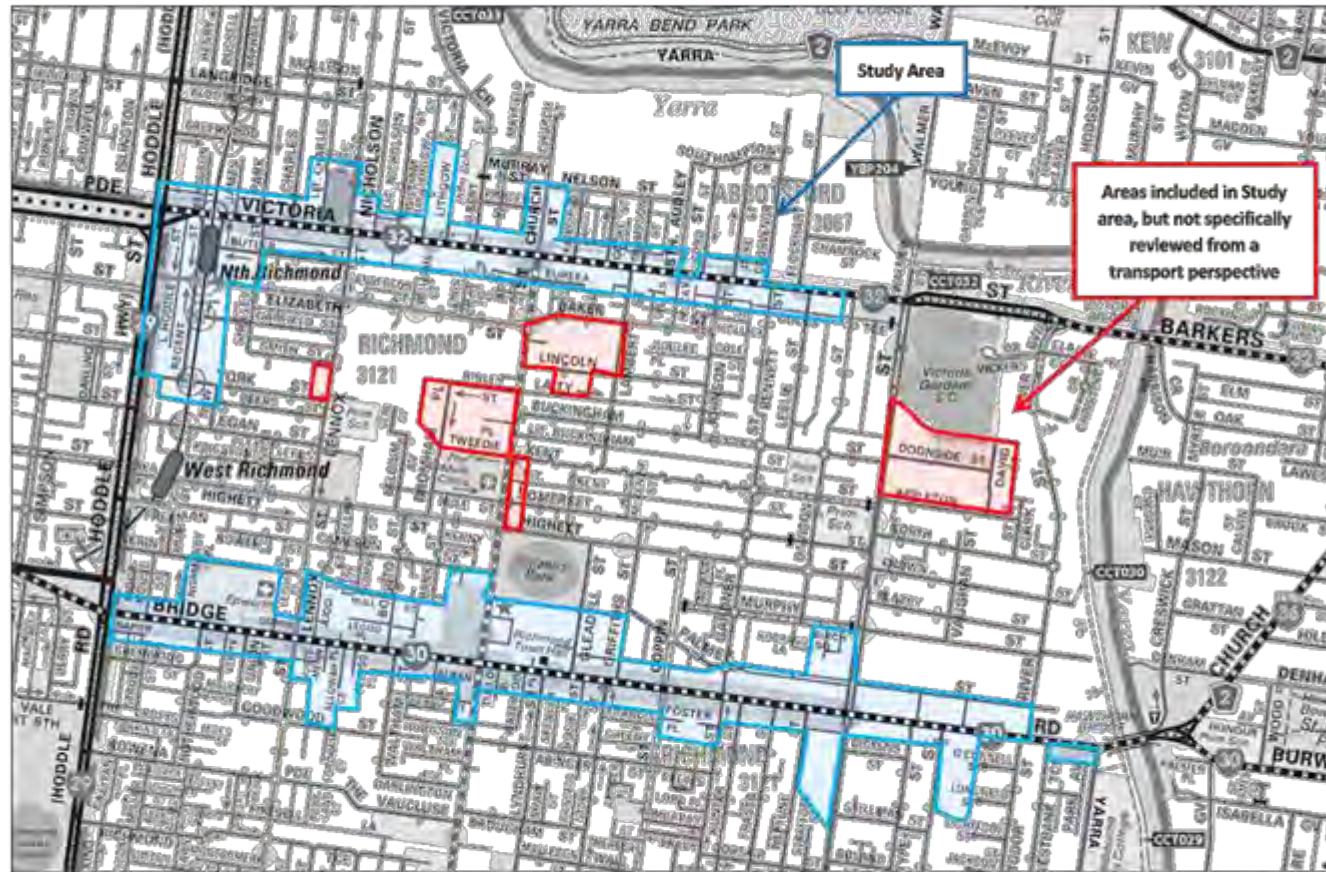


Figure 1: Locality Map

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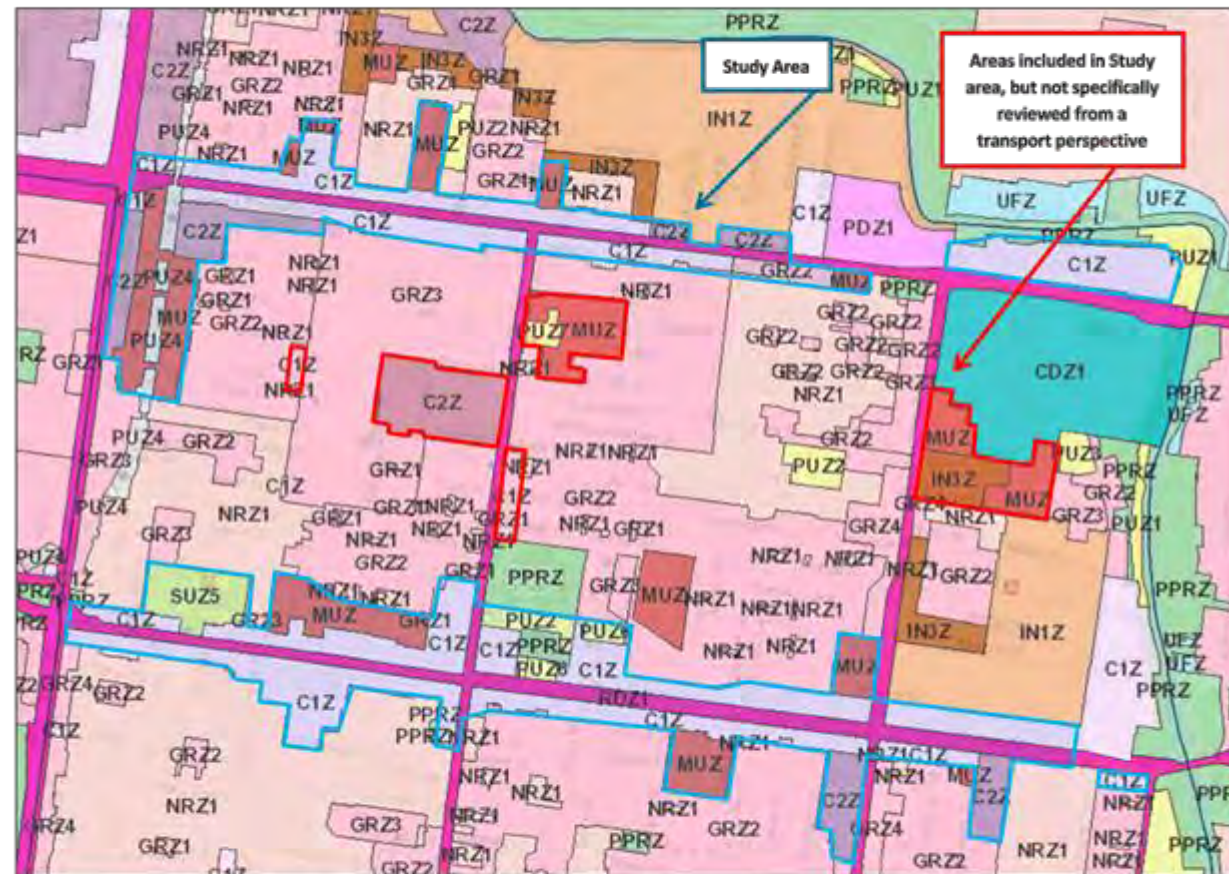


Figure 2: Land Use Zoning Map

Source: Planning Schemes Online



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### Traffic Engineering Assessment Victoria Street and Bridge Road Activity Centres, Richmond

## 5.2 Road Network

The following section describes the higher order roads within the study areas. This study has also reviewed the local roads and laneways within the study area.

A detailed review of the existing traffic management measures on arterial and local roads within the study areas is provided at Appendix B.

A detailed review of the existing conditions of ROWs is included at Appendix C of this report.

A map of existing vehicle access points to properties within the study area abutting arterial roads is included at Appendix D of this report.

**Victoria Street** is a VicRoads declared arterial road and Road Zone Category 1 which extends in an east-west direction for approximately 2km between Punt Road in the west (where it continues as Victoria Parade) and the Yarra River in the east (where it continues as Barkers Road).

Within the study area, Victoria Street typically provides with two through traffic lanes in each direction, with tram lines running within the central traffic lanes. The outer traffic lanes also provide kerbside parallel parking with clearways applying during the AM peak (7am-9:15am) on the southern side of the street and during the PM peak (4:30pm-6:30pm) on the northern side of the street.

A number of the tram stops between Hoddle Street and Church Street are 'easy access stops' which have a raised kerbside lane adjacent to the tram stop. Parking is prohibited along these sections of road, and vehicle access is allowed in either lane.

U-turns are prohibited on Victoria Street due to the solid white centreline. West of Church Street, a 40km/h speed limit applies to Victoria Street. East of Church Street, a 60km/h speed limit applies.

Photographs of Victoria Street, depicting the typical cross section of Victoria Street are presented in Figure 3 and Figure 4.



Figure 3: Victoria Street - View East



Figure 4: Victoria Street - View West

**Bridge Road** is a VicRoads declared arterial road and Road Zone Category 1 which extends in an east-west direction for approximately 2km between Punt Road in the west (where it continues as Wellington Parade) and the Yarra River in the east (where it continues as Burwood Road).

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### Traffic Engineering Assessment

#### Victoria Street and Bridge Road Activity Centres, Richmond

Within the study area, Bridge Road typically provides with two through traffic lanes in each direction, with tram lines running within the central traffic lane or central fairway. The outer traffic lanes also provide kerbside parallel parking with clearways applying during the AM peak (7am-9:15am) on the southern side of the street and during the PM peak (4:30pm-6:30pm) on the northern side of the street.

A number of the tram stops between Hoddle Street and Church Street are 'easy access stops' which have a raised kerbside lane adjacent to the tram stop. Parking is prohibited along these sections of road, and vehicle access is allowed in either lane.

To the east of Church Street, the tram line is separated from vehicle traffic via a raised yellow dividing strip.

U-turns are prohibited on Bridge Road due to the solid white centreline. West of Burnley Street, a '40km/h 7am-mid' speed limit applies to Victoria Street. Outside of these times a 60km/h speed limit applies. East of Burnley Street, a 60km/h speed limit applies at all times.

Photographs of Bridge Road, taken west of Church are presented in Figure 3 and Figure 4.



Figure 5: Bridge Road - View East



Figure 6: Bridge Road - View West

**Church Street** is a VicRoads declared arterial road and Road Zone Category 1 which extends in a north-south direction for approximately 3km between the Yarra River in the south (where it continues as Chapel Street) and the Yarra River in the north.

Within the study area, Church Street typically provides two through traffic lanes in each direction, with tram lines running within the central traffic lane. To the south of Bridge Road, a 40km/h speed limit applies, and to the north, a 60km/h speed limit applies.

Photographs of Church Street, taken at Cameron Street, are presented in Figure 7 and Figure 8.



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Figure 7: Church Street - View North



Figure 8: Church Street - View South

**Burnley Street** is a VicRoads declared arterial road and Road Zone Category 1 which extends in a north-south direction between CityLink/Barkly Avenue and Victoria Street. Burnley Street is also nominated as a Traffic Route and Bicycle Priority Route.

Within the study area, Burnley Street provides a traffic lane, bicycle lane and kerbside parking lane in each direction. Intermittently, a dividing median is provided. A 60km/h speed limits to Burnley Street.

Photographs of Burnley Street, taken at Bridge Road, are presented in Figure 9 and Figure 10 below.



Figure 9: Burnley Street - View North



Figure 10: Burnley Street - View South

**Lennox Street/Nicholson Street** functions as a Collector Road managed by Council. Lennox Street provides a north-south link between Swan Street and Victoria Street. Between Bridge Road and Highett Street, Lennox Street provides a through traffic lane, bicycle lane and alternating kerbside parallel parking or angle parking in both directions. Lennox Street narrows to the north of Highett Street, with no entry to Lennox Street in the northbound direction at Highett Street. North of Highett Street, a traffic lane is provided in each direction, and kerbside parking is provided on the west side of the road. Between Elizabeth Street and Victoria Street, northbound traffic into Lennox Street at the Elizabeth intersection is prohibited, and southbound traffic into Lennox Street from Victoria Street is prohibited, with two-way flow in between these two roads. To the north of Church Street, Lennox Street continues as Nicholson Street, where a traffic lane, bicycle lane and kerbside parking lane are provided in each direction.

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Photographs of Lennox Street, taken at Corns Place, are presented in Figure 11 and Figure 12.



Figure 11: Lennox Street - View North



Figure 12: Lennox Street - View South

**Coppin Street** functions as a Collector Road managed by Council. Coppin Street provides a north-south link between Barkly Avenue and Highett Street. Coppin Street is a Bicycle Priority Route. Within the study area, Coppin Street provides a through traffic lane, bicycle lane and kerbside parallel parking in both directions. To the south of Bridge Road, the traffic lanes are separated by centrally located trees and to the north of Bridge Road, median parking is provided. Photographs of Coppin Street, taken at Bridge Road, are presented in Figure 13 and Figure 14 below.



Figure 13: Coppin Street - View North



Figure 14: Coppin Street - View South

**Punt Road** is a VicRoads declared arterial road which extends in a north-south direction at the western boundary of the study area. Punt Road is a preferred traffic route and key north-south link on the eastern side of the Melbourne CBD.

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#### 5.2.1 Arterial Road Traffic Volumes

The following table sets out the Average Annual Daily Traffic Volumes of the arterial roads within the study area. This information is sourced from the VicRoads Arterial Road Database (February, 2017).

**Table 5: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database - Feb 2017)**

Road Name	Average Annual Daily Traffic Volume
<b>Victoria Street</b>	
Btw Church/Hoddle	18,000
Btw Burnley/Church	18,300
Btw High/Burnley	23,000
<b>Bridge Road</b>	
Btw Hoddle/Lennox	17,900
Btw Lennox/Church	18,200
Btw Church/Coppin	18,600
Btw Coppin/Burnley	20,600
Btw Burnley/Yarra	23,000
<b>Church Street</b>	
Bridge to Highett	12,700
Highett to Elizabeth	13,600
Elizabeth to Victoria	12,800
<b>Burnley Street</b>	
Bridge to Victoria	12,400

#### 5.2.2 SmartRoads

VicRoads have developed the SmartRoads tool in order to better manage competing interests for limited road space by giving priority use of the road to different transport modes at particular times of the day.

Under SmartRoads, all road users continue to have access to all roads, but over time the Smartroads plan aims to change how roads managed in order to:

- facilitate good pedestrian access into and within activity centres in periods of high demand,
- prioritise trams and buses on key public transport routes that link activity centres during morning and afternoon peak periods,
- encourage cars to use alternative routes around activity centres to reduce the level of 'through' traffic,
- encourage bicycles through further developing the bicycle network, and

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- prioritise trucks on important transport routes that link freight hubs and at times that reduce conflict with other transport modes.

The SmartRoads Plan for the Victoria Street and Bridge Road Activity Centres and immediate surrounds is provided at Figure 15.



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Table 6 summarises the function of Victoria Street, Bridge Road and key intersecting arterial roads within the study area.



Figure 15: SmartRoads Map

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Table 6: Summary of SmartRoads Review

Road	Tram Priority Route	Bus Priority Route	Preferred Traffic Route	Traffic Route	Pedestrian Priority Route	Bicycle Priority Route
Victoria Street	Y	N	N	Y	Y	Y – Partially
Bridge Road	Y	N	N	Y	Y	Y
Church Street	Y	N	N	Y	Y - Partially	Y
Burnley Street	N	N	N	Y	N	Y
Coppin Street	N	N	N	N	N	Y
Lennox Street	N	N	N	N	N	Y - Partially

The SmartRoads plan clearly sets out that sustainable transport modes are the key priorities for both Victoria Street and Bridge Road into the future. This includes tram services, walking and cycling. While both these roads have a traffic carrying function, it is not a preferred traffic route.

### 5.2.3 Traffic Conditions

Key intersections along Victoria Street and Bridge Road are operating at or near capacity during peak hours. This includes at Punt Road, Burnley Street and Church Street. Various traffic analysis conducted by Traffix Group and other consultants have found that these intersections operate at or near capacity during the commuter peak hours, with congestion on one or more legs at various times.

The provision of Clearways at commuter peak hours provides additional capacity in the peak direction, however both Bridge Road and Victoria Street can experience congestion at other times during the day and on the weekend.

## 5.3 Public Transport

The subject site is located in an area that is well serviced by rail and tram services as follows:

- North Richmond Station and West Richmond Station are located at the western end of the study area and provides access to the South Morang and Hurstbridge Lines.
- Tram Route 12 operates between Victoria Gardens and St Kilda via Richmond, the city and South Melbourne and runs along Victoria Street.
- Tram Route 109 operates between Box Hill and Port Melbourne via Mont Albert, the city and Southbank and runs along Victoria Street.
- Tram Route 48 operates between North Balwyn and Victoria Docklands via Kew Richmond and the City and runs along Bridge Road.
- Tram Route operates between Docklands and Vermont South via Burwood, Hawthorn, Richmond and the city and runs along Bridge Road.
- Tram Route 78 operates between North Richmond and Balaclava via Prahran and runs along Church Street through the study area.

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- A total of 11 different bus services operate along Hoddle Street to the western end of the study area, adjacent to the Victoria Parade/Hoddle Street intersection.

These public transport services are shown on the Public Transport Map at Figure 16 below.



Figure 16: Public Transport Map



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### 5.4 Sustainable Travel Modes

The study area is well served by alternative transport modes. Figure 17 below shows the Travel Smart Map for the study area.

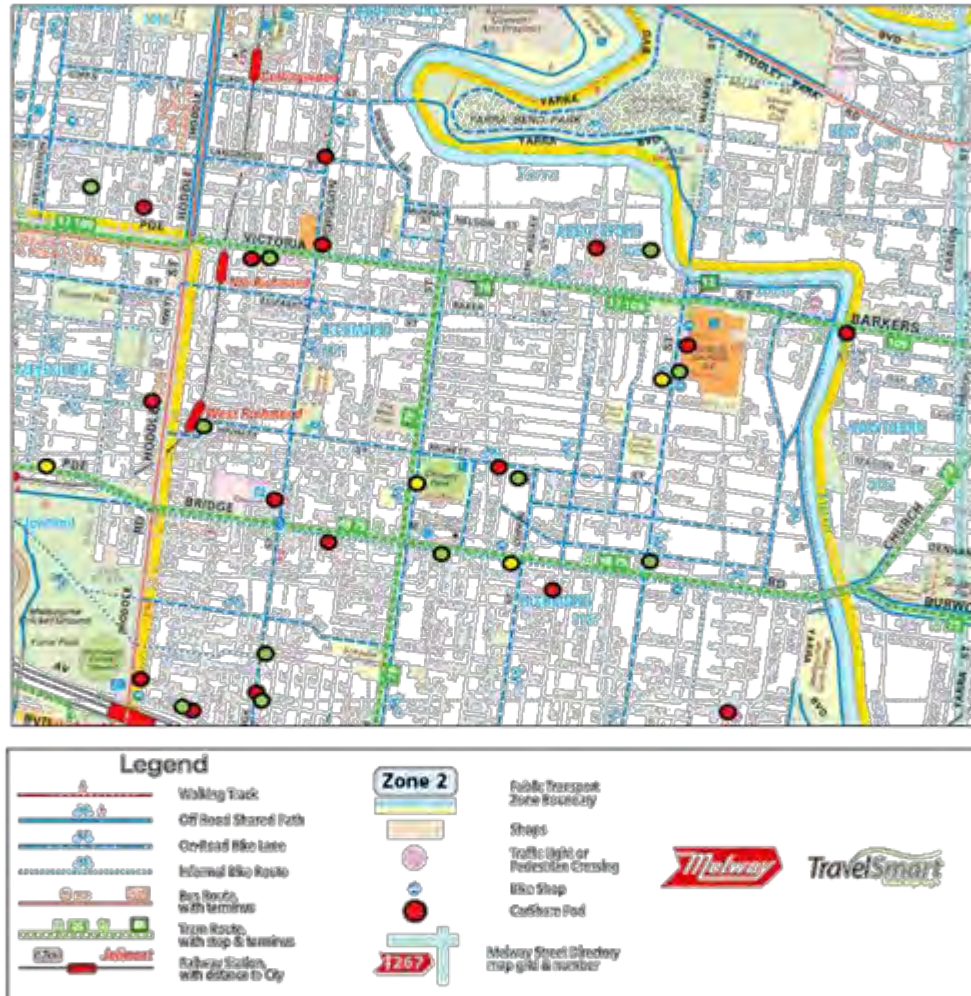


Figure 17: Travel Smart Map

Source: City of Yarra

#### 5.4.1 Cycling

Victoria Street and Bridge Road are nominated as an informal bicycle routes. On-road bicycle lanes are provided on several of the north-south streets which intersect the study area including Church Street, Burnley Street and Coppin Street. Key off-road bicycle routes include the Capital City Trail along the Yarra River to the east and the Main Yarra Trail to the south.

The high level of bicycle infrastructure within and surrounding the study area provides cyclists with convenient access to the surrounding suburbs.



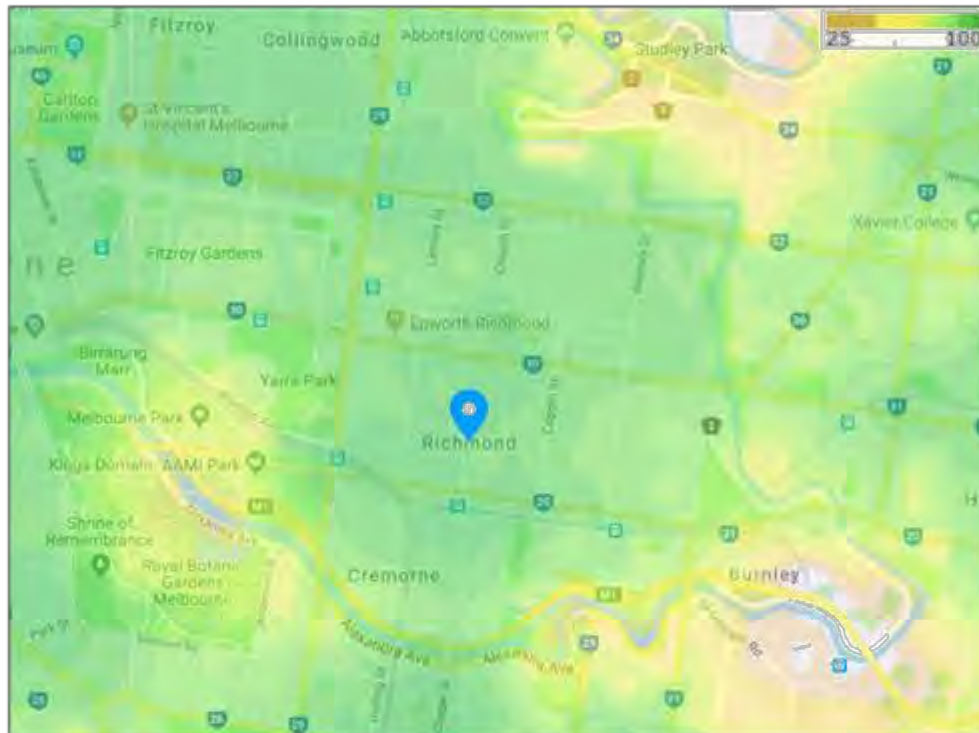
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### 5.4.2 Walking

The study area is highly walkable with many everyday services and destinations within convenient walking distance. The Walkscore<sup>3</sup> map for Richmond is below, with most areas of Richmond scoring well over 90 (classified as a 'Walkers Paradise'). The Melbourne CBD, Victoria Street, Bridge Road and Smith Street Activity Centres are all within a walkable distance from Victoria Street and Bridge Road.



**Figure 18: Walkscore Map - Richmond**

### 5.4.3 Car Share

As shown on the TravelSmart map at Figure 17, there are a number of car share vehicles located within the study area and surrounding streets, particularly at the western end of the study area.

The provision of these car share vehicles provides drivers with a viable alternative to owning their own personal vehicle and actively encourages the use of alternative transport modes. Residents within Richmond do not need a car for everyday trips as they have convenient access to public transport and are within convenient walking and cycling distance of many activities within the Melbourne CBD and nearby Activity Centres. Car share vehicles provide a car on demand for those trips that specifically require a vehicle.

<sup>3</sup> <https://www.walkscore.com/score/richmond-victoria>



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### 6 Transport Impacts

This study does not seek to undertake detailed traffic modelling of Victoria Street and Bridge Road or their key intersections. Traditional traffic modelling relies on estimates of future growth of land use intensity and assumptions about future trip generation rates and transport mode choice to assess the impact on a transport network. In our view, these critical modelling assumptions cannot be determined with any certainty for the Victoria Street and Bridge Road Activity Centres.

There are a number of factors that mean that preparing a detailed traffic model for these Activity Centres is not possible. At this time, Yarra City Council has not completed a detailed study regarding possible increases in dwelling numbers or commercial floor space on specific sites or within the Victoria Street and Bridge Road Activity Centres, which is an essential requirement of any model.

Council is also in the process of reviewing car parking provisions within the City of Yarra, including the Victoria Street and Bridge Road Activity Centres. Future policy is expected to move away from a 'predicted and provide' approach to car parking provision (as identified by the Liveable Yarra Project) towards using car parking as a tool to encourage sustainable transport choices. Car parking provision rates are expected to be lower than have historically been required. The provision of car parking can have a significant impact on the traffic generated by a development site and the mode choice of trips generated by any development and this will greatly affect any assessment of future traffic conditions.

Fundamentally though, a detailed traffic model would not assist in achieving the key objectives of this study, which is to best manage the transport challenges posed by new development. This is primarily achieved by apply best principles access management techniques to manage this new development.

Victoria Street and Bridge Road are constrained arterial roads with a finite capacity and it is well established that Victoria Street and Bridge Road are congested arterial roads. Growth in trips to and within the Activity Centres will be largely catered for by alternative transport modes such as public transport, walking and cycling. This study aims to promote these modes in the following key ways:

#### Public Transport

- Maximise the efficiency of tram services on Victoria Street, Bridge Road and Church Street, specifically by minimising the impact of traffic accessing properties along Victoria Street, Bridge Road and Church Street.
- Minimise potential conflicts between vehicle access points and future tram stop upgrades.

#### Walking

- Provide a high-quality pedestrian environment, including by minimising the impact of vehicle access points along key pedestrian routes, especially arterial roads.
- To protect and enhance pedestrian connectivity to key destinations within the Activity Centres.
- Promote public transport by providing good pedestrian links to public transport stops.

#### Cycling

- Promote a safe cycling environment by minimising the number of conflict points with vehicles.

Key outcomes of this assessment are:

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- Access and Movement Plans for properties located within the study areas of The Framework for Victoria Street and Bridge Road. These plans apply best practice vehicle access management techniques to properties primarily abutting Victoria Street and Bridge Road (but also a number of properties within the wider study area) to manage the impacts of vehicle access to abutting properties on these three modes and maximise the efficiency of the arterial road network. A detailed model of traffic movements along Victoria Street and Bridge Road would be of no assistance to this assessment. These techniques would be recommended notwithstanding any traffic model.

To take a historical example on Swan Street, a detailed traffic model of the Swan Street/Lennox Street intersection or Swan Street/Church Street intersection would have no impact on vehicle access locations adopted for the Dimmeys redevelopment at 140 Swan Street. Vehicle access to the rear and side of the property, rather than directly to Swan Street was chosen on best practice access management principles.

- Recommended changes to the ROW and local road network to better service the vehicle access needs of properties within the study area, especially those with Arterial Road frontages.

These two outcomes are reviewed in the following sections.



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## 7 Access and Movement Plans

The following section sets out our recommended Access and Movement Plans for all properties within the study area.

The detailed Access Management Plans are attached at Appendix E.

The detailed Traffic Management Plans required to support the Access Control Plans are attached at Appendix F.

### 7.1 Access Management Principles

VicRoads generally adopts the AustRoads Guide to Traffic Management with regard to its access management principles for managing the arterial road network. In particular, the AustRoads Guide to Traffic Management Part 5: Road Management sets out the following relevant guiding principles:

- *Transport and other functions served by roads, the needs of abutting land use, along with wider government strategic objectives, all influence how roads are managed. The functional classification of a road relates to its role within the road network. There are two main functions of road networks and roads:*
  - *'mobility' that is concerned with the movement of through traffic and focussed on the efficient movement of people and freight, and*
  - *'access' that relates to the ease with which traffic from land abutting roads can enter or leave the road.*
- *Recent developments in policy and strategic planning initiatives are aimed at giving greater recognition to walking activity in road and transport planning. This has arisen from policy settings in the transport and health sectors recognising the need to move towards more sustainable forms of transport (by foot, bicycle or public transport) and towards healthier activity (walking, cycling) by the community generally (AustRoads 2013a).*
- *This has led to recognition of the need for planning and providing a road network which caters for the potential increase in active travel such as walking and cycling. This is a fundamental factor for consideration in striving for balance between the mobility and access functions of roads in the network.*

Importantly, in the context of Victoria Street and Bridge Road, as inner-city areas (the western ends of which is less than 1.5km walking distance from the CBD), the move to sustainable forms of transport (foot, bicycle or public transport) has more than just health benefits. It is an integral component to the success of The Frameworks (and ultimately structure plans), having regard to the significant capacity constraints of the existing road network to accommodate additional private vehicle movements.

Accordingly, it is imperative that the planning for an increase in the density of development within the Victoria Street and Bridge Road Activity Centres is accompanied by an access management strategy that recognises the importance of these sustainable transport modes, and also plans for the inevitable



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increase in pedestrians and cyclists as well as improvements to the public transport network along these important corridors.

The AustRoads Guide to Traffic Management Part 5: Road Management states the following in relation to the role of different road types:

- *The primary function or balance of different functions may be reflected in the classification of a road. In its purest form, road classification may consist of two basic road types which have fundamentally different traffic and environmental goals:*
  - *arterial roads, the main function of which is to provide for the safe and efficient movement of people and freight, and*
  - *local roads, which provide direct access to abutting land uses and which contribute to the overall functioning of areas bounded by arterial roads or other barriers. The basic function of a local road is to provide a good environment in which to live or conduct a business and to enable vehicular access to abutting land.*
- *The need for access planning and management arises because vehicle movements generated by abutting properties can potentially create interruptions in the traffic flow along a road. On many roads, these interruptions are of little or no concern. However, on arterial roads carrying high traffic volumes or fast moving traffic, where traffic efficiency is of greater importance, these interruptions can create a greater risk of crashes, inefficiencies and other costs to the community. An effective access management strategy for a road or site contributes to the best outcome for the community by protecting the level of traffic service on important through traffic routes while providing road users with safe and appropriate access to adjacent land.*

Victoria Street and Bridge Road are Arterial Roads (Road Zone Category 1) and accordingly, they have an important role in the broader arterial road network context to provide for through traffic. Victoria Street and Bridge Road are both priority tram routes and part of the Principle Public Transport Network (PPTN).

These roles of Victoria Street and Bridge Road (arterial through traffic, priority public transport route and activated pedestrian links) create an environment which is not conducive to providing direct vehicular access to properties which could create interruptions in the flow of both vehicular and pedestrian traffic along Victoria Street and Bridge Road.

Accordingly, taking into account Victoria Street and Bridge Road's primary purpose, and noting that within the study areas the majority of properties have alternative access potential (via rear laneways and/or local roads), there should be strong policy support within any Planning Scheme amendment (such as a DDO) to guide future access to development to be via the lower order road network.

### Safety

Part 13 of the AustRoads Guide to Traffic Management addresses Road Environment Safety, as follows:

- *Managing safety in the road environment means managing the risk that injury will occur, whether it arises from the behaviour of road users, the performance of vehicles or the characteristics of the road environment. Making roads safer means reducing the risk. This applies to all road users – vehicle drivers, riders, passengers, cyclists, and pedestrians.*

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- *Safe operation of the road and traffic system is a fundamental goal for road designers and traffic engineers who have a prime responsibility for addressing the safety factors related directly to the road environment itself.*

Fundamental principles for managing safety in road design, traffic management and remedial treatment practice include:

- speed management,
- conflict management,
- hazard management, and
- road user information management.

In the context of managing vehicular access to Victoria Street and Bridge Road, conflict management is the primary safety principle which can be influenced.

Notably, it is important to provide a continuous safe environment for pedestrians at-grade along the Victoria Street and Bridge Road public realm, and this can be achieved by minimising (if not removing all together) intermediate private property access points.

#### Policy Support

Council's Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists
3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic

Council's transport modal hierarchy for decision making places pedestrians, cyclists and trams in the top 3, and places vehicular traffic at the bottom.

This hierarchy recognises the importance of sustainable modes into the future and supports the recommended access management strategy to utilise rear laneways and side streets wherever possible. Direct access to arterial roads being a last resort (with consideration for "no parking provision" potentially being preferable for some sites), noting the importance of Bridge Road and Victoria Street for pedestrians and trams in particular.

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## 7.2 Benefits of Limiting Vehicle Access to Victoria Street and Bridge Road

The principle of limiting direct vehicle access to both Victoria Street and Bridge Road provides the following key benefits:

- It promotes a safe and friendly pedestrian walking environment, by reducing breaks in the footpath, reducing pedestrian-vehicle conflict points and increasing the amount of active street frontage along Victoria Street and Bridge Road. It also eliminates instances of vehicles blocking the footpath.
- It eliminates the potential conflict between the introduction of future accessible tram stop upgrades and property access points. The design of accessible tram stops is generally incompatible with property access points.
- It limits vehicle access to Victoria Street and Bridge Road to public road intersections, where Council and VicRoads have a greater degree of control in the implementation of traffic management measures. This improves the efficiency and safety of the road network for all users.
- The reduced number of intersections allows the concentration of effort of traffic management measures and safety improvements at a limited number of locations.
- It reduces the number of locations where right turn movements occur, thereby potentially reducing delays to trams and improving road safety.

However, the benefits of limiting vehicle access to Victoria Street and Bridge Road need to be tempered against other competing demands, including:

- For some land uses (such as supermarkets), convenient and direct access to the arterial road network is important for the viability of the use and to minimise impact on local roads.
- Access to Victoria Street and Bridge Road for trucks undertaking on-site loading may be a desirable outcome (although any loading facilities should be internal to the building). This includes business deliveries, waste collection and providing a loading bay for residents to move into/out of buildings. These may not be possible from within laneways for some sites and depending on the land use proposed. Such movements would be infrequent and may be necessary if alternative access is not available.
- Some sites do not have alternative access options and have existing access points to Victoria Street and Bridge Road. It is not possible to deny access to sites that already have direct access to Victoria Street and Bridge Road and do not have reasonable alternatives. However, upon redevelopment these accesses can include new controls to limit their impact, in particular left-in/left-out restrictions. A left-in/left-out restrictions results in the smallest impact on the arterial road network from an efficiency and safety perspective.

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## 7.3 Access and Movement Plans

The detailed Access Management Plans attached at Appendix E.

The plans classify road frontages into three categories:

- **Access prohibited** – this category is where vehicle access is not desirable or supported. This classification generally relates to Victoria Street and Bridge Road frontages or frontages of other key local roads close to significant intersections (Church Street and Burnley Street)
- **Access not preferred** – this category relates to locations where access is not preferred in favour of alternatives, however these sites may not have reasonable alternative access locations (i.e. vehicle access to these sections may be the only option available to the site). Vehicle access solutions that do not involve access to these locations are encouraged. This may include consolidation of sites that allow vehicle access to a preferred location or the non-provision of car parking for smaller development sites.
- **Access preferred** – vehicle access to these frontages is supported and encouraged.

To implement these plans will require some changes to the existing traffic management treatments and the configuration of public roads and laneways. This includes:

- Widening laneways to accommodate additional vehicle movements. This would involve developments abutting certain laneways being required to setback at ground level (although the building could extend over the laneway at upper levels).
- Provision of passing areas at the entrance to ROWs.
- Changing laneways to operate in a one-way direction.
- Provision of splays at laneway corners and intersections to increase their functionality.
- Recommending Council review the use of a shared zone.

Proposed Traffic Management Plans attached at Appendix F show the recommended traffic management changes and instances where laneways should be widened, to accommodate a rear outcome for redevelopment sites fronting Victoria Street and Bridge Road.

The following section provides an outline of our methodology behind the recommendations of the Traffic Management Plans and detailed recommendations for individual laneways is attached at Appendix G.





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# 8 Right-of-Way Management

The following sections provide:

- An outline of the methodology behind our categorisation of laneways within the study area
- A description of laneway characteristics and how these affect the capacity of laneways to accommodate vehicles, pedestrians and cyclists.
- A detailed description for each of the options considered to improve the laneway network.

## 8.1 Categorisation of Laneways

As part of the review process of the current capacity of existing laneways to accommodate additional future development traffic volumes, we have reviewed and categorised laneways within the study areas into 3 categories (unconstrained, partially constrained or highly constrained) in order to better understand their potential to currently accommodate additional traffic under their existing conditions and configuration.

Key factors include laneway width, laneway length, laneway connections (i.e. continuous or dead-end) and physical layout (i.e. bends within the laneway network). These factors are discussed in more detail below.

The laneway assessment classified all laneways within the study area by their potential to accommodate additional traffic. Laneways have initially been classified at three levels:

- **Unconstrained** – these laneways have very few, if any, development constraints. As a result, they are well suited to accommodating additional traffic. Changing the laneway to operate one-way (where possible) has not been considered as a constraint.
- **Partially Constrained** – these laneways have some potential constraints that limit their capacity to accommodate traffic, however they are generally easily addressed. Common issues include insufficient width, long length and lack of splays at critical locations.
- **Highly Constrained** – this laneway has fundamental issues that cannot easily resolved. This usually relates to very narrow laneways or heritage constraints that limit the opportunities to alter the laneways.

When assessing the capacity of laneways, a number of factors need to be considered. For most laneways, it is a combination of factors that contribute to its classification.

The key factors that influence the classification of a laneway are outlined below:

- **Laneway width.** This is the single most important factor to the operation and capacity of a laneway. To provide a single traffic lane, a laneway should be at least 3.0m wide. A width slightly less than 3.0m (down to 2.8m) is also functional, although constrained. Laneways less than 2.8m wide are problematic for vehicle access and should be considered as pedestrian only laneways and/or have very limited development potential (it is acknowledged that some narrow laneways within the study area are in practice used for vehicle access currently).

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Laneways become capable of supporting simultaneous two-way traffic at a width of 5.5m if not built up (i.e. 5.5m between walls) or 6.0m wide between building walls. This width removes most capacity constraints of laneways and effectively makes them unconstrained.

- **One-way or two-way operation.** For single width laneways, a one-way laneway has a significantly higher capacity than a laneway permitting two-way traffic. One-way operation eliminates vehicle conflict within the laneway and can support a high level of access/development from the laneway. One-way laneways are unconstrained in this assessment.
- **Continuous.** A continuous laneway can generally be made to operate in a one-way direction. Generally, a continuous, straight laneway was classified as unconstrained because it can be made one-way to address capacity constraints.

A dead end laneway has less capacity to handle additional traffic and the laneway cannot be made one-way to manage traffic flow. However, this factor is only relevant for single width laneways, a laneway wide enough for two-way traffic is not constrained just because it has a dead end.

- **Laneway Length.** This factor ties into laneway width and whether it is a continuous laneway or not. A long, single width (3m up to 6.0m wide) laneway will experience a high level of vehicle conflict due to higher traffic volumes, higher development potential (more properties accessing it) and more chances of vehicles meeting the laneway.

There are no set rules regarding the 'tipping point' for when two-way traffic in a single width laneway reaches capacity. It is a combination of factors including traffic volume, configuration and length that contribute to a laneway's capacity. Laneway length is therefore a contributing factor that impacts on laneways in combination with other factors.

- **Physical layout.** A straight laneway has the highest vehicle carrying capacity. Bends in laneways may create operational issues, particularly if:
  - There are no splays around the inside corner of the bend to facilitate vehicle access. For instance, a 90° bend between two 3m wide laneways is inaccessible to vehicles without a splay.
  - Due to a lack of sight distance, vehicles cannot see each other approaching the blind corner. For single lane laneways, this can be a serious issue if drivers meet near the bend, the laneways are long and there are no passing opportunities.
- **Number of Abutting Properties and Frontage.** The number of properties and their frontages are relevant to the potential future traffic conditions of a laneway. There are a number of ways this factor can influence laneways:
  - Short laneways may only serve a limited number properties and accordingly with a low development potential, a short laneway may effectively be 'unconstrained'.
  - A large number of narrow lots might make widening a laneway problematic.
  - If the number of abutting properties to the laneway is small, a short, narrow laneway is unlikely to be constrained.
- **Heritage constraints.** We are not heritage experts and we have relied on information provided by Council in this regard. Properties that have heritage value may create issues in that they may not easily be modified and this was taken into account during our initial review. Heritage properties abutting a laneway may limit options to widen the laneway.

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The following factors were not considered when assessing the development potential of laneways:

- The condition of the laneway (does it need maintenance? Is it in disrepair?).
- The material the laneway is constructed with or type of surface treatment (gravel, asphalt, bluestone, etc.).

As existing Council assets, the condition of the laneway is not especially relevant. It is Council's on-going responsibility to maintain laneways as appropriate.

Some larger developments will warrant upgrading the surface of laneways (for instance, from gravel to asphalt). However, the condition of the laneway is less relevant than its physical configuration. Council also has a number of methods of upgrading the surfaces of laneways, including as permit conditions for significant developments or special charge schemes of abutting properties. These issues are easier to resolve than physical issues with a laneway's configuration.

#### Summary

From the above, it is apparent that the capacities of laneways are impacted by a large number of factors. In addition, it is challenging to concisely quantify how all the various factors influence each other. There are very few 'hard and fast' rules that define when a laneway is constrained or not and accordingly, this assessment is somewhat subjective and our assessment is based on our engineering judgement and experience.

## 8.2 Upgrading the Capacity of Laneways

### Capacity of a standard 3m wide laneway

Under Clause 56.06 of the Planning Scheme, Table C1 provides an outline of the design of roads, one of which includes an 'Access Lane', which is defined as *a side or rear lane principally providing access to parking on lots with another street frontage*. Table C1 continues on to state that an Access Lane has a traffic volume of up to 300 vehicles per day (vpd) and this is typically adopted as the environmental capacity laneway. This also represents an indicative peak volume of 30 vehicles per peak hour (two-way).

The options in terms of increasing the traffic capacity of existing laneways follows:

- **Conversion to one-way operation.** For single-width laneways, a one-way laneway has a significantly higher capacity than a laneway permitting two-way traffic. One-way operation eliminates vehicle conflicts within the laneway and can support a high level of access/development from the laneway. The key advantages of this option are that it is usually easy to implement and does not require/rely on additional land. For this reason, one-way operation is our preferred solution to upgrading laneways. One-way laneways are effectively unconstrained and their environmental capacity is typically taken as being in the order of 1,000 vehicles per day.
- **Laneway width.** One of the most important factors to the operation and capacity of a laneway. To provide a single traffic lane, a laneway should be at least 3.0m wide. A width slightly less than 3.0m (down to 2.8m) is also functional, although constrained. Laneways less than 2.8m wide are problematic for vehicle access and should be considered as pedestrian only laneways and/or have

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very limited development potential (it is acknowledged that some narrow laneways within the study area are in practice used for vehicle access currently).

Laneways become capable of supporting simultaneous two-way traffic at a width of 6.0m, which removes most capacity constraints of laneways and makes them unconstrained. However, widening laneways can be problematic, particularly in situations where a large number of properties front a ROW or the subdivision pattern is finely grained.

Where we have recommended laneway widening, the minimum road reserve width should be 6.0m. This can be achieved by setting back buildings, which are the overhang the ROW on the levels above. It is recommended that a height clearance of 3.5m is provided in these circumstances (which is usually achievable with ground floor commercial uses).

- **Splays.** ROWs often incorporate bends and for narrow ROWs, splays are essential to facilitate vehicle access. This study recommends a universal splay of 3m x 3m is provided on the inside of all ROW bends and intersections between two ROWs. This splay facilitates access by vehicles up to the B99 design car from AS2890.1-2004 (i.e. not trucks), which is appropriate in our view.

The shape of the splay can vary depending on the width(s) of the intersecting ROWs. These arrangements are shown in the figures below.

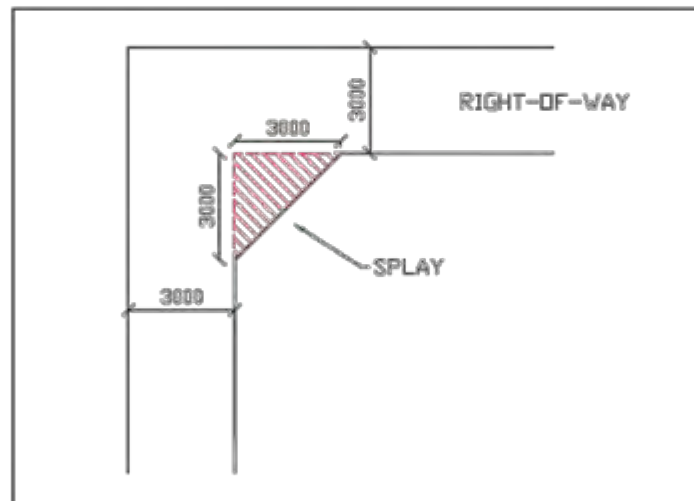


Figure 19: Standard 3m-wide ROW 90-degree Splay



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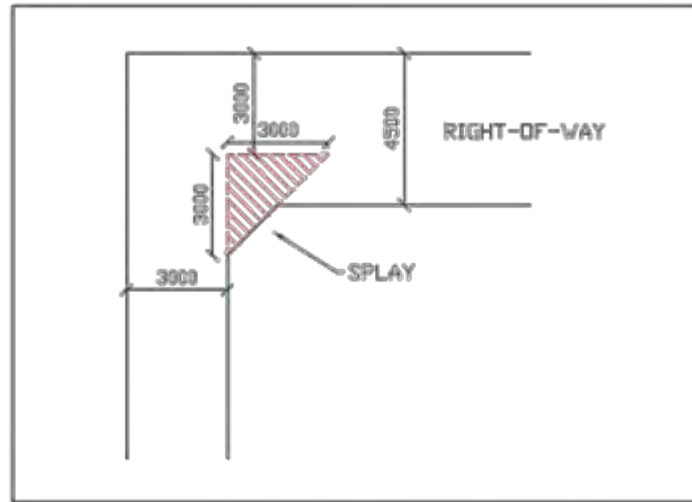


Figure 20: Non-Standard Varied-Width ROW Splay

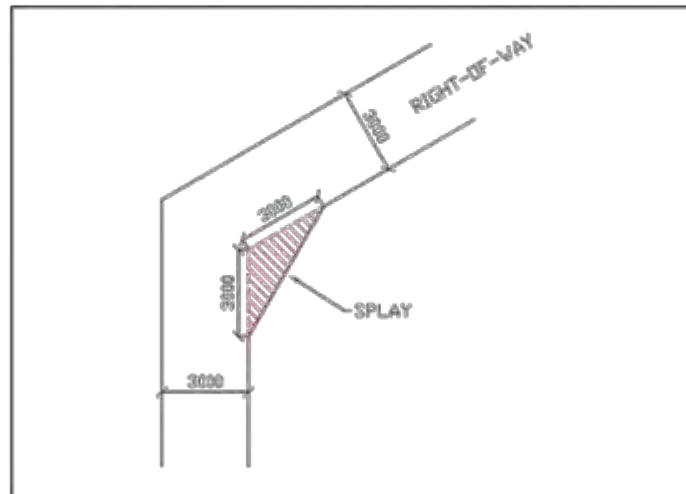


Figure 21: Standard 3m-wide ROW Non-Right-Angle Splay

Some laneways already have splays of various sizes. This study recommends that the splays available are standardised over time to be 3m x 3m.

- Passing bay at entrance to laneway.** In some situations, it may not be possible to widen laneways or enforce a one-way operation due to varying constraints, including dead end laneways. A potential solution is to provide for a passing bay either at the entrance to the laneway (ideally) or elsewhere along the laneway.

This passing area allows any conflicting vehicle movements to pass away from the road network and pedestrian footpaths. As a guide, Clause 52.07-9 (which applies to private accessways) requires passing areas to be 6.1m wide for a distance of at least 7m from the major road boundary.

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The width required to achieve this passing area would be required to be taken from one (or more) of the properties located on either side of the entry to the laneway. Alternatively, informal passing areas may be provided within the laneways as a result of buildings setting back their ground floor to facilitate vehicle access to and from their sites (i.e. car spaces or garages that are directly accessed from the laneway). This setback may allow for informal passing opportunities within laneways, thereby increasing the capacity of the laneway.

A passing area allows drivers to manage vehicle conflicts within laneways more easily and raises the capacity of the laneway above 30 vehicles per hour. If all properties along a laneway are required to setback to achieve a 6m width (to increase the laneway capacity), each setback incrementally increases the capacity of the laneway and over time achieves a full two-way laneway.

### 8.3 Upgrades to Laneway to Accommodate Non-Vehicle Users

The sharing of the road space in laneways between pedestrians and vehicles is common practice and acceptable. Accordingly, there is no specific need or requirement to widen laneways to provide separate pedestrian spaces. Generally, issues only arise if laneways carry a high volume of vehicles.

For the most part, it is our view that laneways within the study areas should be used primarily for vehicle access, rather than pedestrian movement. It is our view is that in most cases, pedestrians within the activity centres should ideally be walking along the footpaths of main roads or other local roads where pedestrian amenity is higher, footpaths are wider and of higher quality and there is more activity along the street.

There are properties within the study area that may provide some uses accessed directly from laneways. For instance, dwellings that only front a laneway and rely on the laneway as their sole pedestrian access point. In these instances, new development should provide a pedestrian refuge area, which could be a separate footpath along the site's frontage or similar separation between the laneway and the building façade. A full pedestrian connection or separate footpath to the nearest road is not required, but a separate area for pedestrians to safely enter/exit a building directly fronting a laneway is necessary.

Cyclists generally don't use laneways, unless it is the final stage of their journey to a property. Most laneway surfaces can accommodate cyclists, although some bluestone laneways can be uncomfortable to use and cyclists may prefer to walk their bicycles the final stage of the journey. In our view, there is no need to upgrade laneway surfaces specifically for cyclists.

#### Shared Zones

There are a number of laneways within the study area that have intermediate widths (3-6m wide) that provide carriageways in the order of 3m wide and narrow footpaths (<1m) on one or both sides of the road. Often these footpaths are obstructed by poles. An example would be Tullo Place. These laneways would function better if reconfigured as Shared Zones. An example of which is Little Buckingham Street (between Church Street and Lambert Street) in Richmond. The essential feature of the Shared Zones is the removal of separate footpaths and provision of flush, shared surface. This provides an enhanced pedestrian environment and also assists vehicle access to abutting properties.

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A shared zone is a road or network of roads where pedestrians, cyclists and vehicles shared the roadway. A shared zone provides improved amenity for pedestrians and an improved streetscape.

The *VicRoads' Supplement to Austroads Guide to Traffic Management Part 8: Local Traffic Area Traffic Management (2008) (dated October, 2015)*, provides guidance as to appropriate locations for a shared zone, including design guidelines.

A summary of these guidelines is provided below:

#### Appropriate Locations

- Low volume streets where pedestrians outnumber motor vehicles and where the pedestrian needs are best met by walking on the roadway, and
- Where the street has been constructed or reconstructed to a sufficient degree to ensure significant visual interruption and where speed is physically restrained, and
- Where there is no cross traffic.

#### Inappropriate Locations

- Not suitable where traffic volumes exceed 200 vehicles in a peak hour, or over 1000 vehicles between 7am and 7pm.
- If there is a history of vehicle speed problems.
- Unprotected locations where approach speeds exceed 40-50km/h.

#### Design Guidelines

- The road should be discontinuous and any kerb removed to enhance the sense of equality between pedestrians and vehicles.
- Speed reduction devices installed at a spacing of approximately 40m and staggered if possible.
- Straight lengths of no more than 50m without speed reduction devices.
- Maximum design speed of 20km/h – typically either 10km/h or 20km/h.
- Entry and exit points to be clearly signed.
- No provision for traffic to flow across the path.
- Surface texture treatment in order to differentiate between the shared zone and surrounding road network.

An example of a shared zone in a laneway environment is Little Buckingham Street in Richmond. An aerial view of how this treatment has been implemented for part of the laneway (the portion which has been recently developed) and a street level view are shown at Figure 22 and Figure 23, respectively.

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Figure 22: Shared Zone Example - Little Buckingham Street, Richmond



Figure 23: Shared Zone Example – Little Buckingham Street, Richmond

### Other Considerations

Some consideration should be provided to allowing for 'pedestrian sight triangles' at the exit location of laneways at their intersections with roads. Under Clause 52.06 of the Planning Scheme and



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AS2890.1-2004, pedestrian sight triangles measuring 2.5m into the property and 2m along the property boundaries are required on both sides of a single-width accessway (i.e. 3m or similar), whilst in cases of widened accessways, a pedestrian sight triangle is only required on the departure side of the laneway. This is shown at Figure 24 below.

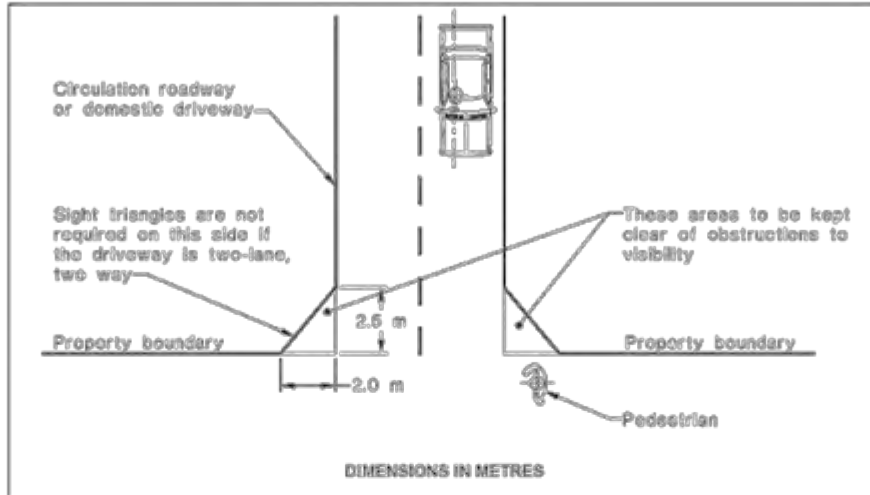


Figure 24: Minimum sight lines for pedestrian safety (Figure 3.3 - AS2890.1-2004)

Both of these standards refer to private driveways (not public roads), however the principle is a valid. It should be acknowledged that in practice, most laneways in the City of Yarra would not provide pedestrian sight triangles and that providing sight triangles may be problematic for heritage sites.

For these reasons, we have not specifically recommended splays at every ROW entrance. Splays can be required of individual sites as part of future planning permit conditions.

## 8.4 Recommendations

Our recommendations regarding various laneway upgrades is attached at Appendix G.

The Appendix provides the detailed reason behind the recommendations for the various laneways within the study area.



## Traffic Engineering Assessment

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# 9 Design and Development Overlay – Draft Schedule

The following section sets a series of recommendations in regards to transport engineering that could be incorporated into a Design and Development Overlay.

## DDO – Victoria Street and Bridge Road Access Management

### Schedule **XX** to the DESIGN AND DEVELOPMENT OVERLAY

#### 1.0 Design Objectives

- To encourage the creation of a high quality public realm with active street frontages at ground level.
- To ensure that vehicular access to development does not adversely impact on the amenity of neighbouring properties.
- To ensure that vehicular access to development does not adversely impact on the primary pedestrian realm on Victoria Street and Bridge Road.
- to ensure that vehicular access to development minimises the impact on the level of service, efficiency and safety of the arterial road and tram network.

#### 2.0 Application Requirements

An application for development of land within the precinct must include, as appropriate, the following information to the satisfaction of the Responsible Authority:

- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development minimises impacts on the level of service, safety and amenity of Victoria Street OR Bridge Road (including tram services), reduces car dependence and promotes sustainable transport modes to the satisfaction of the Responsible Authority, and identifies, as appropriate:
  - on-site car parking and bicycle parking provisions;
  - expected traffic volumes and impact on the existing road network including impacts on the operational efficiency and road safety of the tram route;
  - any modifications to existing roads and/or laneways and/or provision of new laneway(s) in accordance with the Access and Movement Plan;
  - impact on pedestrian and bicycle routes; and
  - measures to reduce conflict and improve pedestrian and bicycle amenity, and
  - details regarding loading and waste collection.
- A Green Travel Plan prepared by a suitably qualified person outlining site-specific initiatives and actions to encourage the use of more sustainable transport options by the occupiers of the land. The Green Travel Plan should include:
  - a description of the location in the context of alternative modes of transport and objectives for the Green Travel Plan; and
  - outline Green Travel Plan measures for the development including, but not limited to:

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- (i) occupant welcome packs (details of tram, train and bus timetables relevant to the local area should be included in the pack of information provided to purchasers and/or occupiers as well as relevant information in relation to car share),
  - (ii) bicycle parking and facilities available on the land, and
  - (iii) monitoring and review.
- A detailed response as to how the development achieves the objectives of Clause 22.06 Transport, as appropriate.

### 3.0 Buildings and Works

#### Pedestrian Access, Movement and Amenity

Any new development should make a positive contribution to the pedestrian environment by:

- providing pedestrian access to buildings from Victoria Street/Bridge Road and/or a local road where possible and separating vehicular access (including loading and waste collection activities),
- providing high quality streetscape treatment (including street furniture, bicycle parking, lighting and landscaping) along main pedestrian routes;
- providing a canopy for weather protection over the footpath to Victoria Street/Bridge Road; and
- relocating affected and/or new utilities, cabling and service infrastructure underground where possible.

#### Car Parking and Vehicle Access

- Car parking should be provided in a manner so as not to be intrusive to the design elements of structures and to not dominate the street frontage.
- Areas set aside for car parking are to be located to avoid fronting on to Victoria Street/Bridge Road at either ground or podium levels.
- Vehicular access points to Victoria Street/Bridge Road, Church Street and Burnley Street should be avoided.
- Vehicular access should be from rear lanes or from side streets in accordance with the Access and Movement Plan.
- Direct vehicular access to arterial roads will be considered as a last resort where it has been demonstrated that all other options have been exhausted, and only in instances where it is not practical to waive the car parking and/or loading requirements and facilitate waste collection on-street.
- Vehicle access points to Victoria Street/Bridge Road, Church Street and Burnley Street should be made redundant and kerb reinstated.
- Where pedestrian access to a new development from Victoria Street/Bridge Road is not possible (for example where an existing heritage façade prevents access to future above ground development), consideration should be given to setting development back off the rear laneway to improve safety of access from the laneway for pedestrians to provide either separate footpaths or pedestrian spaces clear of the laneway to allow safe pedestrian entrances to the development.
- The recommendations of the Access and Movement Plans (such as the provision of splays, ROW widening, etc) should be implemented where possible.

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- Vehicle ingress and egress into development, including loading facilities and building servicing, must be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.
- Car parking facilities should not dominate the public realm and should be integrated into the architecture of the building.

#### 4.0 Decision Guidelines

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

- The extent to which the development makes a positive contribution to the overall vitality of the Victoria Street/Bridge Road Activity Centres.
- The Access and Movement Plans
- The impact on the operation of all transport modes, including public transport services, walking and cycling
- The contribution the development makes to walkability, permeability and streetscape appearance of the area.
- The layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking.
- Proposed access locations and treatments, and the impacts on traffic conditions on surrounding streets, as considered under a Transport Engineering Report.
- The views of VicRoads and DEDJTR.

#### 5.0 References

*Bridge Road – Victoria Street Built Form Framework Plan*, David Loch Associates, February, 2018

*Traffic and Access Review, Victoria Street and Bridge Road Activity Centres*, Traffix Group Pty Ltd, May, 2018



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**10 Conclusions and Recommendations**

Access Management Plans have been prepared for all properties identified within the Victoria Street and Bridge Road Activity Centre study areas, which includes (but not limited to) properties abutting Victoria Street and Bridge Road, to map out how vehicle access to new developments can be managed to reduce the impact of vehicle access directly to Victoria Street and Bridge Road. Suitably designed and controlled vehicle access is a key component in achieving the objectives of maximising the efficiency of Victoria Street and Bridge Road for trams and vehicles and providing a high quality pedestrian environment.

Traffic Management Plans have been prepared to support the Access Management Plan. These plans recommend changes to the laneway and local road networks in order to improve access to properties fronting arterial roads and support rear access outcomes.

This report also recommends a series of traffic engineering requirements for a future Design and Development Overlay.

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**Traffic Engineering Assessment**  
Victoria Street and Bridge Road Activity Centres, Richmond



### Appendix A: Clause 18 of the Yarra Planning Scheme

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### 18.01 INTEGRATED TRANSPORT

28/03/2018  
VC145

#### 18.01-1 Land use and transport planning

16/01/2018  
VC142

##### Objective

To create a safe and sustainable transport system by integrating land-use and transport.

##### Strategies

Develop integrated transport networks to connect people to jobs and services and goods to market.

Plan urban development to make jobs and services more accessible by:

- Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
- Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of the urban area.
- Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
- Connecting activity centres, job rich areas and outer suburban areas through the Principal Public Transport Network.
- Providing for bus routes and stops and public transport interchanges in new development areas.
- Providing safe, convenient and direct pedestrian and cycling access to job rich areas, public transport interchanges and urban renewal precincts.
- Promote walking and cycling when planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations).

Integrate public transport services and infrastructure into new development.

##### Policy Guidelines

Planning must consider as relevant:

- *The Victorian Transport Plan* (Department of Transport, 2008).
- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).
- *Cycling into the Future 2013 - 23* (State Government of Victoria, 2012).
- *Principal Public Transport Network 2017* (State Government of Victoria, 2017).

#### 18.01-2 Transport system

31/03/2017  
VC134

##### Objective

To coordinate development of all transport modes to provide a comprehensive transport system.

##### Strategies

Require transport system management plans for key transport corridors and for major investment proposals.

Reserve land for strategic transport infrastructure.

## Attachment 5 - Traffic Engineering Assessment Part 2

Incorporate the provision of public transport and cycling infrastructure in all major new State and local government road projects.

Locate transport routes to achieve the greatest overall benefit to the community and with regard to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.

Locate and design new transport routes and adjoining land uses to minimise disruption of residential communities and their amenity.

Plan or regulate new uses or development of land near an existing or proposed transport route to avoid detriment to, and where possible enhance the service, safety and amenity desirable for that transport route in the short and long terms.

Facilitate infrastructure that connects and improves train services between key regional cities and townships and Melbourne.

Ensure that pedestrian and cyclist access to public transport is facilitated and safeguarded.

Ensure transport practices, including design, construction and management, reduce environmental impacts.

Ensure careful selection of sites for freight generating facilities to minimise associated operational and transport impacts to other urban development and transport networks.

Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.

### Policy guidelines

Planning must consider as relevant:

- *The Victorian Transport Plan* (Department of Transport, 2008).
- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Department of Transport, 2008).
- *Public Transport: Guidelines for land use and development* (Department of Transport, 2008).
- Any relevant highway strategy published by VicRoads.



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**18.02 MOVEMENT NETWORKS**28/03/2018  
VC145**18.02-1 Sustainable personal transport**31/03/2017  
VC134**Objective**

To promote the use of sustainable personal transport.

**Strategies**

Encourage the use of walking and cycling by creating environments that are safe and attractive.

Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.

Ensure development provides opportunities to create more sustainable transport options such as walking, cycling and public transport.

Ensure cycling routes and infrastructure are constructed early in new developments.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.
- Providing end of trip facilities for pedestrians and cyclists at public transport interchanges.

**18.02-2 Cycling**31/03/2017  
VC134**Objective**

To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.

**Strategies**

Direct and connected bicycle infrastructure should be provided to and between key destinations including activity centres, public transport interchanges and major attractions.

Cycling infrastructure (on-road bicycle lanes off-road bicycle paths) should be planned to:

- Separate cyclists from other road users, particularly motor vehicles.
- Provide the most direct route practical.

Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, shopping and community facilities and other major attractions when issuing planning approvals.

Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.

Ensure provision of bicycle end of trip facilities in commercial buildings.

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

**Policy guidelines**

Planning must consider as relevant:

- *Guide to Road Design, Part 6A: Pedestrian and Cycle Paths.*
- *Cycling into the Future 2013 – 23* (State Government of Victoria, 2012).

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### 18.02-3 Principal Public Transport Network

31/03/2017  
VC134

#### Objective

To facilitate greater use of public transport and promote increased development close to high-quality public transport routes in Metropolitan Melbourne.

#### Strategies

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to meet the need for local travel as well as providing for connections to the Principal Public Transport Network.

Improve the operation of the public transport network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road-space management measures including transit lanes, clearways, stops and interchanges.

Ensure development supports the delivery and operation of public transport services on the Principal Public Transport Network.

#### Policy guidelines

Planning must consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).
- *The Victorian Transport Plan* (Department of Transport, 2008).
- *Cycling into the Future 2013 - 23* (State Government of Victoria, 2012).
- *Principal Public Transport Network 2017* (State Government of Victoria, 2017).

### 18.02-4 Management of the road system

31/03/2017  
VC134

#### Objective

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

#### Strategies

Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Provide for grade separation at railway crossings except with the approval of the Minister for Transport.

Make better use of roads for all road uses through such techniques as the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.

Selectively expand and upgrade the road network to provide for:

- High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.
- Upgrading of key freight routes.
- Ongoing development in outer suburban areas.

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- Higher standards of on-road public transport.
- Improved key cross-town arterial links in the outer suburbs including circumferential and radial movement.

Improve roads in developing outer-suburban areas by providing for all road users including cars, bicycles, public transport, and freight, commercial and service users.

Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts.

Ensure that road space complements land use and is managed to meet community and business needs.

### 18.02-5

21/03/2017  
VC134

### Car parking

#### Objective

To ensure an adequate supply of car parking that is appropriately designed and located.

#### Strategies

Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

Encourage the efficient provision of car parking through the consolidation of car parking facilities.

Prepare plans for the design and location of local car parking to:

- Protect the role and function of nearby roads, enable easy and efficient use and the movement and delivery of goods.
- Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.
- Facilitate the use of public transport.

Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

Plan adequate provision for taxi ranks as part of activity centres, transport interchanges and major commercial, retail and community facilities.

#### Policy guidelines

Planning must consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).

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Victoria Street and Bridge Road Activity Centres, Richmond



### Appendix B: Existing Traffic Management Conditions

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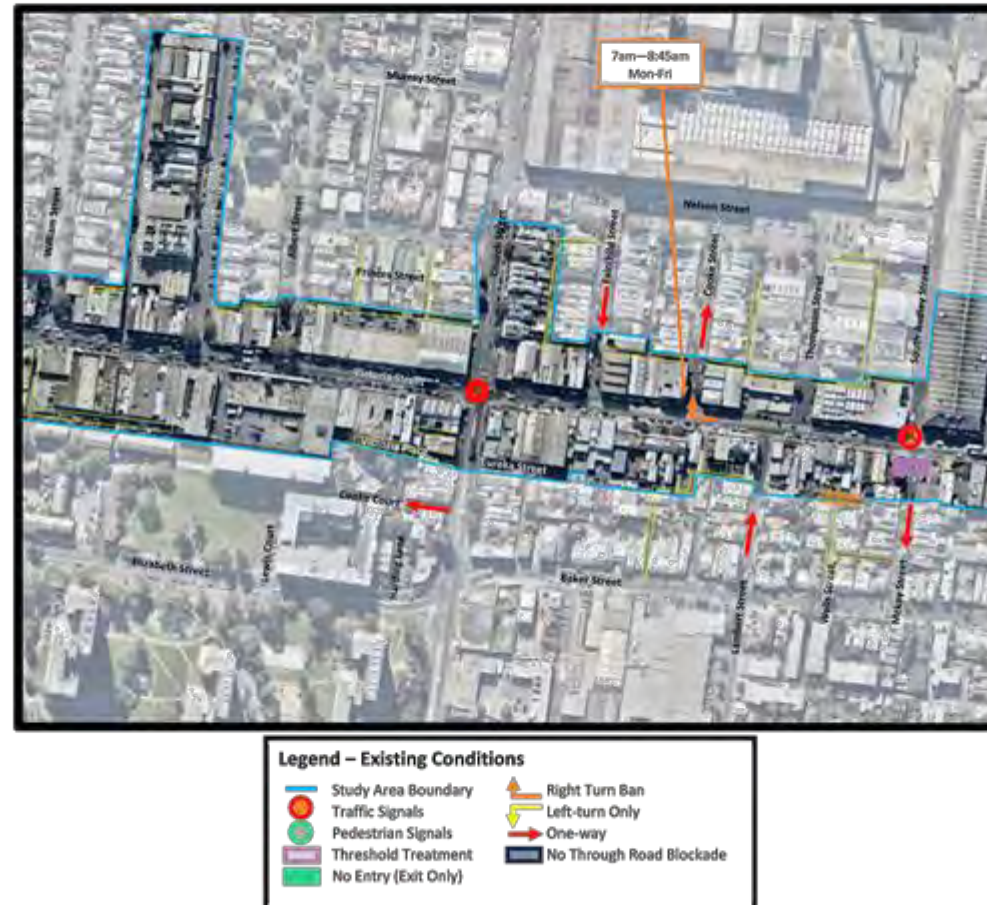
### Appendix B Existing Traffic Management Conditions



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## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix B Existing Traffic Management Conditions

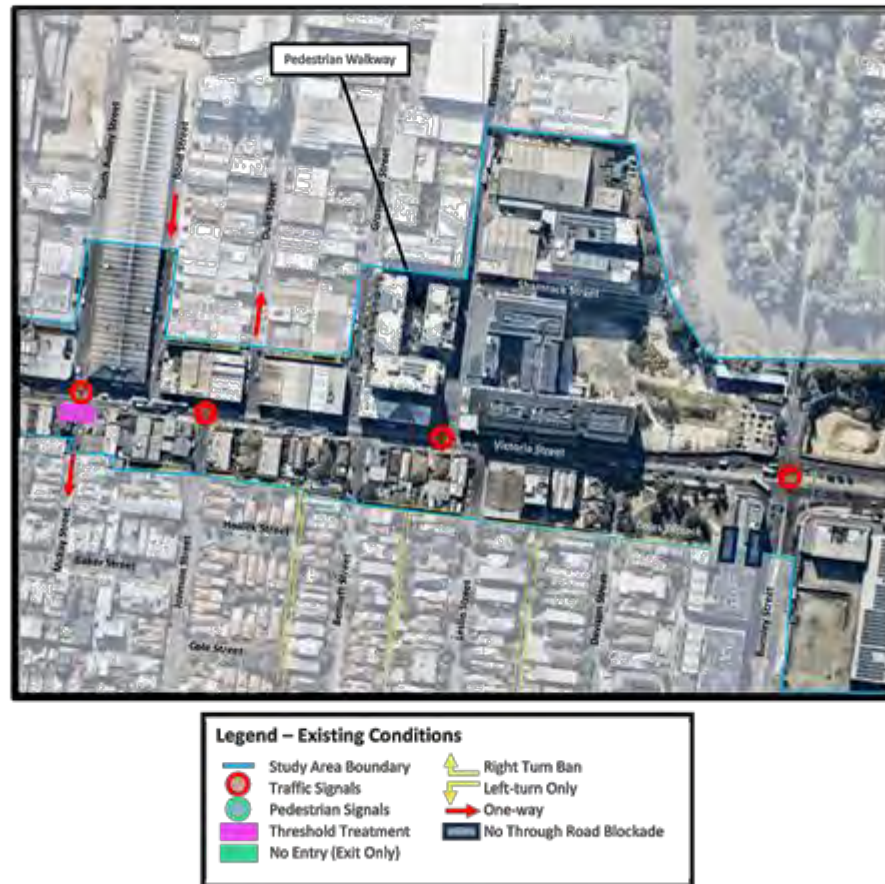


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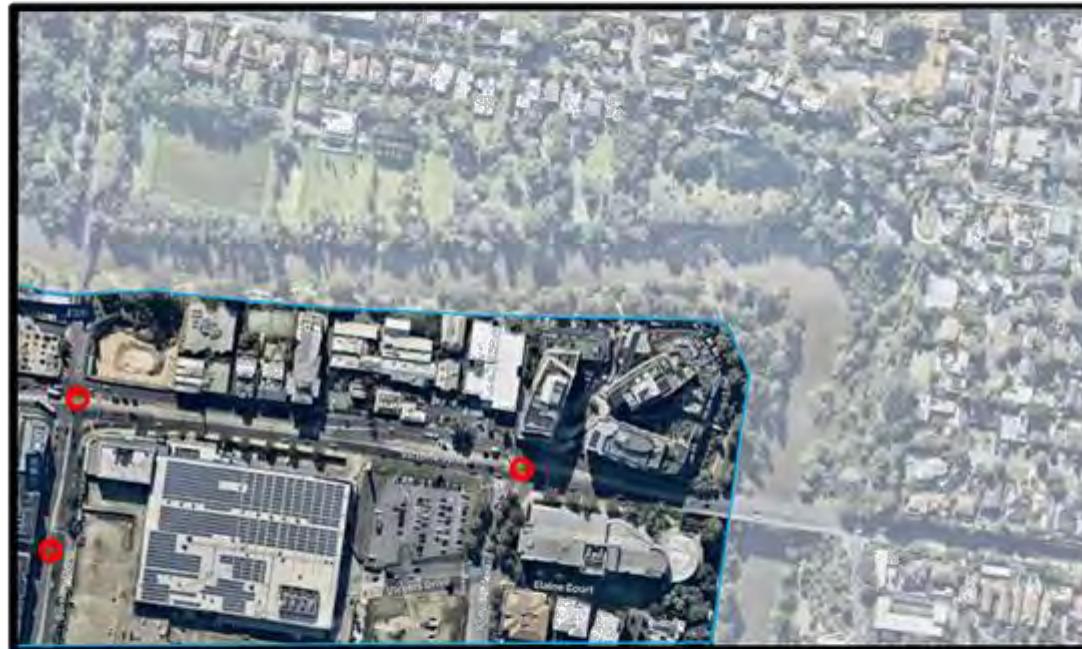


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Appendix B  
Existing Traffic Management Conditions



Legend – Existing Conditions	
	Study Area Boundary
	Traffic Signals
	Pedestrian Signals
	Threshold Treatment
	No Entry (Exit Only)
	Right Turn Ban
	Left-turn Only
	One-way
	No Through Road Blockade

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Appendix B  
Existing Traffic Management Conditions



Legend	
	Study Area Boundary
	Traffic Signals
	Pedestrian Signals
	Threshold Treatment
	No Entry (Exit Only)
	Right Turn Ban
	Left-turn Only
	One-way
	Left Turn Ban
	U-Turn Ban

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Appendix B  
Existing Traffic Management Conditions



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Existing Traffic Management Conditions

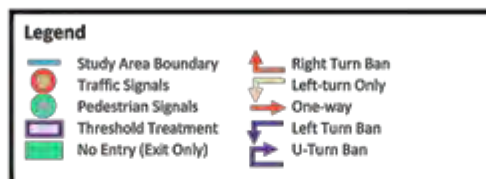
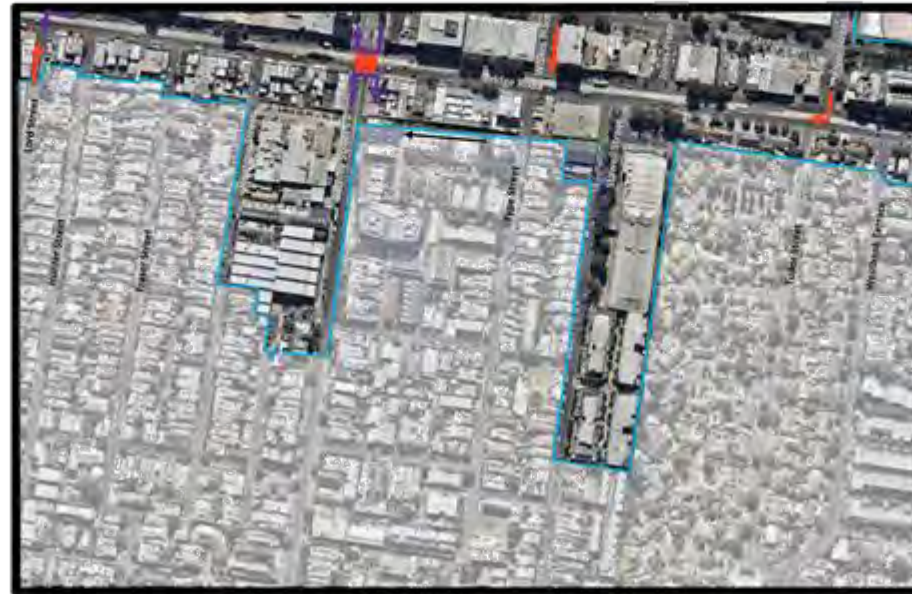


Legend	
Study Area Boundary	Right Turn Ban
Traffic Signals	Left-turn Only
Pedestrian Signals	One-way
Threshold Treatment	Left Turn Ban
No Entry (Exit Only)	U-Turn Ban

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### Appendix B Existing Traffic Management Conditions



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## Attachment 5 - Traffic Engineering Assessment Part 2

**Traffic Engineering Assessment**  
Victoria Street and Bridge Road Activity Centres, Richmond

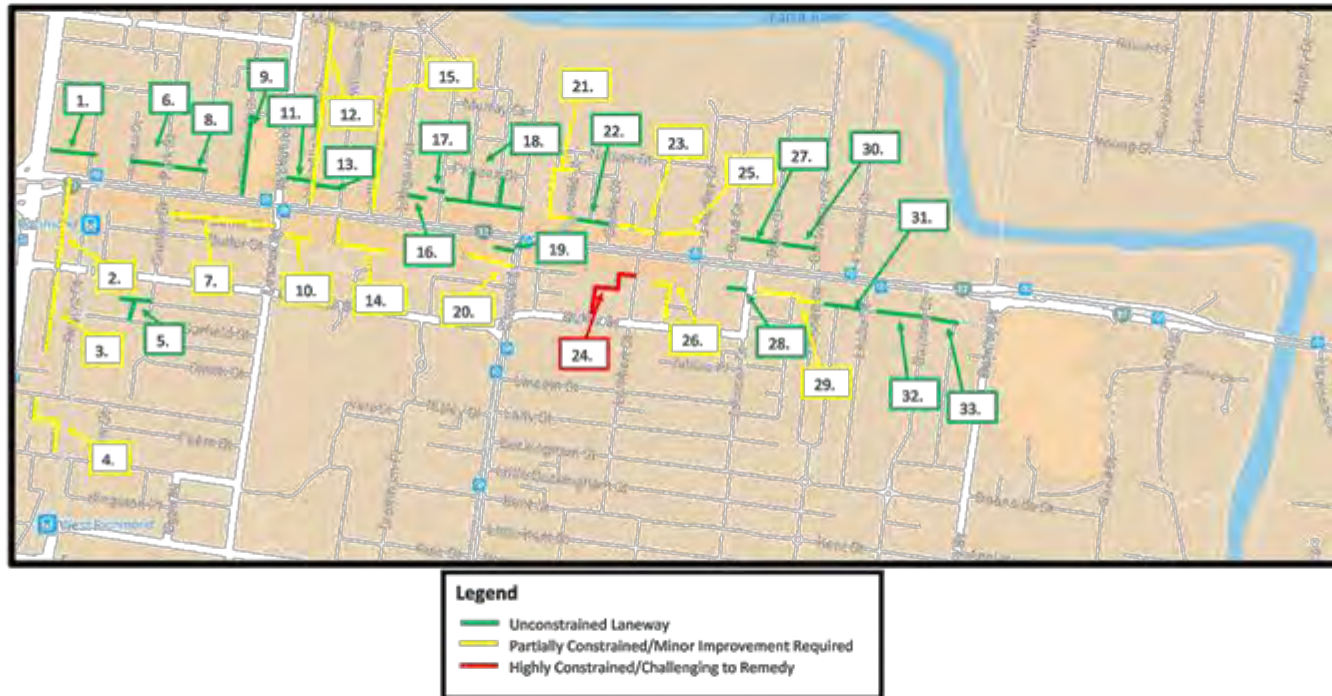


### Appendix C: Existing Laneway Conditions

G22791R-01A

## Attachment 5 - Traffic Engineering Assessment Part 2

Appendix C  
ROW Existing Conditions



G22791R-01A



## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
1: ROW (from Hoddle Street to Ferguson Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.85m-3.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Asphalt</li> <li>• Layout Features – continuous, generally straight</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short, straight and connected at both ends.</li> </ul>	
2: Little Hoddle Street (from Elizabeth Street to Victoria Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.6m</li> <li>• Road reservation – 5.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – Narrow kerbside/footpath on both sides</li> <li>• Material – Asphalt</li> <li>• Layout features – continuous, straight</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Single lane for two-way traffic</li> <li>• Long length, some development potential</li> <li>• Could be made two-way by creating a shared zone and removing the footpaths</li> </ul>	
3: Little Hoddle Street (from Elizabeth Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m-4.8m</li> <li>• Road Reserve – 4.85m-6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking along sections of the east side of the laneway</li> <li>• Footpaths – Narrow kerbing/path</li> <li>• Material – Asphalt</li> <li>• Layout features – dead end, straight, narrows down towards the south</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Long</li> <li>• Narrower than 6m without road reserve</li> <li>• Parking Arrangements limit two-way flow</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
4: Wrede Place (from York Street to Egan Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.4m-3.85m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone in sections and asphalt in sections</li> <li>• Layout features – continuous, s-shaped, no splays</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of splays makes navigating corners difficult</li> </ul>	
5: ROW (from Shelley Street to Garfield Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m-3.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Asphalt</li> <li>• Layout features – continuous with a 90 degree bend and extending dead end section to the west, splays on south-east corner</li> </ul> <p><b>Constraints: Unconstrained laneway</b> Short and connected at both ends.</p>	
6: ROW (from James Street to Park Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way, must turn right at Park Street</li> <li>• Parking – Shared off-street car park on south side of ROW</li> <li>• Footpaths – No footpaths</li> <li>• Material – Asphalt with bluestone kerbing</li> <li>• Layout features – continuous, straight</li> </ul> <p><b>Constraints: Unconstrained laneway</b> Short, straight and connected at both ends.</p>	

# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
7: Little Butler Street (from Shelly Street to Lennox Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.7m-3m</li> <li>• Road reservation – 3.95m-4.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – kerbside parallel both sides</li> <li>• Footpaths – No footpaths</li> <li>• Materials – Asphalt</li> <li>• Layout features – continuous, straight</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Long length</li> <li>• Inability to easily widen for 2-way traffic flow</li> <li>• Could be made one-way</li> </ul>	
8: ROW (from Park to Charles)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Shared off-street car park on south side and west end of ROW</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> <li>• Layout features – continuous, straight</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	
9: Little Charles Street (from Victoria Street to Little Charles Close)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m</li> <li>• Road reservation – 5.15m</li> <li>• Traffic management – One-way (southbound)</li> <li>• Parking – No parking</li> <li>• Footpath – Narrow path on east side, with traversal onto road required at power poles</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to one-way nature</li> </ul>	

# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
10: ROW (from Lennox Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car Park at east end</li> <li>• Footpath – No footpaths</li> <li>• Material – Concrete</li> <li>• Layout features – slight bend to the south</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Constrained due to dead end</li> </ul>	
11: ROW (from Nicholson Street to Little Nicholson Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.55m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	
12: Little Nicholson Street (from Victoria Street to Mollison Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.9m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> <li>• Layout Features – loading activity occurs frequently, blocking traversal of ROW</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Long length</li> <li>• Insufficient for 2-way flow</li> <li>• Could be made one-way</li> </ul>	



## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
13: ROW (from Little Nicholson Street to William Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – narrow</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	
14: ROW (from Victoria Street to END, opposite William Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.75m for north-south section and 3m for east-west section</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> <li>• Layout Features – Splay provided at bend, over land of 176 Victoria Street</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Single Lane</li> <li>• Length</li> <li>• 90 degree bend</li> <li>• Some development potential</li> <li>• Would require widening for two-way traffic, particularly north-south leg</li> </ul>	
15: Little Lithgow Street (from Victoria Street to Mollison Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5.1m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Slightly too narrow for two-way traffic flow</li> </ul>	

# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
16: ROW (from Lithgow Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5.4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Sufficient width for two-way traffic flow</li> </ul>	
17: ROW (from Albert Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	
18: ROW (from Albert Street to Church Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.4m</li> <li>• Traffic management – Two-way, right turn only at Fairchild Street</li> <li>• Parking – Car park at midpoint of ROW</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> <li>• Layout features – there is are two connecting north-south ROWs extending northerly</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to being continuous, could be one-way</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
19: ROW (from Church Street to End)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	
20: Victoria Place (from Church Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.75m, 5.7m aisle for western car park</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at western end</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: (Partially constrained)</b></p> <ul style="list-style-type: none"> <li>• Dead end</li> <li>• Some development potential</li> </ul>	
21: ROW (from Fairchild Street to Fairchild Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way, must enter via right turn from Fairchild, exit via left turn to Fairchild</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Layout features – connects to ROW extending north-south that loops back to Fairchild Street</b></p> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• No splay</li> <li>• Low development potential</li> <li>• Single lane</li> <li>• Length</li> <li>• Bends</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

**Appendix C**  
ROW Existing Conditions





Street Name	Description	Photo
22: ROW (from Fairchild to Cooke Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.9m</li> <li>• Traffic management – Two-way, must travel south on Fairchild Street, and north on Cooke Street</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – there is a ROW that extends northerly, where there are no splays, making it difficult to traverse due to the narrow width</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	
23: ROW (from Cooke Street to Thompson Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m-3.8m</li> <li>• Road Reservation – 3.1m-4.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout Features – there is a kink in the ROW at the midpoint, which is also where a northerly ROW also connects, the 4.2m width of the connecting ROW provides space to navigate this kink</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• An improved splay would assist with the kink in the ROW, especially for service vehicles</li> </ul>	



## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
24: ROW (from Lambert Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.8m-4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt and bluestone</li> <li>• Layout features – There are a number of bends in the ROW. Splays are provided in the narrower sections, but not for bends connecting to the 4m width section. The ROW also connects to Baker Street in the south</li> </ul> <p><b>Constraints: Highly constrained</b></p> <ul style="list-style-type: none"> <li>• Length, number of properties</li> <li>• Narrow</li> <li>• Bends with without splays</li> <li>• Properties at corners are outside of the study boundary</li> </ul>	
25: ROW (from Thompson Street to South Audley Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.6m-3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car park on the north side of the ROW, behind 2 Thompson Street</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a kink in the middle of the ROW, where there is another northerly connected ROW. Potentially challenging to navigate the kink</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Kink</li> <li>• Lack of Splays</li> </ul>	

# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
26: ROW (East-west ROW connected to Wells Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.7m-4.85m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout Features – connects to the northern end of Wells Street. No splays are provided at the intersection</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• 90 degree bends</li> <li>• Lack of splays</li> </ul>	
27: ROW (from Bond Street to Duke Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.4m</li> <li>• Traffic management – Two-way, Bond Street is one-way northerly and Duke Street is one-way southerly</li> <li>• Parking – No Parking</li> <li>• Footpath – No Footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	
28: ROW (from Johnson Street to END, on west side of Johnson Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.55m-6.35m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: (Unconstrained laneway)</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	

# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
29: ROW (from Johnson Street to Bennett Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.95m-3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No Footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a kink in the ROW, which also connects to a southerly ROW. There is a splay on the south-west side of the intersection</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Kink</li> </ul>	
30: ROW (from Duke Street to Grosvenor Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	
31: Coles Terrace (from Bennett Street to Leslie Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.7m-2.9m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No parking</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting southerly ROW of 3.05m width with a splay on the south-west corner of the intersection</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions

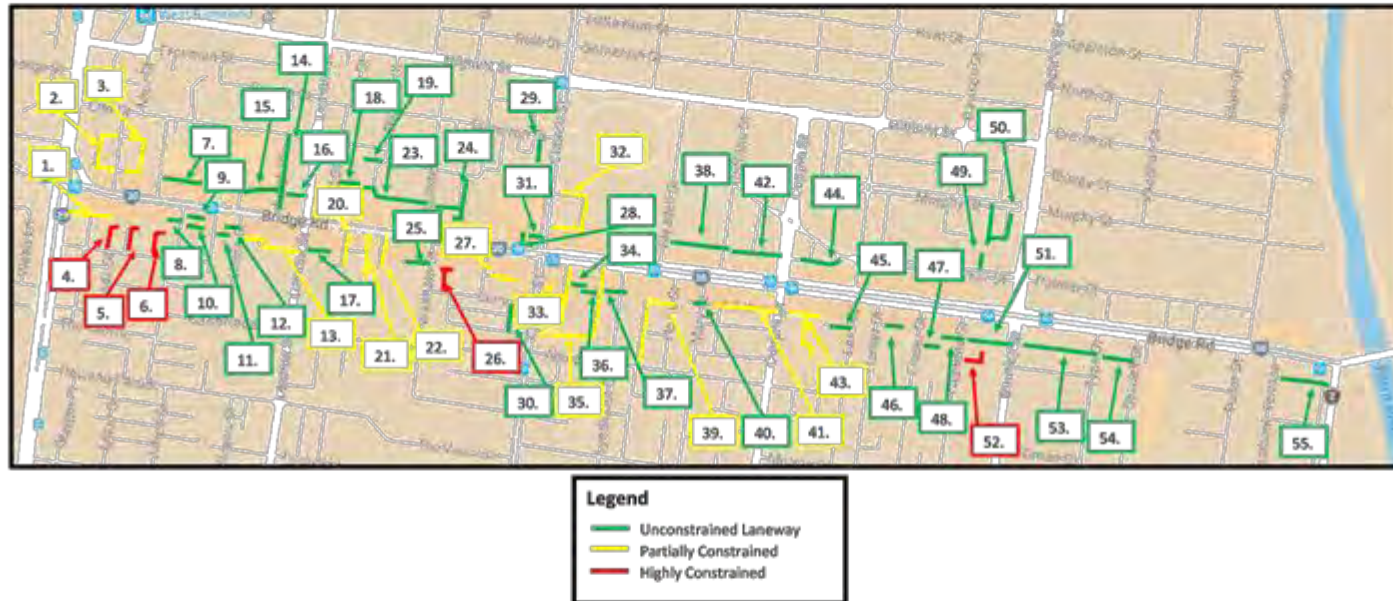


Street Name	Description	Photo
32: Coles Terrace (from Leslie Street to Davidson Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features - There is a connecting southerly ROW of 2.85m width with a slight splay on each corner. Corner is still quite difficult to traverse due to narrow width, and shallow depth of splay</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	
33: Coles Terrace (from Davidson Street to Burnley Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.6m-4.6m</li> <li>• Traffic management – Bollards prevent vehicles from entering/exiting ROW at Burnley Street</li> <li>• Parking – No parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Asphalt</li> <li>• Layout features - There is a connecting southerly ROW of 3.05m width with no splays. Low vegetation and kerbing on the northern side of the ROW allow for the vehicle body to overhang.</li> </ul> <p><b>Constraints: Unconstrained laneway</b> Unconstrained due to short length, low development potential</p>	



## Attachment 5 - Traffic Engineering Assessment Part 2

Appendix C  
ROW Existing Conditions



# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
1: Napier Lane (from Hoddle Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.85m</li> <li>• Trafficable width – 4.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car park attached to eastern end of lane</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW to the south which connects to Sherwood Street, however bollards block access.</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Limited Carriageway</li> </ul>	
2: ROW (from west side Moorhouse Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – there is a connecting northbound ROW which loops back to Moorhouse Street, with splays at the corners</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing opportunities</li> <li>• Lack of sight distance around bends.</li> </ul>	
3: ROW (from east end of Moorhouse Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2-3.25m</li> <li>• Traffic Management – Two-way</li> <li>• Parking – Car park at east end of ROW</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – connecting ROW to the north which loops back to Moorhouse Street, with splays on each corner</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing opportunities</li> <li>• Lack of sight distance around bends.</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C

#### ROW Existing Conditions



Street Name	Description	Photo
4: ROW (East-West section of westernmost ROW from Sherwood Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.7m-3m</li> <li>• Road reservation – 3.95m-4.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – kerbside parallel both sides</li> <li>• Footpaths – No footpaths</li> <li>• Materials – Asphalt</li> <li>• Layout features – connected to ROW at the south, of width 3.6m, with no splays provided.</li> </ul> <p><b>Constraints: Highly Constrained</b></p> <ul style="list-style-type: none"> <li>• Single lane</li> <li>• No Splays at T-intersection</li> <li>• Limited potential to widen critical north-south link</li> </ul>	
5: ROW (East-West section of middle ROW from Sherwood Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – connected to ROW at the south, of width 3.5m, with no splays provided.</li> </ul> <p><b>Constraints: Highly Constrained</b></p> <ul style="list-style-type: none"> <li>• Single lane</li> <li>• No Splays at T-intersection</li> <li>• Limited potential to widen critical north-south link</li> </ul>	
6: ROW (easternmost ROW from Sherwood Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Narrow width and bend at north end. Setback property on western side.</li> </ul> <p><b>Constraints: Highly Constrained</b></p> <ul style="list-style-type: none"> <li>• Single lane</li> <li>• No Splays at T-intersection</li> <li>• Limited potential to widen critical north-south link</li> </ul>	

# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
7: ROW (from Normanby Place to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.3m, widens at intersection with Normanby Place</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Asphalt</li> <li>• Layout features – Hospital uses this ROW</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Passing area at entrance to laneway</li> </ul>	
8: ROW (from west side of Rotherwood Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Wide enough for two-way traffic flow</li> <li>• Short length</li> </ul>	
9: ROW (from east side of Rotherwood Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – short and narrow</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Limited development potential</li> </ul>	
10: ROW (from east side of Rotherwood Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car park on south side</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Limited development potential</li> </ul>	



# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
11: ROW (from Verity Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 6.05m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Open tandem parking for adjacent properties</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Limited development potential</li> </ul>	
12: ROW (West side of Union Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way, No Entry to Union Street from Bridge Road</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Limited development potential</li> </ul>	
13: ROW (East side of Union Street to Lennox Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m-3.75m</li> <li>• Traffic management – Two-way, No Entry to Union Street from Bridge Road</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt and Bluestone</li> <li>• Layout features – there is a kink involving two 90 degree bends. A splay is provided on one side of the northern bend</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Non-functional kink breaks laneway into two parts</li> </ul>	
14: Leigh Place (from Bridge Road to Erin Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5.7m</li> <li>• Road reserve – 9m</li> <li>• Traffic management – Two-way for northern section, One-way for southern section connecting to Bridge Road</li> <li>• Parking – No parking</li> <li>• Footpath – Footpath on west side</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• One-way</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
15: ROW (from Leigh Place to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.55m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Slight kink at the middle, still easily traversable</li> </ul> <b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short</li> </ul>	
16: Corns Place (from Leigh Place to Lennox Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way, must turn left at Leigh Place</li> <li>• Parking – Car park at midpoint of ROW</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: Unconstrained</b> <ul style="list-style-type: none"> <li>• Short</li> <li>• Continuous</li> <li>• Could be made one-way</li> </ul>	
17: ROW (from Lennox Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: (Unconstrained laneway)</b> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	
18: ROW (from Judd Street to Carpark)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 6m (including mountable kerbing)</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Mountable footpath on south side</li> <li>• Material – Asphalt</li> </ul> <b>Constraints: (Unconstrained laneway)</b> <ul style="list-style-type: none"> <li>• Short</li> </ul> Mountable kerbing allows for two-way passing	

# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
19: ROW (from Hull Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at southern end</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Small number of adjacent properties</li> </ul>	
20: Wustemenn Place (from Bridge Road to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.65m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at southern end</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout Features – Narrow width, shares car park with Allowah Terrace</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area</li> <li>• Dead end</li> <li>• Could be connected to Allowah Terrace</li> </ul>	
21: Allowah Terrace (from Bridge Road to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at southern end</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Narrow width, shares car park with Wustemenn Place</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area</li> <li>• Dead end</li> <li>• Could be connected to Wustemenn Place</li> </ul>	
22: Peluso Place (from Bridge Road to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.1m-4.85m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at southern end</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area</li> <li>• Dead end</li> </ul>	



## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
23: Leggo Place (from Bosisto Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 7.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Large Car park at western end</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout Features – Has a kink at the end, and connects to a large car park</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Sufficient width for two-way traffic</li> </ul>	
24: ROW (from Bosisto Street to Hull Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m-4.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Already 'built out' to a large degree</li> </ul> <p><b>Constraints: Unconstrained Laneway</b></p> <ul style="list-style-type: none"> <li>• Properties already developed</li> </ul>	
25: Sheridan Place (from Waltham Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.55m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul>	
26: ROW (from Berry Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m-3.3mm</li> <li>• Traffic management – Two-way, Berry Street is one-way (westbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout Features – has a T-intersection at the northern end, with splays on both corners.</li> </ul> <p><b>Constraints: Highly constrained</b></p> <ul style="list-style-type: none"> <li>• Length</li> <li>• T-shape</li> </ul>	



## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
27: Alban Street (from Eucalyptus Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking along the north side of Alban Street</li> <li>• Footpath – No Footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Wide enough for two-way traffic</li> <li>• Parking arrangements make two-way traffic flow unachievable</li> </ul>	
28: ROW (from Bridge Road to END, opposite Eucalyptus Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.65m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	
29: Henry Street (from Cameron Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.9m</li> <li>• Traffic management – Two-way, speed humps</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul>	

# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
30: ROW (from Berry Street to Hodgson Terrace)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.15m</li> <li>• Traffic management – Two-way, Berry Street is one-way (westbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Berry Street is a narrow street (3.5m road), and a splay is provided on the southeast corner of the intersection with the ROW to assist movement.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	
31: ROW (from Church Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <p>Short</p>	
32: ROW (from Church Street to Church Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4m-4.7m</li> <li>• Traffic management – ROW is entry only for the northern section, however, an exit lane is provided via adjacent McDonalds car park, so is considered two-way for all practical purposes.</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There are two 90 degree turns which loop the ROW back to Church Street. Splays are provided at each bend, and the ROW has enough width to allow for unimpeded turning.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Narrow</li> <li>• U-shaped</li> <li>• Lack of passing without 'McDonalds' site, however surrounding McDonalds site means that access issues could be easily resolved with re-development</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
33: Tullo Place (from Bridge Road to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.95m-4.55m</li> <li>• Road reserve – 6.2m-6.8m</li> <li>• Traffic management – Two-way, no right turn at Bridge Road</li> <li>• Parking – No Parking</li> <li>• Footpath – Footpath on west side</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW on the east side of the road, with no splays provided</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area</li> <li>• Could be converted shared zone for two-way traffic (footpath removed)</li> </ul>	
34: ROW (from Tullo Place to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Connected to Tullo Place, with no splays provided</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	
35: Waterloo Place (from Bridge Road to Church Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.4m</li> <li>• Road reserve – 6.2m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Narrow footpaths on both sides</li> <li>• Material – Asphalt</li> <li>• Layout features – Waterloo Place has a 90 degree bend connecting it from Bridge Road to Church Street. A splay is provided at the bend on the northwest corner. There are also two ROWs connected to Waterloo Place</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of two-way passing opportunities</li> <li>• Length</li> <li>• Could be made one-way</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
36: ROW (from Waterloo Place to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m (with additional property boundary setback of 2.55m)</li> <li>• Traffic management – Two-way</li> <li>• Parking – Private parking on south side within property setback</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – A property boundary setback allows for turning into ROW from Waterloo Place</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul>	
37: ROW (from Waterloo Place to Lyndhurst Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m</li> <li>• Traffic management – Two-way, Lyndhurst Street is one-way (northbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – A splay on the southeast corner of Waterloo Place and the ROW is provided to assist turning.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Continuous</li> </ul>	
38: ROW (from Gleadell Street to Griffiths Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	



## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
39: Spencer Place (from Hosie Street to Abinger Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.45m-3.8m</li> <li>• Traffic management – Two-way, Hosie Street is one-way (northbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt and bluestone</li> <li>• Layout features – There is a 90 degree bend in Spencer Place, with a splay provided on the southeast corner. There is another connecting ROW, which connects back to Hosie Street, with a splay also provided.</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Long</li> <li>• Lack passing opportunities</li> </ul>	
40: Pandoleon Lane (from Mary Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.65m</li> <li>• Traffic management – Two-way, Mary street is one-way (northbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	
41: ROW (from Mary Street to Coppin Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m</li> <li>• Traffic management – Two-way, Mary Street is one-way (northbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Straight, limited splays on intersecting ROWs.</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Length</li> <li>• No passing area</li> <li>• Continuous, could be one-way</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
42: ROW (from Griffiths Street to Coppin Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way, must enter and exit via left on Coppin Street</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW to the north, with splays provided on both corners of the intersection.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	
43: Foster Place (from Coppin Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m-3.45m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW of 4m width to the south, with no splays provided.</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area on east-west link</li> <li>• T intersection</li> </ul>	
44: ROW (from Coppin Street to Palmer Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m-5.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW to the north, with no splays provided at the intersection, however, properties on the south are set back.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Short</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C ROW Existing Conditions



Street Name	Description	Photo
45: ROW (from Lord Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3.55m, widened by adjacent development</li> <li>Traffic management – Two-way, Lord Street is one-way (northbound)</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Provides two-way traffic</li> </ul>	
46: ROW (from Hunter Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Short</li> <li>Low development potential</li> </ul>	
47: ROW (from Hunter Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 4.4m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Concrete</li> <li>Layout features – appears to have been consumed as private property</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Short</li> <li>Low development potential</li> </ul>	
48: ROW (from Neptune Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Short</li> <li>Low development potential</li> </ul>	

# Attachment 5 - Traffic Engineering Assessment Part 2

## Appendix C ROW Existing Conditions



Street Name	Description	Photo
49: ROW (from Palmer Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.45m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	
50: Birch Square (from Murphy Street to Murphy Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 6.1m-9m</li> <li>• Traffic management – One-way in an anticlockwise direction</li> <li>• Parking – Parking on north side of east-west section</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <p>Already one-way to minimise vehicle conflict</p>	
51: ROW (from Neptune Street to Burnley Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way, must exit/enter left at Burnley</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	
52: ROW (from Neptune Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p>Layout features – ROW bends 90 to the north with no spays provided, North-south section is not trafficable and requires splays</p> <p><b>Constraints: Highly Constrained</b></p> <p>Requires splays on the corners</p>	



## Attachment 5 - Traffic Engineering Assessment Part 2

### Appendix C

#### ROW Existing Conditions



Street Name	Description	Photo
53: ROW (from Burnley Street to Type Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW to the south, with no splays provided at the intersection.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	
54: ROW (from Type Street END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Footpath on south side</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	
55: Park Avenue (east- west section abutting Bridge Road properties from Westbank Terrace to bend)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.65m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Footpath on south side</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	

## Attachment 5 - Traffic Engineering Assessment Part 2

**Appendix C**  
**ROW Existing Conditions**



Street Name	Description	Photo
<b>Eucalyptus Street</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.45m-5.95m</li> <li>• Road Reserve – 5.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpaths – Narrow footpath on both sides</li> <li>• Material – Asphalt</li> </ul> <p>Layout features – Road provides passing area at intersection with Bridge Road, however road narrows soon after, providing no other opportunities for passing.</p>	
<b>Neptune Street</b>	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 7.1m</li> <li>• Road Reserve – 9.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parallel parking on both sides</li> <li>• Footpaths – Narrow footpath on both sides</li> <li>• Material – Asphalt</li> </ul> <p>Layout features – Parking on each side of the road only allows for one-way traffic flow.</p>	

## Attachment 5 - Traffic Engineering Assessment Part 2

**Traffic Engineering Assessment**  
Victoria Street and Bridge Road Activity Centres, Richmond

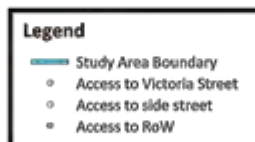


### Appendix D: Existing Vehicle Access Arrangements

G22791R-01A

## Attachment 5 - Traffic Engineering Assessment Part 2

Appendix D  
Existing Access Map



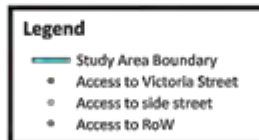
G22791R-01A





## Attachment 5 - Traffic Engineering Assessment Part 2

Appendix D  
Existing Access Map



G22791R-01A

## Attachment 5 - Traffic Engineering Assessment Part 2

Appendix D  
Existing Access Map

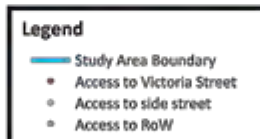


- Legend**
- Study Area Boundary
  - Access to Victoria Street
  - Access to side street
  - Access to RoW

G22791R-01A

## Attachment 5 - Traffic Engineering Assessment Part 2

Appendix D  
Existing Access Map



G22791R-01A



## Attachment 5 - Traffic Engineering Assessment Part 2

Appendix D  
Existing Access Map

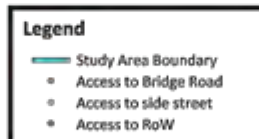


- Legend**
- Study Area Boundary
  - Access to Bridge Road
  - Access to side street
  - Access to RoW

G22791R-01A

## Attachment 5 - Traffic Engineering Assessment Part 2

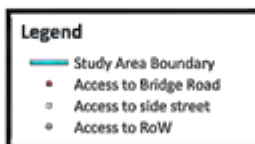
Appendix D  
Existing Access Map



G22791R-01A

## Attachment 5 - Traffic Engineering Assessment Part 2

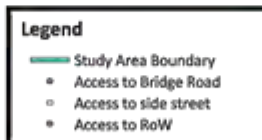
Appendix D  
Existing Access Map



G22791R-01A

## Attachment 5 - Traffic Engineering Assessment Part 2

Appendix D  
Existing Access Map

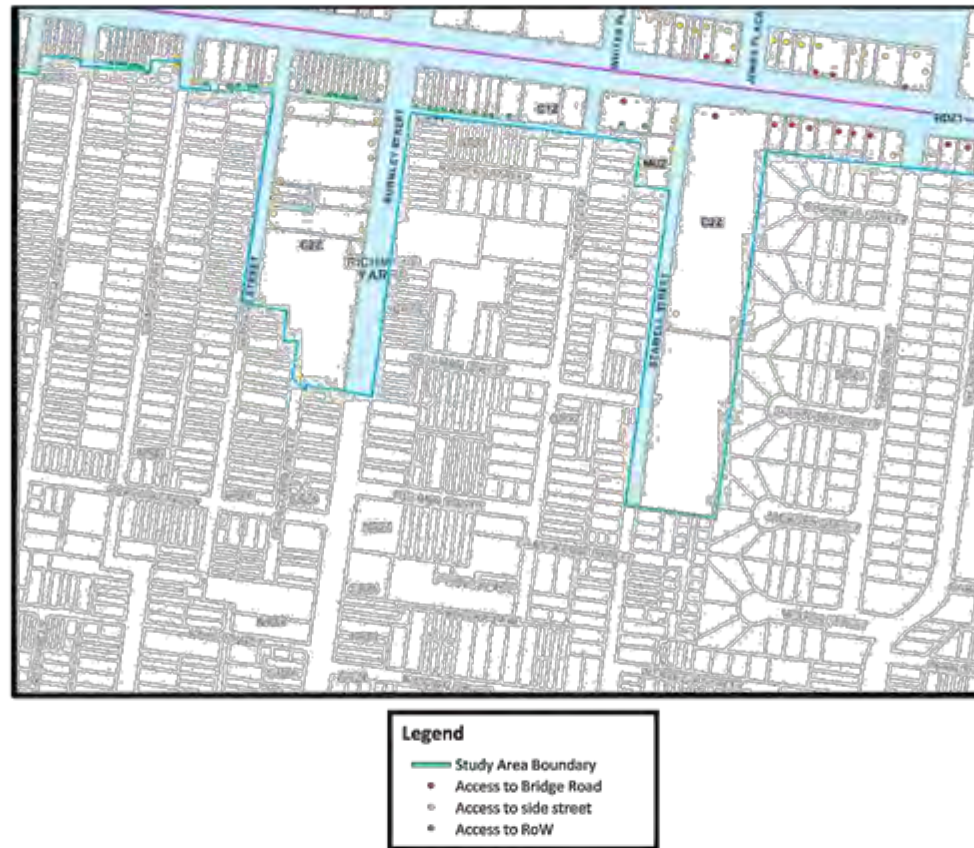


G22791R-01A



## Attachment 5 - Traffic Engineering Assessment Part 2

Appendix D  
Existing Access Map



G22791R-01A

**Attachment 6 - Traffic Engineering Assessment Part 3**

**Traffic Engineering Assessment**  
Victoria Street and Bridge Road Activity Centres, Richmond

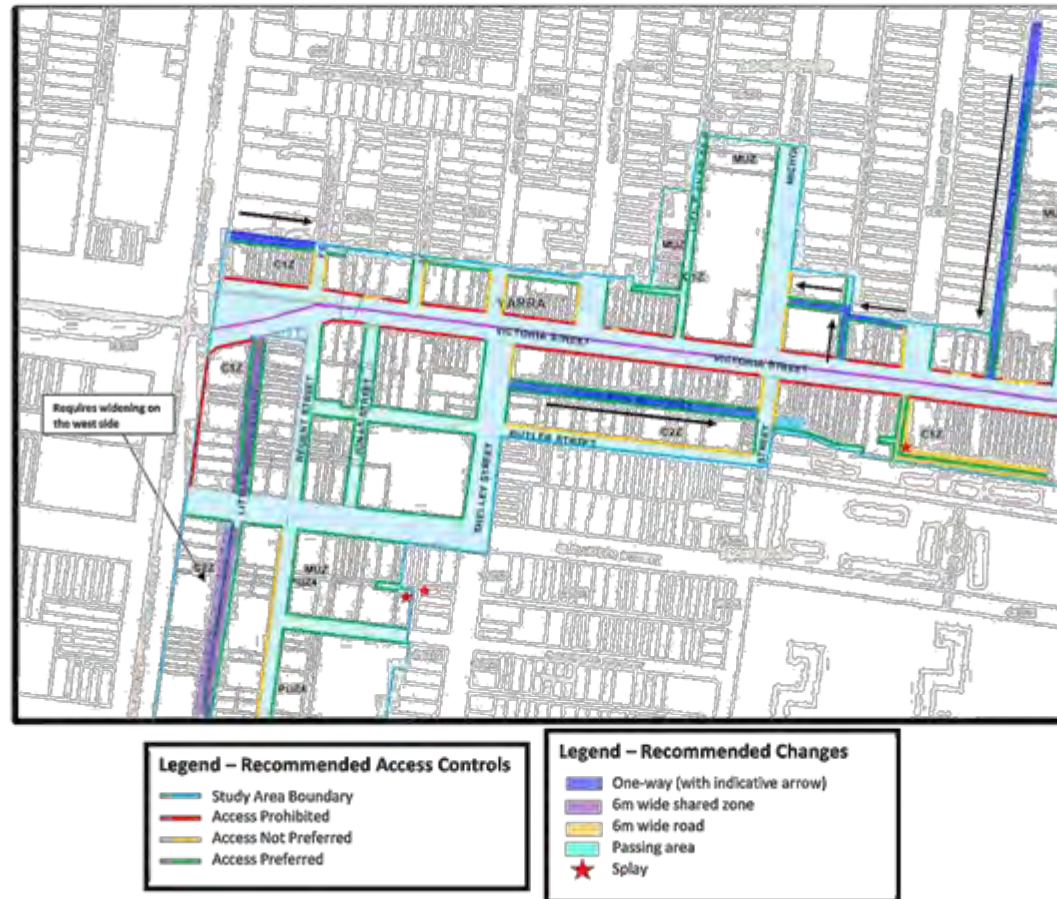


## Appendix E: Access Management Plans

G22791R-01A

# Attachment 6 - Traffic Engineering Assessment Part 3

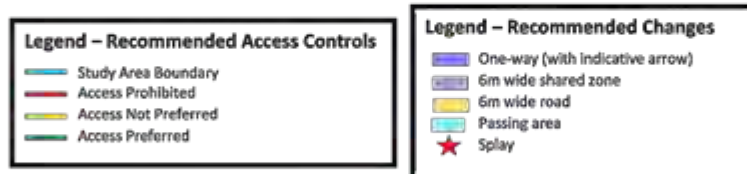
Appendix E  
Access Control Plan



Appendix E

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix E  
Access Control Plan



Appendix E



# Attachment 6 - Traffic Engineering Assessment Part 3

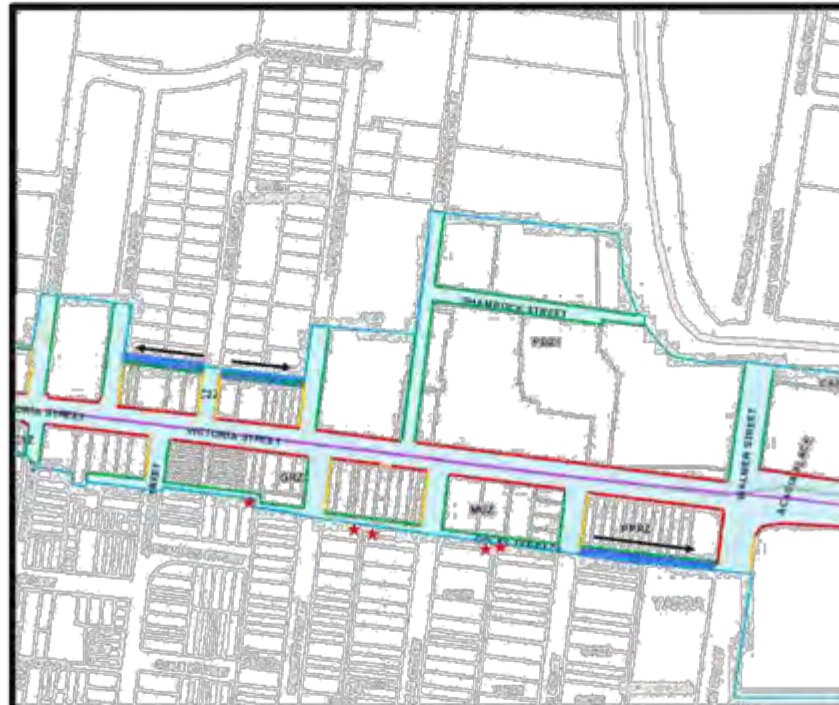
Appendix E  
Access Control Plan



Appendix E

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix E  
Access Control Plan



Legend – Recommended Access Controls
Study Area Boundary
Access Prohibited
Access Not Preferred
Access Preferred

Legend – Recommended Changes
One-way (with indicative arrow)
6m wide shared zone
6m wide road
Passing area
Splay

Appendix E

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix E  
Access Control Plan



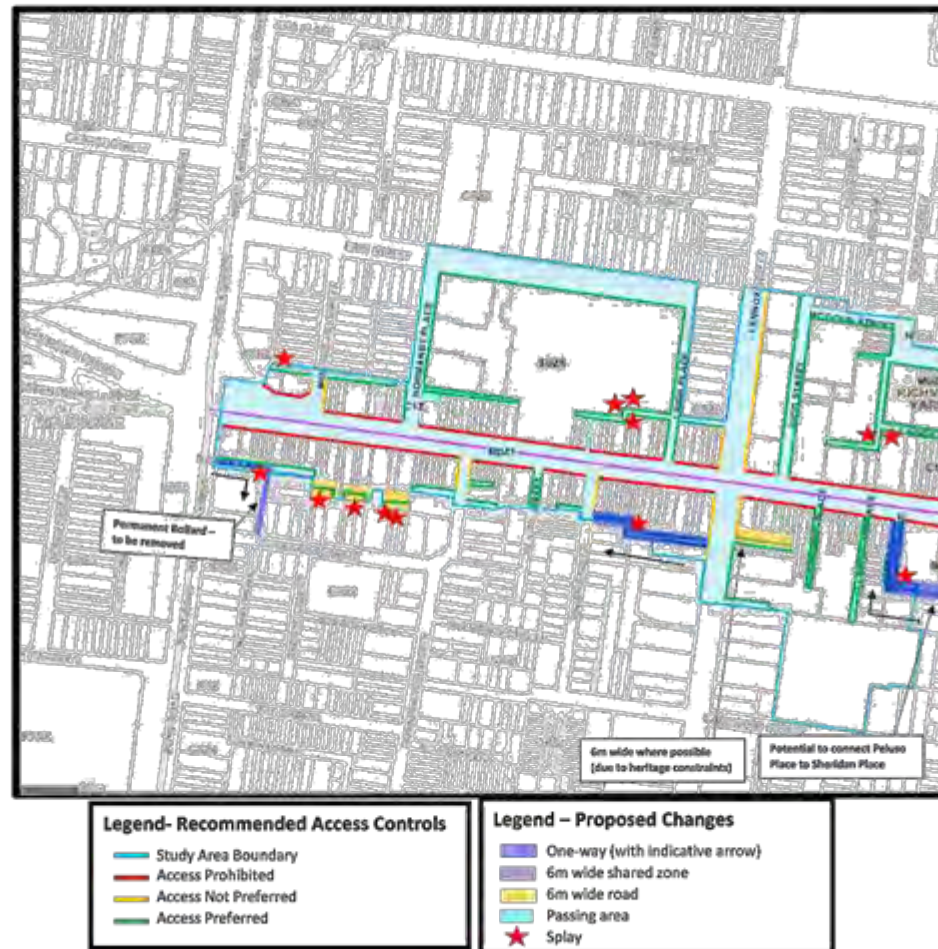
Legend – Recommended Access Controls
Study Area Boundary
Access Prohibited
Access Not Preferred
Access Preferred

Legend – Recommended Changes
One-way (with indicative arrow)
6m wide shared zone
6m wide road
Passing area
Splay

Appendix E

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix E  
Access Control Plan

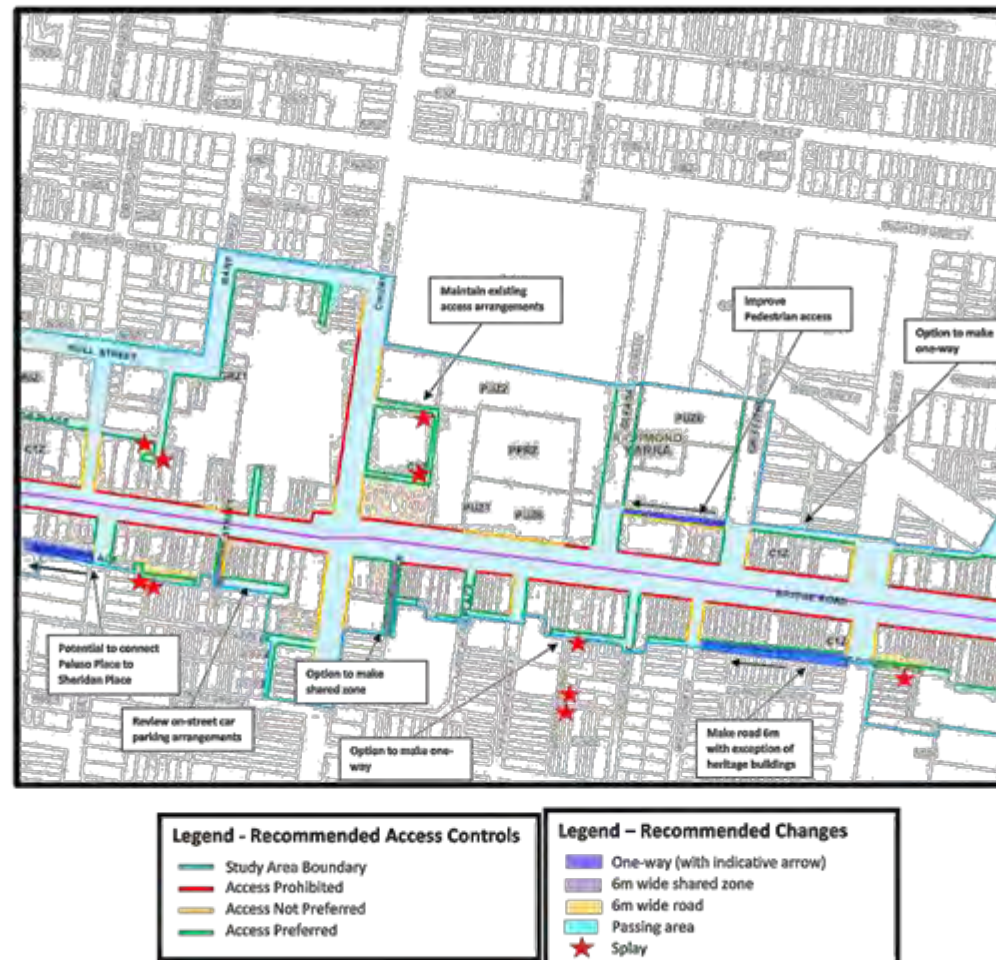


Appendix E



# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix E  
Access Control Plan



Appendix E

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix E  
Access Control Plan



## Legend – Recommended Access Controls

- Study Area Boundary
- Access Prohibited
- Access Not Preferred
- Access Preferred

## Legend – Recommended Changes

- One-way (with indicative arrow)
- 6m wide shared zone
- 6m wide road
- Passing area
- Splay

Appendix E

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix E  
Access Control Plan



Legend – Recommended Access Controls	
<span style="color: blue;">—</span>	Study Area Boundary
<span style="color: red;">—</span>	Access Prohibited
<span style="color: yellow;">—</span>	Access Not Preferred
<span style="color: green;">—</span>	Access Preferred

Legend – Recommended Changes	
<span style="color: purple;">—</span>	One-way (with indicative arrow)
<span style="color: purple;">—</span>	6m wide shared zone
<span style="color: yellow;">—</span>	6m wide road
<span style="color: lightblue;">—</span>	Passing area
<span style="color: red;">★</span>	Splay

Appendix E

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix E  
Access Control Plan



Legend – Recommended Access Controls	
<span style="color: blue;">—</span>	Study Area Boundary
<span style="color: red;">—</span>	Access Prohibited
<span style="color: yellow;">—</span>	Access Not Preferred
<span style="color: green;">—</span>	Access Preferred

Legend	
<span style="color: blue;">—</span>	One-way (with indicative arrow)
<span style="color: purple;">—</span>	6m wide shared zone
<span style="color: orange;">—</span>	6m wide road
<span style="color: cyan;">—</span>	Passing area
<span style="color: red;">★</span>	Splay

G22791R-01A



**Attachment 6 - Traffic Engineering Assessment Part 3**

**Traffic Engineering Assessment**  
Victoria Street and Bridge Road Activity Centres, Richmond

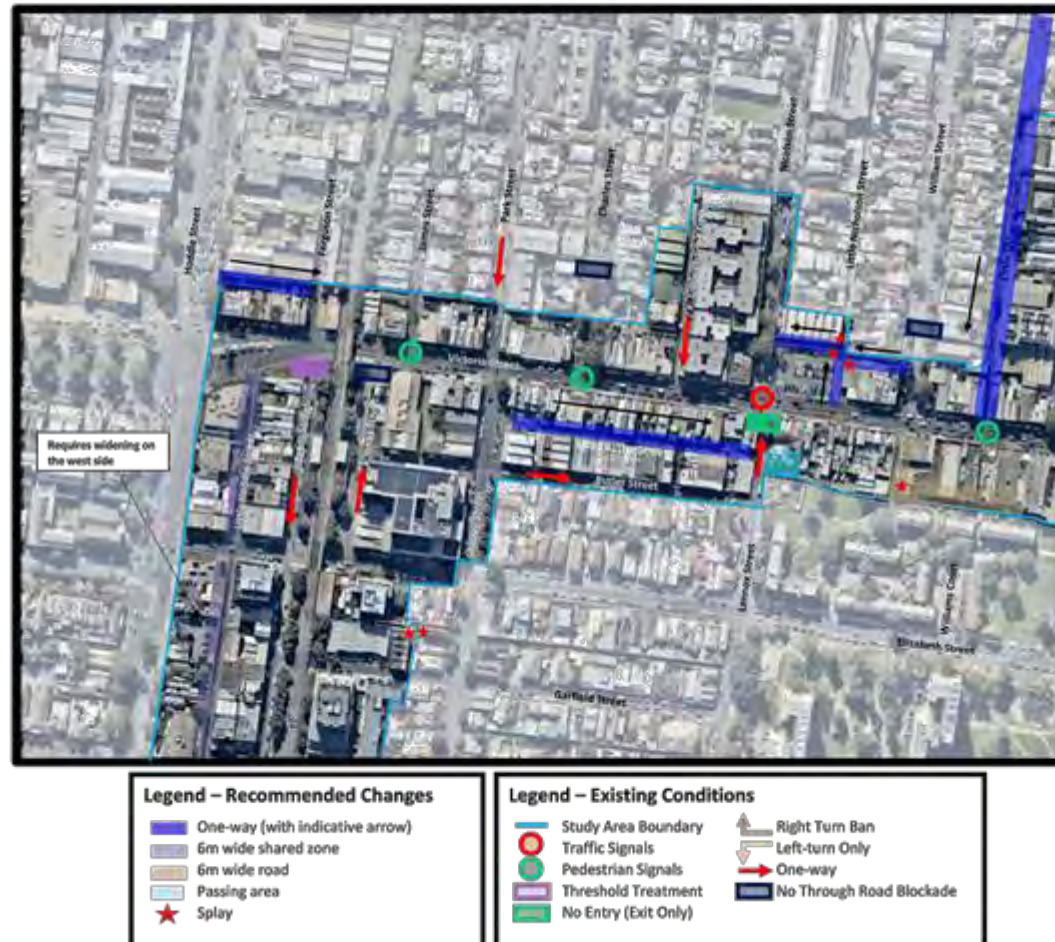


## Appendix F: Proposed Traffic Management Plans

G22791R-01A

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix F  
Proposed Traffic Management Plan



G22791R-01A

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix F  
Proposed Traffic Management Plan

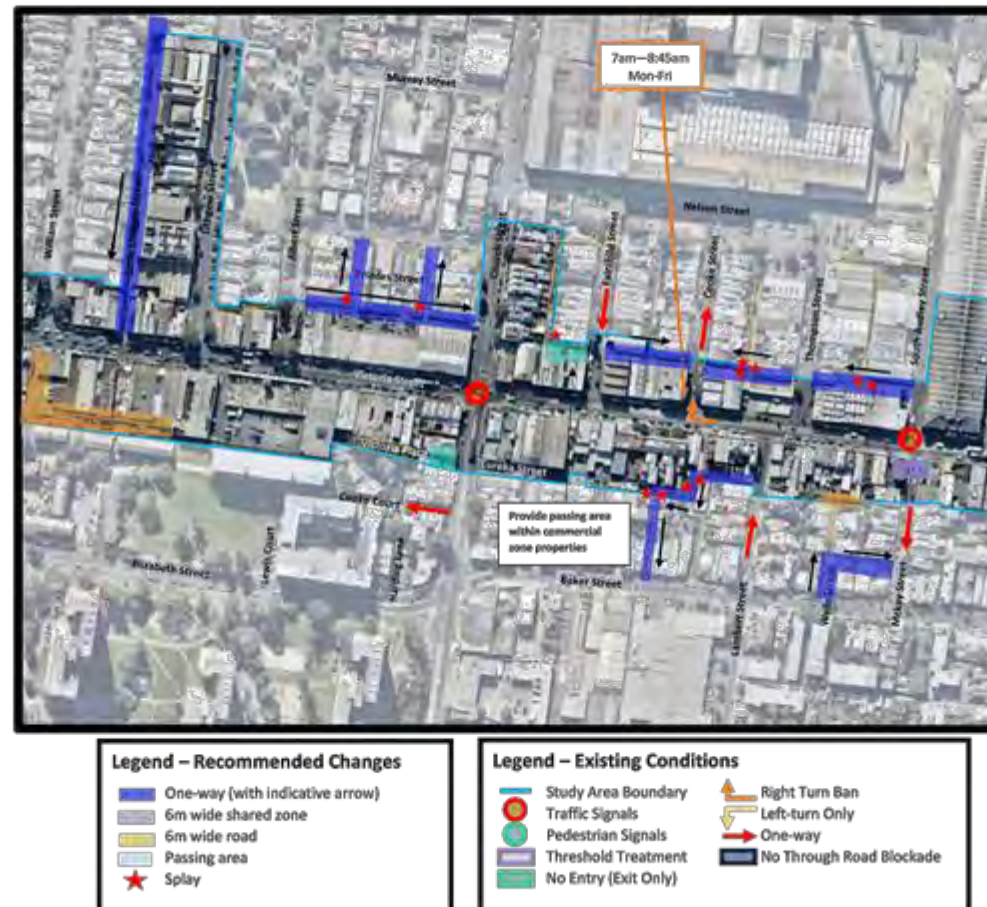


G22791R-01A



# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix F  
Proposed Traffic Management Plan

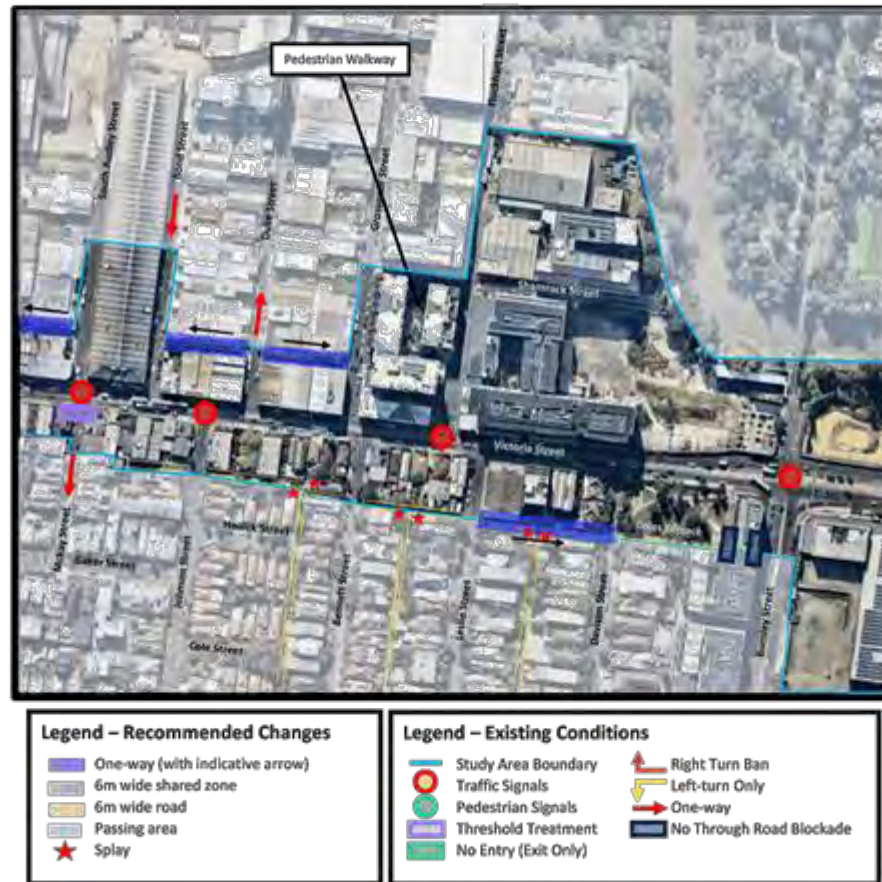


G22791R-01A



# Attachment 6 - Traffic Engineering Assessment Part 3

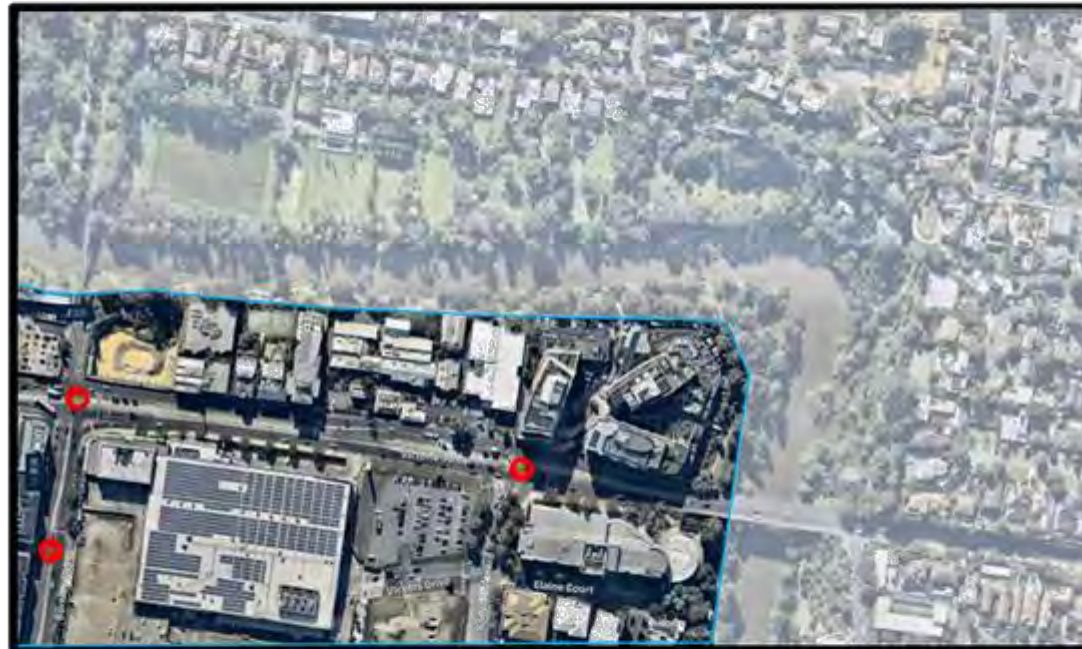
Appendix F  
Proposed Traffic Management Plan



G22791R-01A

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix F  
Proposed Traffic Management Plan



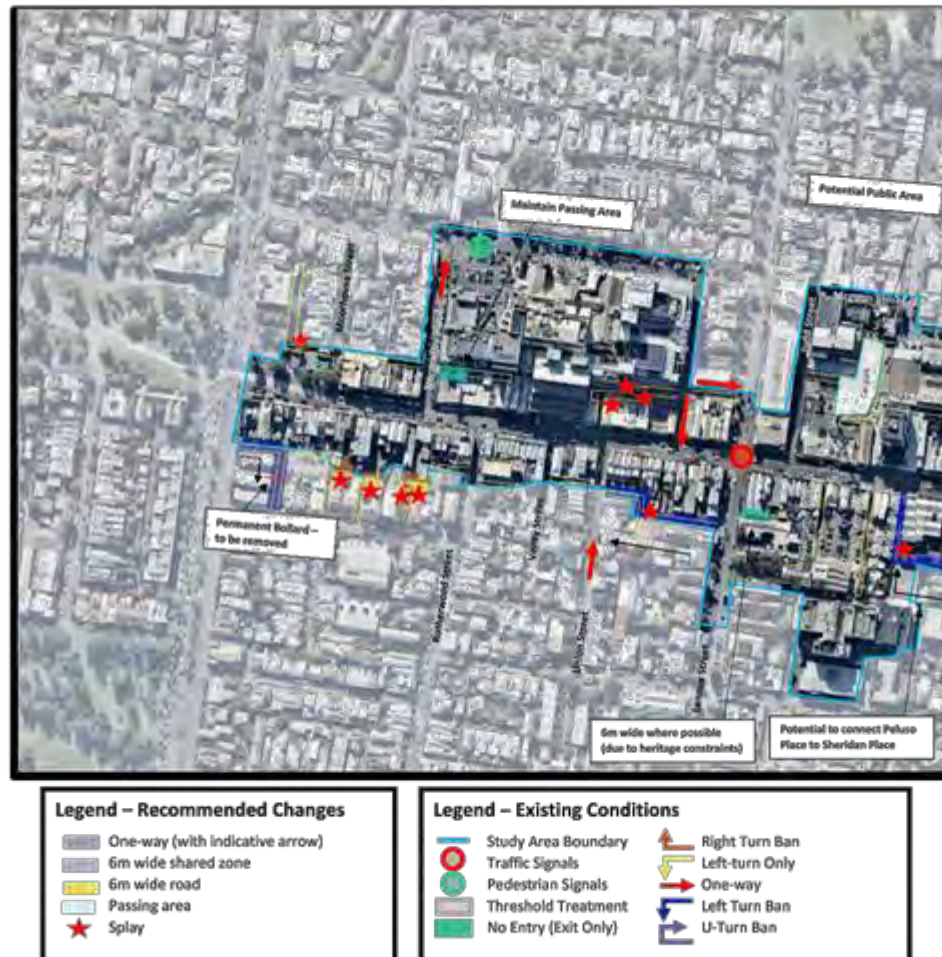
Legend – Recommended Changes	
	One-way (with Indicative arrow)
	6m wide shared zone
	6m wide road
	Passing area
	Splay

Legend – Existing Conditions	
	Study Area Boundary
	Traffic Signals
	Pedestrian Signals
	Threshold Treatment
	No Entry (Exit Only)
	Right Turn Ban
	Left-turn Only
	One-way
	No Through Road Blockade

G22791R-01A

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix F  
Proposed Traffic Management Plan



G22791R-01A







# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix F  
Proposed Traffic Management Plan



G22791R-01A

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix F  
Proposed Traffic Management Plan



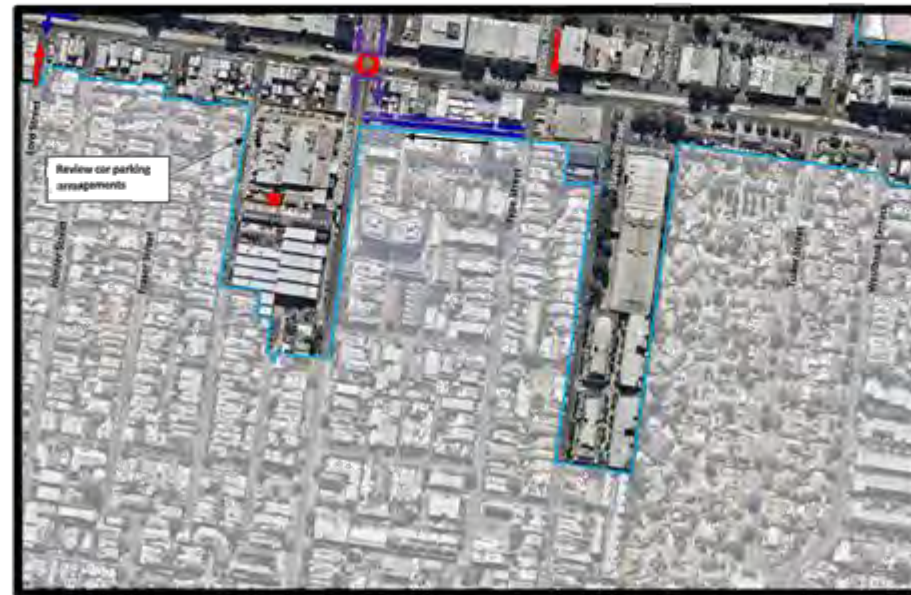
Legend – Recommended Changes	
	One-way (with indicative arrow)
	6m wide shared zone
	6m wide road
	Passing area
	Splay

Legend – Recommended Changes	
	Study Area Boundary
	Traffic Signals
	Pedestrian Signals
	Threshold Treatment
	No Entry (Exit Only)
	Right Turn Ban
	Left-turn Only
	One-way
	Left Turn Ban
	U-Turn Ban

G22791R-01A

# Attachment 6 - Traffic Engineering Assessment Part 3

Appendix F  
Proposed Traffic Management Plan



Legend – Recommended Changes	
	One-way (with indicative arrow)
	6m wide shared zone
	6m wide road
	Passing area
	Splay

Legend – Existing Conditions	
	Study Area Boundary
	Traffic Signals
	Pedestrian Signals
	Threshold Treatment
	No Entry (Exit Only)
	Right Turn Ban
	Left-turn Only
	One-way
	Left Turn Ban
	U-Turn Ban

G22791R-01A

## Attachment 6 - Traffic Engineering Assessment Part 3

**Traffic Engineering Assessment**  
Victoria Street and Bridge Road Activity Centres, Richmond



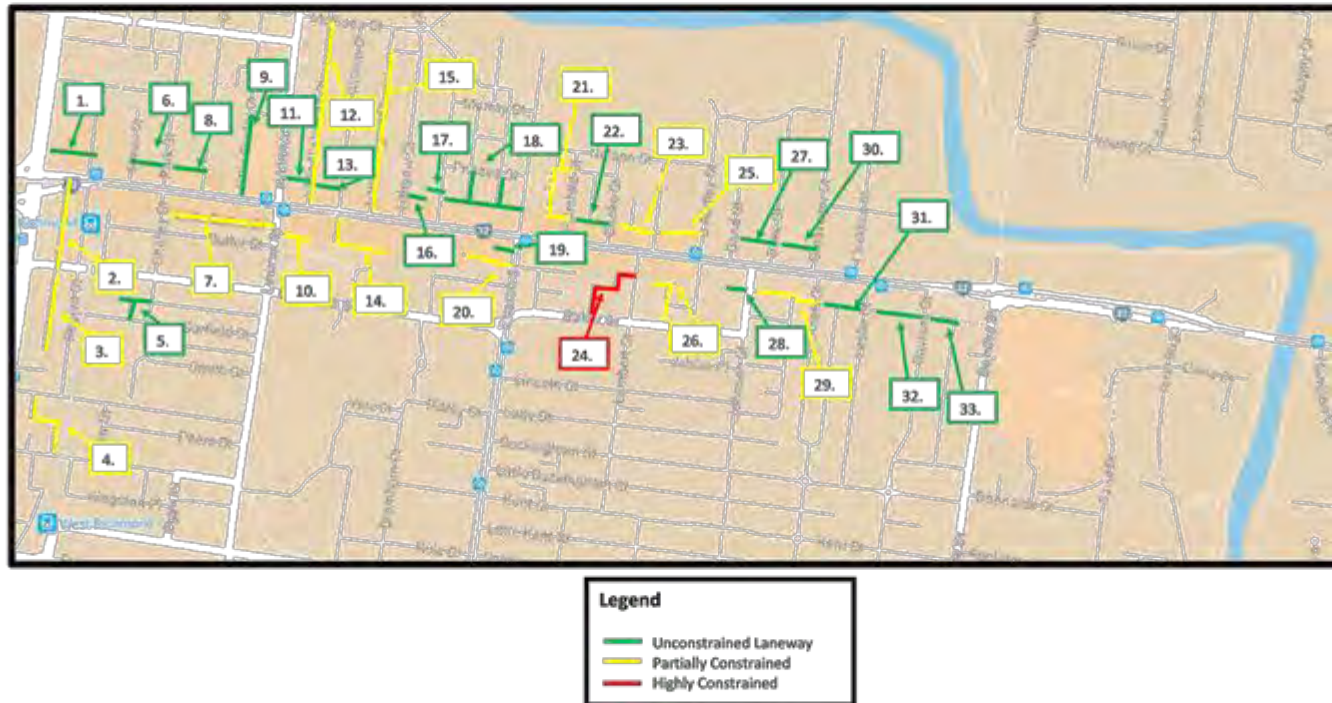
### Appendix G: ROW Recommendations

G22791R-01A



## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations



## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
1: ROW (from Hoddle Street to Ferguson Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 2.85m-3.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Asphalt</li> <li>• Layout Features – continuous, generally straight</li> </ul>	One way in the eastbound direction  <b>Reason:</b>  Narrow width does not allow for passing. This may cause conflict at Hoddle Street between entering and exiting vehicles.  The recommendation for one-way eastbound flow directs traffic away from Hoddle Street and eliminates vehicle conflict.	
	<b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short, straight and connected at both ends.</li> </ul>	Widening laneway challenging given multiple narrow properties accessed via ROW.	

## Attachment 6 - Traffic Engineering Assessment Part 3

**Appendix G**  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
2: Little Hoddle Street (from Elizabeth Street to Victoria Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 4.6m</li> <li>• Road reservation – 5.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – Narrow kerbside/footpath on both sides</li> <li>• Material – Asphalt</li> <li>• Layout features – continuous, straight</li> </ul>	<p>Create shared zone for two-way flow using the whole carriageway width.</p> <p><b>Reason:</b></p> <p>Currently the carriageway too narrow for two-way traffic. Road reserve is wide enough to accommodate two-way traffic flow by removing the footpath to create a shared zone provides for vehicles and pedestrians.</p>	
	<b>Constraints: Partially constrained</b> <ul style="list-style-type: none"> <li>• Single lane for two-way traffic</li> <li>• Long length, some development potential</li> <li>• Could be made two-way by creating a shared zone and removing the footpaths</li> </ul>	<p>The current footpaths are inadequate for pedestrians and a shared zone would better serve all road users while supporting higher traffic volumes.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
3: Little Hoddle Street (from Elizabeth Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m-4.8m</li> <li>• Road Reserve – 4.85m-6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking along sections of the east side of the laneway</li> <li>• Footpaths – Narrow kerbing/path</li> <li>• Material – Asphalt</li> <li>• Layout features – dead end, straight, narrows down towards the south</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Long</li> <li>• Narrower than 6m without road reserve</li> <li>• Parking Arrangements limit two-way flow</li> </ul>	<p>Provide shared area by setting back properties on west side of Little Hoddle Street.</p> <p><b>Reason:</b></p> <p>The Built Form Framework indicates that the properties on either side of the laneway have high development potential. Council has indicated a desire to limit vehicle access to Regent Street to improve the public realm.</p> <p>Widening the ROW to 6m is necessary to accommodate the additional development potential given the dead-end nature of the ROW. This laneway should be widened by setbacks of developments on the west side of the lane.</p>	



## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations



Street Name	Description	Recommended changes	Photo
4: Wrede Place (from York Street to Egan Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.4m-3.85m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone in sections and asphalt in sections</li> <li>• Layout features – continuous, s-shaped, no splays</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of splays makes navigating corners difficult</li> </ul>	<p>Provide passing area at intersection with York Street at #2 York Street.</p> <p>Provide splays on south-west corner of #2 York Street and north-east corner of #30A Wrede Place.</p> <p><b>Reason:</b></p> <p>Providing a passing area will minimise conflicts within the lane. Fully 6m carriageway not considered necessary given development potential of abutting land.</p> <p>Splays required to will increase manoeuvrability around corners.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

**Appendix G**  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
5: ROW (from Shelley Street to Garfield Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m-3.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Asphalt</li> <li>• Layout features – continuous with a 90 degree bend and extending dead end section to the west, splays on south-east corner</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <p>Short and connected at both ends.</p>	No changes required. Largely built out.	

## Attachment 6 - Traffic Engineering Assessment Part 3

**Appendix G**  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
6: ROW (from James Street to Park Street)	<b>Existing Conditions:</b>	No changes required.	
	<ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way, must turn right at Park Street</li> <li>• Parking – Shared off-street car park on south side of ROW</li> <li>• Footpaths – No footpaths</li> <li>• Material – Asphalt with bluestone kerbing</li> <li>• Layout features – continuous, straight</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <p>Short, straight and connected at both ends.</p>	<p>Relatively short length means that vehicle conflicts are likely to be minimal and easily managed by drivers.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations



Street Name	Description	Recommended changes	Photo
7: Little Butler Street (from Shelly Street to Lennox Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 2.7m-3m</li> <li>• Road reservation – 3.95m-4.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – kerbside parallel both sides</li> <li>• Footpaths – No footpaths</li> <li>• Materials – Asphalt</li> <li>• Layout features – continuous, straight</li> </ul>	One way in the eastbound direction	
	<b>Constraints: Partially constrained</b> <ul style="list-style-type: none"> <li>• Long length</li> <li>• Inability to easily widen for 2-way traffic flow</li> <li>• Could be made one-way</li> </ul>	<b>Reason:</b>  Narrow width does not allow for vehicle passing. Relatively long length and high number of abutting properties increases likelihood of vehicle conflict.  One-way arrangement recommended over increasing width due to number of abutting properties.	



## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations



Street Name	Description	Recommended changes	Photo
8: ROW (from Park to Charles)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Shared off-street car park on south side and west end of ROW</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> <li>• Layout features – continuous, straight</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	<p>No changes required.</p> <p>Relatively short length means that vehicle conflicts are likely to be minimal and easily managed by drivers.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations



Street Name	Description	Recommended changes	Photo
9: Little Charles Street (from Victoria Street to Little Charles Close)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m</li> <li>• Road reservation – 5.15m</li> <li>• Traffic management – One-way (southbound)</li> <li>• Parking – No parking</li> <li>• Footpath – Narrow path on east side, with traversal onto road required at power poles</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to one-way nature</li> </ul>	<p>No changes required.</p> <p>Existing one-way arrangement.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
10: ROW (from Lennox Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car Park at east end</li> <li>• Footpath – No footpaths</li> <li>• Material – Concrete</li> <li>• Layout features – slight bend to the south</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Constrained due to dead end</li> </ul>	<p>Provide passing area at entrance, with setback to #136 Victoria Street.</p> <p><b>Reason:</b></p> <p>To minimise conflict within laneway.</p>	
11: ROW (from Nicholson Street to Little Nicholson Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.55m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	<p>Make one-way in the westbound direction</p> <p><b>Reason:</b></p> <p>By making the ROW one-way in the westbound direction, and Little Nicholson one-way in the northbound direction, a loop is created, which will minimise vehicle conflict.</p> <p>Relatively high development potential of abutting land.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended changes	Photo
12: Little Nicholson Street (from Victoria Street to Mollison Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.9m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> <li>• Layout Features – loading activity occurs frequently, blocking traversal of ROW</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Long length</li> <li>• Insufficient for 2-way flow</li> <li>• Could be made one-way</li> </ul>	<p>Provide a one-way section between Victoria Street and ROW #11 and #13 in the northbound direction.</p> <p><b>Reason:</b> Little Nicholson Street is not wide enough to accommodate two-way vehicle flow. In order to minimise conflict one-way traffic flow should be provided northbound, where vehicles can either continue along Little Nicholson Street, or turn left onto ROW #11 to exit.</p>	



## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
13: ROW (from Little Nicholson Street to William Street)	<b>Existing Conditions:</b>	Make one-way in the westbound direction	
	<ul style="list-style-type: none"> <li>• Carriageway width – 2.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – narrow</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	<p><b>Reason:</b> Carriageway is not wide enough for two-way traffic flow. A one-way in the westbound direction will allow vehicles to continue along ROW #11.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations



Street Name	Description	Recommended changes	Photo
14: ROW (from Victoria Street to END, opposite William Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.75m for north-south section and 3m for east-west section</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> <li>• Layout Features – Splay provided at bend, over land of 176 Victoria Street</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Single Lane</li> <li>• Length</li> <li>• 90 degree bend</li> <li>• Some development potential</li> <li>• Would require widening for two-way traffic, particularly north-south leg</li> </ul>	<p>Provide 6m two-way road for full length, with setback to all properties on the north and east side of the ROW.</p> <p>Review need for separate pedestrian path on north-south leg.</p> <p><b>Reason:</b></p> <p>Development potential of the laneway is high and vehicles cannot currently pass one another without relying on private lane. Blind corner also creates conflict.</p> <p>This laneway is also a pedestrian route. This may require further width or implementation of a shared zone on the north-south leg.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended changes	Photo
15: Little Lithgow Street (from Victoria Street to Mollison Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5.1m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Slightly too narrow for two-way traffic flow</li> </ul>	<p>One-way in the southbound direction.</p> <p><b>Reason:</b></p> <p>Little Lithgow is slightly too narrow to allow two-way traffic flow. The long length of the lane creates a problem with conflict.</p>	
16: ROW (from Lithgow Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5.4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Sufficient width for two-way traffic flow</li> </ul>	<p>No changes required.</p> <p>Short length and width means vehicle conflict would be minimal.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations



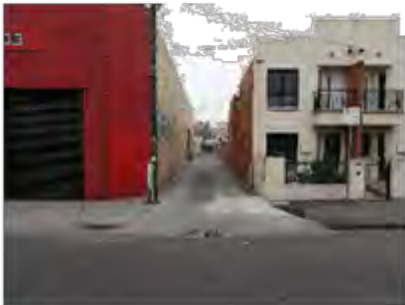
Street Name	Description	Recommended changes	Photo
17: ROW (from Albert Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	<p>No changes required.</p> <p>Short length and width means vehicle conflict would be minimal.</p>	



# Attachment 6 - Traffic Engineering Assessment Part 3

## Appendix G ROW Recommendations





Street Name	Description	Recommended changes	Photo
18: ROW (from Albert Street to Church Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.4m</li> <li>• Traffic management – Two-way, right turn only at Fairchild Street</li> <li>• Parking – Car park at midpoint of ROW</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> <li>• Layout features – there is are two connecting north-south ROWs extending northerly</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to being continuous, could be one-way</li> </ul>	<p>One-way eastbound from Albert Street to Church Street. North-south sections to be one-way northbound.</p> <p><b>Reason:</b></p> <p>High development potential. One-way arrangement addresses vehicle conflict issues.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended changes	Photo
19: ROW (from Church Street to End)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	No changes required due to short length.	
20: Victoria Place (from Church Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.75m, 5.7m aisle for western car park</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at western end</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: [Partially constrained]</b></p> <ul style="list-style-type: none"> <li>• Dead end</li> <li>• Some development potential</li> </ul>	<p>Provide passing area at entrance with setback to #6 Church Street.</p> <p><b>Reason:</b></p> <p>Connects directly to Church Street (arterial road) and a passing area eliminates vehicle conflict at this critical location.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
21: ROW (from Fairchild Street to Fairchild Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way, must enter via right turn from Fairchild, exit via left turn to Fairchild</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – connects to ROW extending north-south that loops back to Fairchild Street</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• No splay</li> <li>• Low development potential</li> <li>• Single lane</li> <li>• Length</li> <li>• Bends</li> </ul>	<p>Provide passing area at southern connection to Fairchild Street with setback to #463 and #465 Victoria Street.</p> <p><b>Reason:</b></p> <p>A passing area to accommodate the development potential of the properties adjacent to Victoria Street.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended changes	Photo
22: ROW (from Fairchild to Cooke Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.9m</li> <li>• Traffic management – Two-way, must travel south on Fairchild Street, and north on Cooke Street</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – there is a ROW that extends northerly, where there are no splays, making it difficult to traverse due to the narrow width</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	<p>One way in the eastbound direction.</p> <p><b>Reason:</b></p> <p>The road is only wide enough for one-way flow, and due to the one-way restrictions already in place on Fairchild Street and Cooke Street, the eastbound direction is most appropriate.</p>	



## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
23: ROW (from Cooke Street to Thompson Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m-3.8m</li> <li>• Road Reservation – 3.1m-4.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout Features – there is a kink in the ROW at the midpoint, which is also where a northerly ROW also connects, the 4.2m width of the connecting ROW provides space to navigate this kink</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• An improved splay would assist with the kink in the ROW, especially for service vehicles</li> </ul>	<p>One way in the westbound direction.</p> <p>Splays on #1 &amp; #6 Cooke Street and #493 Victoria Street.</p> <p><b>Reason:</b></p> <p>The road is only wide enough for one-way flow, and due to the one-way restrictions already in place on Cooke Street and Thompson Street, the westbound direction is most appropriate.</p> <p>Splays required to improve vehicle access at corners.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
24: ROW (from Lambert Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.8m-4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt and bluestone</li> <li>• Layout features – There are a number of bends in the ROW. Splays are provided in the narrower sections, but not for bends connecting to the 4m width section. The ROW also connects to Baker Street in the south</li> </ul> <p><b>Constraints: Highly constrained</b></p> <ul style="list-style-type: none"> <li>• Length, number of properties</li> <li>• Narrow</li> <li>• Bends with without splays</li> <li>• Properties at corners are outside of the study boundary</li> </ul>	<p>One-way from Lambert Street to Baker Street</p> <p>Splays required at corners of #2 Lambert Street, #332 Victoria Street, #31 Baker Street and #24 Eureka Street.</p> <p><b>Reason:</b></p> <p>The lane is narrow and has significant potential for conflict due to having a number of 90° corners. Splays will need to be provided to make the lane fully trafficable.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
25: ROW (from Thompson Street to South Audley Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.6m-3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car park on the north side of the ROW, behind 2 Thompson Street</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a kink in the middle of the ROW, where there is another northerly connected ROW. Potentially challenging to navigate the kink</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Kink</li> <li>• Lack of Splays</li> </ul>	<p>One way in the westbound direction</p> <p>Provide splay at #523 Victoria Street.</p> <p>Property setback for #2 Thompson Street will need to be maintained in order to facilitate movement.</p> <p><b>Reason:</b></p> <p>The road is only wide enough for one-way flow. One-way westbound encourages drivers to enter local road network at South Audley Street traffic signals.</p> <p>Splays will need to be provided in order to facilitate movement.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations





Street Name	Description	Recommended changes	Photo
26: ROW (East-west ROW connected to Wells Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.7m-4.85m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout Features – connects to the northern end of Wells Street. No splays are provided at the intersection</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• 90 degree bends</li> <li>• Lack of splays</li> </ul>	<p>Widen to 6m for properties abutting Victoria Street.</p> <p>Make Wells Street one-way northbound from Baker Street to the east-west ROW connecting to McKay Street.</p> <p>East-west ROW one-way eastbound.</p> <p><b>Reasons:</b></p> <p>Widening ROW to 6m for properties abutting Victoria Street facilitates vehicle access to all properties and reduces vehicle conflict.</p> <p>One-way arrangement reduces vehicle conflict within Wells Street without need to widen street.</p>	



## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended changes	Photo
27: ROW (from Bond Street to Duke Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.4m</li> <li>• Traffic management – Two-way, Bond Street is one-way northerly and Duke Street is one-way southerly</li> <li>• Parking – No Parking</li> <li>• Footpath – No Footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	<p>Change to one-way westbound.</p> <p><b>Reasons:</b></p> <p>The road is only wide enough for one-way flow, and due to the one-way restrictions already in place on Duke Street and Bond Street, the westbound direction is most appropriate.</p>	
28: ROW (from Johnson Street to END, on west side of Johnson Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.55m-6.35m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: (Unconstrained laneway)</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length</li> </ul>	<p>No changes required due to width and short length.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3


### Appendix G ROW Recommendations



Street Name	Description	Recommended changes	Photo
29: ROW (from Johnson Street to Bennett Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.95m-3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No Footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a kink in the ROW, which also connects to a southerly ROW. There is a splay on the south-west side of the intersection</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Kink</li> </ul>	<p>No changes required due to low development potential.</p> <p>Splays required at bends.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3


**Appendix G**  
 ROW Recommendations


Street Name	Description	Recommended changes	Photo
30: ROW (from Duke Street to Grosvenor Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul>	<b>Change to one-way eastbound.</b>	
	<b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	<b>Reasons:</b>  The road is only wide enough for one-way flow, and due to the one-way restrictions already in place on Duke Street, the eastbound direction is most appropriate.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended changes	Photo
31: Coles Terrace (from Bennett Street to Leslie Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.7m-2.9m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No parking</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting southerly ROW of 3.05m width with a splay on the south-west corner of the intersection</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	<p>No changes required except splays at corner due to low development potential.</p> <p>Can be made one-way in future, if necessary.</p>	



## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended changes	Photo
32: Coles Terrace (from Leslie Street to Davidson Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features - There is a connecting southerly ROW of 2.85m width with a slight splay on each corner. Corner is still quite difficult to traverse due to narrow width, and shallow depth of splay</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Unconstrained due to short length, continuous</li> </ul>	<p>One-way in the eastbound direction.</p> <p><b>Reason:</b></p> <p>Due to development potential of laneway, change to one-way flow to minimise vehicle conflicts.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

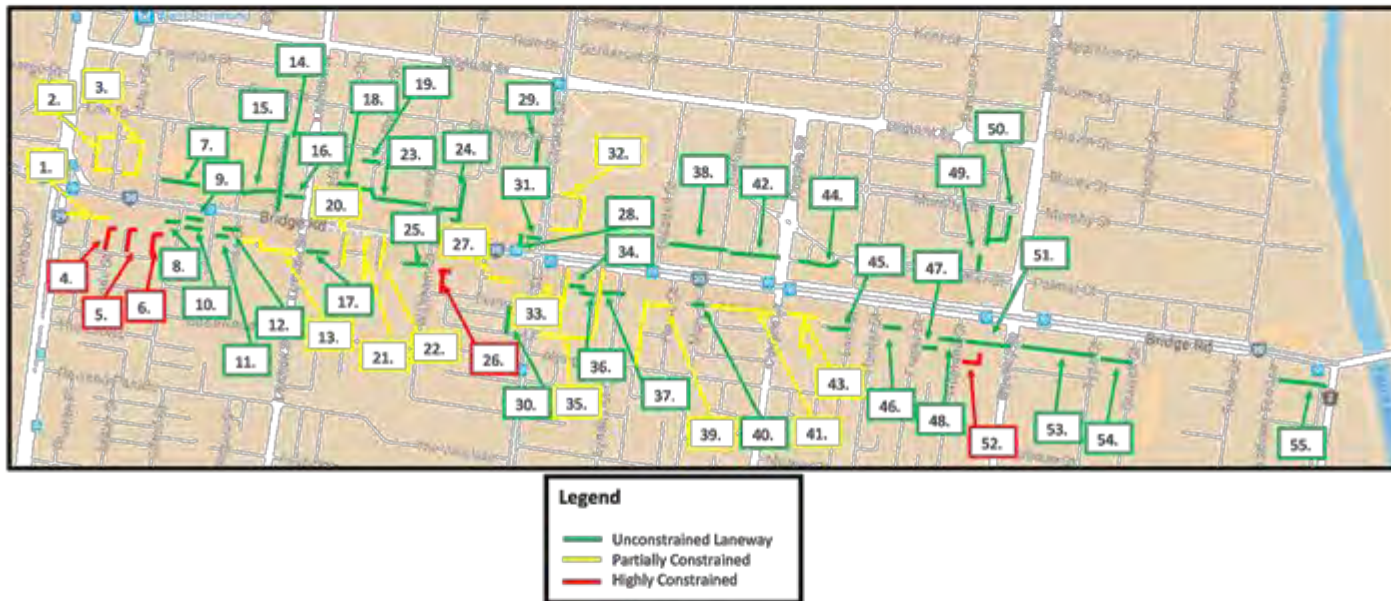
Appendix G  
ROW Recommendations



Street Name	Description	Recommended changes	Photo
33: Coles Terrace (from Davidson Street to Burnley Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.6m-4.6m</li> <li>• Traffic management – Bollards prevent vehicles from entering/exiting ROW at Burnley Street</li> <li>• Parking – No parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Asphalt</li> <li>• Layout features - There is a connecting southerly ROW of 3.05m width with no splays. Low vegetation and kerbing on the northern side of the ROW allow for the vehicle body to overhang.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <p>Unconstrained due to short length, low development potential</p>	No changes required due to low development potential.	

## Attachment 6 - Traffic Engineering Assessment Part 3


Appendix G  
ROW Recommendations



## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
1: Napier Lane (from Hoddle Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.85m</li> <li>• Trafficable width – 4.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car park attached to eastern end of lane</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – There is a connecting ROW to the south which connects to Sherwood Street, however bollards block access.</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Limited Carriageway</li> </ul>	<p>Remove road block in the north-south connecting ROW to allow for one-way flow from Hoddle Street to Sherwood Street.</p> <p><b>Reason:</b></p> <p>If the road block is removed, then one-way flow can be achieved and should be directed away from Hoddle Street.</p> <p>This eliminates vehicle conflict without the need for widening.</p>	



## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
2: ROW (from west side Moorhouse Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features –there is a connecting northbound ROW which loops back to Moorhouse Street, with splays at the corners</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing opportunities</li> <li>• Lack of sight distance around bends.</li> </ul>	No changes required due to short length serving properties to be developed.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations



Street Name	Description	Recommended Changes	Photo
3: ROW (from east end of Moorhouse Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2-3.25m</li> <li>• Traffic Management – Two-way</li> <li>• Parking – Car park at east end of ROW</li> <li>• Footpaths – No footpaths</li> <li>• Material – Bluestone</li> <li>• Layout features – connecting ROW to the north which loops back to Moorhouse Street, with splays on each corner</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing opportunities</li> <li>• Lack of sight distance around bends.</li> </ul>	No changes required due to short length serving properties to be developed.	

## Attachment 6 - Traffic Engineering Assessment Part 3

**Appendix G**  
ROW Recommendations



Street Name	Description	Recommended Changes	Photo
4: ROW (East-West section of westernmost ROW from Sherwood Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.7m-3m</li> <li>• Road reservation – 3.95m-4.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – kerbside parallel both sides</li> <li>• Footpaths – No footpaths</li> <li>• Materials – Asphalt</li> <li>• Layout features – connected to ROW at the south, of width 3.6m, with no splays provided.</li> </ul> <p><b>Constraints: Highly Constrained</b></p> <ul style="list-style-type: none"> <li>• Single lane</li> <li>• No Splays at T-intersection</li> <li>• Limited potential to widen critical north-south link</li> </ul>	<p>Increase width of road to 6m for east-west section by setting back properties along Bridge Road.</p> <p><b>Reason:</b></p> <p>In order to facilitate rear vehicle access to properties fronting Bridge Road, an increased setback is necessary. This manages vehicle conflict in the laneway by providing space for vehicles to pass and facilitates vehicle turning at the bend of the ROW.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations



Street Name	Description	Recommended Changes	Photo
S: ROW (East-West section of middle ROW from Sherwood Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 4.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – connected to ROW at the south, of width 3.5m, with no splays provided.</li> </ul>	<p>Increase width of road to 6m for east-west section by setting back properties along Bridge Road.</p>	
	<b>Constraints: Highly Constrained</b> <ul style="list-style-type: none"> <li>• Single lane</li> <li>• No Splays at T-intersection</li> <li>• Limited potential to widen critical north-south link</li> </ul>	<p><b>Reason:</b></p> <p>In order to facilitate rear vehicle access to properties fronting Bridge Road, an increased setback is necessary. This manages vehicle conflict in the laneway by providing space for vehicles to pass and facilitates vehicle turning at the bend of the ROW.</p>	



## Attachment 6 - Traffic Engineering Assessment Part 3

**Appendix G**  
ROW Recommendations




Street Name	Description	Recommended Changes	Photo
6: ROW (easternmost ROW from Sherwood Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.75m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Narrow width and bend at north end. Setback property on western side.</li> </ul> <p><b>Constraints: Highly Constrained</b></p> <ul style="list-style-type: none"> <li>• Single lane</li> <li>• No Splays at T-intersection</li> <li>• Limited potential to widen critical north-south link</li> </ul>	<p>Increase width of road to 6m for east-west section by setting back properties along Bridge Road.</p> <p><b>Reason:</b></p> <p>In order to facilitate rear vehicle access to properties fronting Bridge Road, an increased setback is necessary. This manages vehicle conflict in the laneway by providing space for vehicles to pass and facilitates vehicle turning at the bend of the ROW.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations





Street Name	Description	Recommended Changes	Photo
7: ROW (from Normanby Place to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.3m, widens at intersection with Normanby Place</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Asphalt</li> <li>• Layout features – Hospital uses this ROW</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Passing area at entrance to laneway</li> </ul>	<p>No Changes.</p> <p>Maintain existing passing area at entrance.</p>	
8: ROW (from west side of Rotherwood Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpath – No footpaths</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Wide enough for two-way traffic flow</li> <li>• Short length</li> </ul>	<p>No changes required due to short length.</p>	

# Attachment 6 - Traffic Engineering Assessment Part 3

## Appendix G ROW Recommendations





Street Name	Description	Recommended Changes	Photo
9: ROW (from east side of Rotherwood Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – short and narrow</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Limited development potential</li> </ul>	No changes required due to short length.	
10: ROW (from east side of Rotherwood Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Car park on south side</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Limited development potential</li> </ul>	No changes required due to short length.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
11: ROW (from Verity Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 6.05m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Open tandem parking for adjacent properties</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul> <p>Limited development potential</p>	No changes required due to short length.	
12: ROW (West side of Union Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way, No Entry to Union Street from Bridge Road</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Limited development potential</li> </ul>	No changes required due to short length.	



## Attachment 6 - Traffic Engineering Assessment Part 3

**Appendix G**  
**ROW Recommendations**



Street Name	Description	Recommended Changes	Photo
13: ROW (East side of Union Street to Lennox Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m-3.75m</li> <li>• Traffic management – Two-way, No Entry to Union Street from Bridge Road</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt and Bluestone</li> <li>• Layout features – there is a kink involving two 90 degree bends. A splay is provided on one side of the northern bend</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Non-functional kink breaks laneway into two parts</li> </ul>	<p>Make one-way from Lennox Street to Union Street.</p> <p><b>Reasons:</b></p> <p>Passing area is not possible, due to heritage buildings.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3


**Appendix G**  
 ROW Recommendations


Street Name	Description	Recommended Changes	Photo
14: Leigh Place (from Bridge Road to Erin Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 5.7m</li> <li>• Road reserve – 9m</li> <li>• Traffic management – Two-way for northern section, One-way for southern section connecting to Bridge Road</li> <li>• Parking – No parking</li> <li>• Footpath – Footpath on west side</li> <li>• Material – Asphalt</li> </ul>	No changes required.	A photograph showing a street view of Leigh Place. The street is paved with asphalt and has a footpath on the left side. There are buildings and trees visible in the background.
	<b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• One-way</li> </ul>		

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations





Street Name	Description	Recommended Changes	Photo
15: ROW (from Leigh Place to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.55m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Slight kink at the middle, still easily traversable</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul>	No changes required.	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended Changes	Photo
16: Corns Place (from Leigh Place to Lennox Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way, must turn left at Leigh Place</li> <li>• Parking – Car park at midpoint of ROW</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Continuous</li> <li>• Could be made one-way</li> </ul>	No changes required.	
17: ROW (from Lennox Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: (Unconstrained laneway)</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	<p>Passing area required at entrance to manage vehicle conflict onto Lennox Street by a setback of #132 Bridge Road.</p> <p>Heritage building at #132 Bridge Road a potential constraint.</p> <p><b>Reason:</b></p> <p>Avoid vehicle conflict and queuing on Lennox Street.</p>	



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**Appendix G**  
ROW Recommendations



Street Name	Description	Recommended Changes	Photo
18: ROW (from Judd Street to Carpark)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 6m (including mountable kerbing)</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Mountable footpath on south side</li> <li>• Material – Asphalt</li> </ul>	No changes required.	
	<b>Constraints: (Unconstrained laneway)</b> <ul style="list-style-type: none"> <li>• Short</li> </ul> <p>Mountable kerbing allows for two-way passing</p>		

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
19: ROW (from Hull Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at southern end</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Small number of adjacent properties</li> </ul>	No changes required.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
20: Wustemenn Place (from Bridge Road to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.65m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at southern end</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout Features – Narrow width, shares car park with Allowah Terrace</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area</li> <li>• Dead end</li> <li>• Could be connected to Allowah Terrace</li> </ul>	No changes.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations



Street Name	Description	Recommended Changes	Photo
21: Allowah Terrace (from Bridge Road to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 2.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at southern end</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Narrow width, shares car park with Wustemenn Place</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area</li> <li>• Dead end</li> <li>• Could be connected to Wustemenn Place</li> </ul>	No changes.	



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### Appendix G ROW Recommendations



Street Name	Description	Recommended Changes	Photo
22: Peluso Place (from Bridge Road to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.1m-4.85m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parking provided in car park at southern end</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area</li> <li>• Dead end</li> </ul>	<p>Connect to Sheridan Place and make one-way westbound.</p> <p><b>Reason:</b></p> <p>Heritage buildings prevent providing a passing area. A one-way arrangement will limit vehicle conflict on Bridge Road with access to Sheridan Place.</p>	

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### Appendix G ROW Recommendations





Street Name	Description	Recommended Changes	Photo
23: Leggo Place (from Bosisto Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 7.6m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Large Car park at western end</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout Features – Has a kink at the end, and connects to a large car park</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Sufficient width for two-way traffic</li> </ul>	No changes required, sufficient width for two-way operation.	

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ROW Recommendations




Street Name	Description	Recommended Changes	Photo
24: ROW (from Bosisto Street to Hull Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m-4.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Already 'built out' to a large degree</li> </ul> <p><b>Constraints: Unconstrained Laneway</b></p> <ul style="list-style-type: none"> <li>• Properties already developed</li> </ul>	No changes required, laneway already 'built out'.	
25: Sheridan Place (from Waltham Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.55m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul>	<p>Connect to Peluso Place and make one-way.</p> <p><b>Reason:</b></p> <p>Heritage buildings prevent providing a passing area. A one-way arrangement will limit vehicle conflict on Bridge Road/Lennox Street.</p>	

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### Appendix G ROW Recommendations





Street Name	Description	Recommended Changes	Photo
26: ROW (from Berry Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.05m-3.3mm</li> <li>• Traffic management – Two-way, Berry Street is one-way (westbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout Features – has a T-intersection at the northern end, with splays on both corners.</li> </ul> <p><b>Constraints: Highly constrained</b></p> <ul style="list-style-type: none"> <li>• Length</li> <li>• T-shape</li> </ul>	<p>Provide a width of 6m for the east-west section by setting back properties fronting Bridge Road.</p> <p><b>Reason:</b></p> <p>This widening allows for vehicle access to properties fronting Bridge Road, vehicle passing and vehicle access around the "T" intersection of the ROW.</p>	



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### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
27: Alban Street (from Eucalyptus Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 5.8m</li> <li>Traffic management – Two-way</li> <li>Parking – Parking along the north side of Alban Street</li> <li>Footpath – No Footpath</li> <li>Material – Asphalt</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>Wide enough for two-way traffic</li> <li>Parking arrangements make two-way traffic flow unachievable</li> </ul>	<p>Review on-street car parking arrangements.</p> <p><b>Reason:</b></p> <p>Review car parking as under current arrangements, two-way flow is not achievable when vehicles are parked within Alban Street.</p> <p>Changes should be made when or if required, given development potential from Alban Street is low.</p>	
28: ROW (from Bridge Road to END, opposite Eucalyptus Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>Carriageway width – 3.65m</li> <li>Traffic management – Two-way</li> <li>Parking – No parking</li> <li>Footpath – No footpath</li> <li>Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>Short</li> <li>Low development potential</li> </ul>	<p>No changes required. A redevelopment of Richmond Plaza is unlikely to use this lane for vehicle access.</p>	

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### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
29: Henry Street (from Cameron Street to END)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.9m</li> <li>• Traffic management – Two-way, speed humps</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul>	Passing area required at entrance using #196-198 Church Street.	
	<b>Constraints: Unconstrained laneway</b> <ul style="list-style-type: none"> <li>• Short</li> </ul>	<b>Reason:</b>  Significant development potential off this laneway is likely to require a passing area.	

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### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
30: ROW (from Berry Street to Hodgson Terrace)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.15m</li> <li>• Traffic management – Two-way, Berry Street is one-way (westbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – Berry Street is a narrow street (3.5m road), and a splay is provided on the southeast corner of the intersection with the ROW to assist movement.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	No changes required due to short length and low development potential.	

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### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
31: ROW (from Church Street to END)	<b>Existing Conditions:</b>	No changes required due to short length.	
	<ul style="list-style-type: none"> <li>• Carriageway width – 3.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul>		
	<b>Constraints: Unconstrained laneway</b>  Short		



## Attachment 6 - Traffic Engineering Assessment Part 3

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Street Name	Description	Recommended Changes	Photo
32: ROW (from Church Street to Church Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4m-4.7m</li> <li>• Traffic management – ROW is entry only for the northern section, however, an exit lane is provided via adjacent McDonalds car park, so is considered two-way for all practical purposes.</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There are two 90 degree turns which loop the ROW back to Church Street. Splays are provided at each bend, and the ROW has enough width to allow for unimpeded turning.</li> </ul> <p><b>Constraints: Partially constrained</b></p> <ul style="list-style-type: none"> <li>• Narrow</li> <li>• U-shaped</li> <li>• Lack of passing without 'McDonalds' site, however surrounding McDonalds site means that access issues could be easily resolved with re-development</li> </ul>	<p>Maintain current layout in any future development of the MacDonalds site.</p> <p><b>Reason:</b></p> <p>Current layout which includes the land of #227-235 (Macdonalds) allows for two-way flow and prevents conflicts on Church Street.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
33: Tullo Place (from Bridge Road to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.95m-4.55m</li> <li>• Road reserve – 6.2m-6.8m</li> <li>• Traffic management – Two-way, no right turn at Bridge Road</li> <li>• Parking – No Parking</li> <li>• Footpath – Footpath on west side</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW on the east side of the road, with no splays provided</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of passing area</li> <li>• Could be converted shared zone for two-way traffic (footpath removed)</li> </ul>	<p>Option to create shared zone for vehicles and pedestrians.</p> <p><b>Reason:</b></p> <p>Footpath can be removed to allow for a carriageway width that provides for two-way traffic flow while improving the pedestrian environment. Passing area reduces vehicle conflict at Bridge Road.</p>	

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Street Name	Description	Recommended Changes	Photo
34: ROW (from Tullo Place to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Connected to Tullo Place, with no splays provided</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	No changes required due to short length.	

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ROW Recommendations




Street Name	Description	Recommended Changes	Photo
35: Waterloo Place (from Bridge Road to Church Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.4m</li> <li>• Road reserve – 6.2m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Narrow footpaths on both sides</li> <li>• Material – Asphalt</li> <li>• Layout features – Waterloo Place has a 90 degree bend connecting it from Bridge Road to Church Street. A splay is provided at the bend on the northwest corner. There are also two ROWs connected to Waterloo Place</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Lack of two-way passing opportunities</li> <li>• Length</li> <li>• Could be made one-way</li> </ul>	<p>No changes required.</p> <p>This laneway abuts properties largely outside of the study area. It has sufficient width for future conversion into a shared zone or to be made one-way, if required.</p>	



## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended Changes	Photo
36: ROW (from Waterloo Place to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.5m (with additional property boundary setback of 2.55m)</li> <li>• Traffic management – Two-way</li> <li>• Parking – Private parking on south side within property setback</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – A property boundary setback allows for turning into ROW from Waterloo Place</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul>	No changes required due to short length.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
37: ROW (from Waterloo Place to Lyndhurst Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m</li> <li>• Traffic management – Two-way, Lyndhurst Street is one-way (northbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Bluestone</li> <li>• Layout features – A splay on the southeast corner of Waterloo Place and the ROW is provided to assist turning.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Continuous</li> </ul>	No changes required due to short length.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
38: ROW (from Gleadell Street to Griffiths Street)	<b>Existing Conditions:</b>	One way in the westbound direction.	
	<ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	<p><b>Reason:</b></p> <p>The road is only wide enough for one-way flow. One-way westbound provides a higher level of access compared to eastbound due to existing turn bans at Gleadell Street.</p> <p>One way reduces vehicle conflict. We understand Council expects high pedestrian volumes in the future with the new school opening soon.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

Appendix G  
ROW Recommendations




Street Name	Description	Recommended Changes	Photo
39: Spencer Place (from Hosie Street to Abinger Street)	<b>Existing Conditions:</b> <ul style="list-style-type: none"> <li>• Carriageway width – 3.45m-3.8m</li> <li>• Traffic management – Two-way, Hosie Street is one-way (northbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt and bluestone</li> <li>• Layout features – There is a 90 degree bend in Spencer Place, with a splay provided on the southeast corner. There is another connecting ROW, which connects back to Hosie Street, with a splay also provided.</li> </ul>	<p>No changes required.</p> <p>A future change to one-way operation is a potential option, if required.</p>	
	<b>Constraints: Partially Constrained</b> <ul style="list-style-type: none"> <li>• Long</li> <li>• Lack passing opportunities</li> </ul>		



## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
40: Pandoleon Lane (from Mary Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.65m</li> <li>• Traffic management – Two-way, Mary street is one-way (northbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	No changes required.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
41: ROW (from Mary Street to Coppin Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.2m</li> <li>• Traffic management – Two-way, Mary Street is one-way (northbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – Straight, limited splays on intersecting ROWs.</li> </ul> <p><b>Constraints: Partially Constrained</b></p> <ul style="list-style-type: none"> <li>• Length</li> <li>• No passing area</li> <li>• Continuous, could be one-way</li> </ul>	<p>One-way in the westbound direction.</p> <p><b>Reason:</b></p> <p>Lane is long with no passing opportunities.</p> <p>This allows for current one-way arrangements on Mary Street to be maintained.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations



Street Name	Description	Recommended Changes	Photo
42: ROW (from Griffiths Street to Coppin Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.1m</li> <li>• Traffic management – Two-way, must enter and exit via left on Coppin Street</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW to the north, with splays provided on both corners of the intersection.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	<p>No changes required due to low development potential.</p> <p>Can be made one-way in future if required.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
43: Foster Place (from Coppin Street to END)	<p>Existing Conditions:</p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.15m-3.45m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW of 4m width to the south, with no splays provided.</li> </ul> <p>Constraints: Partially Constrained</p> <ul style="list-style-type: none"> <li>• Lack of passing area on east-west link</li> <li>• T Intersection</li> </ul>	<p>Provide 6m passing area where possible, avoiding heritage buildings.</p> <p><b>Reason:</b></p> <p>Lane is narrow and does not allow for two-way flow. A passing area cannot be provided at the entrance due to a heritage building.</p>	



## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations





Street Name	Description	Recommended Changes	Photo
44: ROW (from Coppin Street to Palmer Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.7m-5.7m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW to the north, with no splays provided at the intersection, however, properties on the south are set back.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Short</li> </ul>	<p>No changes required.</p> <p>Can be made one-way in future if required.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations





Street Name	Description	Recommended Changes	Photo
45: ROW (from Lord Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.55m, widened by adjacent development</li> <li>• Traffic management – Two-way, Lord Street is one-way (northbound)</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Provides two-way traffic</li> </ul>	No changes required due to short length and effective widening has already taken place.	
46: ROW (from Hunter Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	No changes required due to short length.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations





Street Name	Description	Recommended Changes	Photo
47: ROW (from Hunter Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 4.4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> <li>• Layout features – appears to have been consumed as private property</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul> <p>Low development potential</p>	No changes required due to short length.	
48: ROW (from Neptune Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> <li>• Low development potential</li> </ul>	<p>No changes required.</p> <p>Parking arrangements at Neptune Street could be reviewed to allow for more passing opportunities.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
49: ROW (from Palmer Street to END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.45m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Concrete</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Short</li> </ul> <p>Low development potential</p>	No changes required.	
50: Birch Square (from Murphy Street to Murphy Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 6.1m-9m</li> <li>• Traffic management – One-way in an anticlockwise direction</li> <li>• Parking – Parking on north side of east-west section</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <p>Already one-way to minimise vehicle conflict</p>	No changes required.	



## Attachment 6 - Traffic Engineering Assessment Part 3


### Appendix G ROW Recommendations



Street Name	Description	Recommended Changes	Photo
51: ROW (from Neptune Street to Burnley Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3m</li> <li>• Traffic management – Two-way, must exit/enter left at Burnley</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	No changes required due to low development potential.	

## Attachment 6 - Traffic Engineering Assessment Part 3


**Appendix G**  
 ROW Recommendations


Street Name	Description	Recommended Changes	Photo
52: ROW (from Neptune Street to END)	<b>Existing Conditions:</b>	Splays required on #23 to make trafficable.	
	<ul style="list-style-type: none"> <li>• Carriageway width – 3.15m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – ROW bends 90 to the north with no splays provided. North-south section is not trafficable and requires splays</li> </ul>		
	<b>Constraints: Highly Constrained</b>		
	Requires splays on the corners		

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
53: ROW (from Burnley Street to Type Street)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.4m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – No footpath</li> <li>• Material – Asphalt</li> <li>• Layout features – There is a connecting ROW to the south, with no splays provided at the intersection.</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	<p>One-way in the westbound direction.</p> <p><b>Reason:</b></p> <p>Long laneway width no passing opportunities.</p>	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations




Street Name	Description	Recommended Changes	Photo
54: ROW (from Type Street END)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 5m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Footpath on south side</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> <li>• Could be one-way</li> </ul>	No changes required due to low development potential and short length. Can be made one-way in future if required.	



## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations





Street Name	Description	Recommended Changes	Photo
55: Park Avenue (east-west section abutting Bridge Road properties from Westbank Terrace to bend)	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.65m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No parking</li> <li>• Footpath – Footpath on south side</li> <li>• Material – Asphalt</li> </ul> <p><b>Constraints: Unconstrained laneway</b></p> <ul style="list-style-type: none"> <li>• Continuous</li> <li>• Straight</li> </ul> <p>Could be one-way</p>	No changes required due to low development potential. Can be made one-way in future if required.	

## Attachment 6 - Traffic Engineering Assessment Part 3

### Appendix G ROW Recommendations



Street Name	Description	Recommended Changes	Photo
Eucalyptus Street	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 3.45m-5.95m</li> <li>• Road Reserve – 5.95m</li> <li>• Traffic management – Two-way</li> <li>• Parking – No Parking</li> <li>• Footpaths – Narrow footpath on both sides</li> <li>• Material – Asphalt</li> </ul> <p>Layout features – Road provides passing area at intersection with Bridge Road, however road narrows soon after, providing no other opportunities for passing.</p>	<p>Review conversion into a true shared zone where pedestrians and vehicles share road space and allow two vehicles to pass one another, particularly at Bridge Road.</p>	
Neptune Street	<p><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Carriageway width – 7.1m</li> <li>• Road Reserve – 9.8m</li> <li>• Traffic management – Two-way</li> <li>• Parking – Parallel parking on both sides</li> <li>• Footpaths – Narrow footpath on both sides</li> <li>• Material – Asphalt</li> </ul> <p>Layout features – Parking on each side of the road only allows for one-way traffic flow.</p>	<p>On-street car parking arrangements to be reviewed.</p> <p><b>Reason:</b></p> <p>Carriageway currently allows parking on both sides of the road and a single lane for two-way traffic. Development potential accessing Neptune Street might necessitate removing some on-street parking to provide passing areas along Neptune Street.</p>	

## Attachment 7 - Draft Interim DDO21

## YARRA PLANNING SCHEME

-1-28-  
C-**SCHEDULE 21 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT  
OVERLAY**Shown on the planning scheme map as **DDO21**.**BRIDGE ROAD ACTIVITY CENTRE****1.0 Design objectives**-1-28-  
C-

- To support a mid rise scale built form character (3 to 8 storeys) with lower built form at the interfaces with streets and the adjoining low rise residential areas.
- To ensure that new development respects the values of heritage buildings and maintains the prominence of the heritage streetscape, heritage buildings and landmark buildings in the streetscape.
- To maintain a prominent street wall character along Bridge Road with new development at upper levels setback, visually recessive and clearly distinct.
- To provide a comfortable level of street enclosure, maintain solar access to key footpaths, and ensure a high quality built form interface to all streets and public spaces.
- To minimise amenity impacts on residential properties adjoining the Bridge Road Activity Centre including overlooking, overshadowing and visual bulk impacts.

**2.0 Buildings and works**-1-28-  
C-

A permit is required to construct a building or construct or carry out works.

**2.1 Definitions**

**Street wall** is the façade of a building at the street boundary. Street wall height is measured at the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge, with the exception of architectural features and building services.

**Building height** does not include non structural elements that project above the building height and service equipment including plant rooms, lift overruns, structures associated with green roof areas, screens to service areas or other such equipment provided that all of the following criteria are met:

- the total roof area occupied by the service equipment (other than solar panels) is minimised;
- the service equipment is located in a position on the roof so as to minimise its visibility;
- the non structural elements and service equipment do not cause additional overshadowing of secluded private open space of neighbouring residential zoned properties and public spaces;
- the non structural elements and service equipment do not extend higher than 3.6 metres above the maximum building height; and
- the non structural elements and service equipment are integrated into the design of the building to the satisfaction of the responsible authority.

**Parapet height** does not include features such as brackets, pediments, urns, finials or other decorative elements.

**Setback** is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the property boundary.

**Upper level** is development above the height of the street wall.

## Attachment 7 - Draft Interim DDO21

### YARRA PLANNING SCHEME

#### 2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works and must be read in conjunction with the relevant precinct design requirements:

##### Building heights and street wall height requirements

The mandatory and the preferred building height and street wall requirements are set out in the relevant precinct Building Heights and Setbacks Plans. Buildings or works must not exceed the maximum building height and street wall height shown in the relevant precinct Building Heights and Setbacks Plans.

- A permit cannot be granted to vary a building height shown as a mandatory building height in the relevant precinct Building Heights and Setbacks Plan.
- A permit cannot be granted to vary a building height shown as a preferred building height in the relevant precinct Building Heights and Setbacks Plan unless all of the following requirements are met:
  - the built form outcome as a result of the proposed variation satisfies the Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the relevant Precinct Design Requirements specified in this schedule;
  - the proposed building height achieves the preferred future mid-rise character for the Bridge Road Activity Centre; and
  - the proposal will achieve each of the following:
    - greater building separation than the minimum requirement in this schedule;
    - housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations;
    - universal access, and communal and/or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58;
    - excellence for environmental sustainable design measured as a minimum BESS project score of 70%;
    - no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.
- A permit cannot be granted to vary a street wall height shown as a mandatory street wall height in the relevant precinct Building Heights and Setbacks Plan.
- A permit cannot be granted to vary a street wall height shown as preferred in the relevant precinct Building Heights and Setbacks Plan unless the proposal meets the Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the relevant Precinct Design Requirements specified in this schedule.
- The street wall height of development in a heritage overlay or immediately adjoining a heritage overlay must match the parapet height of the adjoining taller heritage building.

##### Setback requirements

The mandatory and the preferred setback requirements are set out in the relevant precinct Building Heights and Setbacks Plans. A development must meet the setback requirements shown in the relevant precinct Building Heights and Setbacks Plan.

- A permit cannot be granted to vary a setback shown as a mandatory setback in the relevant precinct Building Heights and Setbacks Plan.
- A permit cannot be granted to vary a setback shown as a preferred setback in the relevant precinct Building Heights and Setbacks Plan unless the proposal meets the Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the relevant Precinct Design Requirements specified in this schedule.



## Attachment 7 - Draft Interim DDO21

## YARRA PLANNING SCHEME

In addition to the setbacks in the relevant precinct Building Heights and Setbacks Plan, the following setback requirements apply for any part of a building above the (retained) front street wall of a building:

Requirement for any part of a building above the (retained) front street wall of a building	
Development on Bridge Road in Precinct 1 (except development west of Moorhouse Street)	Must occupy no more than one quarter of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street) – see Figure 2.
Development on Bridge Road in Precinct 2, 3 and 4	Must occupy no more than one third of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street) – see Figure 3.
Development on Church Street	<p>Development within a heritage overlay: Must occupy no more than one quarter of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street) – see Figure 2.</p> <p>Development outside a heritage overlay: Must occupy no more than one third of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street) – see Figure 3.</p>
Development in Precinct 5	<p>Development within a heritage overlay: Must occupy no more than one third of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street) – see Figure 3.</p> <p>Development outside a heritage overlay: Must not encroach within a 45 degree plane from the opposite side of the street – see Figure 4.</p>
All development	Must adopt the same setback for at least 75% of the height of the proposed built form above the front street wall to avoid repetitive stepped form.

- Development adjoining a heritage building must match the upper level setback of the adjoining heritage building.
- Buildings must be set back from residentially zoned land (excluding Mixed Use Zone) as shown in Figure 1.

Attachment 7 - Draft Interim DDO21

YARRA PLANNING SCHEME

Figure 1 – Setback for Interface with Residential Zoned Land

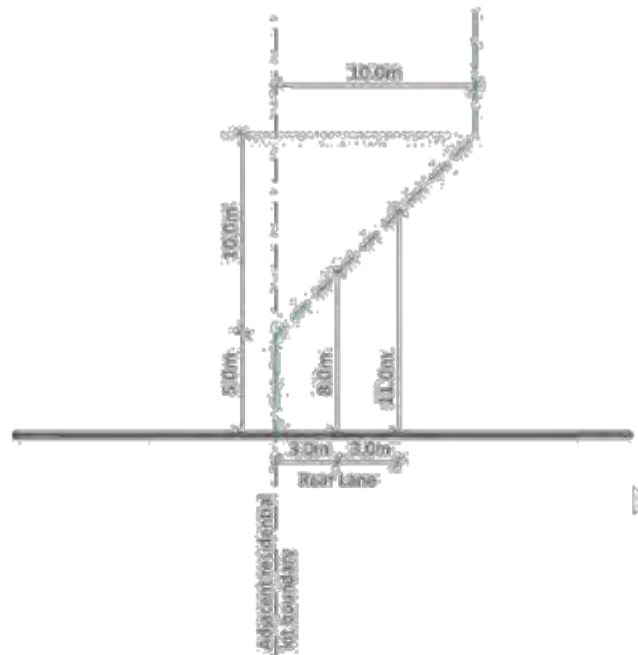
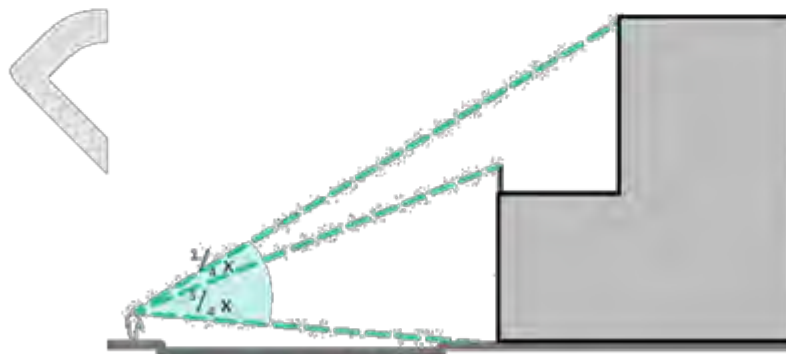


Figure 2 – Setback for Upper Level Development



## Attachment 7 - Draft Interim DDO21

## YARRA PLANNING SCHEME

Figure 3 – Setback for Upper Level Development

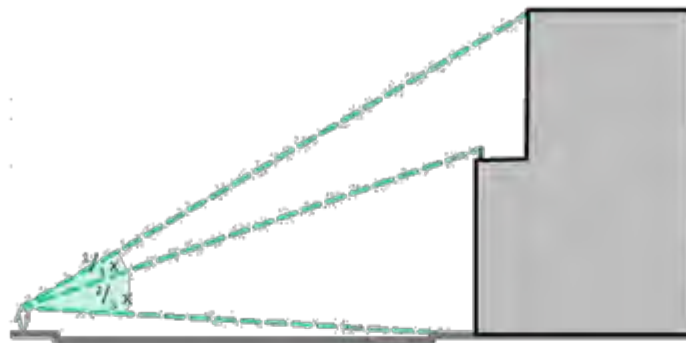
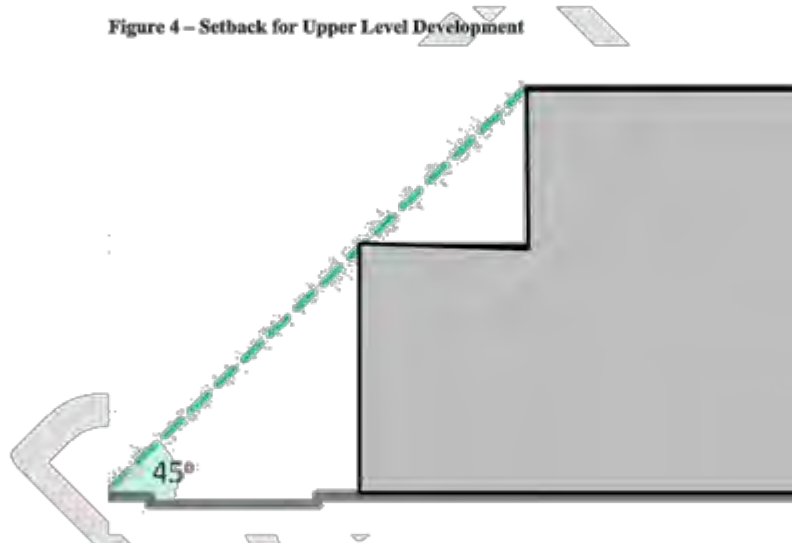


Figure 4 – Setback for Upper Level Development

**Building separation requirements**

- An application for development must provide a design response that considers the future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk.
- Where development shares a common boundary, upper level development must:
  - be setback a minimum of 4.5m from the common boundary, where a habitable window or balcony is proposed;
  - be setback a minimum of 3.0m from the common boundary where a commercial or non habitable window is proposed.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

- In addition to the above, a building that exceeds a height of 21 metres must be setback at least one-sixth of the width of the lot to maintain views to the sky between buildings. Where the boundary is a laneway, the setback is measured from the centre of the laneway.

## Attachment 7 - Draft Interim DDO21

### YARRA PLANNING SCHEME

#### Views to landmarks requirements

- Development must maintain existing views to:
  - the Pelaco sign when viewed from:
    - the footpath on the north west corner of Wellington Parade; and
    - the Tram Stop 13 on Wellington Street immediately west of Simpson Street.
  - the tower belfry and spire of St Ignatius Cathedral when viewed from:
    - the tram stop at the intersection of Victoria Street and Church Street;
    - the north east corner of the Bridge Road and Church Street intersection; and
    - Citizens Park at the entrance from Highett and Gleadell Street intersection and the central entry from Highett Street.
  - the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall when viewed from:
    - South West Corner of Lennox Street and Bridge Road Intersection;
    - South East Corner of Burnley Street and Bridge Road Intersection; and
    - Citizens Park at the entrance from Highett and Gleadell Street intersection and the central entry from Highett Street.

A permit cannot be granted to vary this requirement.

Where a landmark is currently viewed from the above viewing points with a "clear sky" backdrop, development must maintain views to some clear sky between the landmark and the proposed development.

#### Overshadowing requirements

- Development must not overshadow any part of the southern footpath of Bridge Road to a distance of 3.0 metres from the kerb between 11am and 2pm at 22<sup>nd</sup> September. A permit cannot be granted to vary this requirement.
- Development must not overshadow any part of the following:
  - the opposite footpath of Lennox Street to a distance of 2.0 metres from the kerb between 11am and 2pm at 22<sup>nd</sup> September;
  - the opposite footpath of Church Street to a distance of 3.0 metres from the kerb between 11am and 2pm at 22<sup>nd</sup> September;
  - the opposite footpath of Burnley Street to a distance of 2.0 metres from the kerb between 11am and 2pm at 22<sup>nd</sup> September.

#### Vehicular access requirements

- Development must provide safe vehicular access from rear lanes or from side streets.
- Development with redundant vehicle access points must reinstate the kerb, linemark parking bays, and relocate any parking signs.
- Pedestrian access to buildings, including upper level apartments, must be from a street or a shared zone. Where pedestrian access can only be provided from a laneway, the pedestrian entrance must be setback from the rear laneway and well lit to enable safe access.
- Development must provide a widened laneway of 6.0m in the following locations to ensure safe vehicular access to new development:
  - development at 30-36, 40-46, and 52-56 Bridge Road in Precinct 1;
  - development at 132 to 144 Bridge Road in Precinct 1;
  - development at 372 to 382 Bridge Road in Precinct 2.



## Attachment 7 - Draft Interim DDO21

## YARRA PLANNING SCHEME

**Building design requirements**

- Development must:
  - incorporate vertical articulation in the street wall that reflects the prevailing pattern of subdivision and buildings;
  - allow for commercial activity at the ground and first floor (as a minimum) incorporating commercial floor to floor heights of at least 4m, where heritage elements are not a constraint;
  - incorporate awnings over the footpath on commercial zoned land for the full width of the lot, continuous with any adjoining awning;
  - be expressed in the round and provide detail on facades when viewed from all directions;
  - incorporate an architectural expression at upper levels that is distinct from but complimentary to the street wall.

**Heritage building design requirements**

In addition to the General Design Requirements and relevant Precinct Design Requirements, the following requirements apply to an application to construct a building or carry out works on land affected by a Heritage Overlay or on land immediately adjacent to a Heritage Overlay.

Design Element	Design Requirement
Building facades and street frontages	<p><b>Infill Buildings and Development Adjoining a Heritage Building</b>            Façade treatments and the articulation of infill buildings on land affected by a heritage overlay and of new buildings on land immediately adjoining a heritage building must:</p> <ul style="list-style-type: none"> <li>▪ ensure the façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of the adjoining heritage building(s);</li> <li>▪ respect the vertical proportions of the nineteenth and early twentieth century facades of the heritage streetscape and/or adjoining heritage building(s);</li> <li>▪ avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts;</li> <li>▪ maintain the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building;</li> <li>▪ be articulated to reflect the fine grained character of the streetscape.</li> </ul> <p><b>Contributory or Individually Significant Buildings</b>            Adaptation of contributory or individually significant buildings must:</p> <ul style="list-style-type: none"> <li>▪ avoid highly reflective glazing in historic openings;</li> <li>▪ encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings;</li> <li>▪ maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings.</li> </ul>

## Attachment 7 - Draft Interim DDO21

### YARRA PLANNING SCHEME

Upper Levels (above street wall height)	<p><b>Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must:</b></p> <ul style="list-style-type: none"> <li>be visually recessive and not visually dominate the heritage building and the heritage streetscape;</li> <li>retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism';</li> <li>utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades;</li> <li>incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape;</li> <li>be articulated to reflect the fine grained character of the streetscape.</li> </ul>
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## 2.3

### Precinct design requirements

The following specific Precinct Design Requirements apply in addition to the General Design Requirements.

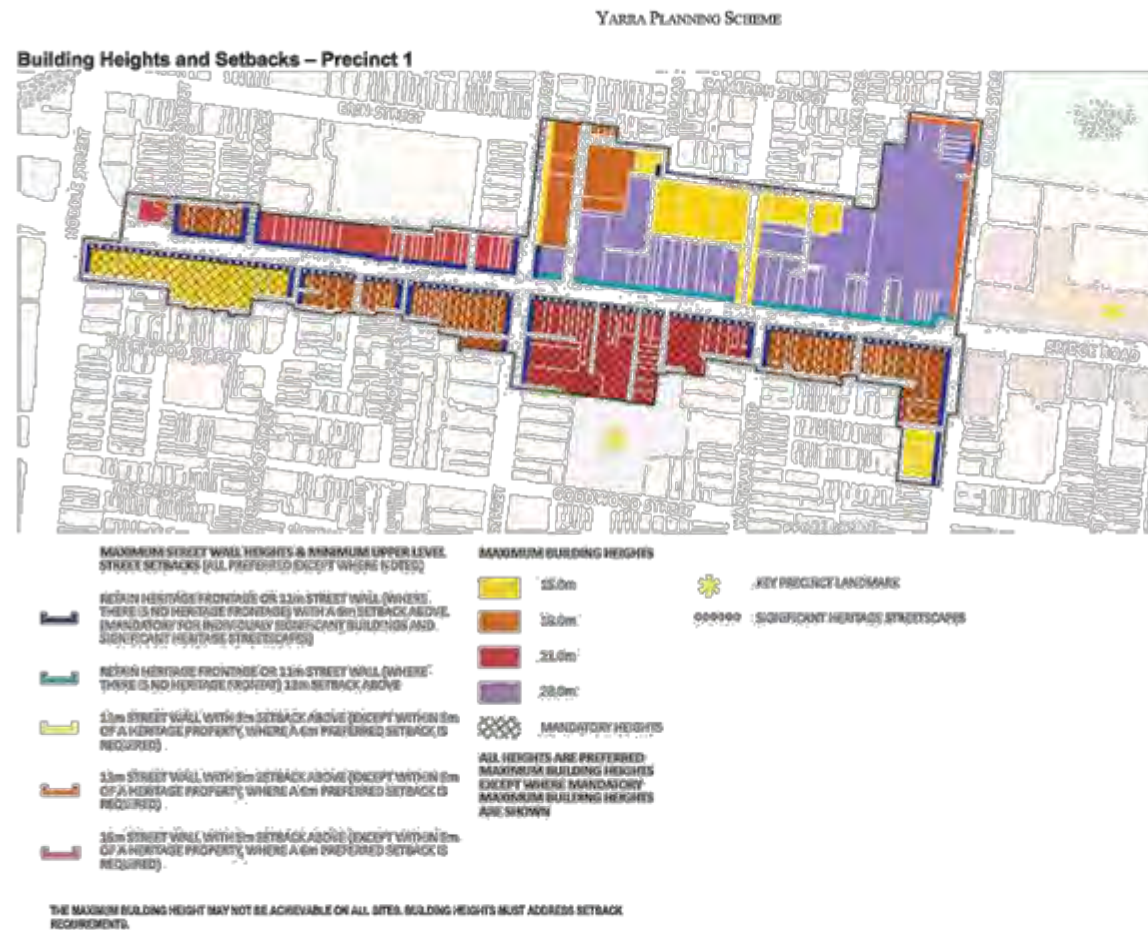
#### Precinct 1 – Bridge Road West

The precinct design requirements for Precinct 1 are as follows:

Development must:

- retain the visual prominence of heritage buildings in the streetscape and the significant 'High Street' streetscape in the vista along Bridge Road;
- retain the visual prominence of the return facades of corner buildings;
- be consistent in form, massing and façade treatment as existing upper level development (where this exists) for any upper level development behind rows of identical or similar residences;
- maintain and reinforce the prominence of the street wall character of Bridge Road and Church Street;
- maintain a sense of openness along Bridge Road and Church Street;
- respect the low scale existing development adjoining the activity centre;
- provide a transition in height along Lennox Street and Church Street from the taller forms on Bridge Road to the adjacent low rise residential neighbourhoods.

Attachment 7 - Draft Interim DDO21



## Attachment 7 - Draft Interim DDO21

### YARRA PLANNING SCHEME

#### **Precinct 2 – Bridge Road South**

The precinct design requirements for Precinct 2 are as follows:

Development must:

- retain the visual prominence of heritage buildings in the streetscape and the significant 'High Street' streetscape in the vista along the Bridge Road;
- retain the visual prominence of the return facades of corner buildings;
- be consistent in form, massing and façade treatment as existing upper level development (where this exists) for any upper level development behind rows of identical or similar residences;
- maintain and reinforce the prominence of the street wall character of Bridge Road and Church Street;
- maintain a sense of openness along Bridge Road and Church Street.

DRAFT



### Building Heights and Setbacks – Precinct 2



## Attachment 7 - Draft Interim DDO21

### YARRA PLANNING SCHEME

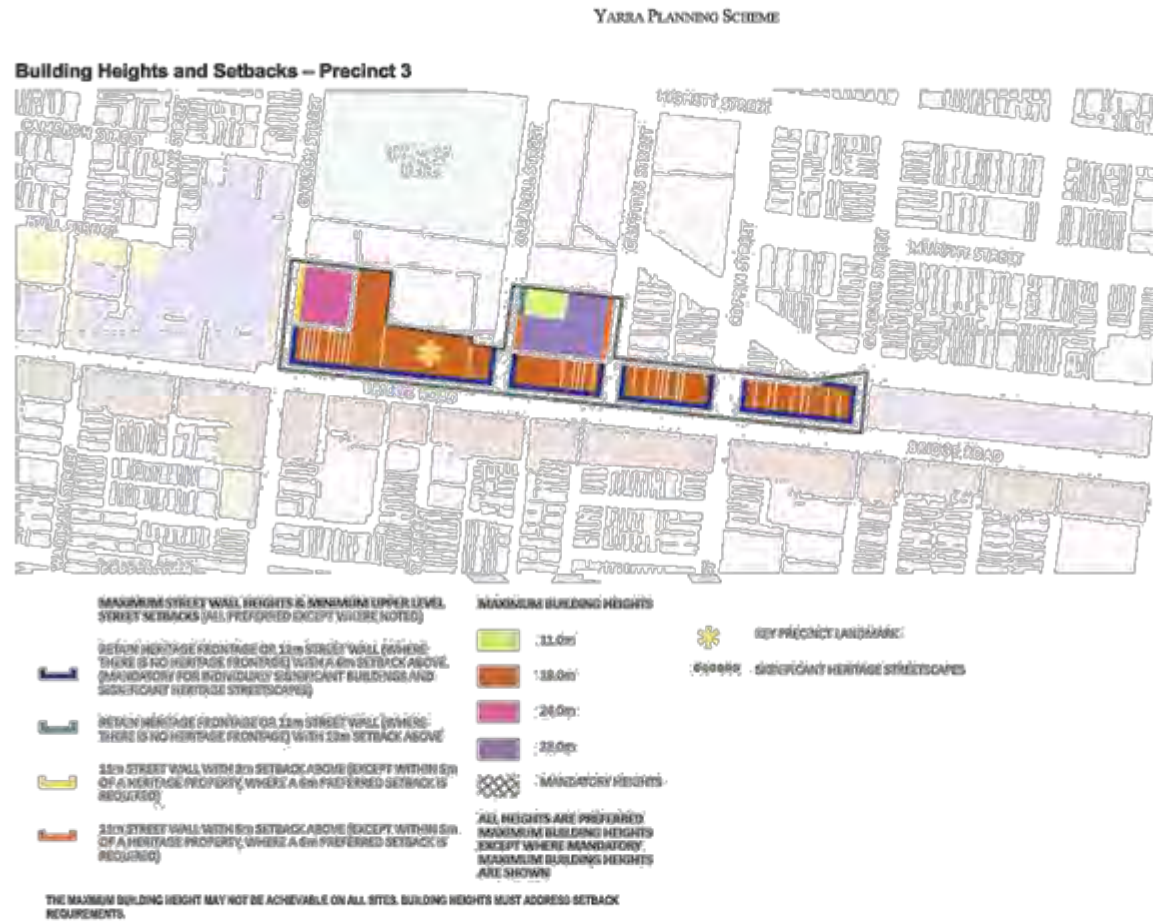
#### **Precinct 3 – Bridge Road Central**

The precinct design requirements for Precinct 3 are as follows:

Development must:

- retain the visual prominence of heritage buildings in the streetscape, including the row of heritage buildings at 289-307 Bridge Road and the return façade of corner heritage buildings;
- retain the visual prominence of the Richmond Town Hall in the vista along Bridge Road;
- be consistent in form, massing and façade treatment as existing upper level development (where this exists) for any upper level development behind rows of identical or similar residences;
- retain the visual separation and openness between the Richmond Town Hall and other buildings within the precinct;
- provide a respectful transition along Bridge Road to heritage buildings;
- maintain a sense of openness along Bridge Road and Church Street.

Attachment 7 - Draft Interim DDO21



## Attachment 7 - Draft Interim DDO21

### YARRA PLANNING SCHEME

#### **Precinct 4 – Bridge Road East South**

The precinct design requirements for Precinct 4 are as follows:

Development must:

- maintain and reinforce the prominence of the street wall character of Bridge Road;
- maintain the prominence of corner heritage buildings in the streetscape, including the return facades;
- provide a transition in street wall height along Bridge Road to the low scale residential properties of 618 to 640 Bridge Road;
- maintain a sense of openness along Bridge Road;
- respect the low scale existing development adjoining the activity centre.

DRAFT



# Attachment 7 - Draft Interim DDO21

## YARRA PLANNING SCHEME

### Building Heights and Setbacks – Precinct 4



## Attachment 7 - Draft Interim DDO21

### YARRA PLANNING SCHEME

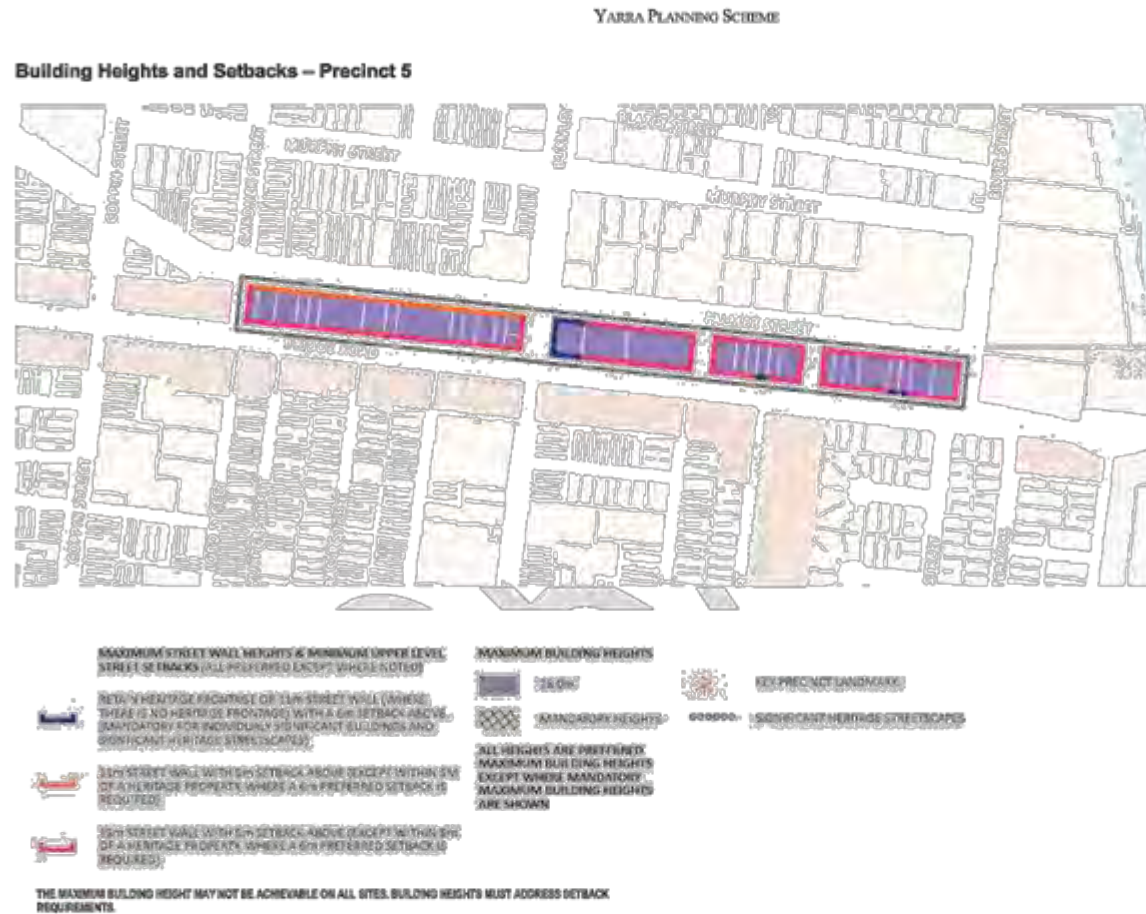
#### **Precinct 5 – Bridge Road East North**

The precinct design requirements for Precinct 5 are as follows:

Development must:

- provide a respectful transition to heritage buildings along Bridge Road;
- maintain the prominence of corner heritage buildings in the streetscape, including the return facades;
- maintain a sense of openness along Bridge Road;
- maintain and reinforce the prominence of the street wall character of Bridge Road;
- address and contribute to an engaging streetscape along Palmer Street and along side streets connecting to Bridge Road;
- break up the building mass and provide views to the sky between the upper levels of buildings when viewed from the northern footpath of Palmer Street and/or the southern footpath of Bridge Road.

# Attachment 7 - Draft Interim DDO21



## Attachment 7 - Draft Interim DDO21

## YARRA PLANNING SCHEME

**3.0 Subdivision**

~~4.02~~  
C- None specified.

**4.0 Advertising signs**

~~4.02~~  
C- None specified.

**5.0 Decision guidelines**

~~4.02~~  
C-

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the General Design Requirements and Precinct Design Requirements in Clause 2.0 are met.
- Whether the Heritage Building Design Requirements in Clause 2.0 are met (where the land is affected by a Heritage Overlay or immediately adjacent to a Heritage Overlay).
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development on the vista along Bridge Road and Church Street.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- The impact of the development on view lines to:
  - the Pelaco sign;
  - the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall;
  - the tower belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- Whether heritage buildings retain their three-dimensional form when viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- The wind effects created by the development.
- The suitability of vehicle access arrangements and the location, layout and appearance of areas used for car parking.
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

**Expiry**

The requirements of this schedule cease to have effect after [insert date – minimum 2 years].



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**11.5 Victoria Street Activity Centre - Request for an Interim Design and Development Overlay**

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## **Executive Summary**

### **Purpose**

The purpose of the report is for Council to consider requesting the Minister for Planning to introduce an interim Design and Development Overlay (DDO) schedule into the Yarra Planning Scheme for the Victoria Street Activity Centre in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*.

### **Key Issues**

The Victoria Street Activity Centre is experiencing development pressure but the Yarra Planning Scheme currently provides only limited guidance about preferred built form outcomes, particularly in terms of building heights and setbacks. Introducing permanent changes to the Yarra Planning Scheme to provide the required guidance could take a number of years.

Council is recommended to request the Minister for Planning to introduce changes to the Yarra Planning Scheme, in the form of an interim Design and Development Overlay (DDO) schedule for the Victoria Street Activity Centre, whilst further planning work and a full planning scheme amendment is progressed to introduce a permanent DDO schedule into the Yarra Planning Scheme.

The request is required to be made prior to the end of June 2018 to enable necessary lead times at the Department of Environment, Land, Water and Planning (DELWP) for the Minister for Planning to consider the request prior to the State Government elections in November 2018.

### **Financial Implications**

Other than officer time and the administration fee to the DELWP there are no financial costs for requesting the Minister for Planning to introduce an interim DDO schedule for the Victoria Street Activity Centre.

### **PROPOSAL**

In summary, that Council:

- endorse the draft Victoria Street and Bridge Road Built Form Framework, the supporting Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations as the basis for the Minister for Planning to introduce an interim Design and Development Overlay (DDO) into the Yarra Planning Scheme for the Victoria Street Activity Centre;
- endorse the interim Design and Development Overlay (DDO) schedule for the Victoria Street Activity Centre including officers recommended variations to the requirements in the draft Built Form Framework for the Victoria Street Activity Centre; and
- request the Minister for Planning to introduce an interim Design and Development Overlay schedule into the Yarra Planning Scheme for the Victoria Street Activity Centre.

## 11.5 Victoria Street Activity Centre - Request for an Interim Design and Development Overlay

Trim Record Number: D18/95594

Responsible Officer: Manager City Strategy

### Purpose

1. The purpose of the report is for Council to consider requesting the Minister for Planning to introduce an interim Design and Development Overlay (DDO) schedule into the Yarra Planning Scheme for the Victoria Street Activity Centre in accordance with Section 8 (1) (b) and 20 (4) of the *Planning and Environment Act 1987*.

### Background

2. The Yarra community place great importance on planning controls to seek to best manage change and provide clarity and as much certainty as possible about future development outcomes.
3. To improve the management of development within Yarra, Council has embarked on a comprehensive program of strategic planning work aimed at improving the planning controls in the Yarra Planning Scheme. An update on this program was reported to Council in December 2017.
4. The program includes the preparation of built form analysis covering the Bridge Road Activity Centre as well as the Victoria Street Activity Centre, and the Brunswick Street and Smith Street precinct (which includes parts of Gertrude Street, Johnston Street and a pocket of Collingwood west side of Wellington Street).
5. The output of this work is a series of 'Built Form Frameworks' covering each place including principles, guidelines and requirements that will guide future development and manage change. These 'frameworks' are needed to provide strong strategic justification and evidence for the preparation of structure plans (or equivalent strategies) and future permanent provisions in the Yarra Planning Scheme, notably Design and Development Overlays (DDOs).
6. A draft Bridge Road and Victoria Street Built Form Framework has been prepared by expert urban design consultants in collaboration with heritage and traffic experts. The document includes recommendations for the Victoria Street Activity Centre.
7. Officers have used this draft framework to prepare a draft interim Design and Development Overlay Schedule 22 (DDO22) for the Victoria Street Activity Centre. The draft Built Form Framework and the draft DDO schedule should form the basis for a request to the Minister for Planning to introduce an interim DDO schedule under Section 20(4) of the *Planning and Environment Act 1987*.
8. This report summarises the content and the recommended requirements from the draft Built Form Framework. It identifies key recommended variations to these requirements that officers consider should be included in the interim DDO schedule. It also outlines the next steps to introducing permanent controls into the Yarra Planning Scheme.

### Discussion

#### The Draft Bridge Road and Victoria Street Built Form Framework

9. David Lock Associates, in association with GJM Heritage Consultants and with input from Traffix Group, has prepared a Draft Bridge Road and Victoria Street Built Form Framework – see Attachment 1. The draft Built Form Framework provides the detailed analysis and a thorough and strategic basis for the future planning of the Victoria Street Activity Centre.

10. It provides the strategic justification and evidence needed to enable the Minister for Planning to consider a request to prepare, adopt and approve an interim DDO schedule for the Victoria Street Activity Centre. It will also provide the basis for the preparation of a future structure plan (or equivalent strategy) for the activity centre and would be relied upon at a future Planning Panel considering the permanent DDO schedule.
11. The draft Built Form Framework includes a number of principles for the future planning of the activity centre. These are intended to be realised through recommended detailed controls and requirements for different 'precincts' relating to: building heights, street wall heights, setbacks, views to landmarks, solar access, building separation, and building design. The key elements are summarised in Table 1 and in Figure 1.

Table 1 – Summary of Built Form Recommendations for Victoria Street Activity Centre

Built Form	Recommended Controls and Requirements
Building heights	Preferred maximum building heights that vary from 18 metres (5 storeys) to 24 metres (7 storeys) along Victoria Street with some taller form up to 34 metres (10 storeys) on larger sites generally located adjoining the Victoria Street train station along the rail line and Hoddle Street. A lower preferred maximum building height of generally 11 metres (3 storeys) to 16 metres (4 storeys) in locations behind Victoria Street that interface with existing low scale residential properties.
Street wall heights	A mix of mandatory and preferred maximum street wall heights that respond to the heritage streetscape of 11 metres (3 storeys) in heritage overlay areas and 15 metres (4 storeys) outside of heritage overlay area.
Upper level setbacks	A mix of mandatory and preferred minimum setbacks with a minimum setback of 6 metres in heritage areas, and a minimum setback of 3 metres or 5 metres elsewhere.
Upper level development in heritage areas	Development should occupy no more than one quarter of the total view of development when viewed from the opposite footpath.
Residential interface	Development should be setback at a 45 degree angle to a maximum setback of 10 metres.
Views to landmarks	Primary views should be maintained to the Skipping Girl Sign.
Solar access	Solar access should be maintained to the southern footpath of Victoria Street and the opposite side of Church Street, Nicholson Street / Lennox Street and Burnley Street at the equinox.
Building separation	A preferred minimum of setback of 4.5 metres from the boundary where a part of a building contains a balcony or living room window whose primary orientation is to that boundary.  A preferred setback equivalent to at least one sixth of the width of the lot for a building above 21 metres to enable separation between taller forms.

12. The recommended controls and requirements are the result of substantial testing of different options using modelling and sections, and a review of built and recently approved developments. Particular regard has been given to ensuring that the upper levels of new development does not overwhelm the heritage buildings and that the heritage streetscape remain a prominent and defining element of the Victoria Street Activity Centre (where relevant to a precinct).

13. Mandatory controls are recommended to retain the street wall heights of individually significant heritage buildings and to require a minimum setback for new development above the heritage street wall for individually significant heritage buildings. Discretionary sightline tests and other supporting guidance is also recommended to ensure that new development above the street wall is visually recessive and does not detract from the heritage buildings.
14. Figure 1 – Summary of Built Form Recommendations for Victoria Street Activity Centre





15. The recommended controls vary across the precincts reflective of the different existing conditions, particularly heritage conditions, and the identified preferred future character for the activity centre.
16. In developing the recommended controls and requirements, a range of options for the street wall height, setback and sightline controls in heritage overlay areas have been tested. This testing has necessarily sought to arrive at recommended controls and requirements that achieve the optimal balance of heritage protection and enabling new development, recognising that parts of Victoria Street have heritage streetscape qualities that are important to the local community. Officers consider that the recommended setback and sight line controls in combination provide a very high level of protection to the individually significant heritage buildings and strike the right balance.
17. Importantly, the recommended controls and requirements demonstrate the strong strategically justified response to the various planning considerations in major activity centres required by the Department of Environment, Land, Water and Planning (DELWP). They also reflect controls and requirements that have been tested and applied through a number of panel processes. This should encourage the Minister for Planning being confident in introducing an interim DDO schedule into the Yarra Planning Scheme for the Victoria Street Activity Centre that reflects the draft Built Form Framework.

#### Heritage Assessment

18. GJM Heritage has prepared the Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations – see Attachment 2. This assessment has heavily informed the recommendations for future built form in the draft Built Form Framework, in particular the recommended requirements for street wall heights, building setbacks and sightline tests in heritage areas.
19. The GJM Heritage assessment has also reviewed the suitability of the extent of the heritage overlays that apply to the Victoria Street Activity Centre area. This has identified that the extent of the heritage overlay is appropriate.
20. The GJM Heritage assessment also includes a number of other recommendations that should be advanced as part of the amendment to the Yarra Planning Scheme to introduce a permanent DDO schedule for the Victoria Street Activity Centre or as part of an amendment to address minor errors to the Yarra Planning Scheme.

#### Traffic and Access Assessment

21. Traffix Group has prepared a Traffic Engineering Assessment (see Attachment 3) to inform the draft Built Form Framework. This assessment has focussed on identifying changes required to achieve safe and efficient vehicular and pedestrian access as the area is developed in accordance with the built form requirements.
22. It identifies that suitably designed and controlled vehicle access is a key component in achieving the objectives of maximising the efficiency of Victoria Street for trams and vehicles and providing a high quality pedestrian environment.
23. The assessment strongly recommends that access be provided from a laneway or side street and not from Victoria Street. It identified a number of locations where laneways should be widened and recommends that controls be included in the draft interim DDO schedule to provide for this.

#### Interim Design and Development Overlay Schedule

24. Officers have translated the recommendations in the draft Built Form Framework, the Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations, and the Traffic Engineering Assessment into a draft interim DDO schedule (DDO22) – see Attachment 4.
25. A version of this draft interim DDO schedule, incorporating any final minor drafting requirements, should be included in the request to the Minister for Planning and form the basis for the interim DDO schedule that is introduced.

26. The draft interim DDO schedule includes the majority of the recommendations in the draft Built Form Framework and supporting assessments. A small number of key recommendations are not supported and variations are recommended. These are outlined in Table 2.
27. Table 2: Officer Variations to the Recommendations in draft Built Form Framework for the Victoria Street Activity Centre

Built Form	Variation to Recommendation in draft Built Form Framework
Building heights	Amend preferred maximum building height requirements to mandatory maximum building height requirements for properties with a sensitive residential interface.  A reduction of the preferred maximum building height requirement for properties along Victoria Street west of Ferguson Street from 24 metres (7 storeys) to 18 metres (5 storeys).
Solar access	Amend the requirement to maintain solar access to the southern footpath of Victoria Street at the equinox from a preferred requirement to a mandatory requirement.
Building separation	Introduction of a minimum setback of 3 metres from the boundary where a part of a building contains a non-habitable room window or a commercial window whose primary orientation is to that boundary.

### *Building Heights*

28. Officers recommend that the interim DDO schedule include mandatory maximum building height requirements for properties with a sensitive residential interface. This is the most significant variation to the requirements in the draft Built Form Framework and is recommended to:
- ensure that new development does not set a precedent for inappropriate tall form in these highly sensitive locations whilst the structure plan (or equivalent strategy) and the permanent DDO schedule for the Victoria Street Activity Centre is prepared and progressed; and
  - accord with the approach taken for the requests for interim DDO schedules for the Johnston Street Activity Centre (gazetted by the Minister for Planning in March 2018) and for the Swan Street and Queens Parade activity centres (currently being considered by the Minister for Planning).
29. Officers consider that this approach is in accordance with the Planning Practice Notes 59 and 60 which guide the application of mandatory controls. In particular, it is considered that mandatory controls are strategically justified in these locations by the sensitivity of the residential interface, and are necessary to avoid unacceptable development outcomes.
30. It is important to note, however, that the application of mandatory maximum building height controls remains a contentious approach and it may not be supported by the Minister for Planning.
31. Importantly, officers do not recommend that mandatory maximum building height controls be sought in other locations in the activity centre as this would not comply with the guidance in Planning Practice Notes 59 and 60.
32. For properties where only preferred building heights are included, officers recommend the draft interim DDO schedule states that a permit cannot be granted to exceed the preferred building heights unless key heritage and design requirements are met, and that the following additional criteria are met:
- greater building separation than the minimum requirement in the schedule;
  - housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations;

- (c) universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58;
  - (d) excellence for environmental sustainable design measured as a minimum BESS project score of 70%; and
  - (e) no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.
33. Officers recommend the draft interim DDO schedule include a preferred maximum building height requirement for properties on Victoria Street west of Ferguson Street of 18 metres (5 storeys). David Lock Associates recommend the taller height of 24 metres (7 storeys) in the Draft Built Form Framework to mark the gateway into the Victoria Street Activity Centre. Reducing the height is a minor but an important change that officers consider is appropriate for the following reasons:
- (a) the need to achieve a more respectful response to the heritage buildings;
  - (b) traditionally buildings in high street retail centres like Victoria Street have favoured more elaborate façade treatments over significant variation in building scale to distinguish or mark the entry; and
  - (c) the presence of existing significant street art that already marks the entry to the activity centre.

#### *Solar access*

34. The draft Built Form Framework recommends that solar access be maintained to the southern footpath of Victoria Street along with selected other footpaths. Officers recommend that the draft interim DDO schedule include a mandatory control to achieve solar access to the southern footpath of Victoria Street at the equinox given the importance of the footpath to the community's enjoyment of the activity centre, and to the appeal and success of outdoor dining along Victoria Street.
35. Officers consider that applying mandatory controls in this instance is in accordance with the Planning Practice Notes 59 and 60 which guide the application of mandatory controls.

#### *Building separation*

36. The draft Built Form Framework recommends a requirement be included in the draft interim DDO schedule for a minimum 4.5 metre setback from the boundary where a living room window or balcony is orientated to that boundary. This is to reduce the need for screening to maintain appropriate privacy. Officers recommend that the draft interim DDO include this requirement but also include a requirement for a minimum 3 metre setback where a non-habitable room or a commercial window is proposed that is orientated to that boundary. This provides greater clarity for the setback requirement in these circumstances and is consistent with the gazetted interim DDO schedule for the Johnston Street Activity Centre and the recommended interim DDO schedule for Swan Street.
37. It is proposed that the interim DDO schedule has an expiry of 2 years. This would provide for the preparation of a structure plan (or equivalent strategy) and for the preparation, exhibition and panel consideration of the permanent DDO schedule. If additional time is required, Council may request for an extension to the expiry date.

#### Next Steps

38. Subject to Council supporting the officer recommendations to submit a request for an interim DDO schedule for the Victoria Street Activity Centre, the request will be submitted to the Minister for Planning before the end of June 2018. This timeframe is critical in order for the Minister for Planning to be able to consider the request prior to the caretaker period for the State Government elections having particular regard to the DELWP lead times.
39. Following the submission of the requests, officers will:
- (a) liaise with the DELWP and the office for the Minister for Planning as necessary to assist in the preparation, adoption and approval of the interim DDO schedule;

- (b) commence the preparation of structure plan (or equivalent strategy) for the Victoria Street Activity Centre that would utilise the recommendations within the draft Built Form Frameworks and also incorporate more detailed guidance and requirements for the public realm and access and movement. The structure plan (or equivalent strategy) would be prepared, with input from the community in accordance with a consultation plan (see below); and
- (c) officers would prepare the permanent DDO for Council consideration. The permanent DDO schedule would be subject to formal community exhibition and consideration by an independent planning panel in accordance with the *Planning and Environment Act* before adoption by Council (see External Consultation below).

### External Consultation

- 40. No formal external consultation has been undertaken to inform the draft Built Form Framework or the draft interim DDO schedule. There will be no formal opportunity for the community to submit on either of these before they are submitted to the Minister for Planning under Section 20(4) of the *Planning and Environment Act 1987*.
- 41. There has, however, been a range of informal targeted consultation sessions which has helped inform the draft Built Form Framework. A presentation on the principles for future built form, analysis of existing conditions and potential levels of change was made to the Liveable Yarra Reference Group on 10<sup>th</sup> October 2017. A presentation was also made to the Heritage Advisory Committee (HAC) on 24<sup>th</sup> July 2017 and on 16<sup>th</sup> May 2018.
- 42. Beyond this immediate interim amendment process, the community would be consulted as part of the preparation of the structure plan (or equivalent strategy) that would be prepared for the Victoria Street Activity Centre. A consultation plan would be prepared to guide this.
- 43. The community would also have the opportunity to submit on the permanent DDO schedule as part of the full planning scheme amendment. The *Planning and Environment Act 1987* establishes an extensive public consultation process with minimum statutory requirements. Council processes often go beyond these requirements and typically involves:
  - (a) public exhibition of the proposed amendment for 6 weeks - the *Planning and Environment Act 1987* requires a 1 month exhibition;
  - (b) notification letters detailing information about the proposed amendment and how to make a submission sent to each affected resident and property owner;
  - (c) provision of fact sheets with information about the amendment and the consideration process;
  - (d) community consultation sessions facilitated by Council officers with ward Councillors invited;
  - (e) consideration of community submissions with a report provided to Council;
  - (f) hearing community submissions and consideration of any recommended changes at a Council meeting; and
  - (g) should Council resolve to have the proposed amendment considered by a planning panel, submitters having the opportunity to present to the panel and finally to Council on the panel's report and recommendations.

### Internal Consultation (One Yarra)

- 44. The draft Built Form Framework has been prepared by consultants David Lock Associates and GJM Heritage instructed by officers from Urban Design and Strategic Planning. Input to the draft Built Form Framework and the draft interim DDO schedule has been provided from the Statutory Planning team.

### Financial Implications

- 45. Other than officer time and the administration fee to the DELWP there are no financial costs for requesting the Minister for Planning to introduce an interim DDO schedule for the Victoria Street Activity Centre.



## **Economic Implications**

46. There are no economic implications of requesting the Minister for Planning to introduce an interim DDO schedule for the Victoria Street Activity Centre.

## **Sustainability Implications**

47. There are no sustainability implications of requesting the Minister for Planning to introduce an interim DDO schedule for the Victoria Street Activity Centre.

## **Social Implications**

48. There are no specific social implications of requesting the Minister for Planning to introduce an interim DDO schedule for the Victoria Street Activity Centre beyond providing some increased certainty to the community around the future built form in the activity centre.

## **Human Rights Implications**

49. There are no known human rights implications of requesting the Minister for Planning to introduce an interim DDO schedule for the Victoria Street Activity Centre.

## **Communications with CALD Communities Implications**

50. Any future consultation on the structure plans (or equivalent strategies) and the exhibition of the permanent DDO schedule would involve consultation in accordance with the *Planning and Environment Act 1987* and also Council's consultation policies.

## **Council Plan, Strategy and Policy Implications**

51. The request of an interim DDO schedule for the Victoria Street Activity Centre supports the following strategy in the Council Plan:

- (a) Manage change in Yarra's built form and activity centres through community engagement, land use planning and appropriate structure planning processes*

## **Legal Implications**

52. The approach outlined in this report is in accordance with the requirements of the *Planning and Environment Act 1987*.

## **Options**

53. The Yarra Planning Scheme provides only limited guidance for the Victoria Street Activity Centre about preferred built form outcomes, particularly in terms of building heights and setbacks. The introduction of an interim DDO schedule offers the optimal mechanism to address this and no alternatives are recommended to this approach.
54. In order for the Minister for Planning to consider and approve the request for an interim DDO schedule for the Victoria Street Activity Centre before the State Government election, it is critical that Council submit the request prior to the end of June 2018. Any delay to the submission could significantly impact on the timely introduction of an interim DDO schedule.
55. Officers have recommended the interim DDO schedule include a small number of variations to the requirements outlined in the draft Built Form Framework prepared by David Lock Associates, including increased application of mandatory controls. These changes are recommended to ensure that new development does not set a trend for inappropriate development whilst the structure plan (or equivalent strategy) and the permanent DDO schedule for the Victoria Street Activity Centre is prepared and progressed. They are also recommended to provide a high degree of consistency with the approach adopted for the interim DDO schedules for the Johnston Street, Queens Parade and Swan Street activity centres.
56. Officers recommend that these changes be reflected in the request to the Minister for Planning through their inclusion in the version of the DDO schedule that is submitted with the request.
57. Alternatively, Council could submit a request based entirely on the recommendations in the draft Built Form Framework.

## Conclusion

58. A draft Bridge Road and Victoria Street Built Form Framework has been prepared which provides built form recommendations for the future development in the Victoria Street Activity Centre. The draft Built Form Framework deliberately and necessarily seeks to balance the need to accommodate growth and development in the activity centre with the protection of the important heritage streetscape qualities of the activity centre and surrounding areas and with careful consideration of how to minimise amenity impacts on adjoining residential properties.
59. Council officers have reflected these recommendations with a small number of variations in a draft interim DDO schedule for the activity centre that includes a tailored mix of preferred and mandatory controls to guide built form outcomes for a period of 2 years whilst permanent controls are advanced.
60. Council is recommended to submit a request to the Minister for Planning by the end of June for the introduction of an interim DDO schedule into the Yarra Planning Scheme for the Victoria Street Activity Centre under Section 20(4) of the *Planning and Environment Act 1987*. Failure to submit the request prior to the end of June may mean that the interim DDO schedule is not considered and introduced before the State Government election and potentially not until well into 2019.
61. Whilst no formal community consultation has been undertaken on the draft interim DDO schedule, the preparation of a structure plan (or equivalent strategy) for the Victoria Street Activity Centre would provide an opportunity for the community to inform the permanent DDO schedule. The community would also have an opportunity to submit on the formal exhibition process to introduce the permanent DDO schedule. This opportunity would occur following the completion of the structure plan (or equivalent strategy).

**Refer attachments 1 – 6 from Bridge Road report 11.4.**

## RECOMMENDATION

1. That Council:
  - (a) note the officer report on the request to the Minister for Planning for an interim Design and Development Overlay Schedule for the Victoria Street Activity Centre;
  - (b) note the preparation of the draft Victoria Street and Bridge Road Built Form Framework, prepared by David Lock Associates, the supporting Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations prepared by GJM Heritage and the supporting Traffic Engineering Report prepared by Traffix Group;
  - (c) endorse the draft Victoria Street and Bridge Road Built Form Framework, the supporting Victoria Street and Bridge Road Built Form Review Heritage Analysis & Recommendations prepared by GJM Heritage and the supporting Traffic Engineering Report prepared by Traffix Group as the basis for the Minister for Planning to introduce an interim Design and Development Overlay (DDO) into the Yarra Planning Scheme for the Victoria Street Activity Centre;
  - (d) endorse the interim Design and Development Overlay (DDO) schedule for the Victoria Street Activity Centre including officers recommended variations to the requirements in the draft Victoria Street and Bridge Road Built Form Framework for the Victoria Street Activity Centre outlined in Table 2 of this report;
  - (e) request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the Planning and Environment Act 1987 to introduce a Design and Development Overlay Schedule on an interim basis for the Victoria Street Activity Centre; and
  - (f) authorise the CEO to make any minor adjustments to necessitate the required documentation to meet the intent of the above resolutions.

**CONTACT OFFICER:** Andrew Johnson  
**TITLE:** Coordinator Strategic Planning  
**TEL:** 9205 5311

**Attachments**

1 Draft Interim DDO22

## Attachment 1 - Draft Interim DDO22

## YARRA PLANNING SCHEME

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## SCHEDULE 22 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO22**.

### VICTORIA STREET ACTIVITY CENTRE

#### 1.0 Design objectives

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- To support a mid rise scale built form character (3 to 10 storeys) with lower built form at the interfaces with streets and the adjoining low rise residential areas.
- To ensure that new development respects the values of heritage buildings and maintains their prominence in the streetscape.
- To maintain a prominent street wall character along Victoria Street with new development at upper levels setback, visually recessive and clearly distinct.
- To provide a comfortable level of street enclosure and ensure a high quality built form interface to all streets and public spaces.
- To minimise amenity impacts on residential properties adjoining the Victoria Street activity centre including overlooking, overshadowing and visual bulk impacts.

#### 2.0 Buildings and works

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A permit is required to construct a building or construct or carry out works.

#### 2.1 Definitions

**Street wall** is the façade of a building at the street boundary. Street wall height is measured at the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge, with the exception of architectural features and building services.

**Building height** does not include non structural elements that project above the building height and service equipment including plant rooms, lift overruns, structures associated with green roof areas, screens to service areas or other such equipment provided that all of the following criteria are met:

- the total roof area occupied by the service equipment (other than solar panels) is minimised;
- the service equipment is located in a position on the roof so as to minimise its visibility;
- the non structural elements and service equipment do not cause additional overshadowing of secluded private open space of neighbouring residential zoned properties and public spaces;
- the non structural elements and service equipment do not extend higher than 3.6 metres above the maximum building height; and
- the non structural elements and service equipment are integrated into the design of the building to the satisfaction of the responsible authority.

**Parapet height** does not include features such as brackets, pediments, urns, finials or other decorative elements.

**Setback** is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the boundary.

**Upper level development** is development above the height of the street wall.



## Attachment 1 - Draft Interim DDO22

## YARRA PLANNING SCHEME

**2.2 General requirements**

The following requirements apply to an application to construct a building or construct or carry out works and must be read in conjunction with the relevant precinct design requirements:

**Building heights and street wall height requirements**

The mandatory and the preferred building height and street wall requirements are set out in the relevant precinct Building Heights and Setbacks Plans. Buildings or works must not exceed the maximum building height and street wall height shown in the relevant precinct Building Heights and Setbacks Plans.

- A permit cannot be granted to vary a building height shown as a mandatory building height in the relevant Building Heights and Setbacks Plan.
- A permit cannot be granted to vary a building height shown as a preferred building height in the relevant precinct Building Heights and Setbacks Plan unless all of the following requirements are met:
  - the built form outcome as a result of the proposed variation satisfies the Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the relevant Precinct Design Requirements specified in this schedule;
  - the proposed building height achieves the preferred future mid-rise character for the Victoria Street Activity Centre; and
  - the proposal will achieve each of the following:
    - greater building separation than the minimum requirement in this schedule
    - housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations
    - universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58
    - excellence for environmental sustainable design measured as a minimum BESS project score of 70%
    - no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.
- A permit cannot be granted to vary a street wall height shown as a mandatory street wall height in the relevant precinct Building Heights and Setbacks Plan.
- A permit cannot be granted to vary a street wall height shown as preferred in the relevant precinct Building Heights and Setbacks Plan unless the proposal meets the Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the relevant Precinct Design Requirements specified in this schedule.
- The street wall height of development in a heritage overlay or immediately adjoining a heritage overlay must match the parapet height of the adjoining taller heritage building.

**Setback requirements**

The mandatory and the preferred setback requirements are set out in the relevant precinct Building Heights and Setbacks Plans. A development must meet the setback requirements shown in the relevant precinct Building Heights and Setbacks Plan.

- A permit cannot be granted to vary a setback shown as a mandatory setback in the relevant precinct Building Heights and Setbacks Plan.
- A permit cannot be granted to vary a setback shown as a preferred setback in the relevant precinct Building Heights and Setbacks Plan unless the proposal meets the

## Attachment 1 - Draft Interim DDO22

## YARRA PLANNING SCHEME

Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the relevant Precinct Design Requirements specified in this schedule.

In addition to the setbacks in the relevant precinct Building Heights and Setback Plan, the following setback requirements apply for any part of a building above the (retained) front street wall of a building:

	Requirement for any part of a building above the (retained) front street wall of a building
Development on Victoria Street between the rail line and Church Street. Development along Nicholson Street, Lithgow Street and Church Street.	Development in a heritage overlay: Must occupy no more than one quarter of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street) – see Figure 2. Development outside of a heritage overlay: Must occupy no more than one third of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street) – see Figure 3.
Development on Victoria Street east of Church Street	Development in a heritage overlay: Must occupy no more than one quarter of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street) – see Figure 2. Development outside of a heritage overlay: Must not encroach within a 45 degree plane from the opposite side of the street - see Figure 4.
Development on Buttler Street and on York Street	Must not encroach within a 45 degree plane from the opposite side of the street - see Figure 4.
All development	Must adopt the same setback for at least 75% of the height of the proposed built form above the front street wall to avoid repetitive stepped form.

- Development adjoining a heritage building must match the upper level setback of the adjoining heritage building.
- Buildings must be set back from residentially zoned land (excluding Mixed Use Zone) as shown in Figure 1.

Attachment 1 - Draft Interim DDO22

YARRA PLANNING SCHEME

Figure 1 – Setback for Interface with Residential Zoned Land

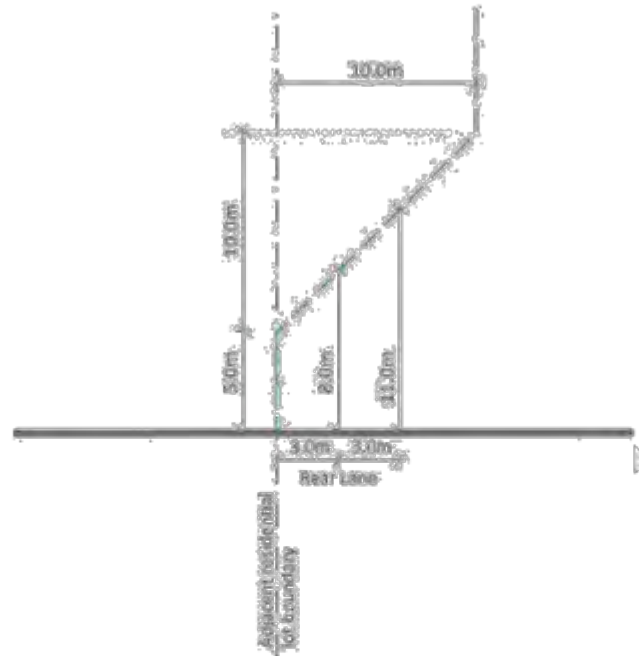
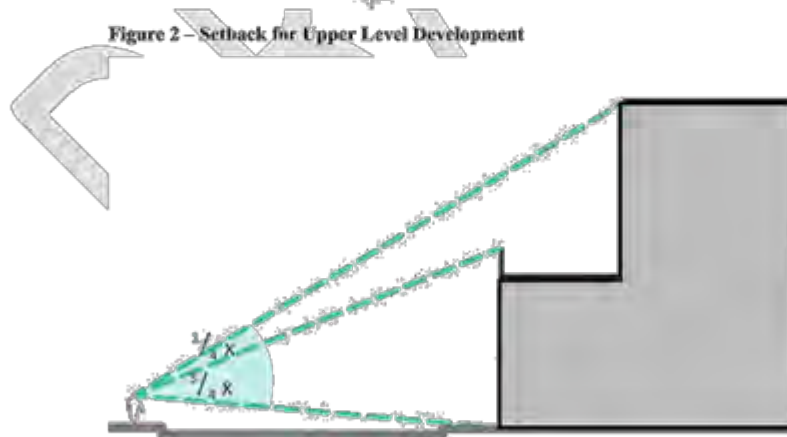


Figure 2 – Setback for Upper Level Development



## Attachment 1 - Draft Interim DDO22

## YARRA PLANNING SCHEME

Figure 3 – Setback for Upper Level Development

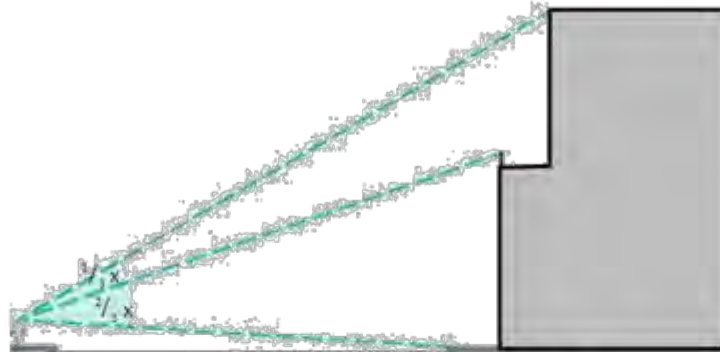
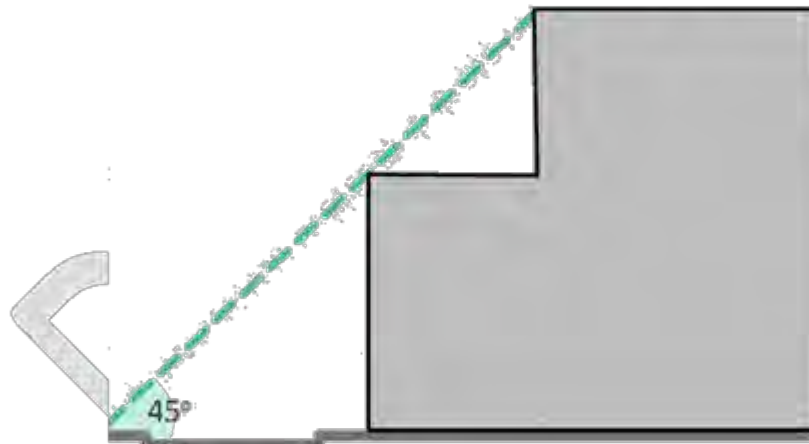


Figure 4 – Setback for Upper Level Development

**Building separation requirements**

- An application for development must provide a design response that considers the future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk.
- Where development shares a common boundary, upper level development must:
  - be setback a minimum of 4.5m from the common boundary, where a habitable window or balcony is proposed;
  - be setback a minimum of 3.0m from the common boundary where a commercial or non habitable window is proposed.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.



## Attachment 1 - Draft Interim DDO22

### YARRA PLANNING SCHEME

- In addition to the above, a building that exceeds a height of 21 metres must be setback at least one-sixth of the width of the lot to maintain views to the sky between buildings. Where the boundary is a laneway, the setback is measured from the centre of the laneway.

#### Overshadowing requirements

- Development must not overshadow any part of the southern footpath of Victoria Street to a distance of 3.0 metres from the kerb, between 11am and 2pm at 22<sup>nd</sup> September. A permit cannot be granted to vary this requirement.
- Development must not overshadow any part of the following:
  - the opposite footpath of Nicholson to a distance of 2.0 metres from the kerb between 11am and 2pm at 22<sup>nd</sup> September;
  - the opposite footpath of Lennox Street to a distance of 2.0 metres from the kerb between 11am and 2pm at 22<sup>nd</sup> September;
  - the opposite footpath of Church Street to a distance of 3.0 metres from the kerb between 11am and 2pm at 22<sup>nd</sup> September;
  - the opposite footpath of Burnley Street to a distance of 2.0 metres from the kerb between 11am and 2pm at 22<sup>nd</sup> September.

#### Vehicular access requirements

- Development must provide vehicular access from rear lanes or from side streets.
- Development with redundant vehicle access points must reinstate the kerb, linemark parking bays, and relocate any parking signs.
- Pedestrian access to buildings, including upper level apartments, must be from a street or a shared zone. Where pedestrian access can only be provided from a laneway, the pedestrian entrance must be setback from the rear laneway and well lit to enable safe access.
- Development must provide a widened laneway of 6.0m to be vested in Council in the following locations to ensure safe vehicular access to new development:
  - development at 162, 168 and 170-212 Victoria Street in Precinct 4;
  - development at 360 - 370 Victoria Street in Precinct 4.

#### Building design requirements

- Development must:
  - incorporate vertical articulation in the street wall that reflects the prevailing pattern of subdivision and buildings;
  - allow for commercial activity at the ground and first floor (as a minimum) incorporating commercial floor to floor heights of at least 4m, where heritage elements are not a constraint;
  - incorporate awnings over the footpath on commercial zoned land for the full width of the lot, continuous with any adjoining awning;
  - be expressed in the round and provide detail on facades when viewed from all directions;
  - incorporate an architectural expression at upper levels that is distinct from but complimentary to the street wall.

## Attachment 1 - Draft Interim DDO22

## YARRA PLANNING SCHEME

## Heritage building design requirements

In addition to the General Design Requirements and relevant Precinct Design Requirements, the following requirements apply to an application to construct a building or carry out works on land affected by a Heritage Overlay or on land immediately adjacent to a Heritage Overlay.

Design Element	Design Requirement
Building facades and street frontages	<p><b>Infill Buildings and Development Adjoining a Heritage Building</b>            Facade treatments and the articulation of infill buildings on land affected by a heritage overlay and of new buildings on land immediately adjoining a heritage building must:</p> <ul style="list-style-type: none"> <li>ensure the facade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of the adjoining heritage building(s);</li> <li>respect the vertical proportions of the nineteenth and early twentieth century facades of the heritage streetscape and/or adjoining heritage building(s);</li> <li>avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts;</li> <li>maintain the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building;</li> <li>be articulated to reflect the fine grained character of the streetscape.</li> </ul> <p><b>Contributory or Individually Significant Buildings</b>            Adaptation of contributory or individually significant buildings must:</p> <ul style="list-style-type: none"> <li>avoid highly reflective glazing in historic openings;</li> <li>encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings;</li> <li>maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings.</li> </ul>
Upper Levels (above street wall height)	<p><b>Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must:</b></p> <ul style="list-style-type: none"> <li>be visually recessive and not visually dominate the heritage building and the heritage streetscape</li> <li>retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism';</li> <li>utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades;</li> <li>incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape;</li> <li>be articulated to reflect the fine grained character of the streetscape.</li> </ul>

## 2.3 Precinct Design Requirements

The following specific Precinct Design Requirements apply in addition to the General Design Requirements.

## Attachment 1 - Draft Interim DDO22

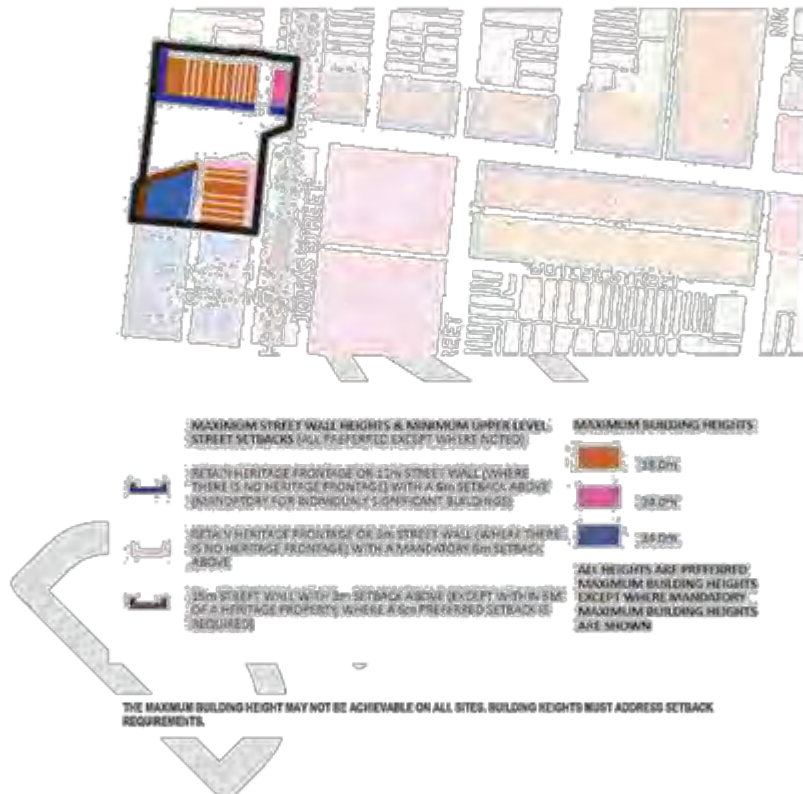
### YARRA PLANNING SCHEME

#### Precinct 1 – Victoria Street West

##### Development must:

- retain the visual prominence of heritage buildings in the streetscape, including the return façade of corner heritage buildings;
- maintain and reinforce the prominence of the street wall character of Victoria Street;
- not overwhelm the heritage buildings on Regent Street;
- maintain a sense of openness of Victoria Street.

#### Building Heights and Setbacks – Precinct 1



# Attachment 1 - Draft Interim DDO22

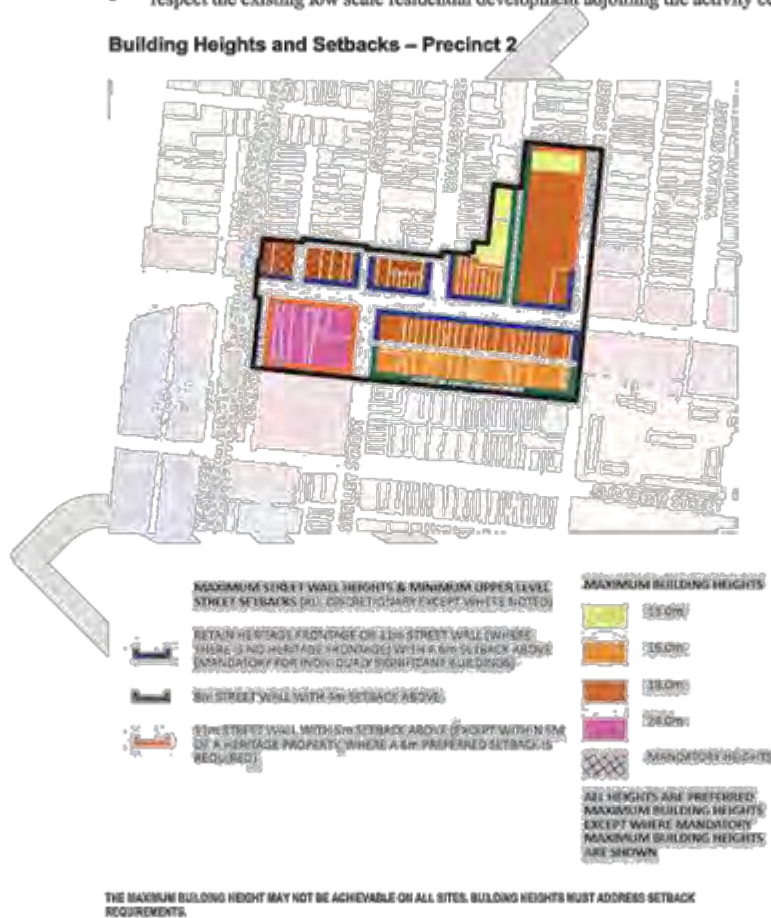
## YARRA PLANNING SCHEME

### Precinct 2 – Victoria Street Central – Rail line to Nicholson Street

#### Development must:

- retain the visual prominence of heritage buildings in the streetscape, including the façade of corner heritage buildings;
- retain the visual prominence of the intact heritage streetscape between Shelley Street and Lennox Street in the vista along Victoria Street;
- maintain and reinforce the prominence of the street wall character of Victoria Street;
- maintain a sense of openness of Victoria Street;
- provide a transition to the two storey buildings in heritage precincts adjoining the activity centre;
- respect the existing low scale residential development adjoining the activity centre.

#### Building Heights and Setbacks – Precinct 2





# Attachment 1 - Draft Interim DDO22

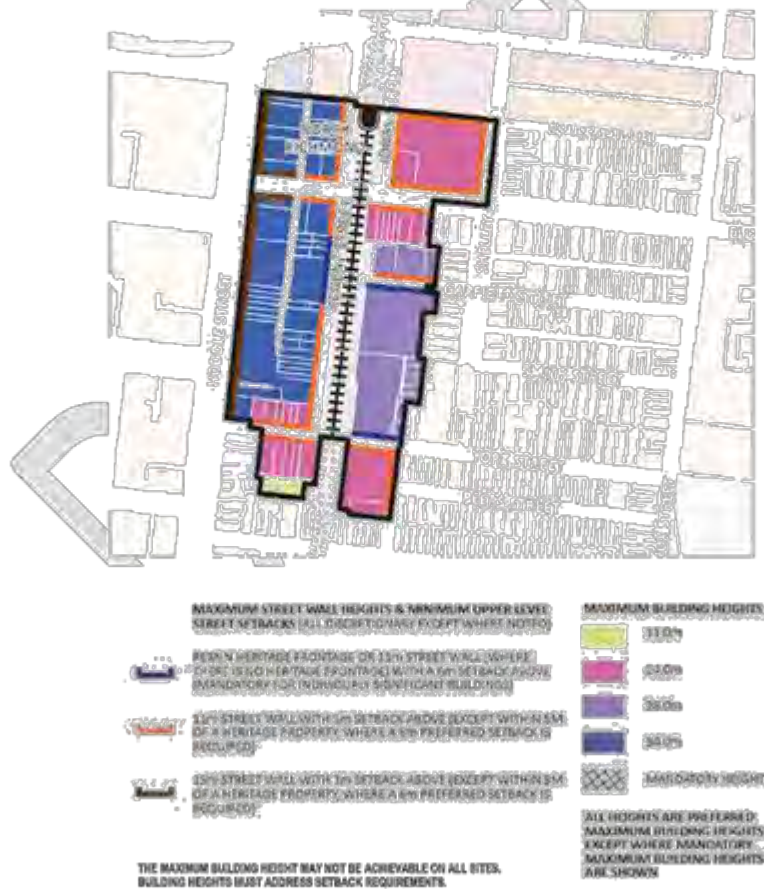
## YARRA PLANNING SCHEME

### Precinct 3 – North Richmond Station

#### Development must:

- provide a transition in street wall height along Hoddle Street to heritage buildings;
- provide a transition in street wall height along Regent Street from the low scale heritage properties near Victoria Street and on Wrede Place to taller development adjoining Elizabeth Street;
- provide a high quality and engaging interface at ground and lower levels to all streets leading to North Richmond Station;
- provide for surveillance of the platforms, entrances and ramps of North Richmond Station and surrounding streets;
- support and facilitate improvements to the public realm;
- respect the low scale existing development adjoining the activity centre.

#### Building Heights and Setbacks – Precinct 3



## Attachment 1 - Draft Interim DDO22

### YARRA PLANNING SCHEME

#### Precinct 4 – Victoria Street West

Development must:

- not overwhelm the heritage buildings on Victoria Street and Lithgow Street;
- maintain and reinforce the prominence of the street wall character of Victoria Street;
- maintain a sense of openness of Victoria Street;
- maintain views to the Skipping Girl sign when viewed from the intersection of Leslie Street and Victoria Street;
- provide a respectful transition to heritage buildings along Victoria Street and along Lithgow Street;
- provide a transition to the predominantly single storey buildings in heritage precincts adjoining the activity centre;
- respect the low scale existing development adjoining the activity centre.

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# Attachment 1 - Draft Interim DDO22

## YARRA PLANNING SCHEME

### Building Heights and Setbacks – Precinct 4



## Attachment 1 - Draft Interim DDO22

## YARRA PLANNING SCHEME

**3.0 Subdivision**  
~~4.02~~  
 C- None specified.

**4.0 Advertising signs**  
~~4.02~~  
 C- None specified.

**5.0 Decision guidelines**

~~4.02~~  
 C-

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the General Design Requirements and Precinct Design Requirements in Clause 2.0 are met.
- Whether the Heritage Building Design Requirements in Clause 2.0 are met (where the land is affected by a Heritage Overlay or immediately adjacent to a Heritage Overlay).
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development on the vista along Victoria Street.
- The design response at the interface with existing, low scale residential properties.
- Whether heritage buildings retain their three-dimensional form when viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- The design of the streetscape interface and its contribution to an active street environment.
- The wind effects created by the development.
- The suitability of vehicle access arrangements and the location, layout and appearance of areas used for car parking.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

**Expiry**

The requirements of this schedule cease to have effect after [insert date – minimum 2 years].



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**11.6 Route 96 Tram Stop Upgrades - Stop 23**


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## **Executive Summary**

### **Purpose**

For Council to consider, and approve as the Responsible Planning Authority, the latest design drawings and other material regarding the installation of *Disability Discrimination Act 1992 (DDA)* compliant tram stop on Nicholson Street at the Miller Street intersection (stop 23).

### **Background**

Victoria has a legal obligation under the relevant DDA and Disability Standards for Accessible Public Transport 2002 (DSAPT) legislation to significantly increase the number DDA compliant tram stops over time and make all tram stops DDA compliant by 2032.

It is proposed that Route 96 be upgraded to be Melbourne's first fully accessible route. The project is part of a \$1.1 billion investment in Melbourne's tram network; and is being delivered by PTV in partnership with Yarra Trams, VicRoads, and in consultation with local councils.

As part of the Route 96 project PTV proposes to replace the existing tram stops on Nicholson Street, either side of the Miller Street intersection; with a parallel DDA compliant, easy-access stop (Appendix 1).

The following key considerations are detailed:

- (a) the legal requirement to deliver DDA stops;
- (b) previous Council resolutions regarding this project;
- (c) tram service accessibility;
- (d) tram service reliability and speed;
- (e) safety at and around tram stops;
- (f) on street car parking impacts;
- (g) traffic impacts;
- (h) opportunities for place making works; and
- (i) heritage impacts.

### **Proposed tram stop improvements**

PTV is seeking to improve service reliability and travel times for tram passengers along this section of the route by:

- (a) installing new DDA compliant platform stops; and
- (b) prioritising trams near the tram stops.

The stop is proposed to be an 'Easy Access Stop' (EAS) design (see Appendix 1), similar to those constructed on Victoria Street between Hoddle Street and William Street, and on Bridge Road between Hoddle Street and Waltham Street. Due to the narrow road-width, an island platform stop is not appropriate at the location of stop 23. Additional EAS stops are also proposed further north within City of Moreland where the road is similarly narrow. The benefits of the proposed EAS tram stops over the existing tram stops are:

- (a) full DDA compliance and faster boarding and alighting;
- (b) increased passenger amenity as shelters will be installed for both north and southbound stops; and
- (c) improved accessibility with pedestrian crossings adjacent the stop.

## **Implications and considerations**

The tram stop upgrades, however, require some changes to road space allocation and provide some opportunities for the design of the road to better reflect local and State transport and place making policies by:

- (a) increasing the priority, speed and reliability of public transport services; and
- (b) improving pedestrian environments and safety in and around tram stops.

Works required to complete the project by PTV, however, include:

- (a) removal of some on-street car parking spaces;
- (b) removal of bluestone within the roadbed and repaving with asphalt in some areas; and
- (c) relocation of a small amount of fixtures near the kerb including electrical poles.

## **Previous Council Decisions Regarding DDA Tram Stops on Nicholson Street**

The upgrade of stop 23 has not been considered by Council previously. Council has previously considered concept designs for the upgrades of stops 11 through 22, at Council Meetings 12 November 2013, 2 September 2014 and 16 September 2014.

## **Planning Scheme Amendment**

Planning Scheme Amendment CG68 has since been gazetted (03 September 2017) into the Yarra Planning Scheme by the State Government. The amendment was introduced by the State Government to streamline the delivery of accessible tram stops along Route 96 and at other locations within the planning process.

The amendment introduced a new Incorporated Document into the Yarra Planning Scheme (Appendix 3) which exempts 'the use and development of the land for a Tramway' from normal planning requirements along the length of Route 96 provided certain conditions are met. One of the conditions which must be is that Scale Plans must be prepared for approval by the responsible authority.

PTV has consulted with all relevant parties as part of a collaborative approach, and is seeking Council support.

## **Financial Implications**

There is no expected loss of revenue associated with the construction of Stop 23.

PTV has agreed to grant Council \$400,000 for capital works along the length of Nicholson Street, to improve the pedestrian environment for safety and urban amenity.

## **PROPOSAL**

That Council, as the Responsible Planning Authority, approve, subject to conditions, the detailed the design work undertaken by PTV for tram stop 23 on Route 96, so PTV may proceed with delivering the project.

## **11.6 Route 96 Tram Stop Upgrades - Stop 23**

Trim Record Number: D18/90776

Responsible Officer: Acting Director Planning and Place Making

### **Purpose**

1. For Council to consider, and approve as the Responsible Planning Authority, the latest design drawings and other material regarding the installation of Disability Discrimination Act 1992 (DDA) compliant tram stop on Nicholson Street at the Miller Street intersection (stop 23).

### **Background**

2. Victoria has a legal obligation under the relevant DDA and Disability Standards for Accessible Public Transport 2002 (DSAPT) legislation to significantly increase the number DDA compliant tram stops over time and make all tram stops DDA compliant by 2032.
3. PTV proposes to replace tram stop 23 on Nicholson Street in the vicinity of the Miller Street intersection with new dual DDA compliant, drive over 'easy-access-stops'; as part of the Route 96 project (Appendix 1).
4. Route 96 is Melbourne's busiest tram route. It is 14 km in length and operates from Blyth Street, Moreland to Acland St, Port Phillip via the CBD. New E-Class trams, operate along the route and have a low floor DDA compliant design. However only 47% of tram-stops along Route 96 are DDA compliant, with the remaining 53% of stops requiring passengers to step-up or step down to board trams or alight trams.
5. It is proposed by PTV that Route 96 is upgraded to be Melbourne's first fully accessible route. The project is part of a \$1.1 billion investment in Melbourne's tram network; and is being delivered by PTV in partnership with Yarra Trams, VicRoads, and in consultation with local councils. The Route 96 project extends the length of Route 96, and includes works in the cities of Melbourne, Moreland and Port Phillip. The project has been underway since 2013, and to date has included the introduction of DDA compliant E-Class trams, and upgrades to provide DDA compliant stops within City of Melbourne, City of Port Phillip and City of Moreland.
6. When paired with the new E-Class trams, construction of new accessible platform stops would significantly increase the accessibility of Route 96 services for people with disabilities, the elderly and people travelling with young children or luggage. The new platforms would also allow for faster boarding and alighting by all passengers, which, along with some stop consolidation, would speed trams up making services more attractive to the community in general. Increased tram speeds allow a higher number of services to run without incurring the significant costs of buying extra trams.
7. The following matters are considered in this report:
  - (a) previous Council resolutions regarding this project;
  - (b) tram service accessibility;
  - (c) tram service reliability and speed;
  - (d) safety at and around tram stops;
  - (e) on street car parking impacts;
  - (f) opportunities for place making works; and
  - (g) heritage impacts.

## Route 96 and Nicholson Street Existing Conditions

### Route 96

8. In the vicinity of stop 23 trams operate in a mixed traffic environment.
9. Stop 23 (Appendix 2) is currently configured as two separate stops either side of the Miller Street intersection. The northbound stop is located within City of Moreland; the southbound Stop is located within City of Yarra. Both the northbound and southbound stops require passengers to wait on the footpath and cross into the road when trams approach. Under this arrangement passengers are required to step up/down from the kerb and step up/down from the tram. Cars are required to give way to pedestrians when the tram doors are open. The southbound stop includes a tram shelter within the footpath.
10. The following issues have been identified with these stops:
  - (a) people must step up and down from the kerb and tram which:
    - (i) reduces accessibility of these stops to people with limited mobility, or prams, luggage, etc.; and
    - (ii) increases the time it takes to board or alight trams, slowing tram services down; and
  - (b) the northbound stop lacks weather protection and has no seating.

### Nicholson Street as a transport corridor

11. Nicholson Street is an arterial road. The section being considered has a 40km/h speed limit during school hours and a 60km/h speed at other times.
12. Within Yarra, Nicholson Street carries:
  - (a) over 12,000 tram passengers each weekday; and
  - (b) approximately 21,000 cars on an average day, in the streets busiest sections.
13. The northern section of Nicholson Street, from Park Street to Albion Street did form part of the Principal Bike Network but is not identified as a Strategic Cycling Corridor.
14. Nicholson Street includes extensive on-street car parking along most of its length. There are approximately 370 parking bays along Nicholson Street within Yarra boundaries, including 50 metered parking bays. There is also additional on-street parking on the City of Melbourne and City of Moreland sections of Nicholson Street, and along most adjacent streets.

### Nicholson Street as a place

15. In the vicinity of stop 23, Nicholson Street is predominately developed with a mix of residential, educational, commercial and open space uses. The following are key sites in the vicinity:
  - (a) Langdon Reserve. This reserve is a medium sized local park, located at the south-east corner of the Nicholson Street and Miller Street intersection; and
  - (b) Our Lady Help of Christians School, a primary school located at the south-west corner of the intersection, serving approximately 310 students.

### Impact of Development

16. The northern section of Nicholson Street is currently undergoing significant change, predominately in the form of high-density apartment developments occurring north of Miller Street within City of Moreland. This places significant additional pressure on the surrounding transport network, and in particular along Nicholson Street.
17. Further prioritising trams over motor vehicle traffic is necessary to mitigate traffic and congestion impacts whilst accommodating the expected growth along the north of the corridor.



## **Proposed improvements**

18. An EAS, similar to those constructed on Victoria Street between Hoddle Street and William Street is proposed at Stop 23.
19. EAS's consist of a raised platform on the kerbside lane to provide level access for passengers waiting on the footpath to access the tram. Vehicles using the kerbside lane are able to drive over a hump through the tram stop but need to obey existing laws in regard to vehicles yielding to passengers alighting and boarding trams. The proposed stops provide level boarding/alighting and are compliant with State Government's public transport obligations under the Commonwealth DDA. The stops generally help people with disabilities and also able bodied passengers with prams or trolleys to board and alight trams more quickly, thus reducing tram travel times and improving reliability.
20. An EAS design has been selected for this location given the narrower road-width at this section of Nicholson Street. The lack of adequate width means it is not possible to provide platform island stops at this location.
21. EAS stops need to be located adjacent to each other for buildability/construction and traffic management reasons. This will result in the southbound stop being relocated from the north of Miller Street to the south of Miller Street. The provision of parallel stops would concentrate waiting passengers in the same location thereby increasing levels of natural observation and feelings of safety.
22. The stop design includes the introduction of a full time tram lane through the stop. This would increase tram priority in an area where trams are regularly delayed by general traffic.

## **Implications and considerations**

23. The tram stop upgrade would require some changes to the road space allocation and provide an opportunity for the design of the road to better reflect local and State transport and place making policies by:
  - (a) increasing priority, speed and reliability of public transport services;
  - (b) improving pedestrian environments and safety in and around the tram stop; and
  - (c) providing new opportunities for place-making and street beautification.
24. Ancillary works that are required to complete the project include:
  - (a) removal of some on-street car parking spaces;
  - (b) removal of some bluestone within the roadbed and repaving with asphalt in some areas;
  - (c) shifting a small amount of street furniture and fixtures that are close to the kerb edge including electrical poles; and
  - (d) slight relocation of the pedestrian crossing.
25. These works are described in further detail under the relevant subheadings later within this report.

## **Previous Council Resolutions Regarding Route 96 Upgrades**

26. The upgrade of stop 23 has not been considered by Council previously. Council has previously considered concept designs for the upgrades of stops 11 through 22, as per the table below:

Meeting Date	Stops / Section	Expected parking change in Yarra
12 November 2013	Between Victoria Parade and Brookes Crescent:  Stop 11 & 12 (consolidated), Stop 13 & 14 (consolidated), Stop 15, Stop 16, Stop 17, and Stop 18 & 19 (consolidated)	Net removal of 23 spaces in total, including 11 metered spaces.
2 September 2014	Near Scotchmer/Pigdon Street and Brunswick Road/Holden Street.  Stop 21, and Stop 22.	Net removal of 20 unmetered spaces.
16 September 2014	Immediately south of Reid/Richardson Streets.  Stop 20.	Net removal of 19 unmetered spaces.

### Planning scheme amendment

27. Planning Scheme Amendment CG68 was gazetted into the Yarra Planning Scheme by the State Government in September 2017. The amendment was introduced by the State Government to streamline the delivery of accessible tram stops along Route 96 and at other locations within the planning process.
28. The amendment introduced a new Incorporated Document into the Yarra Planning Scheme (Appendix 3) which exempts *'the use and development of the land for a Tramway'* from normal planning requirements along the length of Route 96 provided certain conditions are met. The *'use and development of the land for a Tramway'* includes (but is not limited to):
  - (a) new level access stops, including tram platforms and associated facilities, tram track and tram overhead infrastructure;
  - (b) segregation treatments to better separate trams from general traffic;
  - (c) roadway alterations including bluestone kerbing, building awnings and associated traffic and street furniture;
  - (d) vegetation pruning and removal;
  - (e) infrastructure to support improved priority for trams at traffic signals;
  - (f) pedestrian operated signals and real-time passenger information; and
  - (g) ancillary infrastructure including sub-stations and driver facilities.
29. The following summarises conditions which must be met for works associated with development of a tramway to not require a planning permit:
  - (a) scale plans must be prepared for approval by the responsible authority;
  - (b) in areas prone to flooding (as identified by relevant planning overlays), consent from the relevant floodplain authority must be provided; and
  - (c) in heritage areas (as identified by the Heritage Overlay in the planning scheme) a statement of heritage impacts must be provided.

30. Given the above, the proposed works are only planning permit exempt provided the Responsible Authority consents to the works. If the Responsible Authority does not consent to the works, a planning permit would be required. The implication of this change is that whilst the Responsible Authority must still consent to the works, the application is now exempt from the regular planning process, including third party objections and appeal rights.
31. PTV has consulted with all relevant parties as part of a collaborative approach, and seeks Council's support. However, given the project is of state significance, PTV has indicated that if Council does not approve the works, or if Council imposes conditions which PTV believe would unduly delay or compromise the project, they will seek Ministerial intervention.
32. If PTV requests Ministerial Intervention, they have indicated they will ask the Minister for Roads issue a Ministerial Direction under section 22 of the Road Management Act 2004 directing Council to consent to the works.

### **Car parking**

33. Approximately 22 unmarked car parking spaces would need to be removed in the vicinity of tram stop 23. 11 of these would be on the Yarra side of Nicholson Street, with the remaining 11 spaces removed from the Moreland side of Nicholson Street. These spaces are required to be removed in order to:
  - (a) ensure parked vehicles do not block pedestrian access to trams at the stop; and
  - (b) allow the vehicle traffic lane to be shifted towards the kerb (over the easy-access ramp), and prevent cars from blocking the tram stop.
34. Officers have worked closely with PTV to minimise the amount of parking that needs to be removed to deliver the required project outcomes. Changes to parking restrictions in the vicinity are being considered by Council's IPARC committee to mitigate impacts resulting from the removal of parking spaces within both municipalities.

#### *Off-peak parking*

35. Council officers requested PTV and VicRoads to install off-peak parking in some locations to offset total parking removals as part of the overall project. VicRoads refused this request on the basis that off-peak parking reduces road capacity, and Nicholson Street is a preferred traffic route which diverts traffic away from neighbouring streets including Brunswick Street.

### **Traffic Speed on Nicholson Street**

36. Council officers also requested PTV and VicRoads to reduce traffic speeds along Nicholson Street from 60km/h to 40km/h at all hours.
37. At this stage VicRoads have not consented to full time 40km/h speed limits on Nicholson Street, in the vicinity of the Miller Street Stop. Council officers will continue to ask for speed reductions following delivery of the project.

### **Trees**

38. No trees will be removed or impacted as a result of the works to Stop 23.

### **Cycling and Pedestrian Facilities**

39. The construction of Stop 23 would not result in significant impacts on either north-south cyclist movements along Nicholson Street; or east-west cyclist movements along Miller Street.
40. To allow for the construction of stop 23 the existing pedestrian crossing just north of Clausen Street would be shifted slightly north, closer to Miller Street. This would not significantly alter pedestrian safety or amenity.
41. The relocation of the southbound tram stop to south of Miller Street would reduce the number of roads that children have to cross to access the school.

## Heritage Impacts

42. Council has previously considered heritage impacts related to the change of appearance of the roadway, and removal of guttering in the vicinity of tram stop between Victoria Parade and Holden Street (stops 11-22).
43. The construction of the easy access stop would change the appearance of the roadway and would require the removal of some bluestone guttering. These impacts are the same (or less) than those considered and accepted further south along Nicholson Street as part of the trams stop concept design approval.
44. Given previous Council approvals regarding tram stop upgrades along Nicholson Street, and around the construction of other Easy Access Stops on Victoria Parade and Bridge Road; the heritage impacts are considered acceptable.

## External Consultation and Community Engagement

45. Significant community consultation was undertaken in 2014 by the PTV project team during the concept design stage, prior to Council offering *in principle* support for stops 11-22.
46. More recently, the project team has undertaken two community engagement sessions related to the construction of stops 11-15 and 23-26, on 16th May 2018 at Melbourne Museum and 19th May at Velo Cycles; as well as online engagement. Approximately 55 people attended the two sessions. Most people were supportive of the project. A summary of the key matters raised is as follows:
  - (a) car parking impacts;
  - (b) perceptions of increased traffic congestion due to larger stops;
  - (c) possible impacts to east-west bicycle movements; and
  - (d) increased distances to stops.
47. A final copy of PTV's Communications Report is provided at Appendix 4.

## Internal Consultation (One Yarra)

48. Consultation has been undertaken to understand project considerations with the following Yarra teams:
  - (a) Traffic Engineering;
  - (b) City Works and Assets;
  - (c) Parking and compliance (IPARC specifically);
  - (d) Recreation and Open Space; and
  - (e) Statutory Planning.

## Financial Implications

### *Revenue implications*

49. There is no expected loss of revenue associated with the construction of Stop 23.

### *Capital works*

50. PTV has agreed to grant Council \$400,000 for capital works along the length of Nicholson Street, to improve the pedestrian environment for safety and urban amenity.

## Economic Implications

51. PTV has estimated that travel time benefits associated with the Route 96 project equate to \$670,000 per annum (using a public transport passenger value of time of \$13.41 per hour). This conservative estimate does not allow for improvements due to faster boarding and alighting.



### **Sustainability Implications**

52. The Strategic Transport Statement calls for the advocacy for improved public transport. Decreasing the travel time and increasing the reliability of Route 96 would deliver on Council's advocacy efforts.

### **Social Implications**

53. The Yarra Access and Inclusion Plan 2014 – 2017 states that Yarra should be advocating on issues of independently accessible public transport.
54. Faster and more reliable public transport travel services along Nicholson Street would provide a benefit to Yarra residents along this route.

### **Human Rights Implications**

55. Construction of the DDA stops would increase the accessibility of the Route 96 tram service to people with disabilities, the elderly, and people travelling with young children.

### **Communications with CALD Communities Implications**

56. There are no known specific CALD community implications.

### **Council Plan, Strategy and Policy Implications**

57. The upgrade of the tram stops on Route 96 is consistent with Council's policies on supporting sustainable transport. The proposed works are also consistent with the Transport Integration Act 2010.

### **Legal Implications**

58. There are no known legal implications for Council.

### **Other Issues**

59. There are no other known issues for Council.

### **Options**

*Option A: Council, as the Responsible Planning Authority, approves, subject to conditions, the detailed designs provided by PTV for tram stop 23 along Route 96:*

60. Under Option A, Council's approval of the project would be subject to the following conditions being met:

#### *Conditions of Approval*

1. Before the tram stop civil works commence, amended and additional plans to the satisfaction of the Responsible Authority must be submitted to for approval by the Responsible Authority. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the most recent plans received by Council on 29 May 2018 and 04 June 2018 but modified to show:
  - (a) evidence that a Heavy Rigid Vehicle (HRV) will be able to turn into and out of Miller Street and Clauscen Street from and onto Nicholson Street. This should include:
    - (i) swept paths diagrams for a 12.5 metre long heavy-rigid-vehicle (HRV), including wheel tracks, for all relevant movements; and
    - (ii) section diagrams showing the profile of the splitter islands between the traffic lanes and tram tracks, where these intersect the swept paths required at Condition 1. (a) i. to demonstrate the splitter islands will be semi-mountable to the affected vehicles.
2. The civil works as shown on the plans approved by the Responsible Authority must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. Any connections made to Council's drainage infrastructure must be approved by the Responsible Authority and undertaken to Council Standards.
4. Where existing bluestone is being removed from within Council's municipal boundaries, bluestone must be removed, stored and transported with as much care as is reasonably practical, in order for bluestone to be returned to Council.
5. Prior to the completion of the civil works, subject to the relevant authority's consent, the relocation of any Council or privately owned assets within the road carriageway or footpath necessary to facilitate the civil works must be undertaken:
  - (a) in accordance with any requirements or conditions imposed by the relevant authority;
  - (b) at Public Transport Victoria's cost; and
  - (c) to the satisfaction of the Responsible Authority.
6. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any new pram crossing(s) must be constructed:
  - (a) in accordance with any requirements or conditions imposed by Council;
  - (b) at the permit holder's cost; and
  - (c) to the satisfaction of the Responsible Authority.
7. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the works must be reinstated:
  - (a) at Public Transport Victoria's cost; and
  - (b) to the satisfaction of the Responsible Authority.
8. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any redundant pram crossing must be demolished and re-instated as standard footpath and kerb and channel:
  - (a) at the permit holder's cost; and
  - (b) to the satisfaction of the Responsible Authority.
9. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
  - (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
  - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
  - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
10. Before the civil works commence, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
  - (a) a pre-conditions survey (dilapidation report) of the works areas and all adjacent Council roads frontages and nearby road infrastructure;
  - (b) works necessary to protect road and other infrastructure;
  - (c) remediation of any damage to road and other infrastructure;
  - (d) containment of dust, dirt and mud within the works areas and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the works areas,
  - (e) facilities for vehicle washing, which must be located to the satisfaction of the responsible authority;

- (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
- (g) site security;
- (h) management of any environmental hazards including, but not limited to,:
  - (i) contaminated soil;
  - (ii) materials and waste;
  - (iii) dust;
  - (iv) stormwater contamination from run-off and wash-waters;
  - (v) sediment from excavations within the road reserve;
  - (vi) washing of concrete trucks and other vehicles and machinery; and
  - (vii) spillage from refuelling cranes and other vehicles and machinery;
- (i) the construction program;
- (j) preferred arrangements for trucks delivering to the works areas, including delivery and unloading points and expected duration and frequency;
- (k) parking facilities for construction workers;
- (l) measures to ensure that all work at the site will be carried out in accordance with the Construction Management Plan;
- (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
- (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
- (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.

- 61. In order to meet the conditions above, PTV will need to alter designs to meet Condition (1).
- 62. PTV would then proceed to carry out works associated with stop 23, along the route between Brunswick Road and Miller Street. Works along this section would be expected to be completed by 16 September 2018.
- 63. It is also noted that the proposal would see the removal of 11 car parking spaces within Yarra boundaries.

*Option B: Council does not approve the detailed designs provided by PTV for tram stop 23 along Route 96.*

- 64. In this scenario, Council notes that PTV may request that the Roads Minister issue a Ministerial direction under section 22 of the Road Management Act 2004 (Road Management Act) and direct Council to give consent to the works based on this being a significant project in the public interest.
- 65. Council understands that dependent on the Minister's response, the Minister may then issue a ministerial direction under section 22 of the Road Management Act, and Council would be required to consent to the works.

## Conclusion

- 66. Victoria has a legal obligation under the relevant DDA and Disability Standards for Accessible Public Transport 2002 (DSAPT) legislation to significantly increase the number DDA compliant tram stops over time, and make all tram stops DDA compliant by 2032. Route 96 is Melbourne's busiest tram route and only 47% of its tram-stops are DDA compliant.

67. PTV in partnership with VicRoads seeks Council approval for detailed design drawings for the upgrade of Stop 23 in the vicinity of the Miller Street intersection. PTV have worked closely with Council officers to minimise the impacts of the proposal on parking and street trees.
68. PTV seeks that Council, as the Responsible Planning Authority, approves the stop design. If approval is not given, then PTV may exercise its right to request Ministerial Intervention under section 22 of the Road Management Act 2004 directing Council to consent to the works.

## RECOMMENDATION

1. That Council note the officer report relating to the proposed tram stop upgrade at Stop 23 on Route 96 at Nicholson Street.
2. That Council, as the Responsible Planning Authority, approve the detailed designs provided by PTV for tram stop 23 on Route 96, subject to the following conditions:
  1. Before the tram stop civil works commence, amended and additional plans to the satisfaction of the Responsible Authority must be submitted to for approval by the Responsible Authority. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the most recent plans received by Council on 29 May 2018 and 04 June 2018 but modified to show:
    - (a) evidence that a Heavy Rigid Vehicle (HRV) will be able to turn into and out of Miller Street and Clausen Street from and onto Nicholson Street. This should include:
      - (i) swept paths diagrams for a 12.5 metre long heavy-rigid-vehicle (HRV), including wheel tracks, for all relevant movements; and
      - (ii) section diagrams showing the profile of the splitter islands between the traffic lanes and tram tracks, where these intersect the swept paths required at Condition 1. (a) i. to demonstrate the splitter islands will be semi-mountable to the affected vehicles.
  2. The civil works as shown on the plans approved by the Responsible Authority must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
  3. Any connections made to Council's drainage infrastructure must be approved by the Responsible Authority and undertaken to Council Standards.
  4. Where existing bluestone is being removed from within Council's municipal boundaries, bluestone must be removed, stored and transported with as much care as is reasonably practical, in order for bluestone to be returned to Council.
  5. Prior to the completion of the civil works, subject to the relevant authority's consent, the relocation of any Council or privately owned assets within the road carriageway or footpath necessary to facilitate the civil works must be undertaken:
    - (a) in accordance with any requirements or conditions imposed by the relevant authority;
    - (b) at Public Transport Victoria's cost; and
    - (c) to the satisfaction of the Responsible Authority.
  6. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any new tram crossing(s) must be constructed:
    - (a) in accordance with any requirements or conditions imposed by Council;
    - (b) at the permit holder's cost; and



- (c) to the satisfaction of the Responsible Authority.
- 7. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the works must be reinstated:
  - (a) at Public Transport Victoria's cost; and
  - (b) to the satisfaction of the Responsible Authority.
- 8. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any redundant tram crossing must be demolished and re-instated as standard footpath and kerb and channel:
  - (a) at the permit holder's cost; and
  - (b) to the satisfaction of the Responsible Authority.
- 9. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
  - (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
  - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
  - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
- 10. Before the civil works commence, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
  - (a) a pre-conditions survey (dilapidation report) of the works areas and all adjacent Council roads frontages and nearby road infrastructure;
  - (b) works necessary to protect road and other infrastructure;
  - (c) remediation of any damage to road and other infrastructure;
  - (d) containment of dust, dirt and mud within the works areas and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the works areas,
  - (e) facilities for vehicle washing, which must be located to the satisfaction of the responsible authority;
  - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
  - (g) site security;
  - (h) management of any environmental hazards including, but not limited to,:
    - (i) contaminated soil;
    - (ii) materials and waste;
    - (iii) dust;
    - (iv) stormwater contamination from run-off and wash-waters;
    - (v) sediment from excavations within the road reserve;
    - (vi) washing of concrete trucks and other vehicles and machinery; and
    - (vii) spillage from refuelling cranes and other vehicles and machinery;
  - (i) the construction program;
  - (j) preferred arrangements for trucks delivering to the works areas, including delivery and unloading points and expected duration and frequency;

- (k) parking facilities for construction workers;
  - (l) measures to ensure that all work at the sites will be carried out in accordance with the Construction Management Plan;
  - (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
  - (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
  - (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
3. That Council notes the consequent removal of 11 parking spaces in the City of Yarra.
4. That Council provide a formal response to Public Transport Victoria regarding the proposed upgrade of Stop 23.

**CONTACT OFFICER:** Simon Exon  
**TITLE:** Strategic Transport Coordinator  
**TEL:** 9205 5781

**Attachments**

- 1** PTV Info - Graphic Plans
- 2** Existing Conditions
- 3** Planning Scheme Incorporated Document
- 4** PTV Consultation Report

## Attachment 1 - PTV Info - Graphic Plans

### Find out more

Over recent years locals and traders have directly informed this project. You asked for upgraded tram stops that:

- connect to local services
- minimise impact on street parking, local traffic flows and property access
- improve journey times and reliability
- are accessible to everyone
- improve passenger amenities.

To find out more about your local tram stop you can attend a drop-in session at:

#### Melbourne Museum

11 Nicholson Street, Carlton  
Wednesday 16 May, 6pm to 8pm

#### Velo Cycles

815 Nicholson Street, Carlton North  
Saturday 19 May, 1pm to 3pm



### Which tram stops are being upgraded?

Six tram stops on Nicholson Street are being upgraded in two 1.3km sections – see map inside to see if your local tram stop is planned for the upgrade.

#### Section one

Stops 11 – 15, Victoria Parade to Kerr Street

These tram stops will be upgraded from road level stops to platform stops. Construction is planned for September 2018 and will follow community consultation in May this year.

#### Section two

Stops 23 – 25, Brunswick Road to Victoria Street

These tram stops will be easy access stops where the road is raised (like an extended speed hump) to give passengers easy access to the tram from the kerb.

### What will change on Nicholson Street?

Accessible platform and easy access tram stops are wider than old style tram stops which means they will use more of the roadway. Parking arrangements on Nicholson Street will also change around each of these six tram stops. PTV, VicRoads and local councils will continue working together to keep cars and trams moving alongside the upgraded tram stops.

See what this means for your local tram stop on the map inside.

Visit [ptv.vic.gov.au/route-96-upgrade](http://ptv.vic.gov.au/route-96-upgrade), call 1800 800 007 or email [ptvprojects@ptv.vic.gov.au](mailto:ptvprojects@ptv.vic.gov.au) to find out more.

If you are deaf, or have a hearing or speech impairment, you can contact us directly or through the National Relay Service and request to call 1800 800 007.



For information in other languages:

普通话	9321 5454	廣東話	9321 5441
Italiano	9321 5444	ਪੰਜਾਬੀ	9321 5445
English	9321 5443	தமிழ்	9321 5442
Viet-ng	9321 5448	සිංහල	9321 5446
عربي	9321 5440	Español	9321 5447

If your language isn't listed visit [ptv.vic.gov.au/languages](http://ptv.vic.gov.au/languages) or call 9321 5450.

Authorised by Transport for Victoria, 1 Spring Street, Melbourne.

96 East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades



TRANSPORT FOR VICTORIA

yarra / trams

PUBLIC TRANSPORT VICTORIA PT

## Attachment 1 - PTV Info - Graphic Plans

### What is the Route 96 upgrade project?

Route 96 is being upgraded so everyone can catch the tram.

Stops at each end of Route 96 in East Brunswick and St Kilda are already fully accessible to passengers using wheelchairs, prams and other mobility aids.

Later this year, six more tram stops will be upgraded to platform and easy access style tram stops to improve safety, accessibility and journey times for all passengers.

Building new tram stops along Nicholson Street from Carlton to Brunswick helps to provide public transport that is accessible to all tram users.

#### Benefits include

- quicker tram travel times with a dedicated tram lane and evenly spaced stops
- more efficient use of road to improve traffic flow
- improved safety and passenger amenities at tram stops.



### Route 96 upgrades – six tram stops for everyone

#### Easy access stops

Raise the road (like an extended speed hump) to give all passengers easy access to the tram from the kerb. These stops keep traffic flowing in narrower sections of Nicholson Street and provide safe, easy access to trams. Car parking around these tram stops is reduced.



#### Centre island platform stops

Provide safe access to trams for people with mobility issues and separate passengers from cars and trams. Car parking is also reduced around these tram stops to support traffic flow.



#### Key

- Tram Route 96
- Bus route
- Existing pedestrian crossing
- New pedestrian crossing
- Car parking spaces to be removed
- Location of symbol on map is indicative only, and does not reflect actual location of stops being removed.
- Increase in car parking spaces

#### Section one: Stops 11 – 15, Victoria Parade to Kerr Street (1.3km)



#### Section two: Stops 23 – 25, Brunswick Road to Victoria Street (1.3km)





# Attachment 1 - PTV Info - Graphic Plans

## Section one: Stops 11 – 15, Victoria Parade to Kerr Street (1.3km)



<b>Key</b>				
Tram Route 96	Tram Route 863	Existing tram stop to be removed	Existing pedestrian crossing to be removed	Car parking spaces to be removed
Bus route	Increase in car parking spaces	New pedestrian crossing	Existing pedestrian crossing	Location of symbol on map is indicative only, and does not reflect actual location of spaces being removed.

MAP NOT TO SCALE NORTH

<b>ARTWORK APPROVAL</b>		PTV		Scale: A3 (440x300mm)	
Project Name: Nicholson Street Upgrade		Job Number: PTV0283		Item: Traffic map 850x250mm	
Status:		<input type="checkbox"/> Approved <input type="checkbox"/> Approved With Changes <input type="checkbox"/> Changes Required		Date: Name: Designated/Drawn/Checked: Name: Signature: Date: Name (Please Print): Signature:	

# Attachment 1 - PTV Info - Graphic Plans

## Section two: Stops 23 – 25, Brunswick Road to Victoria Street (1.3km)



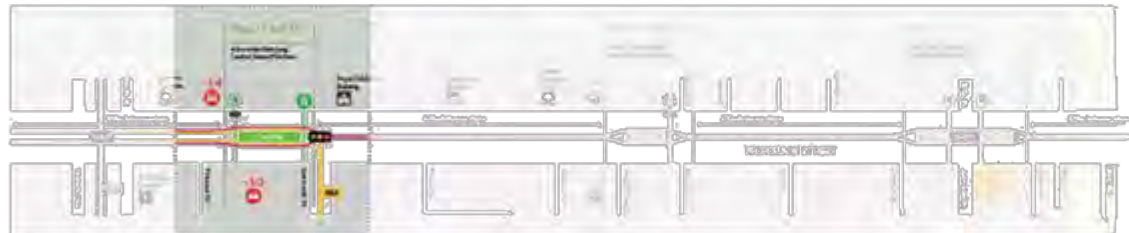
# Attachment 1 - PTV Info - Graphic Plans

**96** East Brunswick – St Kilda Beach

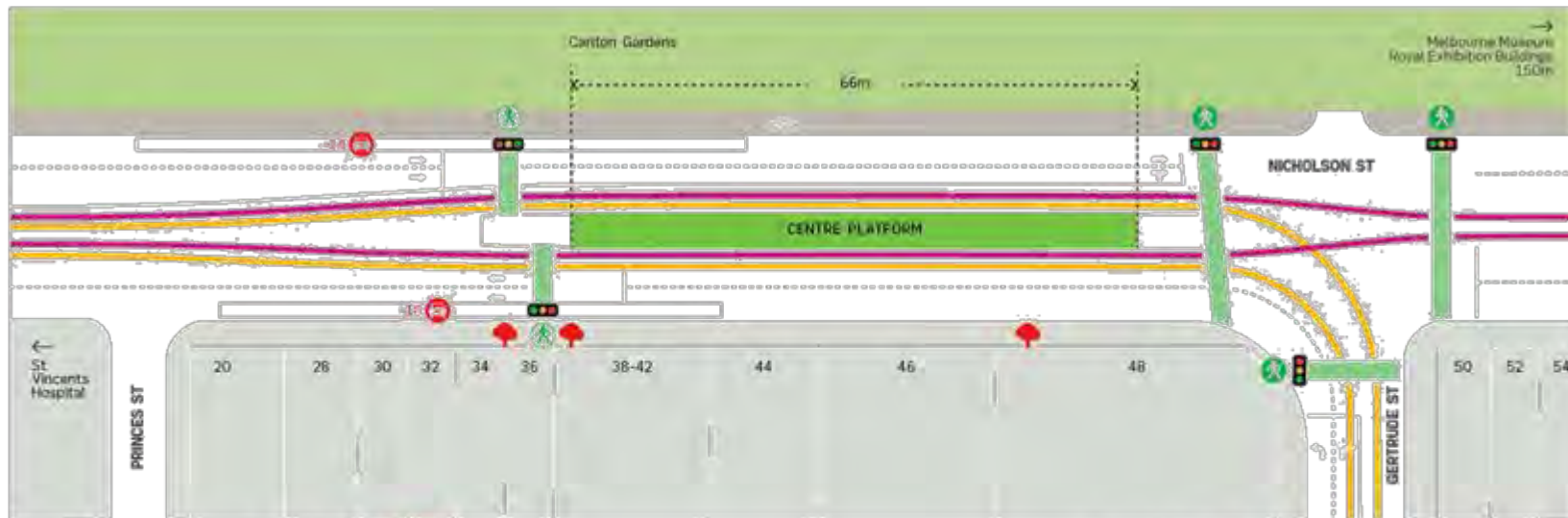


## Route 96 project Nicholson Street tram stop upgrades

## Stop 11 & 12



Tram Route 96	Tram Route 96
Bike lane	Tree removal
Closing pedestrian crossing	Car parking spaces to be removed
New pedestrian crossing	Location of on-street car parking spaces to be removed, and does not reflect actual location of spaces being removed.



Total number of car spaces gained/lost: -24

← 380m to next stop 440m to next stop →

NORTH MAP NOT TO SCALE

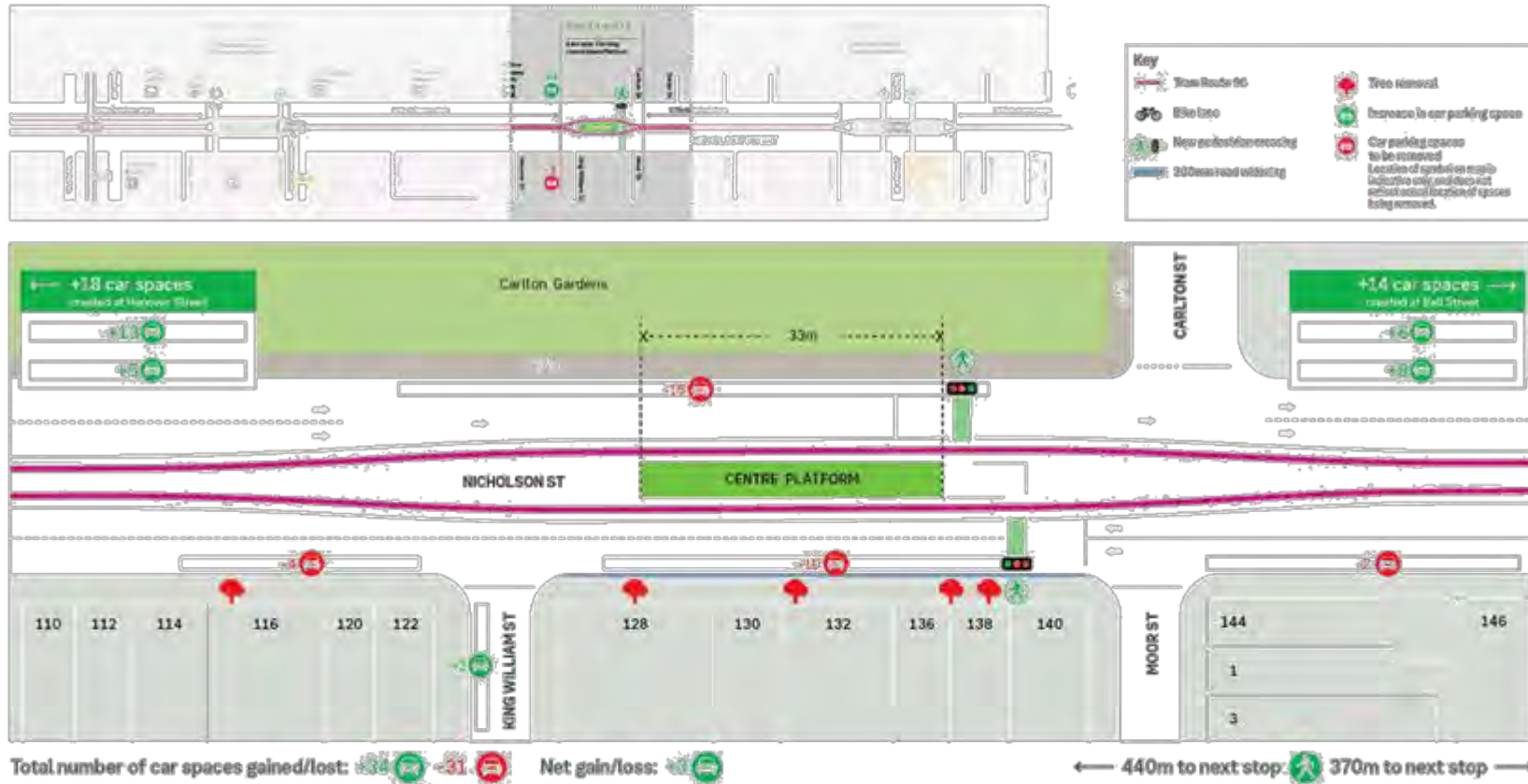
# Attachment 1 - PTV Info - Graphic Plans

**96** East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades

## Stop 13 & 14



**NORTH** MAP NOT TO SCALE



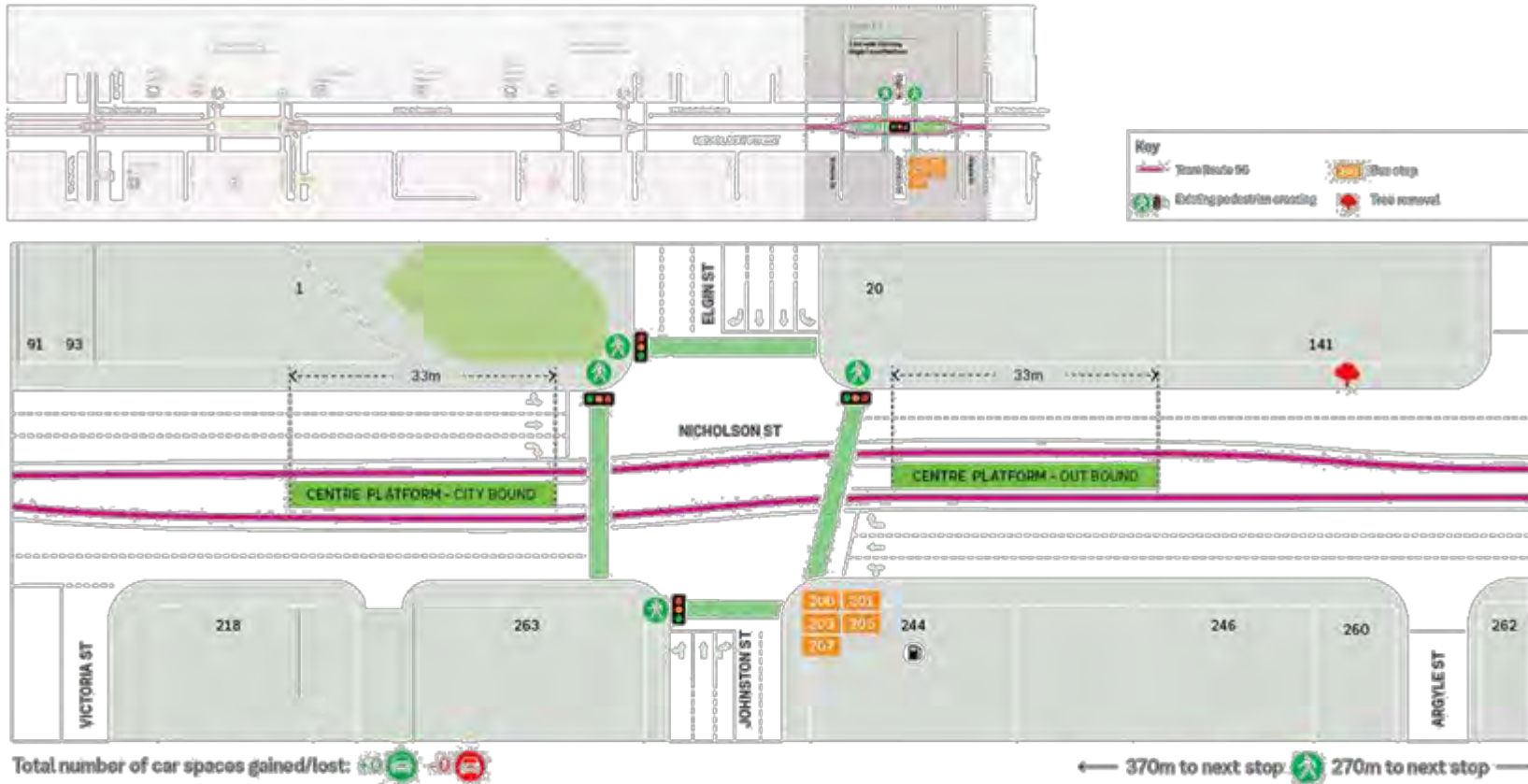
# Attachment 1 - PTV Info - Graphic Plans

**96** East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades

**Stop 15**



NORTH MAP NOT TO SCALE

# Attachment 1 - PTV Info - Graphic Plans

**96** East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades

**Stop 23**



NORTH MAP NOT TO SCALE

# Attachment 1 - PTV Info - Graphic Plans

**96** East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades

**Stop 24**



NORTH MAP NOT TO SCALE

Attachment 1 - PTV Info - Graphic Plans

96

East Brunswick – St Kilda Beach



# Route 96 project Nicholson Street tram stop upgrades

Stop 25



NORTH  
MAP NOT TO SCALE



## Attachment 2 - Existing Conditions

### Existing Tram Stops, Stop 23



Northbound (Moreland):



## Attachment 2 - Existing Conditions

Southbound (Yarra):



**Attachment 3 - Planning Scheme Incorporated Document**

## **Tramway Infrastructure Upgrades**

**Incorporated Document**

---

**May 2017**

Incorporated document pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*

## Attachment 3 - Planning Scheme Incorporated Document

### 1.0 INTRODUCTION

This document is an incorporated document in the Melbourne, Moreland, Port Phillip and Yarra Planning Schemes (planning schemes) pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.

The land identified in Clause 3.0 of this document may be used and developed in accordance with the specific control in Clause 4.0 of this document.

The control in this document prevails over any contrary or inconsistent provision in the planning schemes.

### 2.0 PURPOSE

To facilitate improvements to the capacity, reliability, accessibility and safety of the Tramway network in the areas affected by this control.

To require consideration of matters relevant to the purpose of the zone, overlay or other provision that, if not for this incorporated document, would have required a planning permit for the use and/or development.

### 3.0 LAND

The control in this document applies to the Land defined as Project Areas in the maps in this document.

### 4.0 CONTROL

#### 4.1 EXEMPTION FROM PLANNING SCHEME REQUIREMENTS

The use and development of the Land for a Tramway includes, but is not limited to, the following:

- new level access stops, including tram platforms and associated facilities, tram track and tram overhead infrastructure
- segregation treatments to better separate trams from general traffic
- roadway alterations including bluestone kerbing, building awnings and associated traffic and street furniture
- vegetation pruning and removal
- infrastructure to support improved priority for trams at traffic signals
- pedestrian operated signals and real-time passenger information
- ancillary infrastructure including sub-stations and driver facilities.

Any requirement in the planning scheme:

- which prohibits the use or development of the Land; or
  - which requires the use or development of the Land to be carried out in a particular manner; or
  - to obtain a permit
- does not apply to:
- the use and development of the Land for a Tramway by or on behalf of a public authority, other than the subdivision or consolidation of land; or



## Attachment 3 - Planning Scheme Incorporated Document

- the display of a Promotion sign within a Tramway.

### 4.2 CONDITIONS

The exemption from planning scheme requirements outlined in clause 4.1 of this document is subject to the following conditions:

#### Submission and approval of plans

- 4.2.1 Prior to the commencement of any development (including the display of a Promotion sign), plans showing the location and elevations of the proposed development must be prepared for approval by the responsible authority.
- 4.2.2 The plans must be drawn to scale and accompanied by the following information:
  - a) If the land is in a Floodway Overlay, Land Subject to Inundation Overlay, Special Building Overlay or Urban Floodway Zone, the written consent of the relevant floodplain management authority. The consent may include requirements to be met.
  - b) If the land is in a Public Acquisition Overlay, the written consent of the acquiring authority. The consent may include requirements to be met.
  - c) If the land is in a Heritage Overlay, a statement describing any impacts of the development on the significance of the heritage place.
- 4.2.3 The development must be carried out in accordance with any requirements contained in written consent submitted under clause 4.2.2(a) and (b).

#### Display of a Promotion sign

- 4.2.4 The advertisement area of the Promotion sign must not exceed 2 square metres.
- 4.2.5 The Promotion sign must not be a Floodlit sign, Electronic sign or Animated sign.
- 4.2.6 The written consent of the public authority responsible for the Tramway must be obtained before the Promotion sign is displayed.

### 4.3 DECISION GUIDELINES

Before deciding whether to approve plans submitted under clause 4.2 of this document, the responsible authority must consider, as appropriate:

- The decision guidelines of the zone, overlay or other provision that, if not for this incorporated document, would have required a planning permit for the use and/or development.

### 4.4 EXPIRY

The control in this document expires if any of the following circumstances apply:

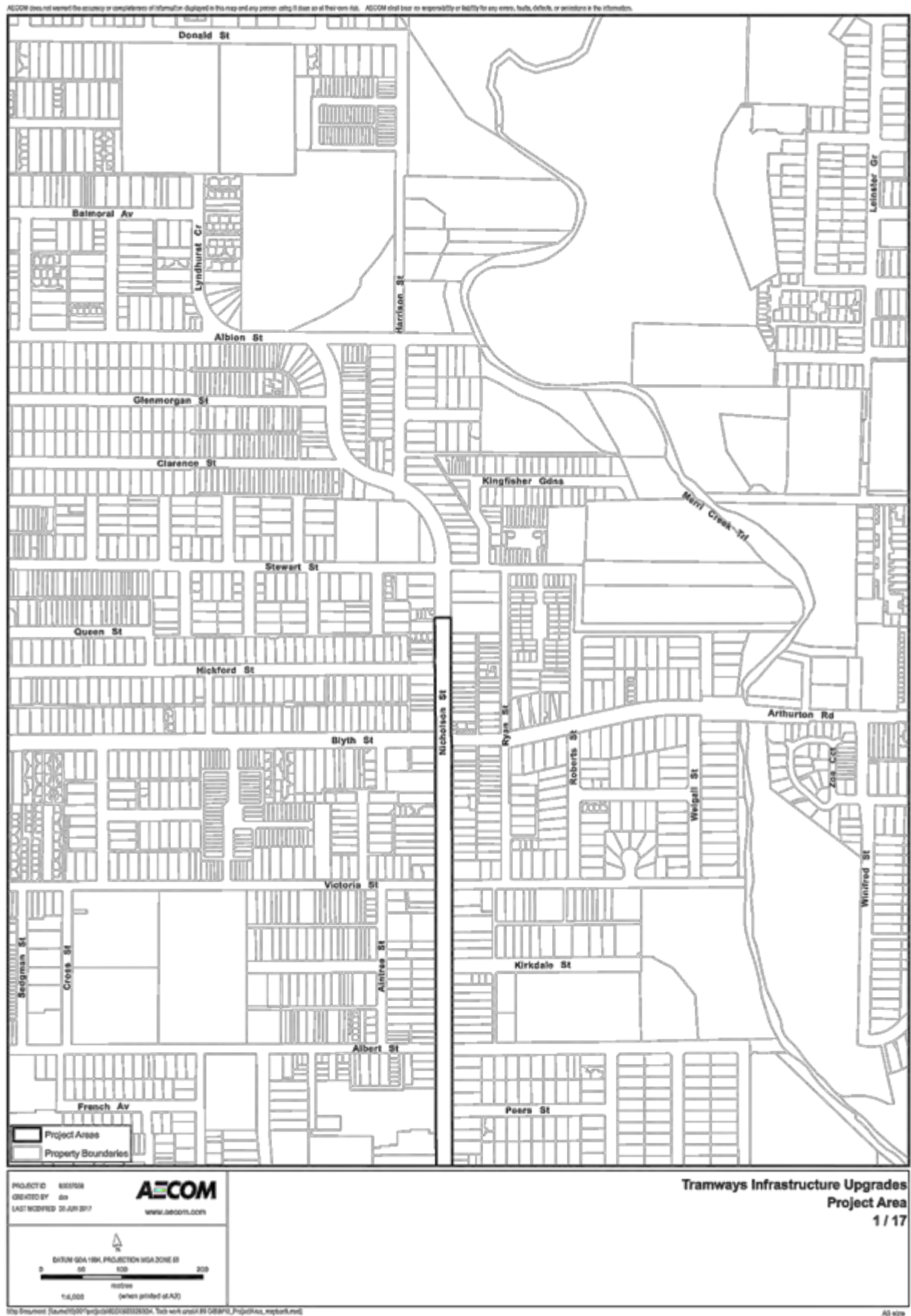
- a) The use and development allowed by the control is not started by 1 December 2018.
- b) The development allowed by the control is not completed by 1 July 2027.

The Minister for Planning may extend these periods if a request is made in writing before the expiry date or within three months afterwards.

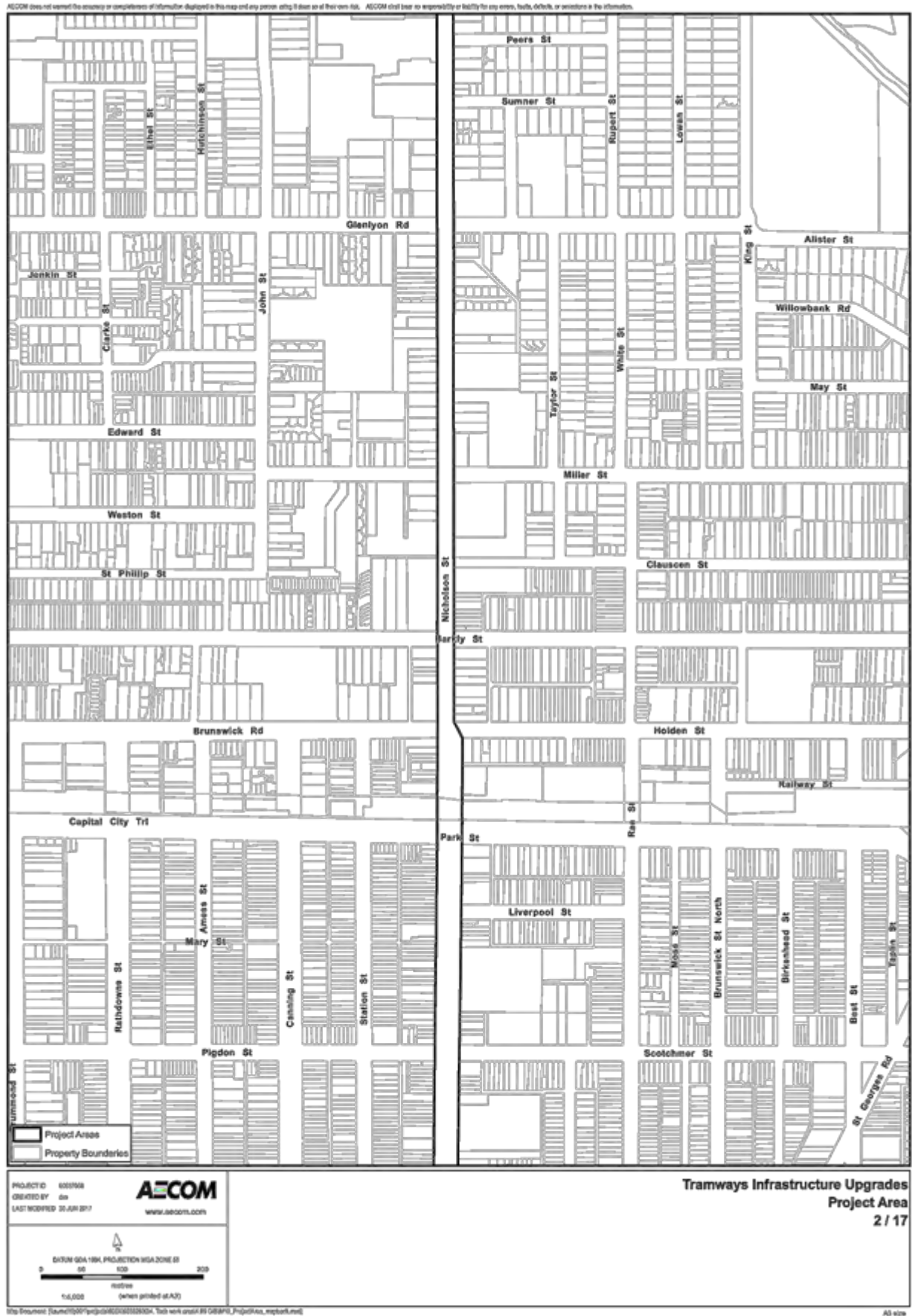
**Attachment 3 - Planning Scheme Incorporated Document**

**LAND AFFECTED BY THIS INCORPORATED DOCUMENT**

# Attachment 3 - Planning Scheme Incorporated Document



# Attachment 3 - Planning Scheme Incorporated Document

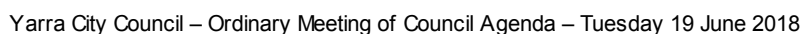




# Attachment 3 - Planning Scheme Incorporated Document

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# Attachment 3 - Planning Scheme Incorporated Document









# Attachment 3 - Planning Scheme Incorporated Document

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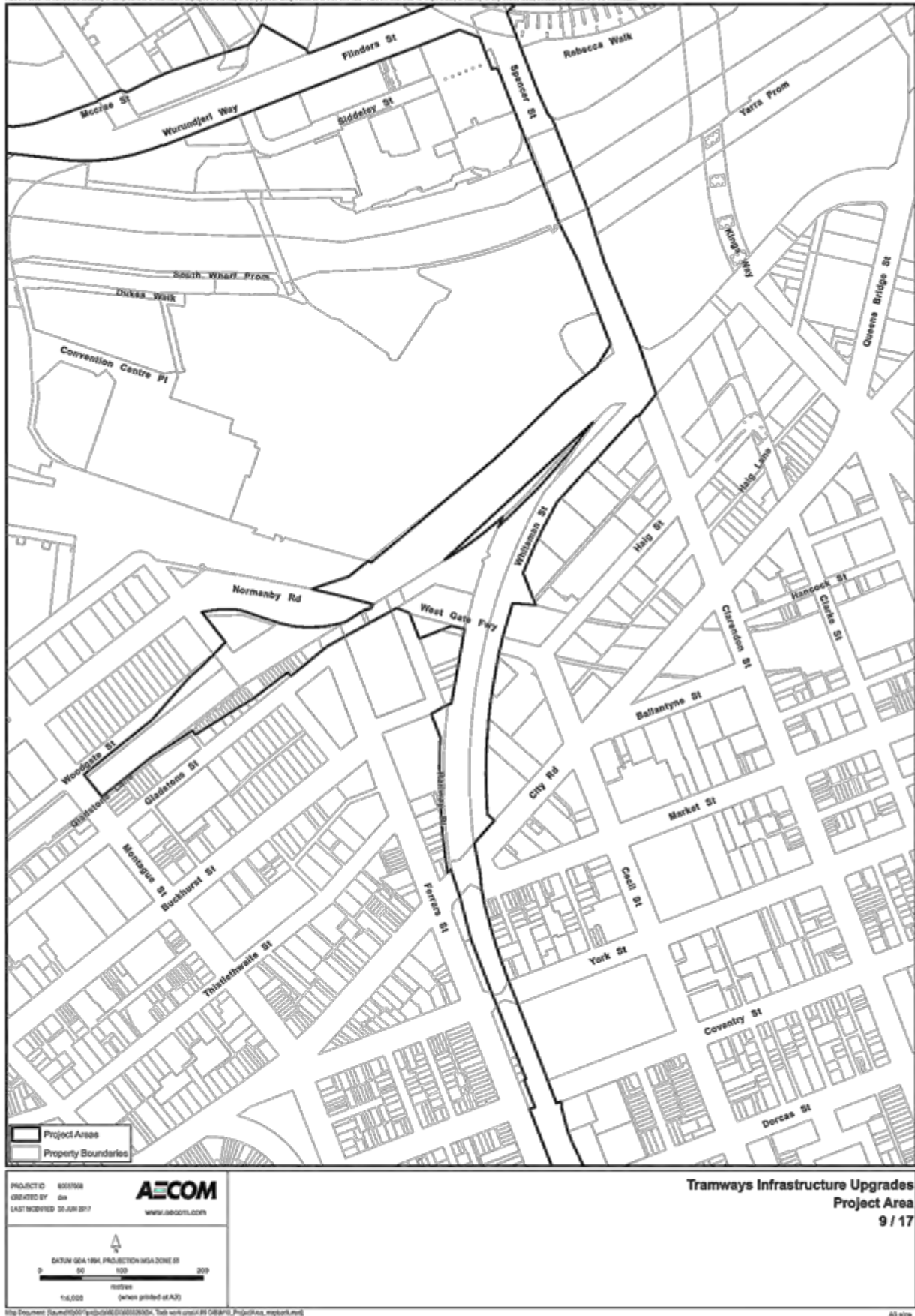


This document is confidential and its contents are not to be disclosed to the public without the written approval of AECOM. It is to be used only for the purpose for which it was prepared.

A3 size

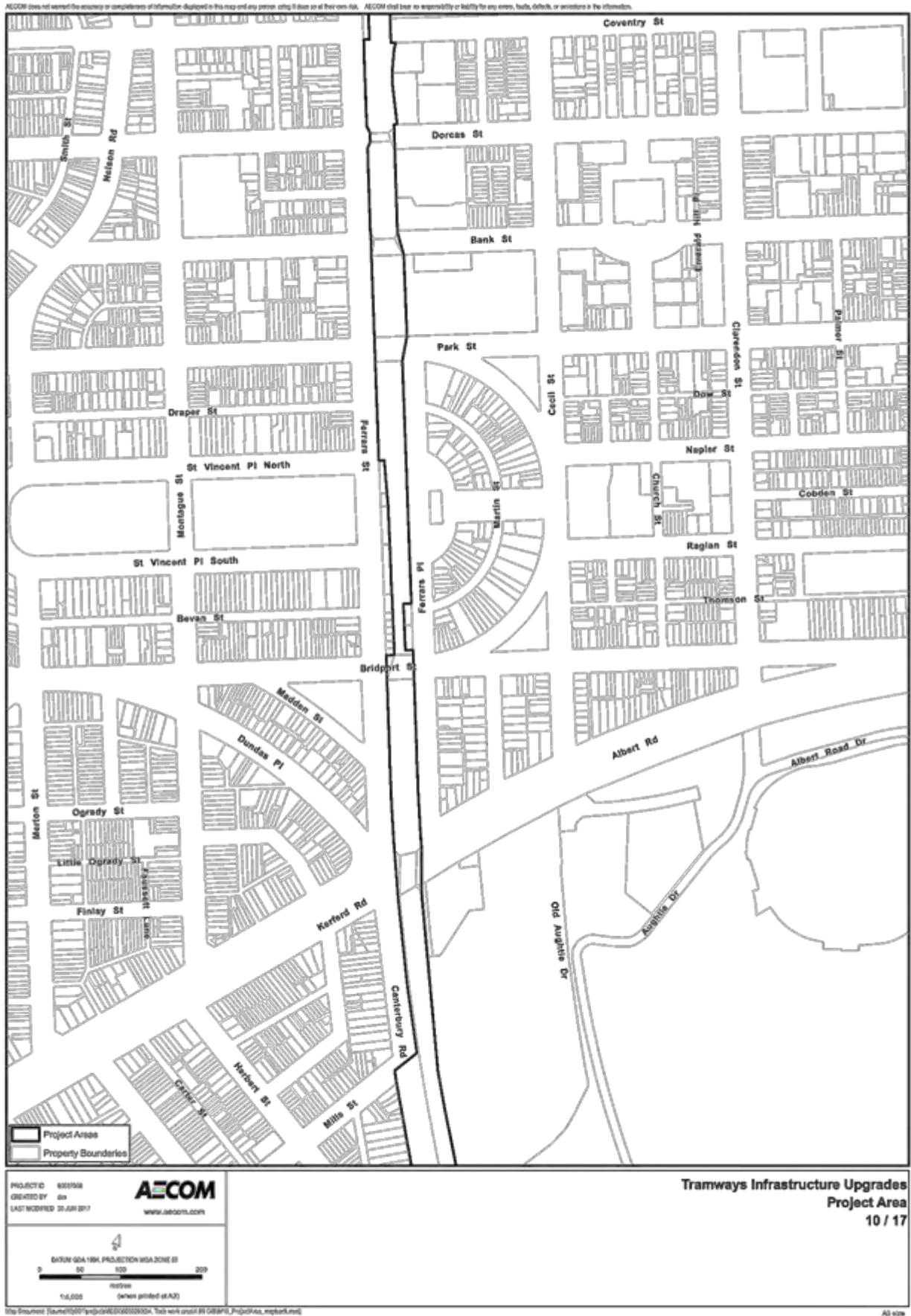
# Attachment 3 - Planning Scheme Incorporated Document

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# Attachment 3 - Planning Scheme Incorporated Document







# Attachment 3 - Planning Scheme Incorporated Document



Map showing the project area for Tramways Infrastructure Upgrades. The project area is highlighted in black, and property boundaries are shown in grey. The map includes a legend, a scale bar (0 to 200 metres), and a north arrow. The project area is located in the central-eastern part of the map, running along the waterfront and through the urban area. The map is titled "Tramways Infrastructure Upgrades Project Area 13 / 17".

Legend:

- Project Area
- Property Boundaries

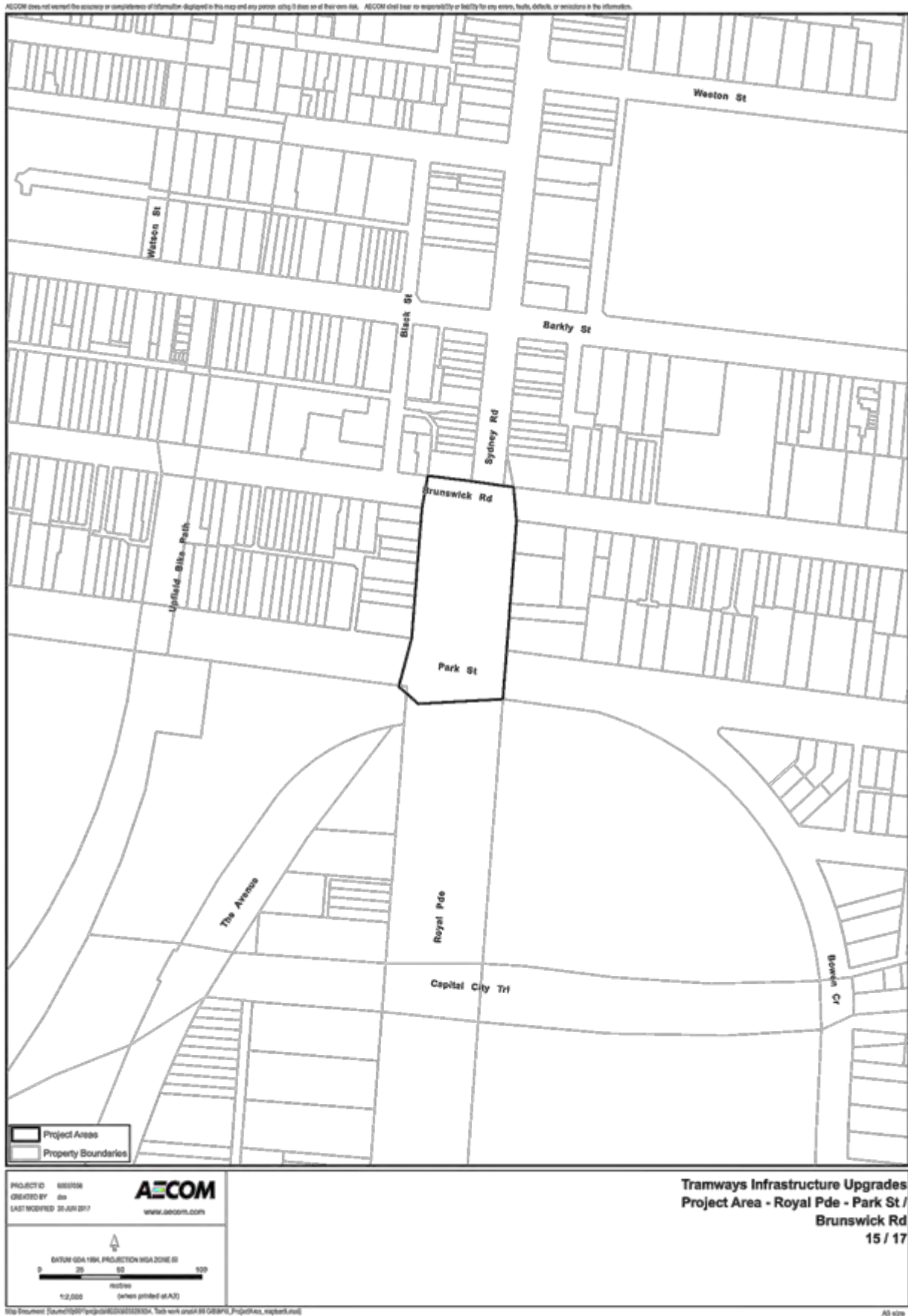
Scale: 0 to 200 metres

Map Title: Tramways Infrastructure Upgrades Project Area 13 / 17





# Attachment 3 - Planning Scheme Incorporated Document



# Attachment 3 - Planning Scheme Incorporated Document



# Attachment 3 - Planning Scheme Incorporated Document

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**Attachment 4 - PTV Consultation Report**

# **Consultation Report**

## **Route 96 Nicholson Street Tram Stop Upgrades Project**

**May 2018**





## Attachment 4 - PTV Consultation Report

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## Attachment 4 - PTV Consultation Report

### 1 Executive Summary

The investment in and improvement of Melbourne's iconic tram network requires delivering against the commitment to upgrade all public transport stops across the network to be DDA compliant by 2022. As part of the continuing improvement process, this project proposes to construct upgrades to six tram stops along Nicholson Street on Route 96.

In 2013 PTV undertook an extensive community consultation and engagement program to help shape and inform the development of early design concepts regarding proposed tram stop upgrades along the route.

Following the review of feedback and amendments to designs, PTV revisited the project and launched the next phase of consultation in 2018. The public consultation period ran from 7 May to 20 May 2018, during which the project team sought to capture community feedback on the proposed infrastructure upgrades, tram stop designs and accessibility needs, via face to face community drop in sessions, as well as via an online and hard copy feedback survey.

Over 1,800 people visited the TfV Get Involved project website with 849 informed visitors. Of these visitors to the website, 295 visitors engaged with the project and completed the online survey feedback form.

Feedback demonstrated that there was genuine and overarching support for the tram stop renewal upgrade program, with the understanding of the need to upgrade tram stops to improve accessibility and safety for all people. There was a general consensus that accessible tram stops would be a positive step forward and a welcome initiative for Melbournians.

Feedback from the public covered topics such as Route 96 tram services, frequency and capacity, tram stop by tram stop specifics, and identified a range of on road concerns along Nicholson Street from Fitzroy through to Brunswick. Feedback predominately focussed on the following key themes:

- Road and Traffic
- Parking
- Safety
- Access
- Amenity
- Other

## Attachment 4 - PTV Consultation Report

### 2 Project background

As part of the continuing improvement and investment in Melbourne's iconic tram network, this project proposes to construct upgrades to six tram stops along Nicholson Street on Route 96.

There are currently 1,755 tram stops on the Melbourne tram network. Of these, 420 are level access tram stops (24%). This has improved accessibility for passengers of all abilities, while contributing to the State's compliance with the *Disability Discrimination Act 1992* (DDA).

Under the Federal Legislation and Disability Standards for Accessible Public Transport, all public transport stops across the network must be upgraded to be DDA compliant by 2022.

Compliance with DDA requirements represents an opportunity to improve the existing tram network including consideration of stop optimisation and changes to traffic conditions leading to improved capacity and efficiency of the new and current tram fleet.

The *Disability Standards for Accessible Public Transport 2002* set out the minimum accessibility requirements that providers and operators of public transport must comply with to ensure that access to transport is consistently improved.

Platform stops provide greater ease of access for all public transport users including the elderly, people with prams or luggage and people with mobility impairments. This is achieved by creating a safe area for passengers to wait and alight trams.

Route 96 is Melbourne's busiest tram route, with more than 345,000 passengers using the route in a typical week. To allow for more passengers to catch the tram, Route 96 was the first route in Melbourne to be serviced entirely by low-floor E-Class trams. Paired with the E-Class trams, the upgrades will make Route 96 fully accessible and further improve the route's safety, comfort, capacity and reliability.

#### Timing

Nicholson Street between Kerr Street and Brunswick Road, is subject to water upgrade works at the same time as the planned works for the tram stop upgrades. To avoid having multiple major works happening at the same time, upgrade works will only take place for the six tram stops outside this works zone in September 2018.

The remaining tram stops between Kerr Street and Brunswick Road will be the next priority stops to receive an accessibility upgrade. There is no confirmed delivery time frame, and these stops are out of scope for this phase of the project.

#### Design

There will be two types of stops:

##### 1. Centre island platform stops

Stops 11 to 15 (near the corner of Gertrude and Nicholson streets, King William and Nicholson Streets, and Johnston and Nicholson Streets) will be centre island platform stops. These stops are accessible to people with mobility issues including people using wheelchairs, parents with prams and the elderly. They separate waiting passengers from cars and trams and provide safe crossing points to the kerb.

##### 2. Easy access stops

Stops 23 to 26 (near the corner of Miller and Nicholson Streets, Glenlyon Road and Nicholson Street and Kirkdale and Nicholson Streets) will be Easy access stops. These stops provide safe access to trams for people with mobility issues. At these stops, the road is raised like an extended speed hump to give passengers access to the tram from the kerb. Because motorists can drive over these stops, they take up less of the roadway. The section of Nicholson Street between Clausen Street and Kirkdale Street is much narrower, so the easy access stop design has been chosen for these stops to maintain traffic flow.

## Attachment 4 - PTV Consultation Report

### 3 Key facts / project benefits

- All Route 96 trams are now accessible (low-floor), however the tram stops are not. The aim is to make Route 96 Melbourne's first fully accessible tram route.
- One of the key objectives of the Route 96 project is improving the tram journey time. A key element of this is improving the spacing between stops.
- The optimal stop spacing for service reliability and journey time is 400 metres. Historically however, average spacing on Route 96 has been 260 metres along Nicholson Street. This results in trams stopping again very quickly after leaving the last stop. PTV has tried to position the upgraded stops as close to 400 metres as possible, within the confines of the existing infrastructure and services.
- The length of the stops will make it easier to board/alight, which will mean less dwell time. Integration with traffic light sequences will also help with decreasing passenger travel duration. These tram stops will result in up to 5 minute end-to-end saving on the route, dependent on final project scope.
- Each new platform stop will be at least 33 metres long and a minimum of 2.8 metres wide, which provides significantly more space for commuters to wait for trams compared to current road level stops. This will facilitate more efficient boarding and alighting of trams.
- The E-Class trams will also increase on-tram capacity along the route to accommodate any increases in passenger numbers.
- Research by Monash University shows that platform tram stops improve passenger safety by up to 86 per cent compared to older-style tram stops. Greater separation from traffic increases safety for motorists and tram passengers. Better lighting and improved pedestrian crossings will also improve safety for tram users.

### 4 Consultation approach

While the level of engagement will vary depending on the community's ability to influence project outcomes, the primary focus of this approach is to inform the community about the project and its impacts. More highly impacted community members, such as local traders and residents will be engaged at the inform-consult level. These community members will be contacted consistently during planning for construction and during construction in an effort to minimise the impact.

Traders, residents and community in the City of Moreland area has an opportunity to consult with TFV, Public Transport Victoria (PTV) and council to inform the tram stop designs and layout in that area.

The principles that will guide how TFV and PTV will engage the community in partnership with its stakeholders to achieve the communication and engagement objectives are:

- Engage the community early to provide plenty of notice of potential impacts and, where possible, opportunity to provide input.
- Develop tailored, relevant and practical communication and engagement activities to suit the needs of the community.
- Provide a minimum of two weeks' advance notice for any disruptions to the local community, residents, traders and commuters.
- Draw upon local insights, values and knowledge to inform the engagement approach.
- Ensure communities and stakeholders have multiple opportunities to understand and ask questions of the project.
- Monitor communication activities and adjust the approach where needed.



## Attachment 4 - PTV Consultation Report

### 4.1 Previous Consultation

From June to August 2013 PTV sought feedback on proposed upgrades and concept designs along the route. This information, in conjunction with a series of technical investigations, helped inform the development of early design concepts.

The engagement process involved a series of 18 community and local business / trader drop-in sessions, meetings with adjacent land users, and distribution of project information and feedback forms to more than 25,000 residents along the route.

The participation rate in the consultation process was:

- 1,333 feedback forms completed and returned to PTV
- 17 submissions from key stakeholders, land users and community groups were received
- more than 400 people attended the 18 community drop-in sessions
- 169 separate pieces of correspondence were received by PTV
- approximately 5,000 page views of the project website per month (June-August).
- 40 meetings and information sessions along the entire route, including meetings with groups like schools, St. Vincent's Hospital, advocacy and representative groups, and councils
- 665 responses to public survey in Nicholson Street section
- 7 sessions open to the public for Nicholson Street section
- 2 sessions specifically for local businesses on Nicholson Street
- 38 local business surveys received from Nicholson Street.

#### Key findings

The feedback results demonstrated overall public support for the proposed designs along the route.

There was also support for the key project objective and principles, particularly those which aim to improve access, safety and tram service reliability.

PTV received 665 feedback forms for the Nicholson Street part of Route 96. This feedback indicated that the community overwhelmingly supported the proposed upgrades to Nicholson Street. 56% of respondents fully supported the options due to improvements to access, safety and tram stop locations. A further 31.9% of respondents indicated they supported the upgrades with changes.

Major concerns captured for the Nicholson Street tram stop upgrades were loss of parking, stop spacing, and access to local facilities.

Since community consultation in 2013, PTV, Yarra Trams and VicRoads have continued working together and with local councils to work through and incorporate the community's feedback into the tram stop designs and prepare and deliver construction works.

Upgrade works have since been completed for the following tram stops along Route 96:

- Blyth Street terminus stop 27
- Batman Park stop 124
- Port Junction stop 125
- Acland Street terminus stop 140.

The Nicholson Street tram stops are the next set of priority tram stops along the route to be upgraded.

## Attachment 4 - PTV Consultation Report

### 4.2 Current Consultation

The consultation goal for this project was to ensure that those potentially affected by the project were aware of the scope of the project, the key benefits and the potential impacts. Key objectives were identified for the successful delivery of the project. These objectives are outlined below:

- Re-introduce the project to the community and generate renewed interest following previous consultation in 2014;
- Educate the community about the benefits of the project to help build understanding, and increased awareness;
- Communicate with key stakeholders, local communities and route 96 passengers to ensure they are aware of the project and any impact the project may have on them;

Public Transport Victoria (PTV) together with TfV developed a consultation program to guide stakeholder activities. The consultation program sought to maximise awareness for the project and the involvement and input from potentially affected traders, commuters, workers and businesses in the area. Key elements of the consultation approach included:

- Communication activities to raise awareness.
- Community Information sessions for the general public.

The formal consultation period ran from 7 May to 20 May 2018, with community information sessions held on 16 and 19 May 2018.

## Attachment 4 - PTV Consultation Report

### 4.3 Communication activities

MECHANISM	ACTIVITY	AUDIENCE REACHED
Social Media	Transport for Victoria - Twitter	459
	PTV Night Network - Facebook	9,325
	PTV - Twitter	34,200
	Yarra Trams - Facebook	13,432
	Yarra Trams - Twitter	124,000
	Yarra City Council - Facebook	8,655
	<b>SUB TOTAL</b>	<b>190,071</b>
Print	Advertisement in the Moreland Leader Newspaper on 07 May informing people of the project and inviting them to the community information sessions	49,000 Readership
Signage	Signage at affected tram stops (pole bubbles x 16) inviting people to the information sessions or to visit the website	
Letter Box Drop	Project brochure drop to local properties outlining project benefits, rationale, and schematic designs of tram stops	8,883
Direct Marketing	Targeted e-newsletter to registered Myki card holders in the nearby area inviting people to the information sessions or to visit the website	27,933
Website	TfV Get Involved page – number of visits	1,8000
Online Survey Feedback Form – TfV project page	Informed participants	849
	Engaged participants	295
Community Information Sessions	Wednesday 16 May - 5:30pm to 8.00pm Melbourne Museum, Melbourne	20
	Saturday 19 May - 12.30 to 3.00pm Velo Cycles, Carlton North  Representatives from the project team including TfV, PTV, Yarra Trams and VicRoads were present at both sessions to answer questions, talk through schematic tram stop designs, and assist with completing survey feedback forms.	35

## Attachment 4 - PTV Consultation Report

### 5 Key Findings - Community Information Sessions

Two community information sessions were held, one on Wednesday 16 May from 5:30pm to 8.00pm attracting approximately 20 members of the public and one on Saturday 19 May from 12.30 - 3.00pm attracting approximately 35 people. Overall, majority of people were supportive of the initiative to upgrade the existing tram stops to enable accessible stops for all.

Topics of interest and issues that were consistently raised by the public focussed on:

- the impact to local parking;
- the negative effect on and perceived increase to local traffic congestion with the proposed larger tram stop designs;
- seeking clarity that bicycles were still able to cross over Nicholson Street to access the many cycle paths and routes on either side of the street; and
- the additional distance passengers would have to walk to the proposed relocated tram stops. This concern was mainly focussed around the relocation of tram stop 11 currently located directly outside St Vincents Hospital.

Representatives from the project team including transport agencies TfV, PTV, Yarra Trams and VicRoads were able to answer questions, talk through schematic tram stop designs with the community, and assist with completing survey feedback forms.

Specific feedback has been captured for each stop in Section 5.

### 6 Key Findings - Feedback Survey

#### 6.1 Summary

An online and hard copy feedback survey (Appendix 7.5) was developed to capture community feedback on the proposed infrastructure upgrades, tram stop designs and accessibility needs. Over 1,800 people visited the project website with 849 informed visitors, and 295 engaged visitors – ie visitors who completed the online survey.

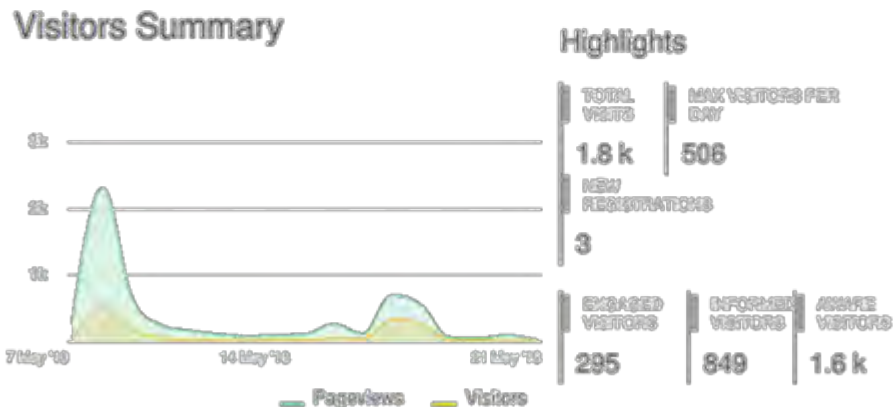


Figure 1: Overall website statistics – TfV Get Involved page

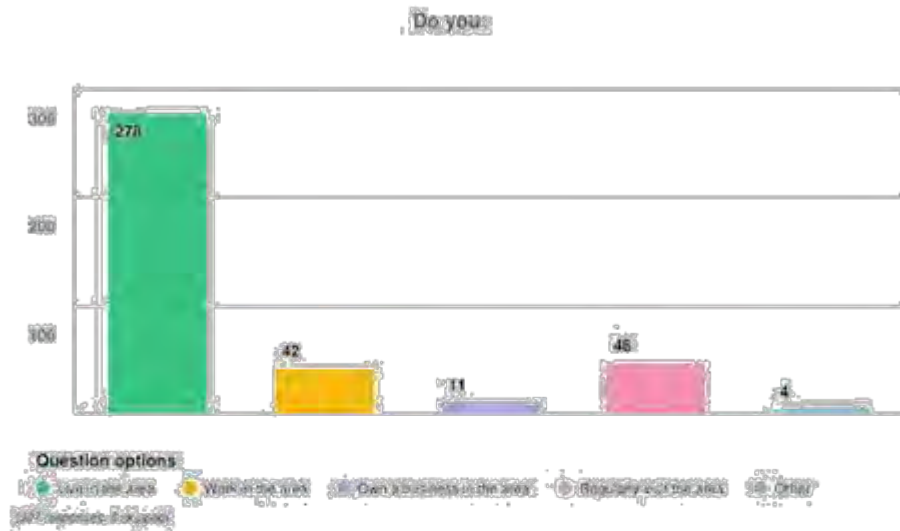


## Attachment 4 - PTV Consultation Report

The following graphs outline the survey findings for questions 1 to 7.

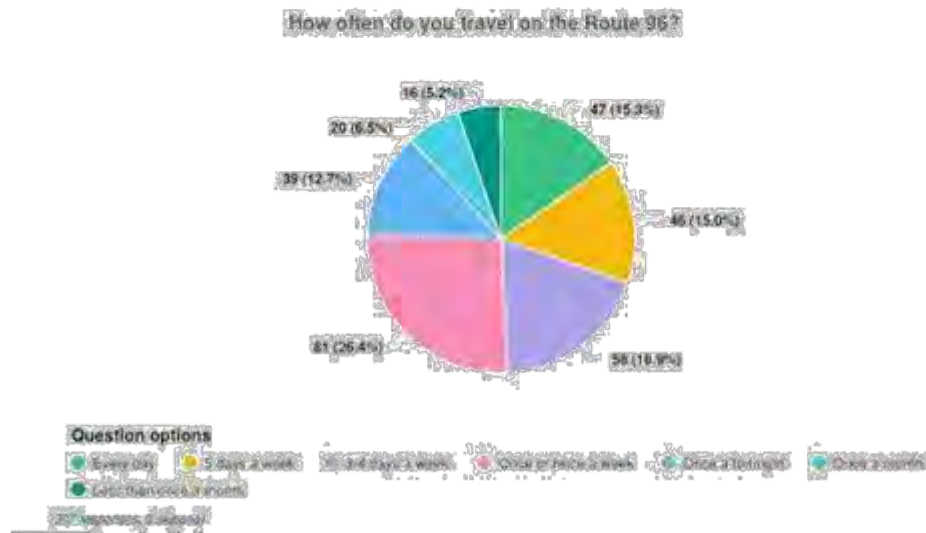
### Question 1 - Information about respondents

Question: Do you?



### Question 2 - Frequency of travel

Question: How often do you travel on the Route 96?



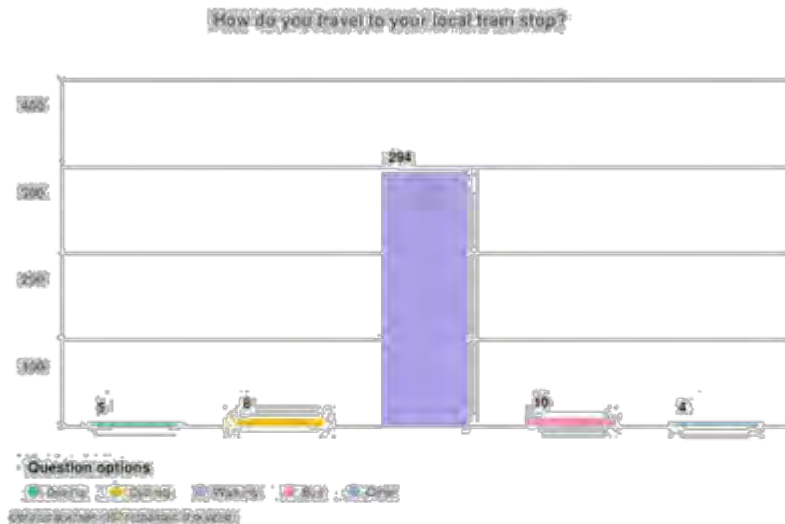
## Attachment 4 - PTV Consultation Report

### Question 3 - Respondent's locality or tram stop

Question: What is the number and / or name of your local tram stop? (No graph produced)

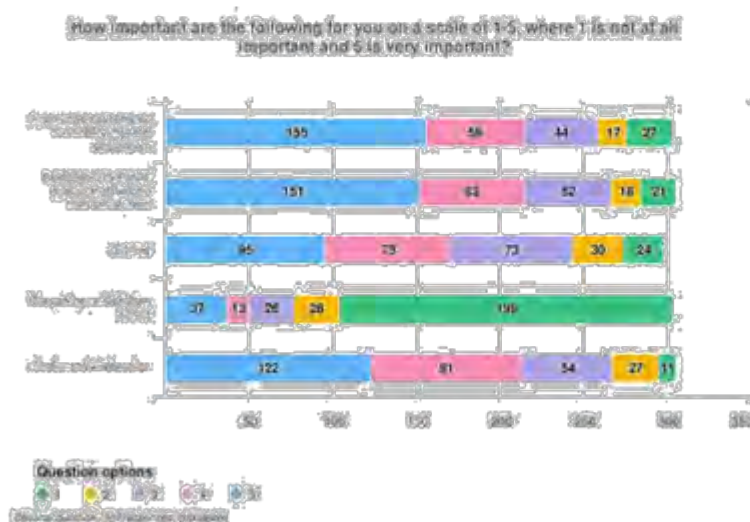
### Question 4 - Mode of travel

Question: How do you travel to your local stop?



### Question 5 – Respondent's perception of amenity

Question: how important are the following for you on a scale of 1-5, where 1 is not at all important and 5 is the most important?

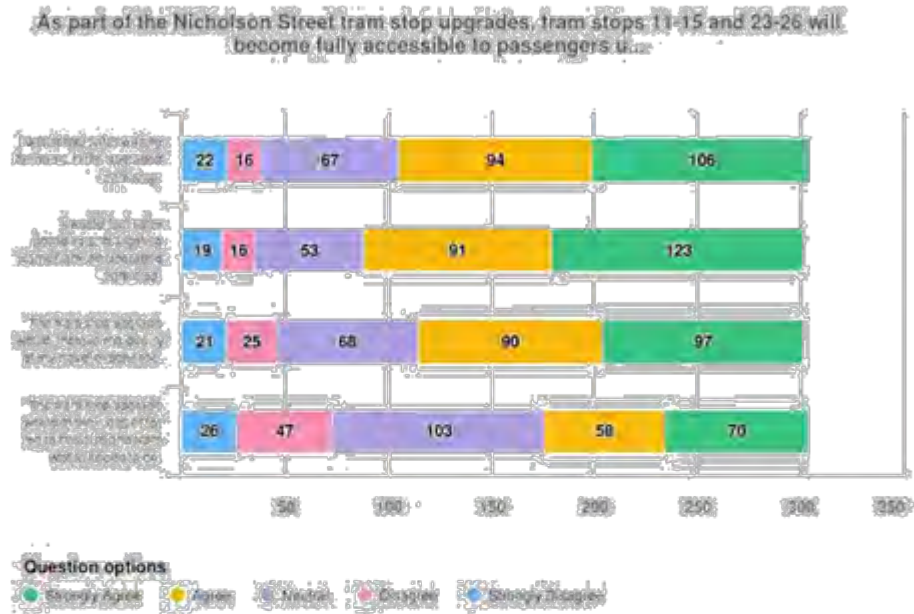


## Attachment 4 - PTV Consultation Report

### Question 6 – Respondent's perception of improvements

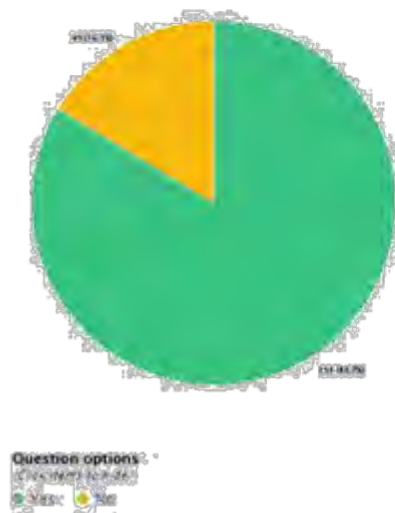
Question: As part of the Nicholson Street tram stop upgrades, tram stops 11-15 and 23-26 will become fully accessible to passengers using wheelchairs, prams and other mobility aids. Improvements also include the installation of passenger information displays, shelter, seating and lighting.

In thinking about these improvements to your local tram stop, do you agree or disagree with the following?



### Question 7 - Respondent's perception of facilities

Question: Does the tram stop upgrades provide you with adequate passenger facilities for you to travel?



## Attachment 4 - PTV Consultation Report

### Question 8 – Respondent's perception of accessibility

Question 8 - Does the tram stop upgrades meet you and your family's accessibility needs?

### Question 9 – Additional feedback

Question 9 - Do you have any other feedback for the tram stop upgrades?

Both questions 8 and 9 were open ended questions. Feedback has been summarised for each question and tram stop, under the following key themes:

- Road and Traffic
- Parking
- Safety
- Access
- Amenity
- Other

There was genuine and overarching support for the tram stop renewal upgrade program, with the understanding of the need to upgrade tram stops to improve accessibility and safety for all people.

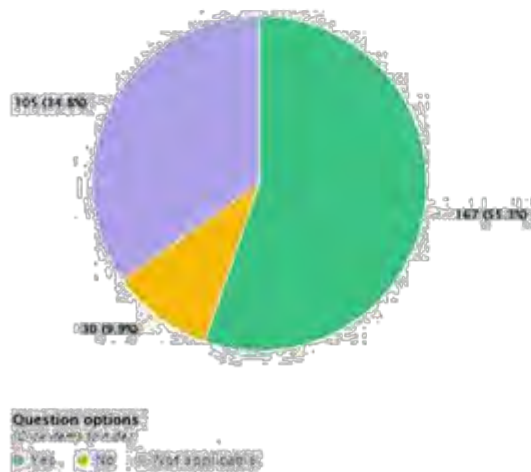
There was a general consensus that accessible tram stops would be a positive step forward and a welcome initiative, however feedback highlighted that there is limited disabled seating on trams with very few people offering up seats, unless asked. Extremely busy trams make it a struggle for mobility impaired passengers travelling at peak times, who will face difficulty in boarding the tram even after the upgrades as trams are completely over crowded during peak times.

Consideration should also be given to people with mobility aids, prams and small children, as children have low visibility and need additional time and a safe way to board / alight trams.

Suggestion for improved education / information about etiquette on giving up a seat for people who have a genuine need to sit down would assist in improving accessibility for passengers.

Feedback highlighted the impact of the project from many different user perspectives - pedestrians, tram passengers, cars and drivers, cyclists, traders and residents, and covered specifics around each tram stop, and also highlighted the importance of ensuring that a holistic approach is applied to the project – ensuring each stop, section and the system works as a whole.

Question 8: Does the tram stop upgrades meet your and your families accessibility needs?





## Attachment 4 - PTV Consultation Report

### Road and Traffic

Concerns repeatedly focussed on the impact on loss of parking and local traffic changes, specifically increased traffic congestion that would result from the proposed relocation of, or changes to existing tram stop designs. This was understood to be due to the increased road space required to accommodate the larger tram stops. Respondents were in favour of upgrading the tram stops to make them safer and more accessible, but often not supportive if it meant a reduction in road lanes and the knock on effect of increased traffic congestion.

Overwhelming number of respondents commented on the high volumes of traffic Nicholson Street currently faces and many are concerned this will only get worse with the introduction of changes around upgraded tram stops. Several people also mentioned many of the stops were spaced too closely and welcomed the consideration of better spacing between stops.

### Parking

There were mixed reviews on the topic of parking. Majority of respondents were concerned about the loss of car parking, in particular the impact to short term parking required outside schools during pick up and drop off times, and outside of local businesses which would impact on customer parking and delivery vehicle access. In contrast, several respondents indicated the upgrades should go ahead, regardless of the impact to parking.

Overall, feedback indicated that Nicholson Street needs to maintain 2 lanes of traffic where possible to allow traffic to move freely and mitigate traffic congestion as much as possible, at the expense of removing or restricting parking in areas deemed appropriate.

### Safety

Several safety issues were identified across the six tram stops and along Route 96 more broadly. In general, respondents indicated that the proposed changes would bring about improvements to safety, in particular at tram stop pedestrian crossing points, many of which are currently deemed dangerous or unsafe due to poor crossings, unsynchronised lights, or speeding cars.

### Access

Maintaining access across Nicholson Street e.g. east-west access for pedestrians, cars and bicycles was also of high importance.

Cyclists needs should be considered as part of tram stop design (eg the stop should be narrow enough so there is room for a dedicated cycle lane, safe stopping and waiting areas near traffic or pedestrian lights, safe spaces to cross over the tram tracks).

### Amenity

Several respondents raised concerns about the spacing between the proposed stops, citing increased distance between stops will mean people have to walk further to the relocated tram stop. This was of particular concern at Stop 11 and 12 between Gertrude Street and St Vincent's Hospital / Parliament Train Station, especially given the access requirements of the elderly, ill or frail people who currently access St Vincent's hospital by tram.

Several respondents were unsure what facilities each upgraded tram stop would have (eg seating, shelter, PIDS, Myki machines). The majority of respondents all identified the need for increased passenger information displays and Myki facilities. Issue raised that as you move out of the CBD, there is a marked decrease in the availability of myki top up facilities in the suburbs and along Nicholson Street, making Myki machines on platforms very important to Route 96 passengers.

Other suggestions for amenity improvements included shelter, bike racks, cameras and no smoking signs.

## Attachment 4 - PTV Consultation Report

### **Other:**

#### **Route 96**

A significant proportion of feedback received was targeted towards raising awareness of the need for improvements to tram service, frequency, timetabling and capacity along route 96, as many trams are at capacity, especially during peak hours. The extensive development of residential building occurring along Nicholson Street is adding to the congestion of an already heavily used tram service.

#### **Tram Stop Platform Design and Spacing**

Mixed reviews were received about tram stop platform design. Recently upgraded platforms at Blyth Street Brunswick and at Westgarth Street Northcote were raised by multiple respondents as both poor and high quality design. These views were due to the associated impacts to pedestrians, parking and traffic resulting from the road configuration required to accommodate these particular tram stop designs.

#### **Construction Impacts**

Concerns raised around coordinating the construction of the tram stops with the construction of the residential developments along Nicholson Street to minimise impacts to local community and to traffic along Nicholson Street.

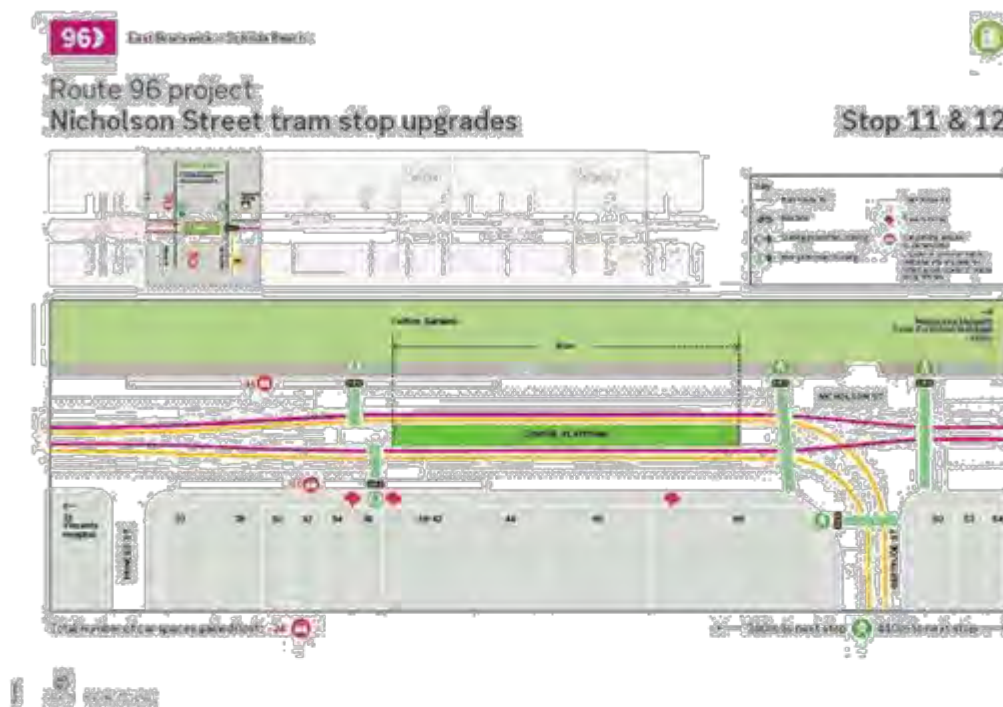
#### **Out of Scope Upgrades**

A large proportion of feedback received was targeted towards stops 16 to 22, and stop 26 which were out of scope for this particular phase of the project. The feedback from this consultation process will be kept on record and used to inform thinking around any future tram stop upgrades that may occur along the Nicholson Street section of Route 96.

The complete data source is located at Appendix 7.6.2

## Attachment 4 - PTV Consultation Report

### 6.1.1 Tram Stop 11 and 12 – Section of Princes (St Vincents) & Gertrude Streets



The community was consulted on the location of this tram stop during the last community engagement, with 49.9% supporting Gertrude Street and 50.1% supporting Victoria Parade. The final decision was made to upgrade the tram stop at Gertrude Street as it provides an important connection to the Melbourne Museum and Exhibition precinct and St Vincent's Hospital.

#### **Road and Traffic**

- Unsupportive if the tram works result in a reduction in vehicle lanes as there is already a huge bottle neck at the intersection
- Creating a cycling space / lights at the Gertrude Street intersection as it's currently dangerous to cross.

#### **Access**

- Concerns of increased distance between stops in particular between Gertrude Street and St Vincents Hospital and Parliament Train Station, means it will be more difficult to access. Passengers will also need to travel between two intersections of heavily trafficked roads in between.

#### **Safety**

The tram stop at the corner of Gertrude St and Nicholson St is quite dangerous for passengers waiting for trams. It is often crowded due to because people have been visiting Melbourne Museum or Royal Melbourne Exhibition Building. This should be a flagship tram stop as it stops at two important Melbourne tourist locations.

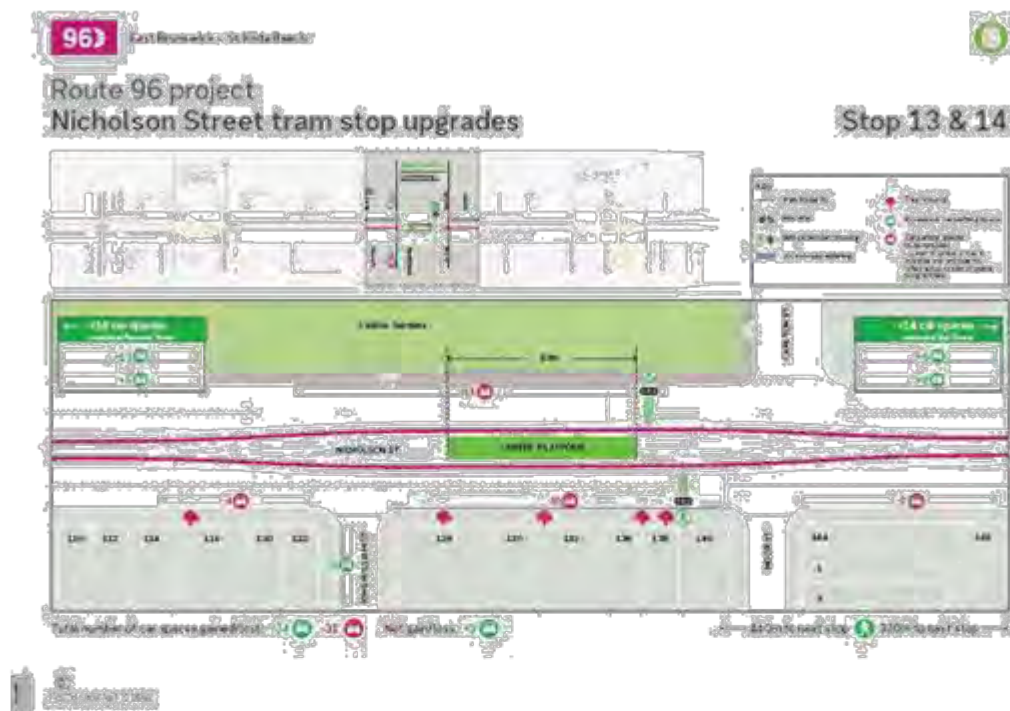
#### **Amenity**

Myki machines are needed at this stop due to its prime location at a major tourist attraction, heritage gardens and St Vincent's hospital and lack of on street facilities nearby.

Query received as to whether the Free Tram Zone would be expanded to cover the proposed stop.

## Attachment 4 - PTV Consultation Report

### 6.1.2 Stop 13 and 14 – Section of King William to Moor Streets



It was raised during the community engagement sessions that nearby residents are concerned about access across the tramway to make U turns, and in particular, access from Moor Street to Carlton Street, and right turn access from Moor Street to Nicholson Street. The current access point is situated between Moor Street and King William Street, where the new tram stop will be built. We've advised concerned residents that a new access point will be created just south of King William Street.

#### Road and Traffic

-Proposed centre island tram stop will remove the ability for vehicles on Moor Street (one-way street) to continue to perform a legal U-Turn in Nicholson St at the break, across the tram tracks in order to turn left into Carlton St, or continue North along Nicholson Street. The removal of this movement will mean vehicles will need to take alternative routes adding approx. 20 minutes to each journey, which is of concern to the community.

The U-turn which is currently located in the section where the new stop is proposed is very heavily used by cars and cyclists throughout the day.

-Vehicles turning left from Moor Street into Nicholson Street will have to wait at the proposed pedestrian traffic light immediately after turning left into Nicholson Street which is dangerous for fear cars may not see the traffic light turn red.

- Community is concerned about a reduction of parking spaces in general as it drives people into the already choked surrounding streets. Specific concerns that the proposed removal of car parking along Nicholson Street outside the Pumpphouse Hotel and Nunnery Backpackers will lead to increased reliance by patrons on parking in nearby residential streets.

The removal of parking options in this area needs to be considered as currently both venues rely on use of car parking spaces for vehicle drop off and pickup (taxis, ubers, tour buses and airport shuttle buses). Given the nature of the business, these services will either continue illegally and dangerously - on Nicholson St, or vehicles will need to travel down King William St and/or Hanover St which are currently residential streets.



## Attachment 4 - PTV Consultation Report

- Many Northside cyclists use the Canning Street, Carlton Street, Nicholson Street route into the CBD, as well as crossing over Nicholson Street. It is of importance to cyclists to keep the cycle connection joining Moore and Carlton Streets over Nicholson open to ensure ongoing access.

-Reducing Nicholson St to one lane outbound is likely to cause traffic issues at peak hour as the street is busy from 4pm onwards.

### **Access**

- Concerns of increased distance between stops in particular between Gertrude Street and St Vincents Hospital and Parliament Train Station, means it will be more difficult to access the tram stop, with people having a longer walk. Passengers will also need to travel through two intersections of heavily trafficked roads in between.

-The removal of current stop 13 diminishes access to Melbourne Museum, Carlton Gardens and the nearby school Academy of Mary Immaculate Secondary Girls College.

-Queries whether there is capacity to increase the shared pedestrian/cycle path on Nicholson Street along Exhibition Gardens, or upgrade the ground surface treatment to improve safety and public amenity.

-Carlton Street access should be north of Carlton Street. Turning vehicles often do not give way to pedestrians and there is a poorly designed bike path south of Carlton Street on Nicholson Street.

### **Safety**

-Fear for passenger safety as passengers will need to alight to the west onto shared bike and pedestrian footpath.

-Relocation of Stop 13 further away from the high school could lead to increased safety risks where students (and/or backpackers and other tram users) may choose to cross Nicholson St outside the Pumphouse rather than walking past the stop to Moor Street where the pedestrian crossing will be.

## Attachment 4 - PTV Consultation Report

### 6.1.3 Stop15 – Either side of intersection of Nicholson & Johnston / Elgin Streets



#### **Safety**

-Concerns around crossing over Nicholson Street at both of these stops exists as current road conditions are dangerous.

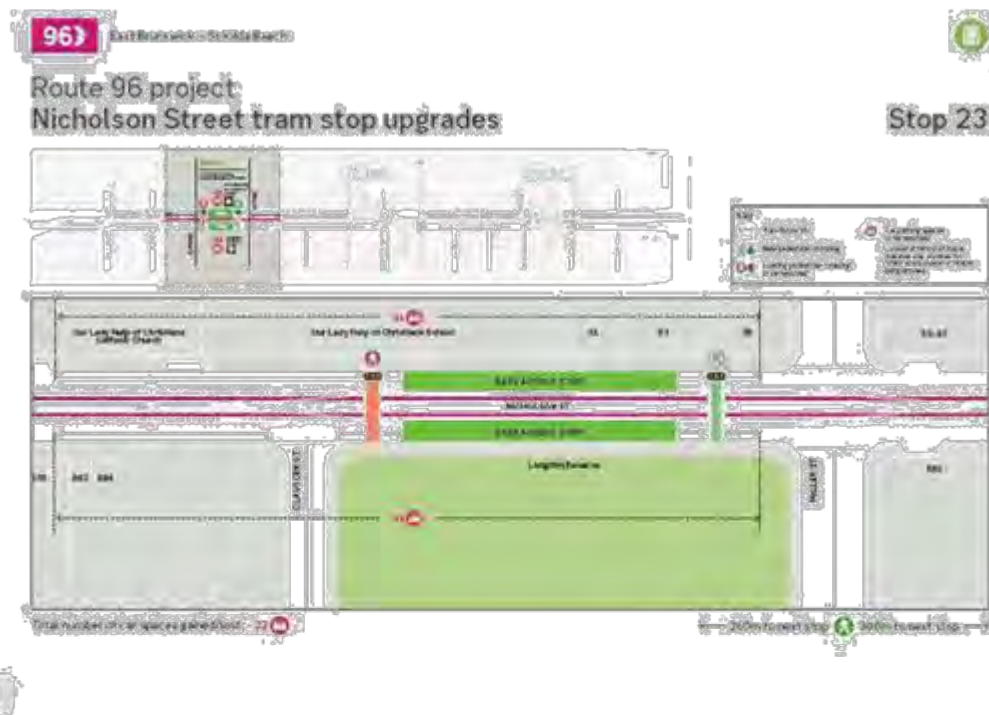
#### **Amenity**

-The increase of high density development in the area has led to an increase in passenger numbers accessing the service and the tram stops. During peak hours trams are often full, preventing passengers from boarding at stops 11-15.

-Myki machines are needed at these stops due to the high volume of passenger numbers.

## Attachment 4 - PTV Consultation Report

### 6.1.4 Stop 23 – Section between Clausen & Miller Streets



The community expressed concern about the removal of car parking in front of Our Lady Help of Christians School. PTV and VicRoads have investigated changing the short-term parking on Miller Street to allow for drop off and pick up during at either ends of the school day. Official approval from the council is required on this point.

#### Road and Traffic

-Concern that while the upgrades improve the issue of assisting mobility impaired passengers, the upgrades will also create increased amount of congestion for drivers as reduction in lanes create bottlenecks and traffic build-up.

-Recommendation for the speed limit along Nicholson Street to be reduced, specifically around the Nicholson Village shopping area as its unsafe.

-The cycle time for the current pedestrian crossing at this stop is rather long.

-Concerned about loss of parking on Nicholson Street north of Holden St/Brunswick Rd.

-Specific concerns raised by parents around the impacts of removing the parking outside the school Our Lady Help of Christian's, which is currently used for student drop off and pick up. The school currently has very limited parking and drop off / pickup areas. A solution (eg short term parking) to this issue is being sought by the community to enable children to get to school safely.

#### Access

-Concern that access to apartment complex at 16 Nicholson Street will be made illegal by restricting right hand turns crossing over the tram tracks and into the complex car park. Concerns that residents will have to do a u-turn at the lights which is going to increase traffic in side streets.

## Attachment 4 - PTV Consultation Report

-Crossing from the western side of Nicholson Street to the eastern side in order to catch the tram at the Miller Street stop has been identified as an issue. The creation of a new residential development on the corner of Miller and Nicholson Streets presents an opportunity to integrate the streetscape, the new residential development as well as traffic management infrastructure to ensure safe passage from one side of the road to the other, which could be explored.

### ***Safety***

-Safety around parked cars on the western side of Nicholson street in this area is a particular issue for the two lanes vehicles travelling north. On several occasions cars travelling north in the left lane have needed to brake suddenly due to parked cars not sufficiently fitting into the car space on the left. This is impacting the safety and amenity of the pedestrian friendly environment that is trying to be encouraged within the local community strip shopping areas.

-There is strong support for the upgrade of stop 23 due the current dangerous conditions at the intersection. Its currently very difficult for all road users (cars, cyclists and pedestrians) to cross. The reduction of road use to one lane, the reduction of parking spaces, and the relocation of the pedestrian signals near Miller Street to align with the tram stop are supported. There is the perception that the upgraded accessible stop will be more visible to drivers and will slow down the traffic to a safer speed. There is also a desire to reduce the speed limit on Nicholson Street to improve the level of safety for all.

### ***Amenity***

-An opportunity has been identified to improve public amenity of the local area in the instance that car parking or traffic lanes were to be reduced / removed to accommodate tram stop upgrades. This involves widening the footpaths along Nicholson Street, installing bicycle lanes, creating a more walkable environment for pedestrians and revitalising the tired village centre improving the safety and amenity of the local community, however this may not be within scope of the project.

### ***Other***

-Many users of this stop have repeatedly raised the need for more or larger trams along this route, running more frequently during peak travel times, especially given the increase in residential development in the area and along the Nicholson Street corridor. Often the trams are at capacity, uncomfortable to travel on, with no space for passengers to board during peak times.

-Inclusion of a Myki machine at this stop has been requested.



## Attachment 4 - PTV Consultation Report

### 6.1.5 Stop 24 – Either side of intersection of Glenlyon / Brunswick Roads & Nicholson Street



#### Road and Traffic

-There is a desired to separate tram lines from road traffic wherever possible to allow both to move more freely. The tram should have it's own lane without cars between Blyth Street and Brunswick Road

#### Other

-Feedback states that the tram often passes through the current tram stop leaving passengers waiting at the stop for the next tram. It is unclear why this occurs however respondent suggests there should be a system where people are able to notify the tram driver that there is someone waiting at the stop to be picked up.

-With the development of new town houses and apartments in the area trams are increasingly becoming overcrowded, hence there is a need for additional services

[illegible]

-The pedestrian traffic lights at the Albert Street tram stop do not turn green when the tram arrives, leaving people waiting on the opposite side of Nicholson St, resulting in people missing the tram. This is a safety concern as people cross the road on a red light, causing a potential traffic hazard.

-Concerns raised around potential impacts to the local community and Nicholson Street traffic resulting from construction works – from both new building developments and tram stop upgrade works. There is a desire to ensure construction works are coordinated as current extensive building along Nicholson Street often restricts vehicle traffic to one lane, and the impact of not coordinating construction would be problematic.

## Attachment 4 - PTV Consultation Report

### 6.1.7 Out of Scope – Stops 16 to 22 and Stop 26

Detailed feedback was also received about stops 16 to 22 and stop 26 which are currently out of scope for this component of the project.

Queries were raised as to why several of the tram stops along the route were not chosen for an upgrade. On the stops in between yet to be upgraded: some residents have raised concern about these tram stop upgrades and want to be consulted on them, others are concerned that the wait has been too long and still these tram stops have not been delivered.

#### Stop 26

Residents who are opposed to the removal of Stop 26 have started a petition. They have put up posters around the neighbourhood and also started a petition page online. It is unclear how many people have signed the petition. The reason for the removal of Stop 26 is because it is located only 137 metres from Stop 25, whereas the ideal stop spacing should be 400 metres.

## 7 Next steps

### 7.1 Construction communications

Subject to necessary approvals, Yarra Trams will manage and issue communication notifications at the 6, 4 and 1 week prior to construction to ensure the community, local traders, businesses and tram passengers are aware of changes occurring along the tram route and likely construction impacts. In addition, Yarra Trams will manage all passenger communication requirements as part of their business as usual process.

## Attachment 4 - PTV Consultation Report

### 8 Appendix

#### 8.1 Website Presence – PTV Project Page



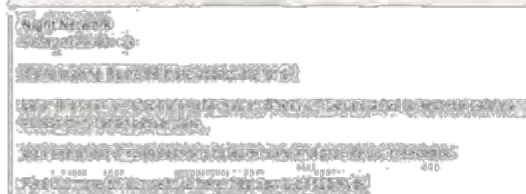


## Attachment 4 - PTV Consultation Report

### 3.2 Website Presence – TfV Get Involved Page



**Varia** **Trams** **Stads** **Op** **Transport** **Pro**  
**ject** **2014** **2015**



## Attachment 4 - PTV Consultation Report



**Transport for Victoria** [Transport for Victoria](#)

Six tram stops on Route 96 Nicholson Street will be upgraded to accessible **Leaky** stops in September. Find out more and provide your feedback at [go.vic.gov.au/744836404/feedback](#)

**Find out more about the Route 96 tram stop upgrades**

 An illustration showing a person in a wheelchair standing next to a green and white tram. The text "Find out more about the Route 96 tram stop upgrades" is displayed to the left of the illustration.

**Transport for Victoria** [Transport for Victoria](#)

Six Route 96 Nicholson Street stops will be upgraded into **Accessible Tram** stops in September. Attend a drop-in session [Time: 6pm to 8pm](#) from 6pm to 8pm tonight to get involved. [go.vic.gov.au/744836404/feedback](#)

**Find out more about the Route 96 tram stop upgrades**

 An illustration showing a person in a wheelchair standing next to a green and white tram. The text "Find out more about the Route 96 tram stop upgrades" is displayed to the left of the illustration.

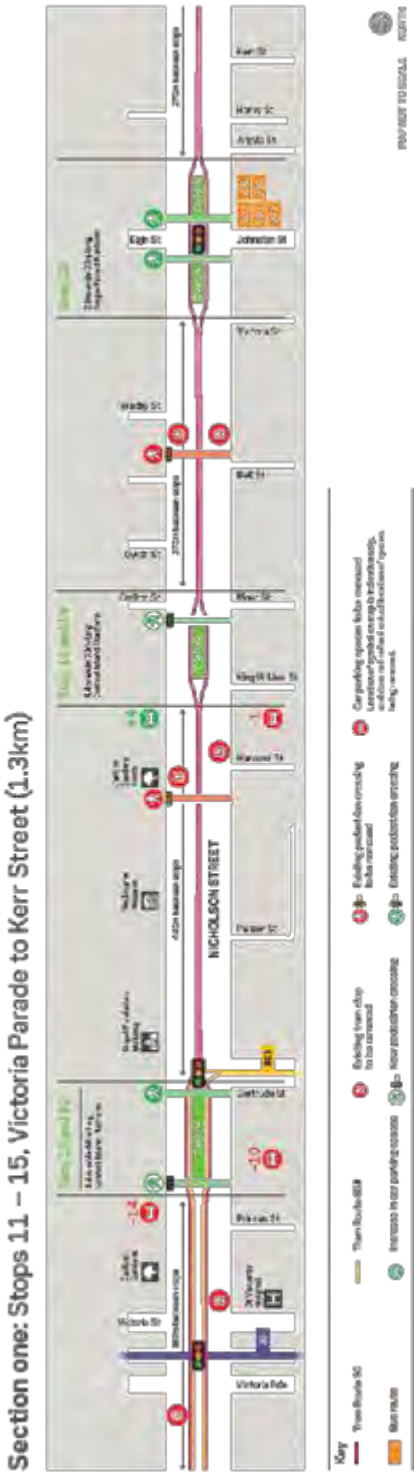
## Attachment 4 - PTV Consultation Report





Attachment 4 - PTV Consultation Report

3.4 Route 96 Tramline Map



## Attachment 4 - PTV Consultation Report

## 8.5 Community Survey Feedback Form



## Route 96 project Nicholson Street tram stop upgrades feedback form

We'd like your feedback so we can make improvements to your journey.

**1. Do you (select all that apply):**

<input type="checkbox"/> Live in the area	<input type="checkbox"/> Own a business in the area	<input type="checkbox"/> Work in the area
<input type="checkbox"/> Regularly visit the area	<input type="checkbox"/> Other	

**2. How often do you travel on Route 96?**

<input type="checkbox"/> Every day	<input type="checkbox"/> 5 days a week	<input type="checkbox"/> 3-4 days a week
<input type="checkbox"/> Once or twice a week	<input type="checkbox"/> Once a fortnight	<input type="checkbox"/> Once a month
<input type="checkbox"/> Less than once a month		

**3. What is the number and / or name of your local tram stop (if known)?**

---

**4. How do you travel to your local tram stop? (select all that apply)**

<input type="checkbox"/> Driving	<input type="checkbox"/> Cycling	<input type="checkbox"/> Walking	<input type="checkbox"/> Bus	<input type="checkbox"/> Other
----------------------------------	----------------------------------	----------------------------------	------------------------------	--------------------------------

**5. How important are the following for you on a scale of 5 - 1, where 5 is very important and 1 is not at all important:**

	5	4	3	2	1
Improve access to trams for mobility impaired passengers					
Passenger information displays that indicate tram arrival times					
Seating					
Car parking on Nicholson Street					
Shelter and windbreaker					



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yarra / trams

For more information visit  
ptv.vic.gov.au or call 1800 800 802.

## Attachment 4 - PTV Consultation Report

6. As part of the Nicholson Street tram stop upgrades, tram stops 11 – 15 and 23 – 25 will become fully accessible to passengers using wheelchairs, prams and other mobility aids. Improvements also include the installation of passenger information displays, shelter, seating and lighting.

In thinking about these improvements to your local tram stop, do you agree or disagree with the following?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I would feel safer waiting for trams in the upgraded tram stop.					
I would feel safer boarding and alighting trams from the upgraded tram stop.					
The tram stop upgrade would improve the quality of my travel experience.					
The tram stop upgrade would make it easier for me to travel to and from where I need to go.					

7. Does the tram stop upgrades provide you with adequate passenger facilities for your travel?

☐ Yes ☐ No

- 7a. If "no", what other passenger facilities do you think should be provided at the tram stop?

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8. Does the tram stop upgrades meet you and your family's accessibility needs?

☐ Yes ☐ No

- 8a. If "no", why not?

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9. Do you have any other feedback for the tram stop upgrades?

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For more information visit  
ptv.vic.gov.au or call 1800 800 007.

Authorised by Transport for Victoria, 1 Spring Street, Melbourne.

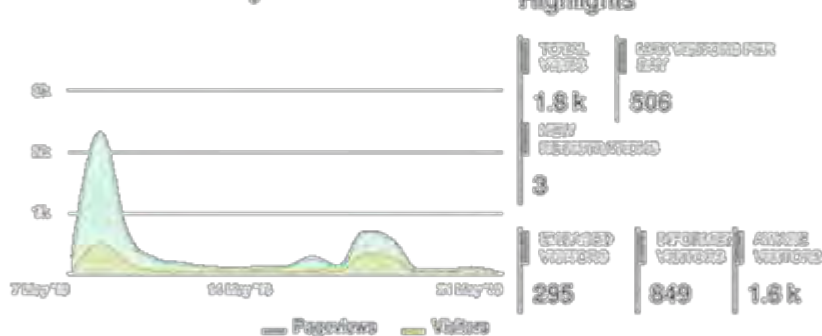
## Attachment 4 - PTV Consultation Report

## 8.6 Survey Results

## 8.6.1 Project Report Summary - Snippet



## Visitors Summary



Aware Participants	1,592	Engaged Participants	295		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unregistered	Anonymous
Visited Projector Tool Page	1,531				
Informed Participants	849	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	2	0	295
		Contributed to Newsletters	0	0	0
Viewed articles	0	Participated in Q&A Pals	0	0	0
Viewed a photo	55	Participated in Questionnaire	0	0	0
Downloaded a document	217	Contributed to Stories	0	0	0
Visited the Key Dates page	0	Asked Questions	0	0	0
Visited an FAQ/Help Page	443	Filed Feedback/Flags	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	666				
Contributed to a text (engaged)	295				



## Attachment 4 - PTV Consultation Report

Get Involved | Transport for Victoria: Summary Report for 17 May 2018 to 21 May 2018

### ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visits	Conversions		
				Registered	Unregistered	Anonymous
Survey Tool	Provide your feedback on the Route 66 tram stop upgrade	Activated	429	2	0	229

### INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visits	View Conversions
Page	Page	443	420
Document	Wikipedia Street near Gertrude stop 11-12.jpg	119	120
Document	Wikipedia Street near William stop 20	133	130
Document	Wikipedia Street near Johnston stop 13	140	130
Document	Wikipedia Street near Glenferrie stop 24	139	140
Document	Wikipedia Street near near King William stop 13-14	112	130
Document	Wikipedia Street near Gertrude stop 25	110	120
Document	Wikipedia Street tram stop upgrade overview	89	42
Photo	Family Route 66.jpg	55	17
Photo	Route 66 Wikipedia Street Guide Map	28	79
Photo	Wikipedia Street Upgrade Wheelchair	20	31
Key Dates	Key Dates	0	0

## Attachment 4 - PTV Consultation Report

### 8.6.2 Raw Data

To be provided as a separate attachment

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**11.7      Route 96 Tram Stop Upgrades - Stops 11 to 15**


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## **Executive Summary**

### **Purpose**

For Council to consider, and approve as the Responsible Planning Authority, the latest design drawings and other material regarding the installation of *Disability Discrimination Act* 1992 (DDA) compliant tram stops along Nicholson Street, between Victoria Parade and Johnston Street (stops 11 – 15).

### **Background**

Victoria has a legal obligation under the relevant DDA and Disability Standards for Accessible Public Transport 2002 (DSAPT) legislation to significantly increase the number DDA compliant tram stops over time, and make all tram stops DDA compliant by 2032.

As part of the Route 96 project PTV proposes to replace five existing tram stops on Nicholson Street, between the Victoria Parade and Johnston Street intersections; with three DDA compliant, platform island stops (Appendix 1).

When paired with the new E-Class trams, construction of new accessible platform stops would significantly increase the accessibility of Route 96 services for people with disabilities, the elderly and people travelling with young children or luggage. The new platforms would also allow for faster boarding and alighting by all passengers which along with some stop consolidation would speed trams up making services more attractive to the community in general. Increased tram speeds allow a higher number of services to run without incurring the significant costs of buying extra trams.

The following key considerations are detailed:

- (a) the legal requirement to deliver DDA stops;
- (b) previous Council resolutions regarding this project;
- (c) tram service accessibility;
- (d) tram service reliability and speed;
- (e) safety at and around tram stops;
- (f) on street car parking impacts;
- (g) traffic impacts;
- (h) street tree impacts;
- (i) opportunities for place making works; and
- (j) heritage impacts.

### **Proposed tram stop improvements**

PTV is seeking to improve service reliability and travel times for tram passengers along this route by:

- (a) installing new DDA compliant platform stops; and
- (b) rationalising the number of tram stops.

The road section between Victoria Parade and Johnston Street has been identified by PTV as being appropriate for the installation of central island platform tram stop facilities. The benefits of the proposed tram stops over the existing tram stops are:

- (a) full DDA compliance;

- (b) increased safety and comfort as waiting areas would be wider and better separated from passing traffic;
- (c) increased passenger amenity as shelters would be provided at the actual stops where people are waiting; and
- (d) improved accessibility with all stops accompanied by pedestrian crossing facilities.

### **Implications and considerations**

The proposed tram stop upgrades require some changes to road space allocation and provide some opportunities for the design of the road to better reflect local and State transport and place making policies by:

- (a) increasing the priority, speed and reliability of public transport services;
- (b) improving pedestrian environments and safety in and around tram stops;
- (c) providing new opportunities for place-making, street beautification and tree planting; and
- (d) improving facilities for cyclists making east-west movements across Nicholson Street.

Works required to complete the project by PTV include:

- (a) removal of some on-street car parking spaces (previously agreed at concept design stage);
- (b) removal and pruning of some large street trees (noting that PTV propose replacement plantings that would increase the net number of trees along the corridor);
- (c) removal of bluestone within the roadbed and repaving with asphalt in some areas (previously agreed at concept design stage); and
- (d) relocation of a small amount of street furniture and fixtures near the kerb including electrical poles.

### **Previous Council Decisions Regarding DDA Tram Stops on Nicholson St**

PTV has been carrying out consultation and design work for the upgrades to Stops 11-22 over a number of years. Council has previously considered and offered qualified *in principle support* for concept designs for the upgrade of stops 11-22, at Council meetings on 12 November 2013, 2 September 2014 and 16 September 2014.

Since 2014, PTV has undertaken additional consultation and detailed design work for stops 11 – 22. PTV originally intended to deliver stops 11-22 as a single package, however City West Water has since declared the need to relocate an existing water main which is currently beneath Nicholson Street in the vicinity of Rose Street to Holden Street (including Nicholson Village). The proposed works relating to the water main mean that the delivery of stops 11-22 is now divided into two discreet packages. Stops 11-15 will be delivered by PTV first and are the subject of this report.

Delivery of stops 16-22 has been deferred by PTV for now, given the proposed City West Water works. It is anticipated that Council will receive a report specifically for stops 16-22 in 2019.

The detailed design work for Stops 11 – 15 has resulted in further refinement of the concept design approved in principle by Council. Tree impacts have now been looked at in detail as matters relating to trees were not previously considered by Council. The outputs of the refinement process are summarised as follows:

- (a) Net on street parking removals have been reduced overall by eight spaces from those originally proposed:
  - (i) One additional paid space is required to be removed from Nicholson Street since the concept stage;
  - (ii) Additional parking will be provided on King William Street by converting parallel bays to angled bays to provide a parking supply gain in the area overall from that proposed at the concept design stage;



- (b) Eight large street trees will need to be removed; however:
  - (i) 17 replacement trees will be planted at PTV's expense;
  - (ii) there is an expected short-term loss, but a long term gain in tree canopy; and
  - (iii) the replacement trees (Box Elder Maple Sensation - *Acer Negundo Sensation*) would require less maintenance and cause less damage to Council assets and private property than existing trees.

### **Planning Scheme Amendment**

In 2013 and 2014, Council noted that PTV would seek planning permission to carry out the works at previous meetings. Since this time Planning Scheme Amendment CG68 has been gazetted (September 2017) into the Yarra Planning Scheme by the State Government. The amendment was introduced by the State Government to streamline the delivery of accessible tram stops along Route 96 and at other locations.

The amendment introduced a new Incorporated Document into the Yarra Planning Scheme (Appendix 3) which exempts 'the use and development of the land for a Tramway' from normal planning requirements along the length of Route 96 provided certain conditions are met. One of the conditions which must be satisfied is that Scale Plans must be prepared for approval by the responsible authority.

PTV has consulted with all relevant parties as part of a collaborative approach, and is seeking Council support.

### **Financial Implications**

Council has already considered and offered in principle support for the removal of 11 metered spaces, associated with Stops 11-12 and 12-13. In addition to these 11 spaces, 1 additional paid parking space is to be removed, associated with the detailed design of Stop 13-14. The revenue loss associated with this space will be of the order of \$4,000 per annum.

PTV has agreed to grant Council \$400,000 for capital works along the length of Nicholson Street, to improve the pedestrian environment for safety and urban amenity.

### **PROPOSAL**

That Council, as the Responsible Planning Authority, approve, subject to conditions, the detailed design work undertaken by PTV for DDA tram stops to be constructed on Nicholson Street between Victoria Parade and Johnston Street, so PTV may proceed with delivering the Route 96 DDA tram stop project.

## 11.7 Route 96 Tram Stop Upgrades - Stops 11 to 15

Trim Record Number: D18/90778

Responsible Officer: Assistant Director Planning and Place Making

### Purpose

1. For Council to consider, and approve as the Responsible Planning Authority, the latest design drawings and other material regarding the installation of Disability Discrimination Act 1992 (DDA) compliant tram stops along Nicholson Street, between Victoria Parade and Johnston Street (stops 11 – 15).

### Background

2. Victoria has a legal obligation under the relevant DDA and Disability Standards for Accessible Public Transport 2002 (DSAPT) legislation to significantly increase the number DDA compliant tram stops over time, and make all tram stops DDA compliant by 2032.
3. As part of the Route 96 project PTV proposes to replace five existing tram stops on Nicholson Street, between the Victoria Parade and Johnston Street intersections with three DDA compliant, platform island stops (Appendix 1).
4. Route 96 is Melbourne's busiest tram route. It is 14 km in length and operates from Blyth Street, Moreland to Acland St, Port Phillip via the CBD. New E-Class trams, operate along the route and have a low floor DDA compliant design. However only 47% of tram-stops along Route 96 are DDA compliant, with the remaining 53% of stops requiring passengers to step-up or step down to board trams or alight trams.
5. It is proposed that Route 96 is upgraded to be Melbourne's first fully accessible route. The project is part of a \$1.1 billion investment in Melbourne's tram network; and is being delivered by PTV in partnership with Yarra Trams, VicRoads, and in consultation with local councils. The Route 96 project extends the length of Route 96, and includes works in the cities of Melbourne, Moreland and Port Phillip. The project has been underway since 2013, and to date has included the introduction of DDA compliant E-Class trams, and upgrades to provide DDA compliant stops within City of Melbourne, City of Port Phillip and City of Moreland.
6. When paired with the new E-Class trams, construction of new accessible platform stops would significantly increase the accessibility of Route 96 services for people with disabilities, the elderly and people travelling with young children or luggage. PTV advise that the new platforms would also allow for faster boarding and alighting by all passengers which along with some stop consolidation would speed trams up, making services more attractive to the community in general. Increased tram speeds allow a higher number of services to run without incurring the significant costs of buying extra trams.
7. The following key considerations are detailed:
  - (a) the legal requirement to deliver DDA stops;
  - (b) previous Council resolutions regarding this project;
  - (c) tram service accessibility;
  - (d) tram service reliability and speed;
  - (e) safety at and around tram stops;
  - (f) on street car parking impacts;
  - (g) traffic impacts;
  - (h) street tree impacts;
  - (i) opportunities for place making works; and
  - (j) heritage impacts.

## Route 96 and Nicholson Street Existing Conditions

### Route 96

8. Along the section of the route being considered, trams operate in a limited *right-of-way* environment. That is, traffic is excluded from the tram tracks except at intersections and designated U-turn crossings. This report considers 5 of the existing 12 tram stops on Route 96 fully or partially within the City of Yarra. All existing stops require boarding and alighting from the road level. The existing stops are shown in Appendix 2 and described in the table below:

Stop No.	Location	Configuration	Relevant Councils
<b>Stop 11</b>	Either side of Victoria Parade	Separate centre of road stops either side of the intersection.	City of Melbourne & City of Yarra
<b>Stop 12</b>	Just south of Gertrude Street	Parallel centre of road stops.	City of Melbourne & City of Yarra
<b>Stop 13</b>	Just south of Hanover Street	Parallel centre of road stops.	City of Melbourne & City of Yarra
<b>Stop 14</b>	Between Bell Street and Moor Street	Parallel centre of road stops.	City of Melbourne & City of Yarra
<b>Stop 15</b>	Either side of Johnston Street	Separate centre of road stops either side of the intersection.	City of Melbourne & City of Yarra

9. The following issues have been identified with the existing stops:

- (a) people must step up or down to board or alight trams which:
  - (i) reduces accessibility of these stops to people with limited mobility, or prams, luggage, etc.; and
  - (ii) increases the time it takes to board or alight trams, slowing tram services down.
- (b) some stops are very narrow with passengers squeezed between trams and passing traffic on a road with a 40kph/60kph speed limit;
- (c) most stops lack weather protection and generally have poor levels of amenity:
  - (i) in some locations weather protection is provided on footpath via shelters but are infrequently used as they are not convenient, the shelters also obstruct the footpath;
- (d) stop spacing is inconsistent:
  - (i) stops which are too close slow down tram services whilst providing only a limited accessibility benefit; and
  - (ii) stops which are spaced too far apart require people to walk excessive distances to access tram services.

### Nicholson Street as a transport corridor

10. Nicholson Street is an arterial road and preferred traffic route, with a 40kph speed limit between Victoria Parade and Moor Street and a 60kph speed north of Moor Street.
11. Within Yarra, Nicholson Street carries:
- (a) over 12,000 tram passengers each weekday; and
  - (b) approximately 21,000 cars on an average day (in its busiest sections).
12. Nicholson Street is not a major cycling route and is unlikely to become one in the future due to alternate routes located nearby (e.g. Canning Street), which are far quieter and have better riding facilities.

13. Nicholson Street has on-street car parking along most of its length, including paid parking bays in the Exhibition Gardens precinct between Victoria Street and Moor Street. There are approximately 370 parking bays along Nicholson Street within the Yarra boundaries, including 50 metered parking bays. Additional on-street parking exists on the City of Melbourne and City of Moreland sections of Nicholson Street, and along most adjacent streets.
14. The following key transport corridors cross Nicholson Street between Victoria Parade and Johnston Street:
  - (a) Victoria Parade - a major east-west arterial road, bus route and tram route;
  - (b) Gertrude Street - a key strategic cycling route and tram route;
  - (c) Moor Street/Carlton Street - a key cycling route;
  - (d) Bell Street/Murchison Street - a local cycling route; and
  - (e) Johnston Street - a major east-west arterial road and bus route.

#### Nicholson Street as a place

15. Between Victoria Parade and Johnston Street, Nicholson Street is predominately developed with a mixed residential and commercial uses. The key precincts in this section are:
  - (a) Carlton Gardens and the Royal Exhibition Centre precinct, which forms part of the UNESCO World Heritage Precinct;
  - (b) St Vincent's Hospital precinct;
  - (c) Gertrude Street, which forms a neighbourhood activity centre; and
  - (d) Johnston Street which forms a neighbourhood activity centre.

#### **Proposed tram stop improvements**

16. PTV is seeking to improve service reliability and travel times for tram passengers along this route by:
  - (a) installing new DDA compliant platform stops; and
  - (b) rationalising the number of tram stops;
    - (i) stops 11-12 will be consolidated into one stop just south of the Gertrude Street intersection; and
    - (ii) stops 13-14 will be consolidated into one stop just south of the Moor Street intersection.
17. The road section between Victoria Parade and Johnston Street has been identified by PTV as being appropriate for the installation of central island platform tram stop facilities. The benefits of the proposed tram stops over the existing tram stops are:
  - (a) full DDA compliance;
  - (b) increased safety and comfort as waiting areas would be wider and better separated from passing traffic;
  - (c) increased passenger amenity as shelters would be provided at the actual stops where people are waiting; and
  - (d) improved accessibility with all stops accompanied by pedestrian crossing facilities.

#### **Implications and considerations**

18. The tram stop upgrades, however, require some changes to road space allocation and provide some opportunities for the design of the road to better reflect local and State transport and place making policies by:
  - (a) increasing the priority, speed and reliability of public transport services;
  - (b) improving pedestrian environments and safety in and around tram stops;



- (c) providing new opportunities for place-making, street beautification and tree planting; and
  - (d) improving facilities for cyclists making east-west movements across Nicholson Street.
19. Works required to complete the project by PTV, however, include:
- (a) removal of some on-street car parking spaces (as previously agreed by Council at concept design stage);
  - (b) removal and pruning of some large street trees (noting that PTV propose replacement planting that would increase the net number of trees along the corridor);
  - (c) removal of bluestone within the roadbed and repaving with asphalt in some areas (previously agreed at concept design stage); and
  - (d) relocation of a small amount of street furniture and fixtures near the kerb including electrical poles.
20. These works are described in further detail under the relevant subheadings later within this report.

### **Previous Council Resolutions Regarding Route 96 Tram Stop Upgrades**

21. PTV has been carrying out consultation and design work for the upgrades to Stops 11-22 over a number of years. Council has previously considered and offered qualified *in principle support* for concept designs for the upgrade of stops 11-22, as outlined below:

Meeting Date	Stops / Section	Expected parking change in Yarra
12 November 2013	Between Victoria Parade and Brookes Crescent:  Stop 11 & 12 (consolidated), Stop 13 & 14 (consolidated), Stop 15, Stop 16, Stop 17, and Stop 18 & 19 (consolidated)	Net removal of 23 spaces in total, including 11 metered spaces.  Of the 23 spaces in total, 19 were associated with stops 11 – 15. All metered spaces were associated with these stops.
2 September 2014	Near Scotchmer/Pigdon Street and Brunswick Road/Holden Street.  Stop 21, and Stop 22.	Net removal of 20 unmetered spaces.
16 September 2014	Immediately south of Reid/Richardson Streets.  Stop 20.	Net removal of 19 unmetered spaces.

22. Since 2014 PTV has undertaken additional consultation and detailed design work for stops 11 – 22. PTV originally intended to deliver stops 11-22 as a single package, however City West Water has since declared the need to relocate an existing water main which is currently beneath Nicholson Street in the vicinity of Rose Street to Holden Street (including Nicholson Village). The proposed works relating to the water main mean that the delivery of stops 11-22 is now divided into two discreet packages. Stops 11-15 will be delivered by PTV first and are the subject of this report.
23. Delivery of stops 16-22 has been deferred by PTV for now, given the proposed City West Water works. It is anticipated that Council will receive a report specifically for stops 16-22 in the 2019.

24. The detailed design work for Stops 11 – 15 has resulted in further refinement of the concept design *approved in principle* by Council. Tree impacts have now been looked at in detail as matters relating to trees were not previously considered by Council. As part of the refinement process officers have worked closely with PTV and VicRoads to minimise tree removal, is required and minimise the amount of parking that needs to be removed in order to deliver the required project outcomes.
25. Net on street parking removals have been reduced overall by eight spaces from those originally proposed:
  - (a) one additional paid space is required to be removed from Nicholson Street since the concept stage;
  - (b) additional parking will be provided on King William Street by converting parallel bays to angled bays to provide a parking supply gain overall in the area from that proposed at the concept design stage.
26. The outputs of the refinement process are summarised as follows:
  - (a) in the vicinity of stop 13 and 14 net on street parking removals have been reduced from nine spaces to one space; however, one additional paid parking space is required to be removed;
  - (b) eight large street trees will still need to be removed:
    - (i) 17 replacement trees will be planted at PTV's expense;
    - (ii) there is an expected short-term loss, but a long term gain in tree canopy; and
    - (iii) the replacement trees (Box Elder Maple Sensation - *Acer Negundo Sensation*) would require less maintenance and cause less damage to Council assets and private property than existing trees.

### **Planning scheme amendment**

27. In 2013 and 2014, Council noted that PTV would seek planning permission to carry out the works. Since this time Planning Scheme Amendment CG68 has been gazetted (03 September 2017) into the Yarra Planning Scheme by the State Government. The amendment was introduced by the State Government to streamline the delivery of accessible tram stops along Route 96 and at other locations within the planning process.
28. The amendment introduced a new Incorporated Document into the Yarra Planning Scheme (Appendix 3) which exempts *'the use and development of the land for a Tramway'* from normal planning requirements along the length of Route 96, provided certain conditions are met. The *'use and development of the land for a Tramway'* includes (but is not limited to):
  - (a) new level access stops, including tram platforms and associated facilities, tram track and tram overhead infrastructure;
  - (b) segregation treatments to better separate trams from general traffic;
  - (c) roadway alterations including bluestone kerbing, building awnings and associated traffic and street furniture;
  - (d) vegetation pruning and removal;
  - (e) infrastructure to support improved priority for trams at traffic signals;
  - (f) pedestrian operated signals and real-time passenger information; and
  - (g) ancillary infrastructure including sub-stations and driver facilities.
29. The following summarises the conditions which must be met for works associated with the development of a tramway to not require a planning permit:
  - (a) scale plans must be prepared for approval by the responsible authority;
  - (b) in areas prone to flooding (as identified by relevant planning overlays), consent from the relevant floodplain authority must be provided; and

- (c) in heritage areas (as identified by the Heritage Overlay in the planning scheme) a statement of heritage impacts must be provided.

30. Given the above, the proposed works are only planning permit exempt provided the Responsible Authority consents to the works. The implication of this change is that whilst the Responsible Authority must still consent to the works, the proposal by PTV is now exempt from the regular planning process, including third party objections and appeal rights.
31. PTV has consulted with all relevant parties as part of a collaborative approach, and would like Council support. However, given the project is of state significance, PTV has indicated that if Council does not approve the works, or if Council imposes conditions which PTV believe would unduly delay or compromise the project, they may seek Ministerial intervention.
32. If PTV requests Ministerial Intervention, they have indicated they may ask the Minister for Roads to issue a Ministerial Direction under section 22 of the Road Management Act 2004 directing Council to consent to the works.

### Car parking

33. PTV has progressed to detailed designs following Council's previous *in principle* approval for the concept designs. This has identified opportunities to off-set the removal of eight spaces on Nicholson Street in the vicinity of Stop 13 & 14 (*just south of Moor Street*) by providing additional parking on King William Street.
34. The detailed proposal requires the removal of ten paid parking bays on Nicholson Street, between King William Street and Moor Street. This is one more space than agreed at the concept stage.
35. The following table summarises the car parking changes.

Stop Number	Concept Design previously considered by Council in 2013		Detailed Design	
	Total	Metered	Yarra	Metered
Stop 11-12	-10	-7	-10	-7
Stop 13-14	-9	-4	-1	-5
Stop 15	0	0	0	0
<b>Total</b>	<b>-19</b>	<b>-11</b>	<b>-11</b>	<b>-12</b>

### Off-peak parking

36. Council officers have requested PTV and VicRoads to install off-peak parking in some locations to offset total parking removals as part of the overall project. VicRoads has refused this request on the basis that off-peak parking reduces road capacity and Nicholson Street is a preferred traffic route which diverts traffic away from neighbouring streets including Brunswick Street.

### Traffic Speed on Nicholson Street

37. Council officers have asked PTV and VicRoads to reduce traffic speeds along Nicholson Street from 60km/h to 40km/h. During the course of the project development a 40km/h speed limit was introduced between Moor Street and Victoria Parade.
38. At this stage VicRoads has not consented to further reductions in the speed limit along Nicholson Street. Council officers will continue to ask for further speed reductions following delivery of the project.

### Implications for U-Turns and traffic access

39. There are currently 6 places drivers can legally perform U-turns on Nicholson Street between Victoria Parade and Johnston Street, including at the intersections of Victoria Parade and Johnston Street themselves. Of the six locations where U-Turns are allowed, only one location will be affected by the proposed tram-stop works.
40. There is a current opening of the tram-median between the intersections of King William Street and Moor Street. This opening will need to be relocated given the proposed tram stop will be constructed over the existing opening. A replacement opening where U-Turns will be allowed is proposed to be constructed just south of the proposed tram stop, approximately 50m south of its current location and 5m south of the King William Street opening. This will provide a closer U-Turn location for vehicles exiting King William Street and will have a negligible impact on other south-bound vehicles. As King William Street is one-way, no vehicles travelling North-bound will be affected by the change.

### Trees

41. PTV has contracted Ryder Consulting and VicRoads to undertake a thorough assessment of the trees along Nicholson Street (Appendix 4). They have concluded that a total of four trees must be removed as part of the proposed works, and other trees must be pruned so they are not overhanging traffic lanes where parking has been removed (to avoid trucks hitting overhanging branches).
42. Council's arborist has completed a peer review of this assessment and has agreed that the four trees identified need to be removed. Officers have tried to keep tree removal down to an absolute minimum but consider that in some cases it is better to remove a tree rather than have it pruned to the extent that it is not viable or could create a potential safety and maintenance issue. On this basis, Council's arborist has also recommended that a further four trees be removed given that the extensive pruning required to retain them (so they are clear of power lines and passing traffic) would result in ongoing issues for Council and a poor outcome overall.
43. PTV has agreed to pay for the removal of these trees (including those identified by Council's arborist), and importantly, the planting of replacement trees and their maintenance for the next two years. Tree removals are summarised below, a plan showing tree locations is provided at Appendix 5:

Stop Number	Required tree removals	Yarra City Council arborist recommended removals	Total Removals	Tree Types
Stop 11-12	0	3	3	London Plane (3).
Stop 13-14	4	1	5	London Plane (2); Queensland Brush Box (1); Claret Ash (2).
Stop 15	0	0	0	
<b>Total</b>	<b>4</b>	<b>4</b>	<b>8</b>	London Plane (5); Queensland Brush Box (1); Claret Ash (2).

44. As part of consent to the project, Council officers recommend requiring a qualified Zoologist inspect all trees which are to be removed before their removal, and to attend the tree removals on the day.
45. Council's arborist has recommended that trees be removed this winter (when they have dropped all leaves) to minimise the visual impact of their removal.
46. Council's arborist has indicated that for the eight trees lost on Nicholson Street, between Victoria Parade and Rose Street (north of the Johnston Street stop), 17 trees would be planted between Victoria Street and Kerr Street. The proposed replacement species is a Box Elder Maple Sensation (Acer Negundo Sensation).



47. The Box Elder Maple would have a minimum 100ltr size at the time of planting and is considered a suitable replacement to the lost trees, especially the London Plane. The Box Elder Maple would result in reduced maintenance requirements and reduced damage to nearby buildings and infrastructure; whilst providing adequate canopy and more vibrant autumn colours.
48. Regarding the 17 new trees, Council's arborist has recently planted three trees between Johnson Street and Kerr Street to give new trees time to grow before any existing trees will be removed. The remaining 14 trees will be planted during winter 2019 (following completion of the tram stop works).
49. The following comments can be made regarding the affected street trees and subsequent replanting:
  - (a) many of the existing trees on Nicholson Street represent an ongoing risk due to their extensive root structures, and the narrow footpaths and minimal or zero front-setbacks present along much of Nicholson Street. Given this, many of the existing species are, in effect, inappropriate to the context (in particular the London Plane). The Box Elder Maple is considered more appropriate to the street, and replacing the existing trees with this species will significantly diminish the ongoing risk, and reduce potential costs associated with damage which may be caused by the existing trees;
  - (b) London Plane trees represent 12% of Yarra's street trees. Best practice suggests to reduce risk caused by pest or disease incursions, no single species should represent more than 5-10% of the population;
  - (c) 24% of Yarra's tree population will be approaching the end of their useful life expectancy between 2027-2037 and will need replacing. This is more than double the recommended proportion of the tree population expected to reach end of life in one decade. By commencing replacing trees along Nicholson Street now, this impact will be reduced as the street is rejuvenated over a period of time; and
  - (d) Yarra's tree population has less than half the recommended proportion of 'young' trees. Given the proposed replanting schedule, this would start to increase the proportion of young trees within the municipality.

### **Cycling and Pedestrian Facilities**

50. Each stop would include signalised pedestrian crossings facilitating access to the stop, and from one side of the street to the other.
51. East-west bicycle and pram and scooter movements between Moor Street and Carlton Street; and between Bell Street and Murchison Street would be facilitated through 1.2m wide breaks in the splitter islands between the traffic and tram lanes.
52. Council officers have identified a modification to the existing detailed design to further improve conditions for cyclist movements between Moor Street and Carlton Street. This would be achieved by including 'Keep Clear' markings across the south-bound lanes of Nicholson Street to keep it clear for cyclists. PTV has agreed to amend the plans accordingly as explained in further detail at Appendix 6.
53. In accordance with a previous commitment, PTV will grant Council \$400,000 for capital works related to place making and pedestrian improvements along the length of Nicholson Street.

### **Impacts to street furniture and infrastructure near the kerb**

54. PTV has indicated that a number of objects (such as street poles and electricity poles) located in close proximity to the existing kerb would also be impacted and need slight relocation. These works are considered minor and of no heritage significance.

## **Heritage Impacts**

55. Council previously considered heritage impacts related to the change of appearance of the roadway, and removal of guttering and some blue stone in the vicinity of the tram stops. The detailed design works are not considered to have created any new significant heritage matters that have not been identified previously. A copy of the Heritage Impact Assessment previously considered by Council (for stops 11-22) is provided at Appendix 7.

## **External Consultation and Community Engagement**

56. Community consultation was undertaken in 2014 by the PTV project team during the concept design stage, prior to Council offering in principle support for stops 11-22.
57. More recently, the PTV project team has undertaken two community engagement sessions related to the construction of stops 11-15 and 23-26, on 16<sup>th</sup> May 2018 at Melbourne Museum and 19<sup>th</sup> May at Velo Cycles; as well as online engagement. Approximately 55 people attended the two sessions. Most people were supportive of the project. A summary of the key matters raised is as follows:
  - (a) car parking impacts;
  - (b) perceptions of increased traffic congestion due to larger stops;
  - (c) possible impacts to east-west bicycle movements; and
  - (d) increased distances to stops.
58. A final copy of PTV's Communications Report is provided at Appendix 8.

## **Internal Consultation (One Yarra)**

59. Consultation was undertaken internally as part of the concept design phases in 2014. At this more detailed stage further consultation has been undertaken to understand project considerations with the following Yarra teams:
  - (a) Traffic Engineering;
  - (b) City Works and Assets;
  - (c) Parking and compliance (IPARC specifically);
  - (d) Recreation and Open Space (including arborists); and
  - (e) Statutory Planning.

## **Construction Implications**

60. All proposed works are expected to be undertaken in a 15 day window between 1<sup>st</sup> September 2018 and 15<sup>th</sup> September 2018.
61. Nicholson Street is scheduled to be closed to all vehicle traffic between Victoria Parade and Johnston Street. This will include all east-west intersections along the route.
62. During the construction window Route 86 and Route 96 will not operate within Yarra boundaries, and replacement bus services would operate. A Traffic Management Plan would be supplied to Council officers in due course for approval which would outline how these arrangements would be managed in detail.

## **Financial Implications**

63. Six parking ticket machines operate between Princes Street (at St Vincent's Hospital) and Moor Street. The annual revenue for these machines is \$214,000. There are 56 parking spaces associated with these machines.
64. Council has already considered and offered in principle support for the removal of 11 metered spaces, associated with Stops 11-12 and 12-13. In addition to these 11 spaces, 1 additional paid parking space is to be removed, associated with the detailed design of Stop 13-14. The revenue associated with this space will be of the order of \$4,000 per annum.

65. There may also be some revenue loss associated with ticketing infringements.

*Capital works*

66. PTV has agreed to grant Council \$400,000 for capital works along the length of Nicholson Street, to improve the pedestrian environment for safety and urban amenity.

*Waste Management*

67. Council's Fleet team has indicated the new tram stops may limit the turning movements of some waste service vehicles at the Moor Street, King William Street and Princes Street intersections. This concern has been discussed with PTV officers, who have indicated that Council waste service vehicles will be able to make all relevant movements at this intersection, as the splitter islands at the intersections will be semi-mountable to allow emergency service vehicles to make the same movements. It is recommended conditions be placed on Council's approval of the project requiring demonstration that Heavy Rigid Vehicles will be able to make the relevant turning movements at these intersections to ensure Council's waste service vehicles will be unimpeded.
68. Providing the recommended conditions referred to above can be met, there will be no impact to waste service vehicles as a result of the project, after completion of the works.

**Economic Implications**

69. PTV has estimated that travel time benefits associated with this project equate to \$670,000 per annum (using a public transport passenger value of time of \$13.41 per hour). This is a conservative estimate as it does not allow for time savings due to faster boarding and alighting. Improved DDA stops may also increase economic activity in shops along the route.

**Sustainability Implications**

70. The Strategic Transport Statement calls for the advocacy for improved public transport. Decreasing the travel time and increasing the reliability of Route 96 would deliver on Council's advocacy efforts.

**Social Implications**

71. The Yarra Access and Inclusion Plan 2014 – 2017 states that Yarra should be advocating on issues of independently accessible public transport.
72. Faster and more reliable public transport travel services along Nicholson Street would provide a benefit to Yarra residents along this route.

**Human Rights Implications**

73. Construction of the platform stops would increase the accessibility of the Route 96 tram service to people with disabilities, the elderly, and people travelling with young children. This is consistent with Council Strategies.

**Communications with CALD Communities Implications**

74. There are no specific CALD community implications.

**Council Plan, Strategy and Policy Implications**

75. The upgrade of the tram stops on Route 96 is consistent with Council's policies on supporting sustainable transport.
76. The proposed tree removal and tree replacement is unfortunate but negotiations have reduced the number of trees that need to be removed and also achieved increased replacement plantings of more sustainable species paid for by PTV.

**Legal Implications**

77. There are no known legal implications for Council.

**Other Issues**

78. There are no other known issues for Council.

## Options

*Option A: Council, as the Responsible Planning Authority, approves, subject to conditions the detailed designs provided by PTV for tram stops 11 through 15 along Route 96:*

79. Under Option A, Council's approval of the project would be subject to the following conditions being met:

### *Conditions for approval*

1. Before the tram stop civil works commence, amended and additional plans to the satisfaction of the Responsible Authority must be submitted to for approval by the Responsible Authority. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the most recent plans received by Council on 29 May 2018 and 04 June 2018 but modified to show:
  - (a) 'Keep Clear' road markings on the south-bound traffic lanes on Nicholson Street at the intersection of Nicholson Street and Moor Street; to facilitate east-west bicycle movements through the intersection;
  - (b) road markings between the tram tracks at the Nicholson Street and Moor Street intersection, to indicate where bicycles can safely wait during staged crossings of the intersection;
  - (c) evidence that a Heavy Rigid Vehicle (HRV) will be able to turn into and out of streets that intersect with Nicholson Street between Victoria Parade and Argyle Street. This should include:
    - (i) swept paths diagrams for a 12.5 metre long heavy-rigid-vehicle (HRV), including wheel tracks, for all relevant intersections; and
    - (ii) section diagrams showing the profile of the splitter islands between the traffic lanes and tram tracks, where these intersect the swept paths required at Condition 1. (c) i. to demonstrate the splitter islands will be semi-mountable to the affected vehicles.
2. The civil works as shown on the plans approved by the Responsible Authority must not be altered (unless the Yarra Planning Scheme specifies that a planning permit is not required) without the prior written consent of the Responsible Authority.
3. Any connections made to Council's drainage infrastructure must be approved by the Responsible Authority and undertaken to Council Standards.
4. All tree removals are to be at the expense of Public Transport Victoria. Without the prior written consent of Council, no more than eight (8) street trees may be removed and only trees identified previously may be removed. Trees which have been identified for removal are identified as: 5, 6, 9, 10, 12, 13, 14 and 15; within the Arborist's Report produced by Ryder titled 'Construction Impact Assessment' dated 15 March 2017.
5. Before the removal of any tree approved at Condition 4, a qualified zoologist must inspect the trees to determine if there are any fauna present, and if so, a Wildlife Management Report must be submitted to and approved by the Responsible Authority, detailing the type of fauna found and measures to be taken to manage these. This report must also outline any particular specifications on how and when the trees should be removed to best protect any wildlife present in the trees to be removed and the tree removal will then occur in accordance with the recommendations of the zoologist.
6. Replacement tree planting of 17 trees between Victoria Parade and Kerr Street, and ongoing maintenance of these trees for a period of two years is to be at the expense of Public Transport Victoria.
7. Where existing bluestone is being removed from within Council's municipal boundaries, it must be stored and transported with as much care as is reasonably practical, in order for bluestone to be returned to Council.



8. Prior to the completion of the civil works, subject to the relevant authority's consent, the relocation of any Council or privately owned assets within the road carriageway or footpath necessary to facilitate the civil works must be undertaken:
  - (a) in accordance with any requirements or conditions imposed by the relevant authority;
  - (b) at Public Transport Victoria's cost; and
  - (c) to the satisfaction of the Responsible Authority.
9. Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any new pram crossing(s) must be constructed:
  - (a) in accordance with any requirements or conditions imposed by Council;
  - (b) at the Public Transport Victoria's cost; and
  - (c) to the satisfaction of the Responsible Authority.
10. Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the works must be reinstated:
  - (a) at Public Transport Victoria's cost; and
  - (b) to the satisfaction of the Responsible Authority.
11. Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any redundant pram crossing must be demolished and re-instated as standard footpath and kerb and channel:
  - (a) at the Public Transport Victoria's cost; and
  - (b) to the satisfaction of the Responsible Authority.
12. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
  - (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
  - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
  - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
13. Before the civil works commence, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this approval. The plan must provide for:
  - (a) a pre-conditions survey (dilapidation report) of the works areas and all adjacent Council roads frontages and nearby road infrastructure;
  - (b) works necessary to protect road and other infrastructure;
  - (c) remediation of any damage to road and other infrastructure;
  - (d) containment of dust, dirt and mud within the works areas and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the works areas,
  - (e) facilities for vehicle washing, which must be located to the satisfaction of the responsible authority;
  - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
  - (g) site security;
  - (h) management of any environmental hazards including, but not limited to,:

- (i) contaminated soil;
- (ii) materials and waste;
- (iii) dust;
- (iv) stormwater contamination from run-off and wash-waters;
- (v) sediment from excavations within the road reserve;
- (vi) washing of concrete trucks and other vehicles and machinery; and
- (vii) spillage from refuelling cranes and other vehicles and machinery;
- (i) the construction program;
- (j) preferred arrangements for trucks delivering to the works areas, including delivery and unloading points and expected duration and frequency;
- (k) parking facilities for construction workers;
- (l) measures to ensure that all work at the sites will be carried out in accordance with the Construction Management Plan;
- (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
- (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
- (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.

80. In order to meet the conditions above, PTV will alter designs to meet Condition (1).
81. PTV will carry out works associated with stops 11 through 15, along the route between just south of Victoria Parade and just north of Johnston Street. Works along this section are expected to be completed by 16 September 2018.
82. Following the completion of the works, Council's arborist would commence replacement tree planting in the work zones in and around October 2018; and in autumn of 2019.
83. Council notes two pairs of tram stops would be consolidated resulting in the net removal of two stops (as noted at the Council meeting 12 November 2013).
84. Council notes a net removal of 12 paid car parking spaces on Nicholson Street, and the net removal of 11 car parking spaces in total within Yarra boundaries (at the Council meeting 12 November 2013, a net removal of 19 spaces and 11 paid parking spaces was noted).
85. PTV has agreed to grant Council \$400,000 for streetscape and pedestrian improvement works along the length of Nicholson Street.

*Option B: Council does not approve the detailed designs provided by PTV for tram stops 11 through 15 along Route 96.*

86. In this scenario, PTV may request that the Roads Minister issue a Ministerial direction under section 22 of the Road Management Act 2004 (Road Management Act) and direct Council to give consent to the works based on this being a significant project in the public interest.
87. Dependent on the Minister's response, the Minister may then issue a ministerial direction under section 22 of the Road Management Act, and Council would be required to consent to the works

## Conclusion

88. Victoria has a legal obligation under the relevant DDA and Disability Standards for Accessible Public Transport 2002 (DSAPT) legislation to significantly increase the number DDA compliant tram stops over time, and make all tram stops DDA compliant by 2032.

Route 96 is Melbourne's busiest tram route and only 47% of its tram-stops are DDA compliant.

89. In principle approval for DDA compliant tram stops designs was given by Council in 2014 and Council noted that PTV would seek planning permission to carry out the works. Planning Scheme Amendment CG68 has since been gazetted (03 September 2017) into the Yarra Planning Scheme to streamline the delivery of accessible tram stops along Route 96 and at other locations within the planning process.
90. PTV has worked collaboratively with officers on the detailed designs and has modified the designs where possible to minimise tree removal. PTV has also agreed to provide a \$400k grant for complementary works as well as other costs associated with planting and maintaining new trees. PTV has requested that Council as the Responsible Planning Authority approves the latest design drawings.
91. If approval is not given then PTV have indicated it reserves the right to request Ministerial Intervention under section 22 of the Road Management Act 2004 directing Council to consent to the works.

## RECOMMENDATION

1. That Council note the report of officers regarding the proposed Tram Stop changes in Route 96 along Nicholson Street (Stops 11 to 15).
2. That Council, as the Responsible Planning Authority, approves the detailed designs provided by PTV for tram stops 11 through 15 along Route 96, subject to the following conditions:
  - 1 Before the tram stop civil works commence, amended and additional plans to the satisfaction of the Responsible Authority must be submitted for approval by the Responsible Authority. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the most recent plans received by Council on 29 May 2018 and 04 June 2018 but modified to show:
    - (a) 'Keep Clear' road markings on the south-bound traffic lanes on Nicholson Street at the intersection of Nicholson Street and Moor Street; to facilitate east-west bicycle movements through the intersection;
    - (b) road markings between the tram tracks at the Nicholson Street and Moor Street intersection, to indicate where bicycles can safely wait during staged crossings of the intersection;
    - (c) evidence that a Heavy Rigid Vehicle (HRV) will be able to turn into and out of streets that intersect with Nicholson Street between Victoria Parade and Argyle Street. This should include:
      - (i) swept paths diagrams for a 12.5 metre long heavy-rigid-vehicle (HRV), including wheel tracks, for all relevant intersections; and
      - (ii) section diagrams showing the profile of the splitter islands between the traffic lanes and tram tracks, where these intersect the swept paths required at Condition 1. (c) i. to demonstrate the splitter islands will be semi-mountable to the affected vehicles.
  - 2 The civil works as shown on the plans approved by the Responsible Authority must not be altered (unless the Yarra Planning Scheme specifies that a planning permit is not required) without the prior written consent of the Responsible Authority.
  - 3 Any connections made to Council's drainage infrastructure must be approved by the Responsible Authority and undertaken to Council Standards.

- 4 All tree removals are to be at the expense of Public Transport Victoria. Without the prior written consent of Council, no more than eight (8) street trees may be removed and only trees identified previously may be removed. Trees which have been identified for removal are identified as: 5, 6, 9, 10, 12, 13, 14 and 15; within the Arborists Report produced by Ryder, titled 'Construction Impact Assessment' dated 15 March 2017.
- 5 Before the removal of any tree approved at Condition 4, a qualified zoologist must inspect the trees to determine if there are any fauna present, and if so, a Wildlife Management Report must be submitted to and approved by the Responsible Authority, detailing the type of fauna found and measures to be taken to manage these. This report must also outline any particular specifications on how and when the trees should be removed to best protect any wildlife present in the trees to be removed and the tree removal will then occur in accordance with the recommendations of the zoologist.
- 6 Replacement tree planting of 17 trees between Victoria Parade and Kerr Street, and ongoing maintenance of these trees for a period of 2 years is to be at the expense of Public Transport Victoria.
- 7 Where existing bluestone is being removed from within Council's municipal boundaries, it must be stored and transported with as much care as is reasonably practical, in order for bluestone to be returned to Council.
- 8 Prior to the completion of the civil works, subject to the relevant authority's consent, the relocation of any Council or privately owned assets within the road carriageway or footpath necessary to facilitate the civil works must be undertaken:
  - (a) in accordance with any requirements or conditions imposed by the relevant authority;
  - (b) at Public Transport Victoria's cost; and
  - (c) to the satisfaction of the Responsible Authority.
- 9 Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any new pram crossing(s) must be constructed:
  - (a) in accordance with any requirements or conditions imposed by Council;
  - (b) at the Public Transport Victoria's cost; and
  - (c) to the satisfaction of the Responsible Authority.
- 10 Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the works must be reinstated:
  - (a) at Public Transport Victoria's cost; and
  - (b) to the satisfaction of the Responsible Authority.
- 11 Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any redundant pram crossing must be demolished and re-instated as standard footpath and kerb and channel:
  - (a) at the Public Transport Victoria's cost; and
  - (b) to the satisfaction of the Responsible Authority.
- 12 Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
  - (k) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
  - (l) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
  - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.



- 13 Before the civil works commence, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be form part of Council's approval. The plan must provide for:
  - (a) a pre-conditions survey (dilapidation report) of the works areas and all adjacent Council roads frontages and nearby road infrastructure;
  - (b) works necessary to protect road and other infrastructure;
  - (c) remediation of any damage to road and other infrastructure;
  - (d) containment of dust, dirt and mud within the works areas and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the works areas,
  - (e) facilities for vehicle washing, which must be located to the satisfaction of the responsible authority;
  - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
  - (g) site security;
  - (h) management of any environmental hazards including, but not limited to,:
    - (i) contaminated soil;
    - (ii) materials and waste;
    - (iii) dust;
    - (iv) stormwater contamination from run-off and wash-waters;
    - (v) sediment from excavations within the road reserve;
    - (vi) washing of concrete trucks and other vehicles and machinery; and
    - (vii) spillage from refuelling cranes and other vehicles and machinery;
  - (i) the construction program;
  - (j) preferred arrangements for trucks delivering to the works areas, including delivery and unloading points and expected duration and frequency;
  - (k) parking facilities for construction workers;
  - (l) measures to ensure that all work at the sites will be carried out in accordance with the Construction Management Plan;
  - (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
  - (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
  - (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
3. That Council notes the removal of 12 parking spaces would occur as part of the works by Public Transport Victoria.
4. That Council notes that PTV has agreed to provide a \$400,000 grant for streetscape and pedestrian improvement works along Nicholson Street to the Yarra City Council.
5. That Council provide its formal response to Public Transport Victoria.

**CONTACT OFFICER:** Simon Exon  
**TITLE:** Strategic Transport Coordinator  
**TEL:** 9205 5781

**Attachments**

- 1** Route 96 Upgrade 2018 - PTV Info
- 2** Route 96 Upgrade 2018 - Existing Conditions (Tram Stops 11-15)
- 3** Route 96 Upgrade 2018 - Planning Scheme Incorporated Document
- 4** Arborist Report
- 5** Council Recommended Tree Removals
- 6** Proposed Moor Street Cyclist Improvements
- 7** PTV Heritage Assessment
- 8** PTV Consultation Report

## Attachment 1 - Route 96 Upgrade 2018 - PTV Info

### Find out more

Over recent years locals and traders have directly informed this project. You asked for upgraded tram stops that:

- connect to local services
- minimise impact on street parking, local traffic flows and property access
- improve journey times and reliability
- are accessible to everyone
- improve passenger amenities.

To find out more about your local tram stop you can attend a drop-in session at:

#### Melbourne Museum

11 Nicholson Street, Carlton  
Wednesday 16 May, 6pm to 8pm

#### Velo Cycles

815 Nicholson Street, Carlton North  
Saturday 19 May, 1pm to 3pm



### Which tram stops are being upgraded?

Six tram stops on Nicholson Street are being upgraded in two 1.3km sections – see map inside to see if your local tram stop is planned for the upgrade.

#### Section one

Stops 11 – 15, Victoria Parade to Kerr Street

These tram stops will be upgraded from road level stops to platform stops. Construction is planned for September 2018 and will follow community consultation in May this year.

#### Section two

Stops 23 – 25, Brunswick Road to Victoria Street

These tram stops will be easy access stops where the road is raised (like an extended speed hump) to give passengers easy access to the tram from the kerb.

### What will change on Nicholson Street?

Accessible platform and easy access tram stops are wider than old style tram stops which means they will use more of the roadway. Parking arrangements on Nicholson Street will also change around each of these six tram stops. PTV, VicRoads and local councils will continue working together to keep cars and trams moving alongside the upgraded tram stops.

See what this means for your local tram stop on the map inside.

Visit [ptv.vic.gov.au/route-96-upgrade](http://ptv.vic.gov.au/route-96-upgrade), call 1800 800 007 or email [ptvprojects@ptv.vic.gov.au](mailto:ptvprojects@ptv.vic.gov.au) to find out more.

If you are deaf, or have a hearing or speech impairment, you can contact us directly or through the National Relay Service and request to call 1800 800 007.



For information in other languages:

普通话	9321 5454	廣東話	9321 5441
Italiano	9321 5444	ਪੰਜਾਬੀ	9321 5445
English	9321 5443	தமிழ்	9321 5442
Viet-ng	9321 5448	සිංහල	9321 5446
عربي	9321 5440	Español	9321 5447

If your language isn't listed visit [ptv.vic.gov.au/languages](http://ptv.vic.gov.au/languages) or call 9321 5450.

Authorised by Transport for Victoria, 1 Spring Street, Melbourne.

96 East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades



TRANSPORT FOR VICTORIA

yarra / trams

PUBLIC TRANSPORT VICTORIA PT

## Attachment 1 - Route 96 Upgrade 2018 - PTV Info

### What is the Route 96 upgrade project?

Route 96 is being upgraded so everyone can catch the tram.

Stops at each end of Route 96 in East Brunswick and St Kilda are already fully accessible to passengers using wheelchairs, prams and other mobility aids.

Later this year, six more tram stops will be upgraded to platform and easy access style tram stops to improve safety, accessibility and journey times for all passengers.

Building new tram stops along Nicholson Street from Carlton to Brunswick helps to provide public transport that is accessible to all tram users.

#### Benefits include

- quicker tram travel times with a dedicated tram lane and evenly spaced stops
- more efficient use of road to improve traffic flow
- improved safety and passenger amenities at tram stops.



### Route 96 upgrades – six tram stops for everyone

#### Easy access stops

Raise the road (like an extended speed hump) to give all passengers easy access to the tram from the kerb. These stops keep traffic flowing in narrower sections of Nicholson Street and provide safe, easy access to trams. Car parking around these tram stops is reduced.



#### Centre island platform stops

Provide safe access to trams for people with mobility issues and separate passengers from cars and trams. Car parking is also reduced around these tram stops to support traffic flow.



#### Key

- Tram Route 96
- Bus route
- Existing pedestrian crossing
- New pedestrian crossing
- Car parking spaces to be removed
- Location of symbol on map is indicative only, and does not reflect actual location of stops being removed.
- Increase in car parking spaces

#### Section one: Stops 11 – 15, Victoria Parade to Kerr Street (1.3km)



#### Section two: Stops 23 – 25, Brunswick Road to Victoria Street (1.3km)





## Attachment 1 - Route 96 Upgrade 2018 - PTV Info

**Section one: Stops 11 – 15, Victoria Parade to Kerr Street (1.3km)**



**Key**

Tram Route 96	Tram Route 86	 Existing tram stop to be removed	 Existing pedestrian crossing to be removed	 Car parking spaces to be removed
Bus route	 Increase in car parking spaces	 New pedestrian crossing	 Existing pedestrian crossing	Location of symbol on map is indicative only, and does not reflect actual location of spaces being removed.

MAP NOT TO SCALE

<b>ARTWORK APPROVAL</b>		  Screen Size: 640 x 480	
Project Name: Nicholson Street Upgrade	Job Number: PTV0903	Item: Timeline map 850x250mm	Spec:
Status: <div> <input type="checkbox"/> Approved         <input type="checkbox"/> Approved With Changes         <input type="checkbox"/> Changes Required       </div>			
Electronic Sign: <div>           Name: _____            Date: _____         </div>		Counter Signature: <div>           Name: _____            Date: _____         </div>	
Project Owner: <div>           Name: _____            Signature: _____         </div>		Signature: _____	
Approved: _____ Name (Please Print): _____			

# Attachment 1 - Route 96 Upgrade 2018 - PTV Info

## Section two: Stops 23 – 25, Brunswick Road to Victoria Street (1.3km)



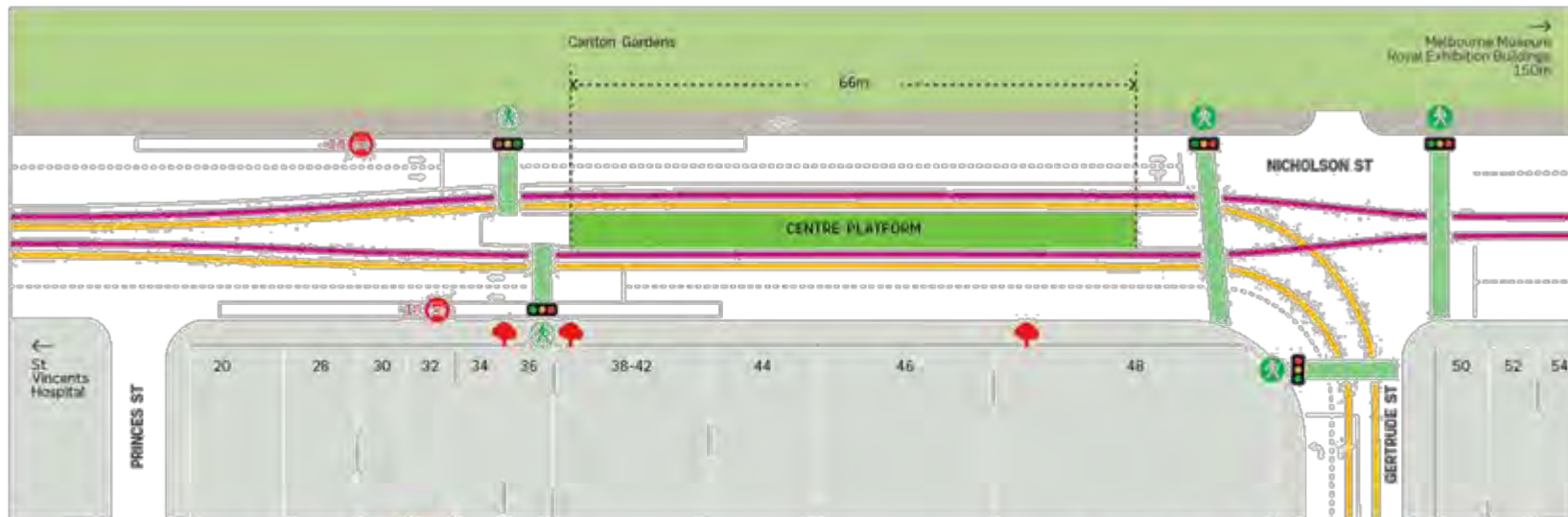
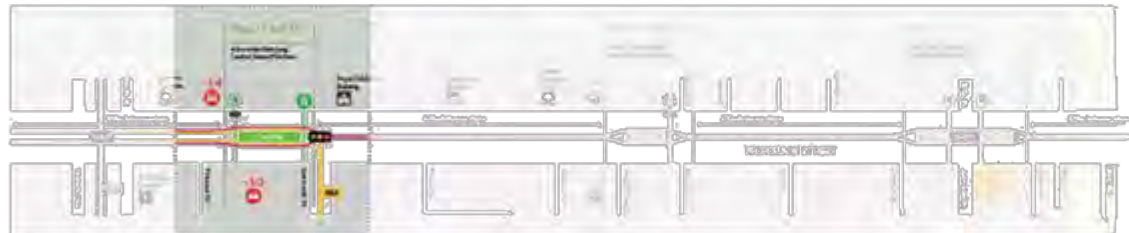
# Attachment 1 - Route 96 Upgrade 2018 - PTV Info

**96** East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades

## Stop 11 & 12



Total number of car spaces gained/lost: **-24**

← 380m to next stop 440m to next stop →

**NORTH** MAP NOT TO SCALE

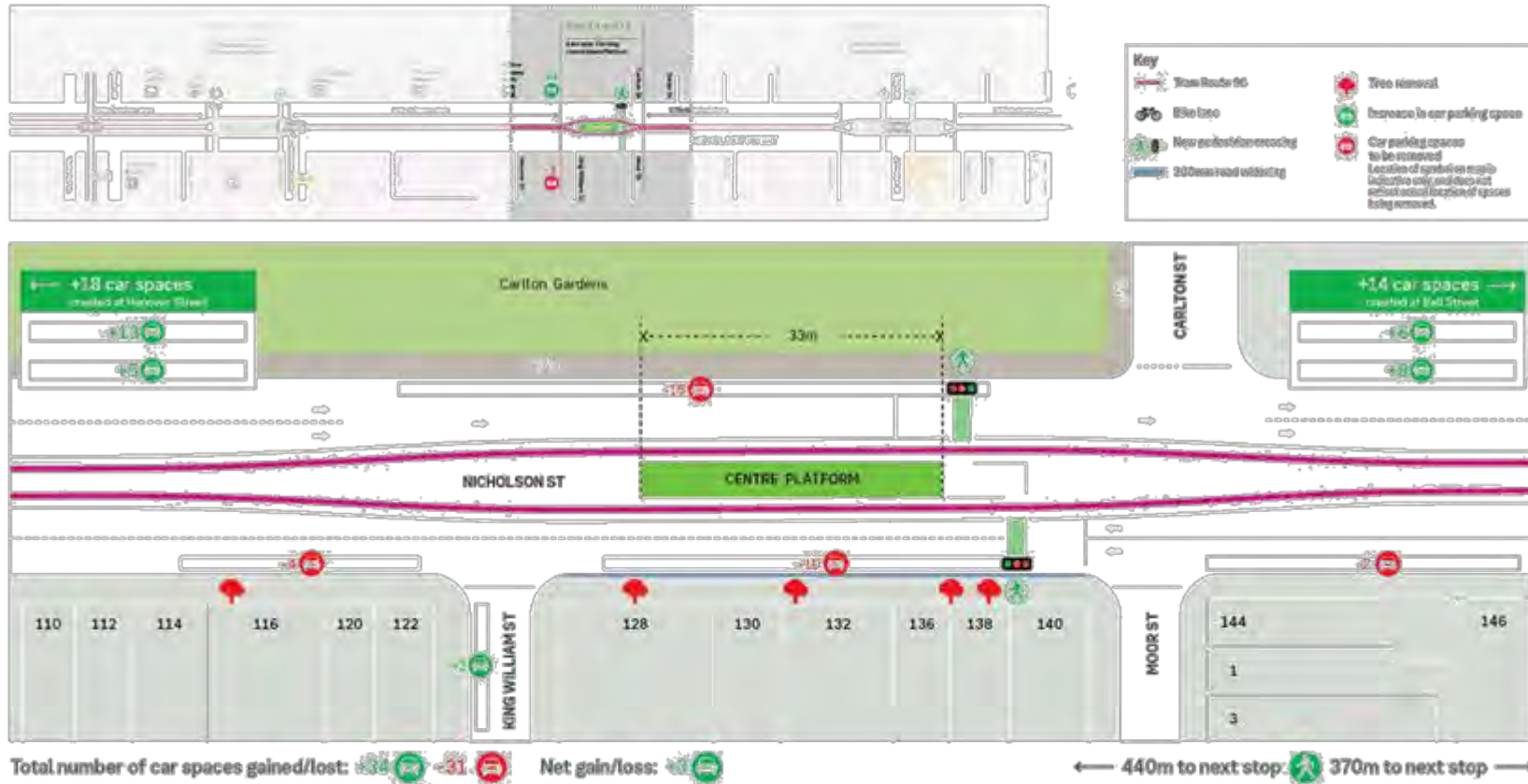
# Attachment 1 - Route 96 Upgrade 2018 - PTV Info

**96** East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades

## Stop 13 & 14



NORTH MAP NOT TO SCALE



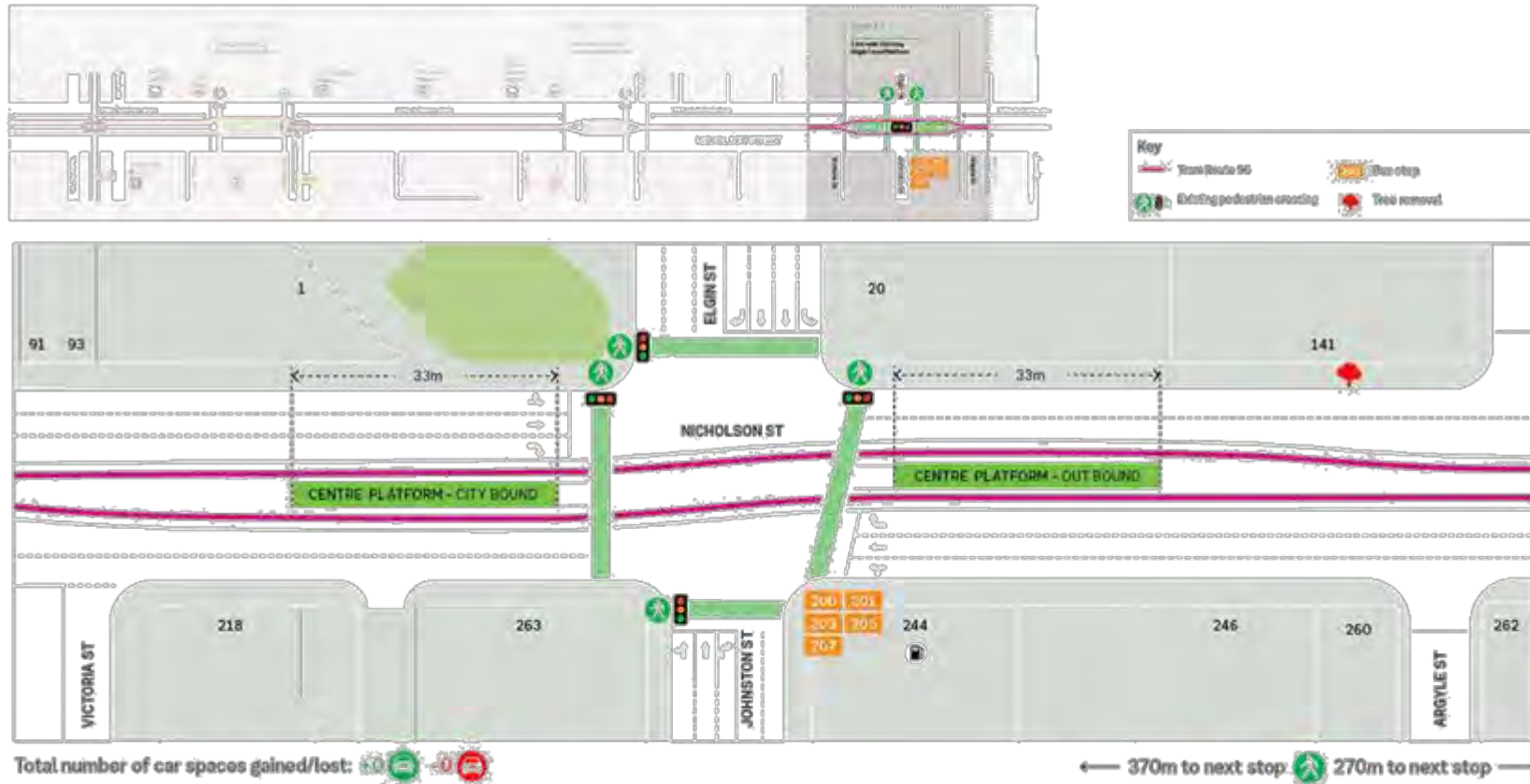
# Attachment 1 - Route 96 Upgrade 2018 - PTV Info

**96** East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades

Stop 15



NORTH  
MAP NOT TO SCALE

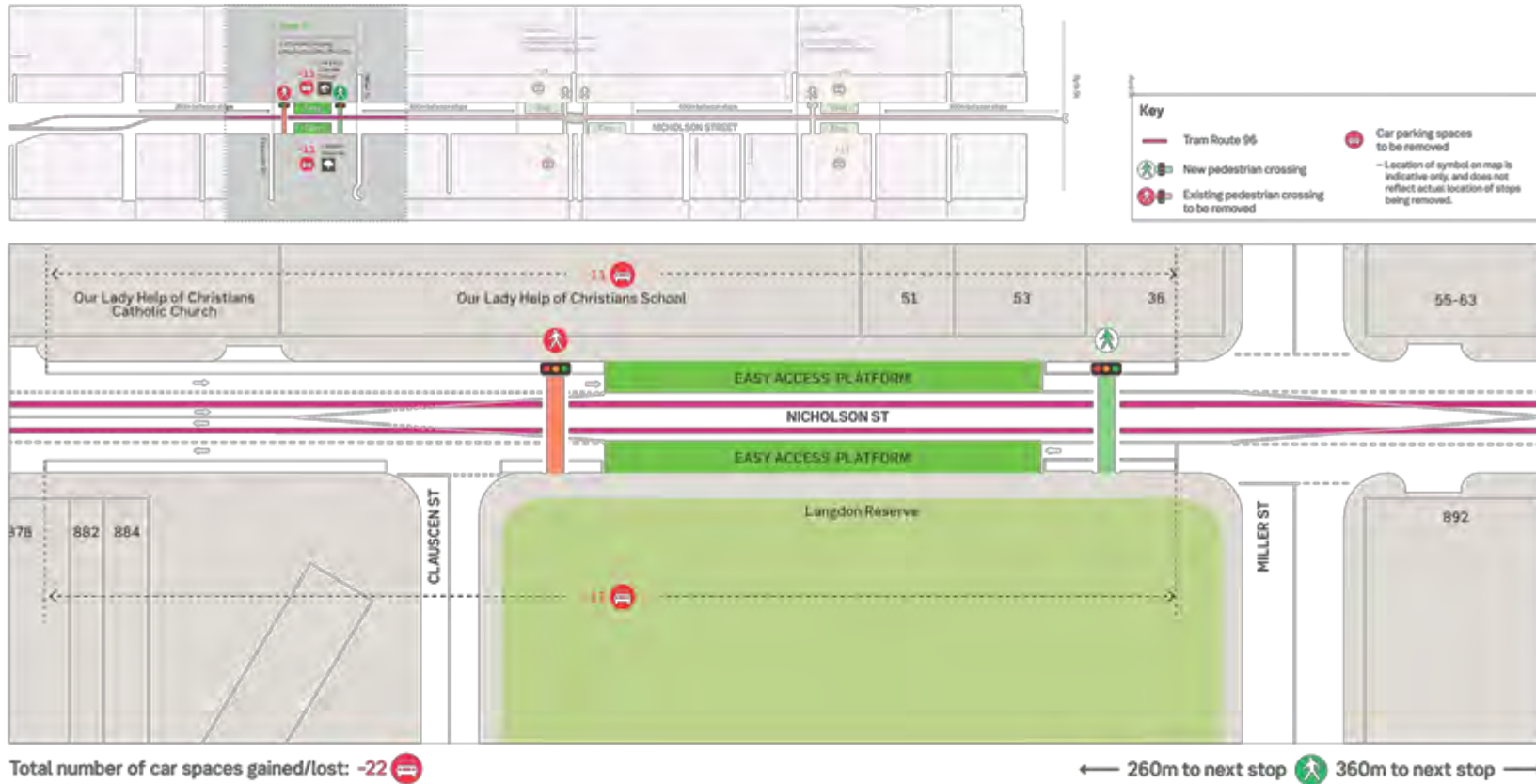
# Attachment 1 - Route 96 Upgrade 2018 - PTV Info

**96** East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades

**Stop 23**



NORTH MAP NOT TO SCALE

# Attachment 1 - Route 96 Upgrade 2018 - PTV Info

**96** East Brunswick – St Kilda Beach



## Route 96 project Nicholson Street tram stop upgrades

**Stop 24**



**NORTH** MAP NOT TO SCALE

Attachment 1 - Route 96 Upgrade 2018 - PTV Info

**96** East Brunswick – St Kilda Beach



# Route 96 project Nicholson Street tram stop upgrades

Stop 25



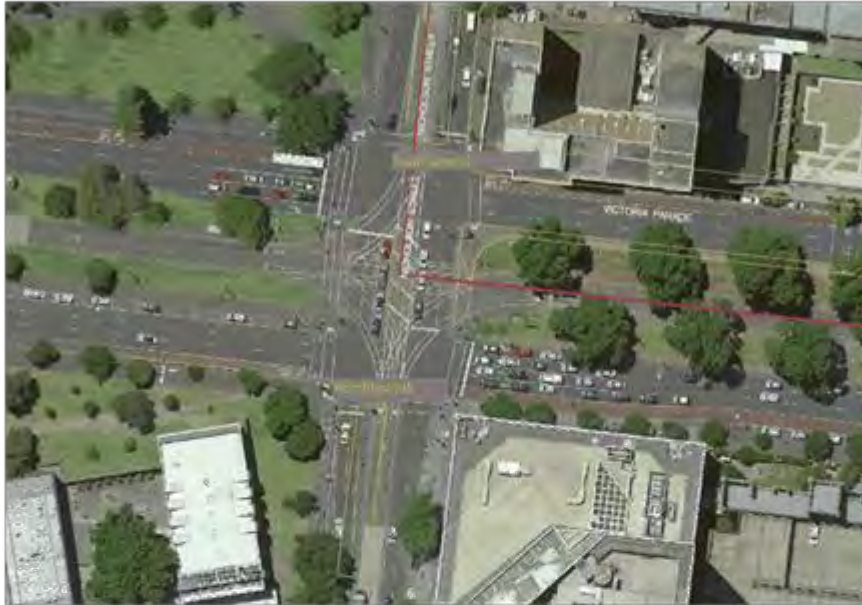
NORTH  
MAP NOT TO SCALE



**Attachment 2 - Route 96 Upgrade 2018 - Existing Conditions (Tram Stops 11-15)**

## Existing Tram Stops 11-15

**Tram Stop 11**



**Southbound below (within Yarra):**



**Attachment 2 - Route 96 Upgrade 2018 - Existing Conditions (Tram Stops 11-15)**

Northbound below (within Melbourne):



Stop 12





**Attachment 2 - Route 96 Upgrade 2018 - Existing Conditions (Tram Stops 11-15)**

Northbound (nearest) and southbound stops below:



Stop 13



**Attachment 2 - Route 96 Upgrade 2018 - Existing Conditions (Tram Stops 11-15)**

Northbound and Southbound stops:



Stop 14





**Attachment 2 - Route 96 Upgrade 2018 - Existing Conditions (Tram Stops 11-15)**

Northbound (near) and southbound (far):



Stop 15



**Attachment 2 - Route 96 Upgrade 2018 - Existing Conditions (Tram Stops 11-15)**

Southbound:



Northbound:



## **Tramway Infrastructure Upgrades**

**Incorporated Document**

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**May 2017**

Incorporated document pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*

## Attachment 3 - Route 96 Upgrade 2018 - Planning Scheme Incorporated Document

### 1.0 INTRODUCTION

This document is an incorporated document in the Melbourne, Moreland, Port Phillip and Yarra Planning Schemes (planning schemes) pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.

The land identified in Clause 3.0 of this document may be used and developed in accordance with the specific control in Clause 4.0 of this document.

The control in this document prevails over any contrary or inconsistent provision in the planning schemes.

### 2.0 PURPOSE

To facilitate improvements to the capacity, reliability, accessibility and safety of the Tramway network in the areas affected by this control.

To require consideration of matters relevant to the purpose of the zone, overlay or other provision that, if not for this incorporated document, would have required a planning permit for the use and/or development.

### 3.0 LAND

The control in this document applies to the Land defined as Project Areas in the maps in this document.

### 4.0 CONTROL

#### 4.1 EXEMPTION FROM PLANNING SCHEME REQUIREMENTS

The use and development of the Land for a Tramway includes, but is not limited to, the following:

- new level access stops, including tram platforms and associated facilities, tram track and tram overhead infrastructure
- segregation treatments to better separate trams from general traffic
- roadway alterations including bluestone kerbing, building awnings and associated traffic and street furniture
- vegetation pruning and removal
- infrastructure to support improved priority for trams at traffic signals
- pedestrian operated signals and real-time passenger information
- ancillary infrastructure including sub-stations and driver facilities.

Any requirement in the planning scheme:

- which prohibits the use or development of the Land; or
  - which requires the use or development of the Land to be carried out in a particular manner; or
  - to obtain a permit
- does not apply to:
- the use and development of the Land for a Tramway by or on behalf of a public authority, other than the subdivision or consolidation of land; or



## Attachment 3 - Route 96 Upgrade 2018 - Planning Scheme Incorporated Document

- the display of a Promotion sign within a Tramway.

### 4.2 CONDITIONS

The exemption from planning scheme requirements outlined in clause 4.1 of this document is subject to the following conditions:

#### Submission and approval of plans

- 4.2.1 Prior to the commencement of any development (including the display of a Promotion sign), plans showing the location and elevations of the proposed development must be prepared for approval by the responsible authority.
- 4.2.2 The plans must be drawn to scale and accompanied by the following information:
  - a) If the land is in a Floodway Overlay, Land Subject to Inundation Overlay, Special Building Overlay or Urban Floodway Zone, the written consent of the relevant floodplain management authority. The consent may include requirements to be met.
  - b) If the land is in a Public Acquisition Overlay, the written consent of the acquiring authority. The consent may include requirements to be met.
  - c) If the land is in a Heritage Overlay, a statement describing any impacts of the development on the significance of the heritage place.
- 4.2.3 The development must be carried out in accordance with any requirements contained in written consent submitted under clause 4.2.2(a) and (b).

#### Display of a Promotion sign

- 4.2.4 The advertisement area of the Promotion sign must not exceed 2 square metres.
- 4.2.5 The Promotion sign must not be a Floodlit sign, Electronic sign or Animated sign.
- 4.2.6 The written consent of the public authority responsible for the Tramway must be obtained before the Promotion sign is displayed.

### 4.3 DECISION GUIDELINES

Before deciding whether to approve plans submitted under clause 4.2 of this document, the responsible authority must consider, as appropriate:

- The decision guidelines of the zone, overlay or other provision that, if not for this incorporated document, would have required a planning permit for the use and/or development.

### 4.4 EXPIRY

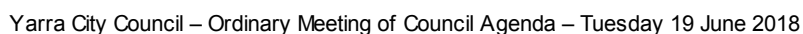
The control in this document expires if any of the following circumstances apply:

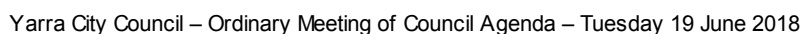
- a) The use and development allowed by the control is not started by 1 December 2018.
- b) The development allowed by the control is not completed by 1 July 2027.

The Minister for Planning may extend these periods if a request is made in writing before the expiry date or within three months afterwards.

**Attachment 3 - Route 96 Upgrade 2018 - Planning Scheme Incorporated Document**

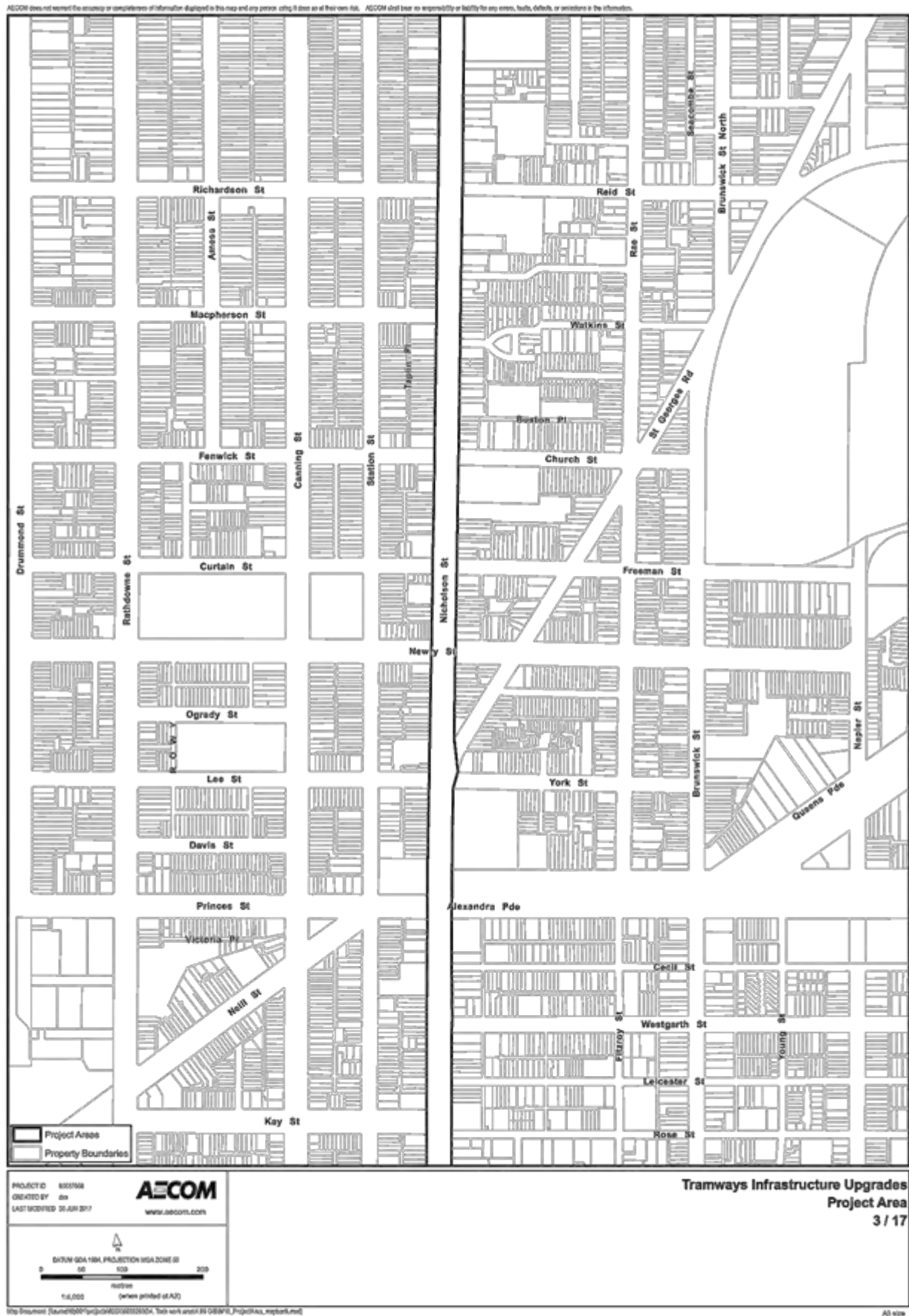
**LAND AFFECTED BY THIS INCORPORATED DOCUMENT**

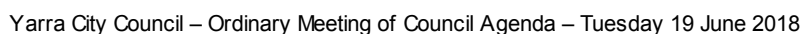






# Attachment 3 - Route 96 Upgrade 2018 - Planning Scheme Incorporated Document

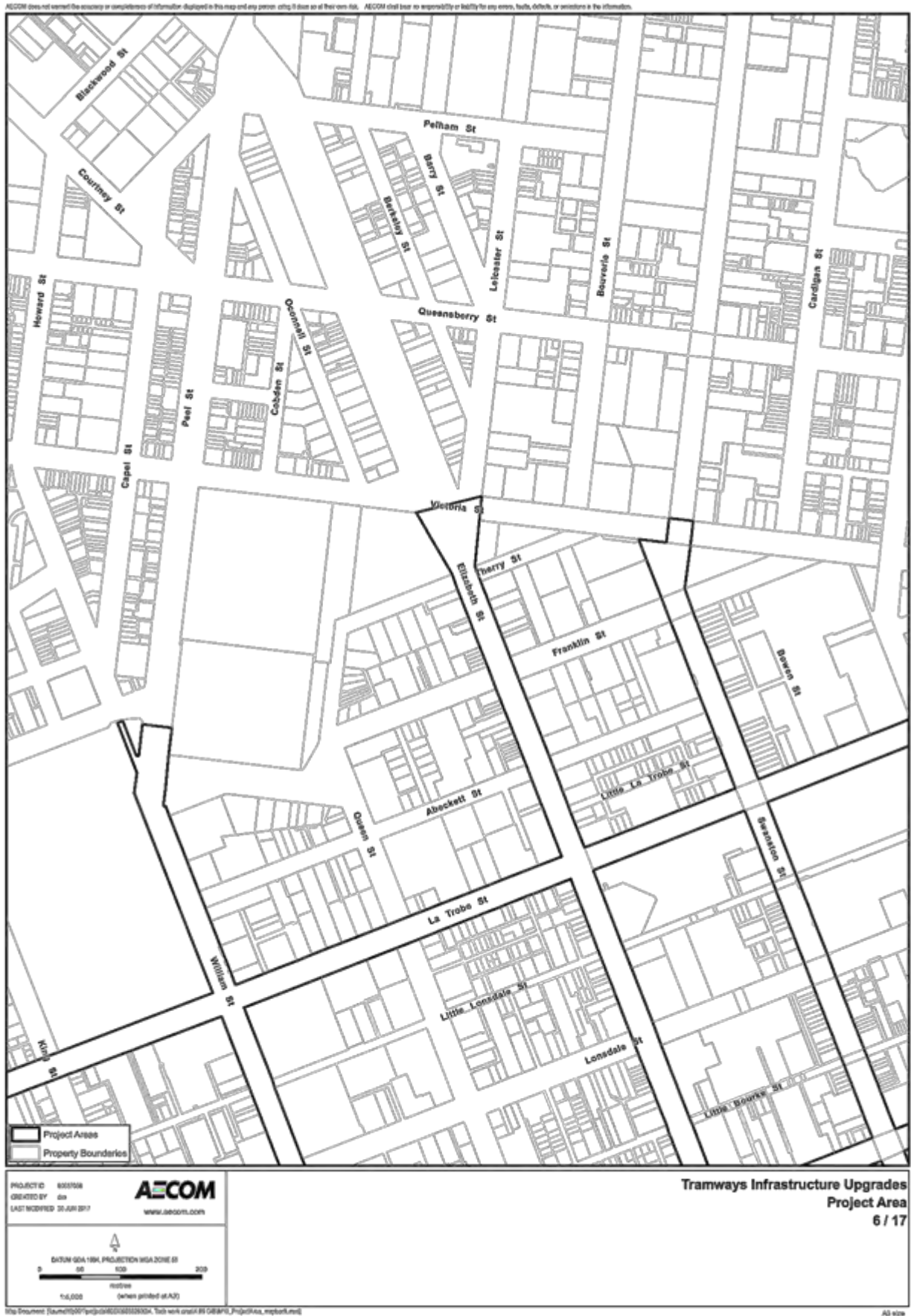




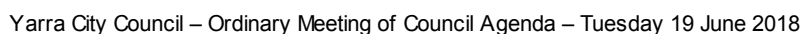
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# Attachment 3 - Route 96 Upgrade 2018 - Planning Scheme Incorporated Document







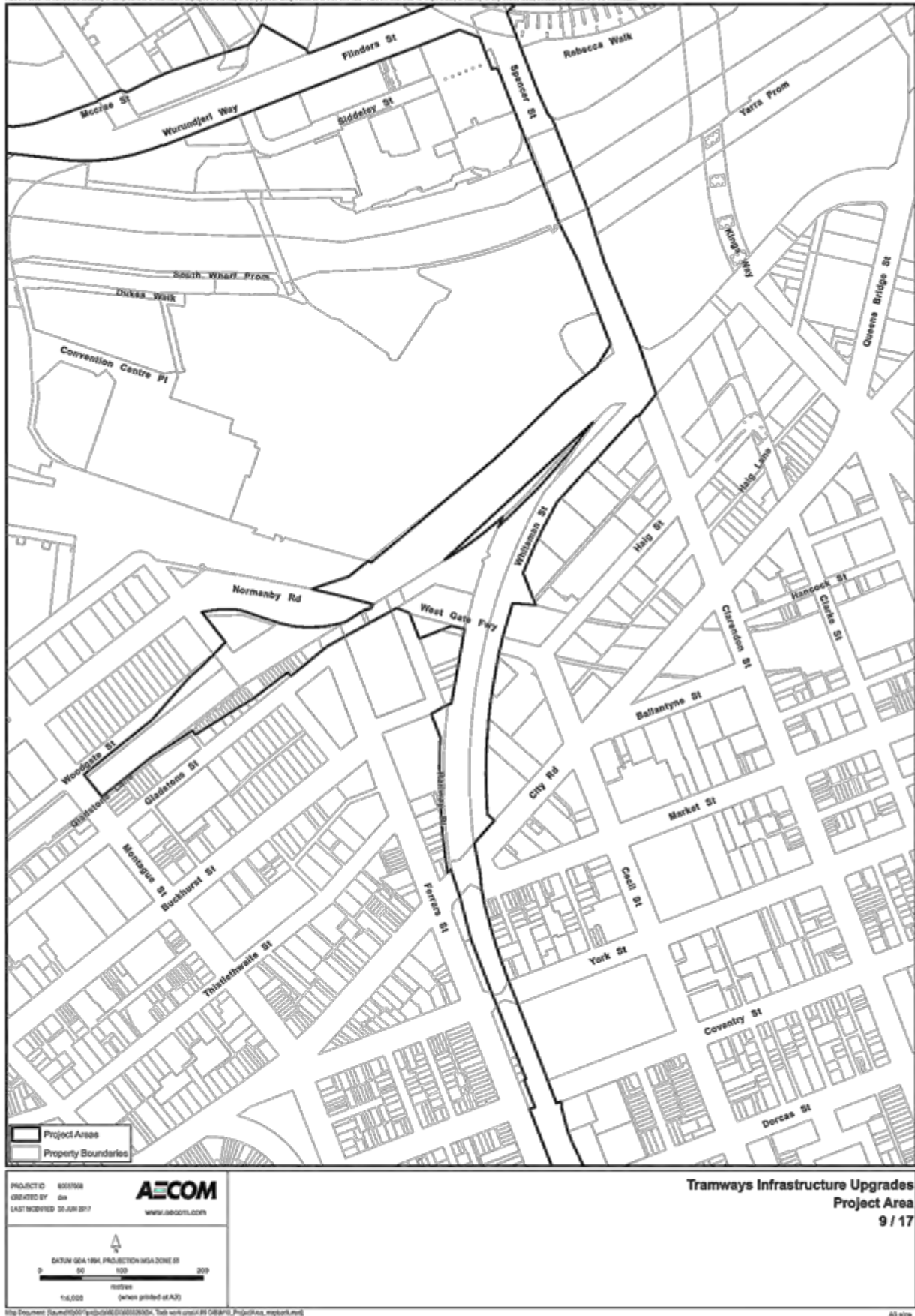
# Attachment 3 - Route 96 Upgrade 2018 - Planning Scheme Incorporated Document

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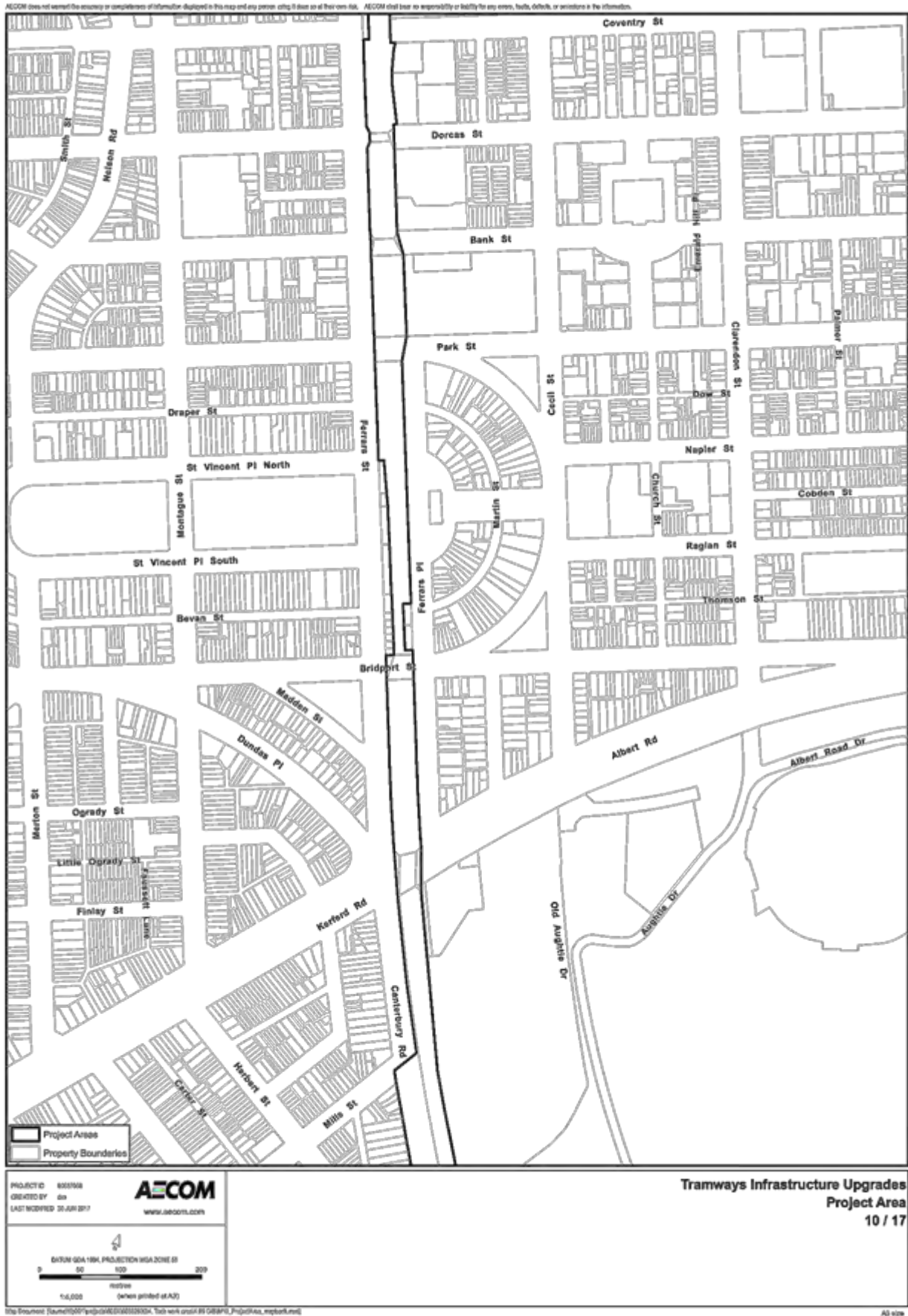
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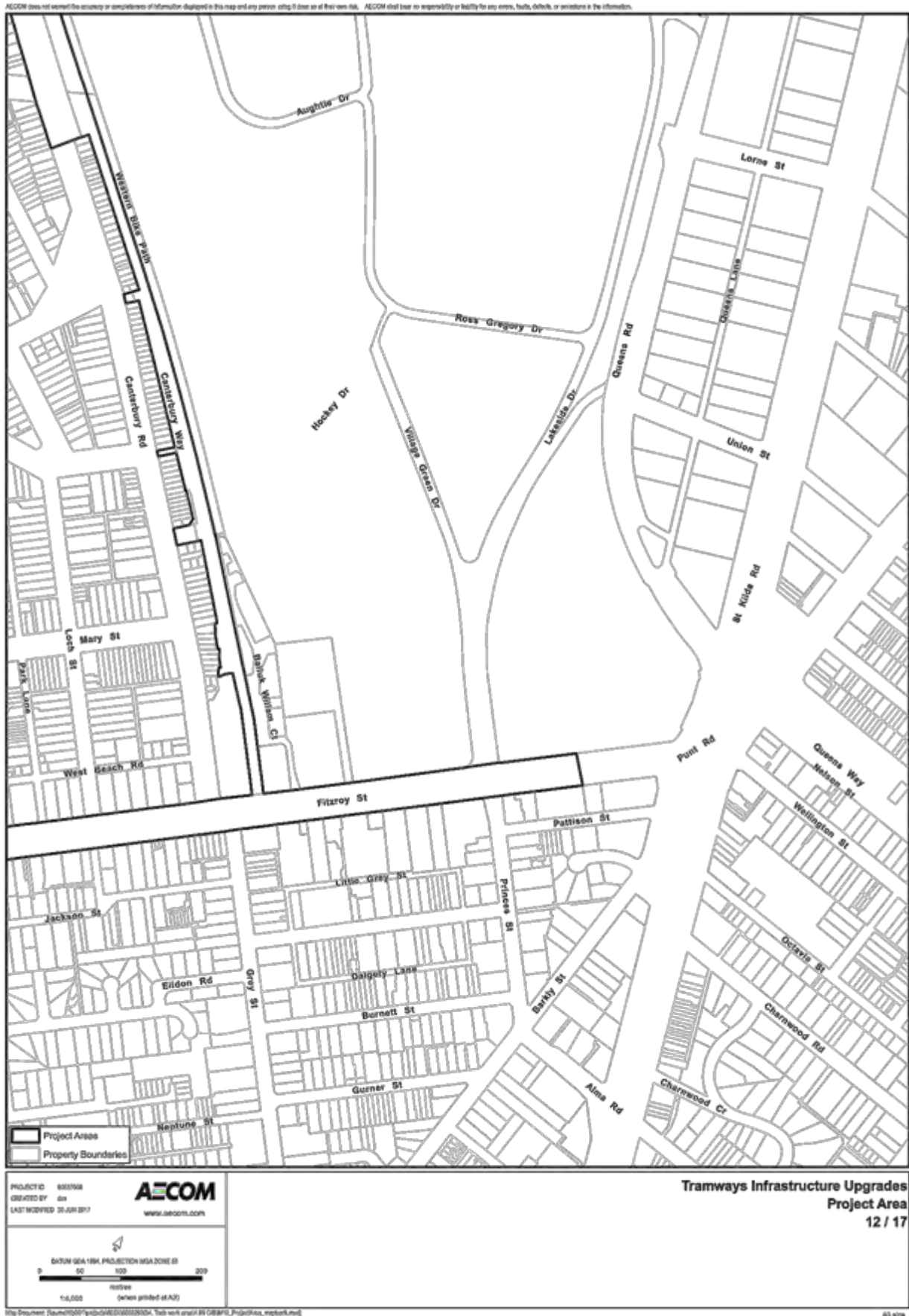




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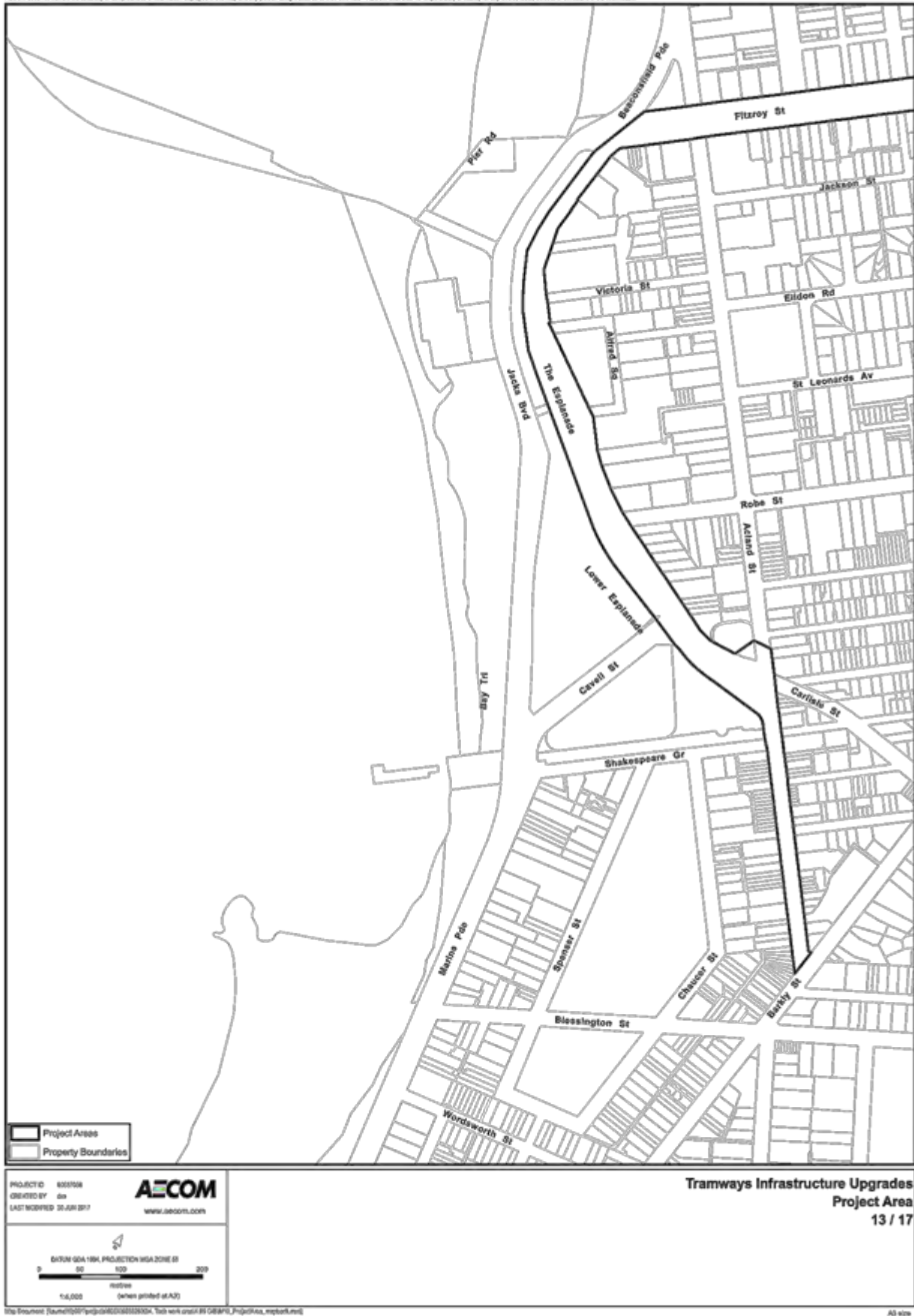


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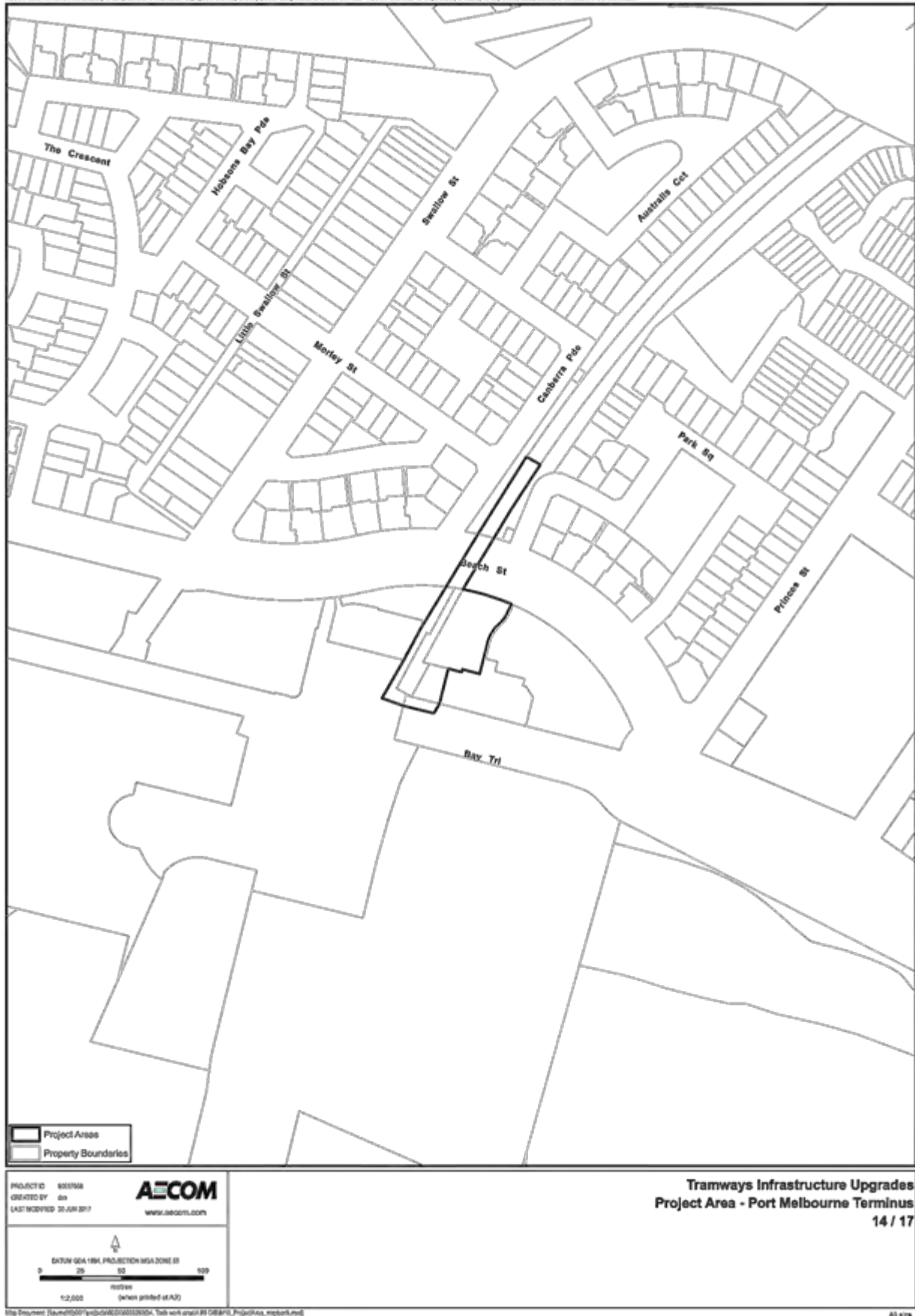
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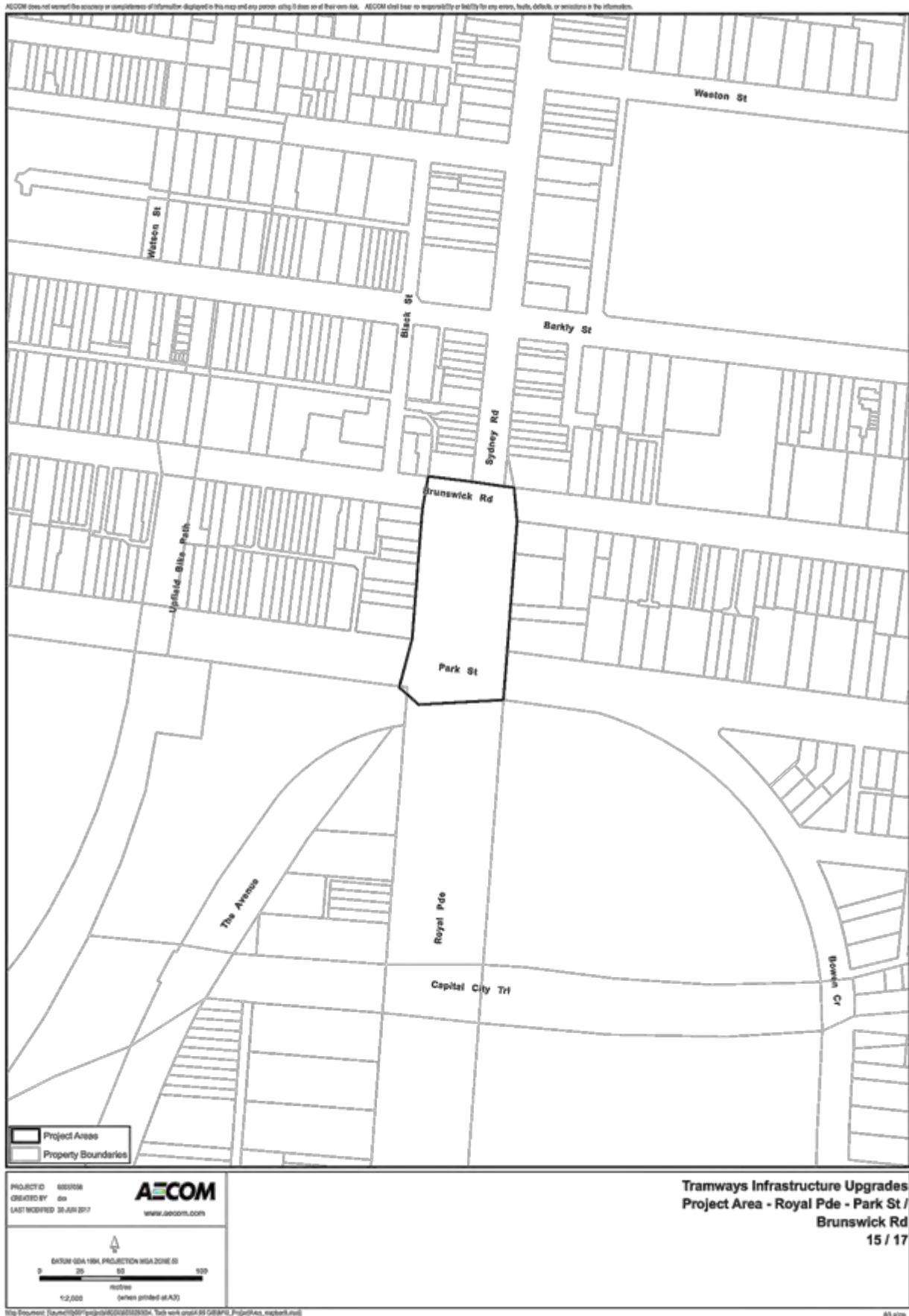
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# Attachment 3 - Route 96 Upgrade 2018 - Planning Scheme Incorporated Document





# Attachment 3 - Route 96 Upgrade 2018 - Planning Scheme Incorporated Document



**Attachment 4 - Arborist Report**



Assessment of trees along Nicholson  
Street as part of tramstop upgrades

## **Construction Impact Assessment**

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## Attachment 4 - Arborist Report



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## Attachment 4 - Arborist Report



### 1. Introduction

It is proposed to upgrade the tramstops along Nicholson Street (Route 96) to create centre island platforms. As part of the works, parking lanes are being converted to vehicle running lanes and there is concern relating to overhead tree canopy clearance and kerb upgrades.

C&R Ryder Consulting has been engaged to complete assessments of potentially impacted trees. This report will provide:

- the findings of the assessment
- the impact of the proposed works to the trees above and below ground
- any protection measures for trees to ensure their longevity.

### 2. Referenced Plans

The following plans were used for the assessments of works and pruning:

- Nicholson Street, OHP 84 to Gertrude Street, Drawing Number: SB20485-ESR-DG-1505-T1, Date 22/04/15, Jacobs
- Nicholson Street, Hanover Street to Moor Street, Drawing Number: SB20485-ESR-DG-1508-T1, Date 22/04/15, Jacobs
- Nicholson Street, Stop 20-Reid Street, Drawing Number: IS168200-LP-DRG-0206, Date 19/01/17, Jacobs
- Nicholson Street, Stop 21-Scotchmer Street, Drawing Number: IS168200-LP-DRG-0306, Date 19/01/17, Jacobs
- Nicholson Street, Salisbury Crescent to Cecil Street, Sheet 2, Drawing Number: SP3-C-071 D3, Date 04/12/15, Argot Consultants
- Nicholson Street, Salisbury Crescent to Cecil Street, Sheet 4, Drawing Number: SP3-C-073 D3, Date 04/12/15, Argot Consultants
- Nicholson Street, Cecil Street to Bell Street, Sheet 2, Drawing Number: SP4-C-071 D3, Date 04/12/15, Argot Consultants
- Nicholson Street, Cecil Street to Bell Street, Sheet 4, Drawing Number: SP4-C-073 D3, Date 04/12/15, Argot Consultants

### 3. Methodology

Cameron Ryder inspected the all trees potentially impacted as identified on the supplied plans on Monday, 13 March 2017. The following data was collected for the trees:

- Unique ID
- Location ID
- Image of tree
- Botanic and common name
- Tree dimensions (Height x Width)
- Diameter at breast height (DBH)
- Diameter at base (DAB)
- Health
- Structure

## Attachment 4 - Arborist Report



- Useful life expectancy (ULE)
- Tree significance
- Retention value
- Existing minimum clearance over road
- Pruning Requirements
- Ground disturbance
- Likely outcome from the works
- Comments

The trees were assessed from ground level, heights and widths were estimated and trunks measured with a diameter tape. No invasive tests were conducted or samples taken and any assessments of decay are qualitative only.

For all tree assessment descriptors, see Appendix 1.

Canopy clearance was measured using a pole to assess clearance requirements from the edge of kerb. Tree viability is an opinion of whether the tree will remain viable in the landscape as a result of proposed pruning. In general, more than 50% canopy loss resulted in the tree being determined unviable.

The impact of kerb and gutter upgrades has not been fully assessed as the plans do not detail the final designs. Comments regarding kerb impacts have been provided.

All tree protection zones and structural root zones have been aligned to the feature survey and are in accordance with AS4970-2009 *Protection of Trees on Development Sites*. Detailed maps of each site are provided in Appendix 3.

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## 4. Site Map



Figure 1: Overview of all trees

Ref: CMR17-03-15YarraTramsNicholsonCarlton.docx

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## 5. Tree Details

ID	Botanical Name	Common Name	Origin	Height	Width	DBH	DAB	Health	Structure	ULE	Retention Value	TPZr (m)	SRZr (m)
1	<i>Ficus macrophylla</i>	Moreton Bay Fig	Native	18	18	145	145	Good	Fair	20+ years	Very High	15	3.87
2	<i>Ficus macrophylla</i>	Moreton Bay Fig	Native	15	20	161	161	Good	Fair	20+ years	Very High	15	4.04
3	<i>Platanus Xacerifolia</i>	London Plane	Exotic	15	10	45	52	Good	Good	20+ years	High	5.4	2.51
4	<i>Platanus Xacerifolia</i>	London Plane	Exotic	14	8	41	47	Good	Good	20+ years	High	4.92	2.41
5	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	12	45	54	Good	Fair	20+ years	High	5.4	2.55
6	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	12	57	68	Good	Fair	20+ years	High	6.84	2.81
7	<i>Platanus Xacerifolia</i>	London Plane	Exotic	15	10	54	64	Good	Fair	20+ years	High	6.48	2.74
8	<i>Platanus Xacerifolia</i>	London Plane	Exotic	8	5	16	20	Good	Fair	20+ years	Moderate	2	1.50
9	<i>Platanus Xacerifolia</i>	London Plane	Exotic	15	10	50	61	Good	Fair	20+ years	High	6	2.69
10	<i>Platanus Xacerifolia</i>	London Plane	Exotic	9	7	32	39	Good	Fair	20+ years	High	3.84	2.23
11	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	10	48	57	Good	Fair	20+ years	High	5.76	2.61
12	<i>Lophostemon confertus</i>	Queensland Brush Box	Native	8	6	33	39	Good	Fair	10-20 years	High	3.96	2.23
13	<i>Platanus Xacerifolia</i>	London Plane	Exotic	12	10	43	50	Good	Fair	20+ years	High	5.16	2.47
14	<i>Fraxinus 'Raywood'</i>	Claret Ash	Exotic	10	9	31	36	Fair	Fair	10-20 years	High	3.72	2.15
15	<i>Fraxinus 'Raywood'</i>	Claret Ash	Exotic	10	10	46	55	Fair	Fair	10-20 years	High	5.52	2.57
16	<i>Platanus Xacerifolia</i>	London Plane	Exotic	14	9	42	53	Good	Good	20+ years	High	5.04	2.53
17	<i>Ficus macrophylla</i>	Moreton Bay Fig	Native	16	24	106	122	Good	Good	20+ years	Very High	12.72	3.60
18	<i>Ficus macrophylla</i>	Moreton Bay Fig	Native	18	26	176	230	Good	Good	20+ years	Very High	15	4.70
19	<i>Corymbia citriodora</i>	Lemon-scented Gum	Native	17	16	85	99	Fair	Fair	10-20 years	High	10.2	3.30
20	<i>Corymbia maculata</i>	Spotted Gum	Native	10	10	44	53	Good	Fair	20+ years	High	5.28	2.53
21	<i>Platanus Xacerifolia</i>	London Plane	Exotic	9	6	26	33	Good	Fair	20+ years	High	3.12	2.08
22	<i>Corymbia maculata</i>	Spotted Gum	Native	14	10	54	68	Good	Good	20+ years	High	6.48	2.81
23	<i>Platanus orientalis</i>	Plane	Exotic	6	2	9	11	Fair	Fair	20+ years	Moderate	2	1.50
24	<i>Platanus Xacerifolia</i>	London Plane	Exotic	15	9	52	66	Good	Good	20+ years	High	6.24	2.78
25	<i>Corymbia maculata</i>	Spotted Gum	Native	17	10	60	72	Good	Good	20+ years	High	7.2	2.88

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ID	Botanical Name	Common Name	Origin	Height	Width	DBH	DAB	Health	Structure	ULE	Retention Value	TPZr (m)	SRZr (m)
26	<i>Platanus orientalis</i>	Plane	Exotic	13	9	41	55	Good	Fair	20+ years	High	4.92	2.57
27	<i>Platanus Xacerifolia</i>	London Plane	Exotic	8	8	33	42	Good	Fair	20+ years	High	3.96	2.30
28	<i>Platanus Xacerifolia</i>	London Plane	Exotic	15	12	57	70	Good	Fair	20+ years	High	6.84	2.85
29	<i>Platanus orientalis</i>	Plane	Exotic	12	9	35	41	Fair	Fair	10-20 years	Moderate	4.2	2.28
30	<i>Corymbia maculata</i>	Spotted Gum	Native	15	10	50	58	Good	Fair	20+ years	High	6	2.63
31	<i>Corymbia maculata</i>	Spotted Gum	Native	14	8	35	43	Good	Fair	20+ years	Moderate	4.2	2.32
32	<i>Platanus orientalis</i>	Plane	Exotic	8	7	27	33	Good	Fair	20+ years	Moderate	3.24	2.08
33	<i>Platanus orientalis</i>	Plane	Exotic	17	12	59	70	Good	Good	20+ years	High	7.08	2.85
34	<i>Corymbia maculata</i>	Spotted Gum	Native	15	10	49	58	Fair	Fair	20+ years	High	5.88	2.63
35	<i>Platanus orientalis</i>	Plane	Exotic	16	12	62	74	Good	Fair	20+ years	High	7.44	2.92
36	<i>Corymbia maculata</i>	Spotted Gum	Native	16	12	72	85	Good	Fair	20+ years	High	8.64	3.09
37	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	12	70	78	Good	Fair	20+ years	High	8.4	2.98
38	<i>Platanus Xacerifolia</i>	London Plane	Exotic	14	12	48	56	Fair	Fair	20+ years	High	5.76	2.59
39	<i>Platanus Xacerifolia</i>	London Plane	Exotic	14	10	45	52	Fair	Fair	10-20 years	High	5.4	2.51
40	<i>Platanus Xacerifolia</i>	London Plane	Exotic	14	8	43	49	Fair	Fair	10-20 years	High	5.16	2.45
41	<i>Platanus Xacerifolia</i>	London Plane	Exotic	13	10	50	58	Good	Fair	20+ years	High	6	2.63
42	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	14	70	82	Good	Fair	20+ years	High	8.4	3.04
43	<i>Platanus Xacerifolia</i>	London Plane	Exotic	14	10	40	49	Fair	Fair	20+ years	High	4.8	2.45
44	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	10	45	53	Good	Fair	20+ years	High	5.4	2.53
45	<i>Corymbia maculata</i>	Spotted Gum	Native	15	10	52	68	Good	Fair	5-10 years	High	6.24	2.81
46	<i>Platanus orientalis</i>	Plane	Exotic	11	10	67	95	Fair	Fair	10-20 years	High	8.04	3.24
47	<i>Platanus Xacerifolia</i>	London Plane	Exotic	13	9	43	50	Good	Fair	10-20 years	High	5.16	2.47
48	<i>Corymbia maculata</i>	Spotted Gum	Native	15	10	67	77	Good	Fair	20+ years	High	8.04	2.97
49	<i>Platanus Xacerifolia</i>	London Plane	Exotic	9	6	25	30	Good	Fair	20+ years	Moderate	3	2.00
50	<i>Corymbia maculata</i>	Spotted Gum	Native	17	10	72	80	Good	Fair	20+ years	High	8.64	3.01
51	<i>Platanus orientalis</i>	Plane	Exotic	16	12	62	78	Good	Fair	20+ years	High	7.44	2.98
52	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	12	52	62	Good	Fair	20+ years	High	6.24	2.71
53	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	10	54	62	Good	Fair	20+ years	High	6.48	2.71

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ID	Botanical Name	Common Name	Origin	Height	Width	DBH	DAB	Health	Structure	ULE	Retention Value	TPZr (m)	SRZr (m)
54	<i>Platanus Xacerifolia</i>	London Plane	Exotic	15	10	48	59	Good	Fair	20+ years	High	5.76	2.65
55	<i>Lagerstroemia indica</i>	Crepe Myrtle	Exotic	2	1	10	11	Good	Fair	20+ years	Moderate	2	1.50
56	<i>Laurus nobilis</i>	Bay Tree	Exotic	2	1	6	6	Good	Fair	20+ years	Moderate	2	1.50
57	<i>Corymbia maculata</i>	Spotted Gum	Native	16	10	55	70	Good	Good	20+ years	High	6.6	2.85
58	<i>Laurus nobilis</i>	Bay Tree	Exotic	3	1	10	12	Good	Good	20+ years	Moderate	2	1.50
59	<i>Laurus nobilis</i>	Bay Tree	Exotic	3	1	8	9	Good	Good	20+ years	Moderate	2	1.50
60	<i>Laurus nobilis</i>	Bay Tree	Exotic	3	1	8	9	Good	Good	20+ years	Moderate	2	1.50
61	<i>Lagerstroemia indica</i>	Crepe Myrtle	Exotic	3	1	8	9	Good	Good	20+ years	Moderate	2	1.50
62	<i>Laurus nobilis</i>	Bay Tree	Exotic	3	1	5	6	Good	Good	20+ years	Moderate	2	1.50
63	<i>Laurus nobilis</i>	Bay Tree	Exotic	3	1	6	8	Good	Good	20+ years	Moderate	2	1.50
64	<i>Eucalyptus saligna</i>	Sydney Blue Gum	Native	15	10	50	58	Good	Good	20+ years	Moderate	6	2.63
65	<i>Lagerstroemia indica</i>	Crepe Myrtle	Exotic	3	1	7	9	Good	Good	20+ years	Moderate	2	1.50
66	<i>Laurus nobilis</i>	Bay Tree	Exotic	3	1	7	9	Good	Good	20+ years	Moderate	2	1.50
67	<i>Laurus nobilis</i>	Bay Tree	Exotic	2	1	5	6	Good	Good	20+ years	Moderate	2	1.50
68	<i>Laurus nobilis</i>	Bay Tree	Exotic	2	1	5	6	Good	Good	20+ years	Moderate	2	1.50
69	<i>Platanus orientalis</i>	Plane	Exotic	8	8	25	31	Good	Fair	10-20 years	Moderate	3	2.02
70	<i>Laurus nobilis</i>	Bay Tree	Exotic	2	1	6	8	Good	Fair	10-20 years	Moderate	2	1.50
71	<i>Laurus nobilis</i>	Bay Tree	Exotic	2	1	6	8	Good	Fair	10-20 years	Moderate	2	1.50
72	<i>Laurus nobilis</i>	Bay Tree	Exotic	3	1	8	9	Good	Fair	10-20 years	Moderate	2	1.50
73	<i>Laurus nobilis</i>	Bay Tree	Exotic	2	1	6	7	Good	Fair	10-20 years	Moderate	2	1.50
74	<i>Laurus nobilis</i>	Bay Tree	Exotic	2	1	6	7	Good	Fair	10-20 years	Moderate	2	1.50
75	<i>Laurus nobilis</i>	Bay Tree	Exotic	2	1	5	6	Good	Fair	10-20 years	Moderate	2	1.50
76	<i>Laurus nobilis</i>	Bay Tree	Exotic	3	1	5	6	Good	Fair	10-20 years	Moderate	2	1.50
77	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	14	72	86	Good	Good	20+ years	High	8.64	3.11
78	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	14	86	96	Good	Fair	20+ years	High	10.32	3.25
79	<i>Platanus Xacerifolia</i>	London Plane	Exotic	16	10	48	60	Good	Good	20+ years	High	5.76	2.67
80	<i>Lagerstroemia indica</i>	Crepe Myrtle	Exotic	3	1	8	9	Good	Good	20+ years	Moderate	2	1.50

## Attachment 4 - Arborist Report



## 6. Discussion

### 6.1 The Site

The broader site for works and subsequent tree assessment is along Nicholson Street from North of Victoria Parade, Fitzroy, through to Scotchmer Street, Fitzroy North. 8 individual tramstop installations/upgrades are proposed along the 2.7km length of the street including:

- Site 1, Gertrude Street
- Site 2, King William Street
- Site 3, Johnston Street
- Site 4, Westgarth Street
- Site 5, York Street
- Site 6, Curtain Street
- Site 7, Reid Street
- Site 8, Scotchmer Street (Figure 1)

### 6.2 The Trees

80 trees were assessed across the 8 sites comprising 15 trees within the City of Melbourne and 65 trees within the City of Yarra. Trees on the western side of Nicholson Street for the first 4 sites are within the City of Melbourne boundary, trees to the east and north are within the City of Yarra.

Trees of note within the City of Melbourne include the 4 Moreton Bay Figs (ID 1, 2, 17 & 18) located in the Carlton Gardens listed as a World Heritage Place in 2004 (Heritage Victoria 2004). A permit may be required to complete pruning works on any trees that are within the gardens.

The majority of trees are street trees planted on both sides of the road, largely in a council verge that is dominated by hard surface, primarily asphalt. Table 1 details a summary of the species assessed.

Table 1: Tree species summary.

Botanical Name	Common Name	Origin	Count
<i>Platanus Xacerifolia</i>	London Plane	Exotic	31
<i>Laurus nobilis</i>	Bay Tree	Exotic	16
<i>Corymbia maculata</i>	Spotted Gum	Native	11
<i>Platanus orientalis</i>	Plane	Exotic	9
<i>Lagerstroemia indica</i>	Crepe Myrtle	Exotic	4
<i>Ficus macrophylla</i>	Moreton Bay Fig	Native	4
<i>Fraxinus 'Raywood'</i>	Claret Ash	Exotic	2
<i>Lophostemon confertus</i>	Queensland Brush Box	Native	1
<i>Eucalyptus saligna</i>	Sydney Blue Gum	Native	1
<i>Corymbia citriodora</i>	Lemon-scented Gum	Native	1
			80

### Plane Trees

London Plane *Platanus Xacerifolia*, was the most common species assessed and is typical of the plantings of many areas of Melbourne. A broad crowned deciduous tree of uncertain



## Attachment 4 - Arborist Report



garden origin, London Plane regularly reaches heights of 20m in urban areas. The bark is cream to grey and peels in large plates to give a mottled appearance (Spencer 1997).

Its tolerance of urban conditions including atmospheric pollution, compaction and regular pruning make it a highly successful species for road side planting. Studies have shown it is far less likely to cause damage to kerbs and footpaths than other species reaching a similar size (Hitchmough 1994).

The other species of Plane planted along the site is *Platanus orientalis*. It is similar to London Plane in form; however has more deeply divided leaves (Simpfendorfer 1992).

These 2 species (grouped together) account for half of all trees assessed.

### Spotted Gum

Spotted Gum *Corymbia maculata* is the other large, maturing species planted as a street tree comprising 11 specimens. It is an evergreen tree native to a small population near Mt Tara in Victoria though more common in coastal and sub-coastal regions of New South Wales (Brooker & Kleinig 1994).

The species has a moderate growth rate, is commonly single stemmed and can attain a mature height of 40m in its natural habitat (Nicolle, 2006). In urban conditions, it is unlikely to grow taller than 20-25m.

### Trees managed as topiary

20 trees planted in streets have been managed as topiary 'balls', primarily at the northern end of the site. They include"

- 16 Bay Laurel *Laurus nobilis*
- 4 Crepe Myrtle *Lagerstroemia indica* cv.

These specimens have often been planted under shop front awnings or where space is particularly restricted. They generally perform well and can be maintained as small specimens with regular pruning.

### 6.2.1 Tree Condition

The assessed trees were generally in good condition with:

- approximately 75% of all trees having good health
- all trees having fair or good structure.
- approximately 75% of all trees expected to have a useful life expectancy (ULE) of more than 20 years (Table 2).

This is not surprising as the tree species are generally long-lived and they are being actively managed.

Table 2: Summary of tree condition.

Health	Count	Structure	Count	ULE	Count
Good	69	Good	24	20+ years	62
Fair	11	Fair	56	10-20 years	17
Poor	0	Poor	0	5-10 years	1
Dead	0	Hazardous	0	<5 years	0
Total	80		80		80

Plane trees are generally planted because of their established tolerances to harsh urban conditions. Spotted Gums are somewhat similar and are known to be long-lived. Moreton Bay Figs are known to be long-lived with many across Melbourne in excess of 100 years old.

## Attachment 4 - Arborist Report



Although small, Bay Laurel and Crepe Myrtle are also long-lived.

The only species that would be considered relatively short-lived is Claret Ash *Fraxinus* 'Raywood'. It often succumbs to Ash Dieback in maturity (Spencer 2002).

### 6.3 Tree Protection Zones

It is important when considering development or construction that assets to be retained are properly protected. In this case the trees are the assets and require protection if they are to be retained in the landscape long-term. Damage to the trees can come in 1 of 2 ways. The first is immediate damage directly to the tree in the form of root severance, breaking of branches and wounding of the trunk. The second is more insidious and can take some time to manifest. This is a more indirect form of damage and usually relates to modification of soil structure or grade, drainage patterns or hydrology (Coder 1995).

Trees can be easily protected from development by the installation of Tree Protection Zones (TPZ). TPZs have been calculated according to AS4970-2009 *Protection of Trees on Development Sites* for all trees to be retained. This calculates the TPZ radius by multiplying the trunk DBH by 12 to a maximum of 15m radius. These figures have been supplied in section 5 Tree Details.

The TPZ calculation is used to help determine encroachment impacts from the proposal and the outcome of the trees.

### 6.4 Structural Root Zones (SRZs)

The structural root zone is a formula to define the theoretical volume of soil and tree roots required to keep a tree stable in the ground. It is in no way related to tree health and significant excavation at or near the SRZ for many trees will cause severe decline and/or death.

Excavation within SRZs can lead to whole tree failure often with devastating results. SRZs have been calculated in accordance with AS 4970-2009 *Protection of Trees on Development Sites* using the equation:

$$R_{SRZ} = (D \times 50)^{0.42} \times 0.64$$

Where D=trunk diameter at base in metres.

These figures have been supplied in section 5 Tree Details.

### 6.5 Pruning Impacts

A large part of this report is assessing the impact of pruning to achieve clearance. Because the road usage will change and a kerbside lane will be implemented, vertical clearance from the kerb edge of 4.8m is required. Factors that influence the amount of pruning the trees will require include:

- The presence of overhead power lines
- Width of the verge
- Species form.

A measure was used to assess clearance requirements and is shown in all tree photos for scale. A 4m pole helps to provide scale and allowed measurement of which trees would require pruning or removal to achieve 4.8m clearance. The following figures provide some examples of the tree pruning assessments.

The following figures provide some examples of the assessments completed.

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Figure 2: Pruning required to achieve 4.8m over the road. This tree will not remain viable (Tree 13).



Figure 3: Pruning required to achieve 4.8m over the road. This tree will not remain viable (Tree 54).



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Figure 4: Example of where trunk removal is required to achieve clearance (Tree 21).



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Figure 5: Example of a tree that will remain viable with pruning (Tree 34).

## 6.6 Construction Impact

Encroachment of less than 10% of the TPZ and outside the SRZ is deemed to be minor encroachment according to AS 4970-2009. Variations must be made by the project arborist considering other relevant factors including tree health, vigour, stability, species sensitivity and soil characteristics.

Encroachment of more than 10% of the TPZ or into the SRZ is major encroachment. The project arborist must demonstrate that the tree(s) would remain viable. This may require root investigation by non-destructive methods and consideration of relevant factors tree health, vigour, stability, species sensitivity and soil characteristics.

## 6.7 Modifying Kerbs

The kerb replacement process as noted in many of the plans has not been assessed as detail has not been provided. In many cases, the trunks of the mature Planes and Spotted Gums have expanded and the flare or roots are impacting the bluestone kerbing. Simple replacement, root cutting and excavation is likely to damage trees and potentially cause many to require removal.

When preparing detail for these works near trees, the following should be considered to minimise impacts:

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- Removal of the bluestones set into the road is likely to be achievable with minimal root damage.
- Excavation below the bluestones is not likely to be achievable with some root damage, the extent of which cannot be determined until the stones are lifted.
- Bluestones forming the kerb line are to be retained wherever possible. Where they are removed and relaid, there is to be no additional excavation if roots are present.
- Bluestones within SRZs that must be removed are to be done so by hand or with the aid of a small excavator (~2 tonne)
- Selective root pruning may be achievable in accordance with AS 4373-2007 *pruning of Amenity Trees*.
- All kerb and gutter replacement works within TPZs should be supervised by a project arborist.

Modifying the kerb and gutter is likely to be challenging near many trees, particularly Trees 3, 7, 33, 35-8, 41, 43, 47, 48, 50, 51, 54, 57, 77 & 78.

### 6.8 Tree Root Distribution in Roadways

In general, the impacts of the tramstop installation/upgrades have not been assessed as impacts in accordance with AS4970-2009 *Protection of Trees on Development Sites*. This is because the majority of works will be occurring centrally within the roadway. Construction of many busy urban roads is such that root growth under the sealed surface is highly restricted. Additionally, the works will occur in areas with existing tram lines, usually requiring several hundred millimetres depth of reinforced concrete.

Where minor road changes and levels are proposed, the works won't generally exceed the sub-base of the existing road.

Given these factors, the tramstop upgrades are not expected to impact trees.

## 7. Individual Sites

The following summarises the assessments of impacts for each site above and below ground. The full assessment data is provided in Appendix 2 and detailed maps including TPZs and SRZs are provided in Appendix 3.

### 7.1 Site 1, Gertrude Street

Site 1 involves the installation of a new 66m long centre island platform and modification of the tram alignment. As such, 24 car parking spaces will be lost for new vehicle running lanes. Additionally, new pedestrian crossings, signalling and tram poles are required.

For the 9 trees assessed at Gertrude Street:

- All will remain viable
- Pruning is required for all trees as detailed.
  - Trees 1 and 2 are located within the Carlton Gardens and pruning may require a heritage permit.
- Poles 85d and 87d should be moved to be installed south of the existing poles.
- There will be no impact for the crossover installed within the TPZ of Tree 1 due to existing level changes and hard infrastructure.
- There will be a minor impact from the installation of the pedestrian crossing near Trees 5 & 6.

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### 7.2 Site 2, King William Street

Site 2 involves the installation of a new 33m long centre island platform and modification of the tram alignment. As such, 34 car parking spaces will be lost for new vehicle running lanes. Additionally, new pedestrian crossings and signalling are required.

For the 10 trees assessed at King William Street:

- Trees 11, 16-19 will remain viable.
- Tree 10 will remain viable with a possible reduction in ULE.
- Trees 12-15 will not remain viable and require removal. The proposed crossover will also encroach on the trunk of Tree 15.
- There will be no encroachment for other trees for the installation of infrastructure not in the road surface.
- Of the trees that will remain viable, all will require pruning to achieve clearance.
  - Trees 17-19 are located within the Carlton Gardens and pruning may require a heritage permit.

### 7.3 Site 3, Johnston Street

Site 3 involves the installation of 2 new centre island platforms on either side of the Johnston Street intersection and modification of the tram alignment.

For the 7 trees assessed at Johnston Street:

- Trees 20 & 22-26 will remain viable.
- Tree 21 will require removal as the trunk overhangs the roadway.
- Pruning will be required as detailed to Trees 20, 22, 23 and 26.
- No pruning will be required for trees 24 & 25.

### 7.4 Site 4, Westgarth Street

Site 4 involves the installation of a new centre island platform and modification of the tram alignment. As such, 14 car parking spaces will be lost for new vehicle running lanes. Additionally, new pedestrian crossings and signalling are required.

For the 6 trees assessed at Westgarth Street:

- Trees 27 & 30-32 will remain viable.
- Tree 28 will remain viable with a possible reduction in ULE due to large branch loss.
- Tree 29 will not remain viable due to the required loss of stem and canopy.
- Pruning will be required as detailed to Trees 27 & 28.
- No pruning will be required for trees 30-32.
- There will be no encroachment for other trees for the installation of infrastructure not in the road surface.



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### 7.5 Site 5, York Street

Site 5 involves the installation of a new centre island platform and modification of the tram alignment. As such, 21 car parking spaces will be lost for new vehicle running lanes. Additionally, new pedestrian crossings and signalling are required.

For the 9 trees assessed at York Street:

- Trees 34-37, 40 & 41 will remain viable.
- Trees 33 & 38 will remain viable with a possible reduction in ULE due to large branch loss.
- Tree 39 will not remain viable due to the required loss of stem and canopy.
- Pruning will be required as detailed to Trees 33-35, 37 & 38.
- No pruning will be required for trees 36, 40 & 41.
- There will be minor encroachments to Trees 35 and 38 for the installation of infrastructure not in the road surface.

### 7.6 Site 6, Curtain Street

Site 6 involves the installation of a new centre island platform and modification of the tram alignment. As such, 24 car parking spaces will be lost for new vehicle running lanes. Additionally, new pedestrian crossings and signalling are required.

For the 5 trees assessed at Curtain Street:

- Tree 46 will remain viable.
- Trees 42 & 43 will remain viable with a possible reduction in ULE due to large branch loss.
- Tree 44 & 45 will not remain viable due to the required loss of the main trunk over the road.
- Pruning will be required as detailed to Trees 42, 43 & 46.
- There will be minor encroachments to Tree 45 (already requiring removal) for the installation of infrastructure not in the road surface.

### 7.7 Site 7, Reid Street

Site 7 involves the installation of a new 33m long centre island platform and modification of the tram alignment. As such, 16 car parking spaces will be lost for new vehicle running lanes. The existing intersection pedestrian crossings will be upgraded for access to the platform.

For the 11 trees assessed at Reid Street:

- Trees 48-51, 53 & 55-57 will remain viable.
- Tree 47, 52 & 54 will not remain viable due to the required loss of the main trunk or stems over the road.
- Pruning will be required as detailed to Trees 49, 51 & 53.
- No pruning will be required for Trees 48, 50 & 55-57.
- There will be no encroachments to Trees for the installation of infrastructure not in the road surface.



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### 7.8 Site 8, Scotchmer Street

Site 8 involves the installation of a new 33m long centre island platform and modification of the tram alignment. As such, 22 car parking spaces will be lost for new vehicle running lanes. The existing intersection pedestrian crossings will be upgraded for access to the platform.

For the 23 trees assessed at Curtain Street:

- Trees 58-76 & 80 will remain viable.
- Tree 77-79 will not remain viable due to the required loss of the main branches over the road.
- Pruning will be required as detailed to Tree 69, all others proposed to be retained do not require pruning for canopy clearance.

### 7.9 Summary

For the 80 trees assessed around the proposed 8 tramstops:

- 56 trees will remain viable. These include Trees 1-5, 8, 11, 16-20, 22-27, 30-32, 34-37, 40, 41, 46, 48-51, 53, 55-76 & 80.
  - 32 trees will not require any pruning for clearance.
  - 24 trees will require pruning.
- 9 trees will remain viable with a possible reduction in ULE. These include Trees 6, 7, 9, 10, 28, 33, 38, 42 & 43.
- 15 trees will not remain viable and will need to be removed to implement the design. These include Trees 12-15, 21, 29, 39, 44, 45, 47, 52, 54, 77-79.

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## 8. Conclusion

C&R Ryder Consulting was engaged to complete an assessment of likely impacts to trees from 8 proposed tramstop upgrades along Nicholson Street (Route 96).

80 trees were assessed across the 8 sites comprising a mix of large species including London Plane and Spotted Gum as well as Crepe Myrtle and bay Laurel managed as topiary 'balls'. In general the trees are in good condition with long ULEs. Several assessed trees are located within the Carlton gardens, a World Heritage Site and may require a permit if pruning is completed.

The trees have been assessed to determine their long-term viability taking into account the requirement to achieve 4.8m vertical clearance from the kerb for new running lanes.

- 56 trees will remain viable. These include Trees 1-5, 8, 11, 16-20, 22-27, 30-32, 34-37, 40, 41, 46, 48-51, 53, 55-76 & 80.
  - 32 trees will not require any pruning for clearance.
  - 24 trees will require pruning.
- 9 trees will remain viable with a possible reduction in ULE. These include Trees 6, 7, 9, 10, 28, 33, 38, 42 & 43.
- 15 trees will not remain viable and will need to be removed to implement the design. These include Trees 12-15, 21, 29, 39, 44, 45, 47, 52, 54, 77-79.

An assessment of the impacts from kerb reconstruction has not been completed as the detail has not been provided. In general, the impacts to trees can be mitigated if the guidelines detailed in section 6.7 are implemented. Traditional kerb and channel replacement has the potential to cause another 13 trees that would previously have been viable to likely require removal.

## Attachment 4 - Arborist Report



### 9. References

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## Attachment 4 - Arborist Report



## Appendix 1. Tree Assessment Descriptors

### 1.1 Image of tree

Digital image captured on the day of assessments.

### 1.2 Botanic Name/Common Name

The tree identified to genus and species level as well as the generally accepted common name for the tree.

### 1.3 Tree Dimensions

The height and width of the tree as estimated by the arborist in whole metres.

### 1.4 Diameter at Breast Height

The trunk diameter of the tree measured with a diameter tape at 1.4m above ground level.

### 1.5 Diameter at Base

The trunk diameter of the tree measured with a diameter tape above the root flare.

### 1.6 Health

<b>Very Good</b>	The tree is demonstrating exceptional growth for the species, has a full, dense canopy and there is no sign of any pest or disease.
<b>Good</b>	The tree is demonstrating good growth for the species in its location with respect to its location and broader context. The canopy is full and complete and there are no signs of pest or disease.
<b>Fair</b>	The tree may have shown a reduction in optimal growth and/or there may be some twiggly deadwood within the canopy. There may be the presence of some pests or diseases that are not causing a significant decline in the tree
<b>Poor</b>	The tree is in decline with little growth. There may be sections of the canopy missing and pests or diseases may be prevalent
<b>Very Poor</b>	The tree is in significant decline, with large sections of the canopy dead. This tree is very unlikely to recover.
<b>Dead</b>	The tree is dead

### 1.7 Structure

<b>Good</b>	The tree's structure is typical of the species with no significant hazards such as included bark, trunk decay, splits or tears. In general there will be a single trunk with scaffold and/or subordinate branches that display good attachments
<b>Fair</b>	There may be minor defects in the canopy, but the overall tree is still relatively free of significant issues. The tree may need minor pruning to fix minor defects. The canopy will be mostly symmetrical and typical of the species.
<b>Poor</b>	The tree will have 1 or more significant defect that may be able to be remedied with pruning. This tree is likely to have an atypical canopy and may contain defects such as included bark or codominant stems.
<b>Very Poor</b>	The tree has substantial defects associated with its primary trunk and scaffold structure that cannot be remedied with pruning or other measures. It is likely that this tree will require removal in the short term.
<b>Hazardous</b>	The tree has major defects and is likely to fail. It should be removed as soon as possible.



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### 1.8 Useful Life Expectancy

<b>20+</b>	The tree is a healthy specimen in good condition. It is expected to provide a degree of safety and contribution to the landscape for at least another 20 years with an appropriate level of management.
<b>10-20 years</b>	The tree is a reasonably healthy specimen in good or fair condition. It is expected to provide a degree of safety and contribution to the landscape for 10-20 years with an appropriate level of management.
<b>5-10 years</b>	The tree is in fair condition or a short lived species. It is likely to provide contribution to the landscape for 5-10 years with an appropriate level of management at which point removal may need to be considered.
<b>1-5 years</b>	The tree is a poor specimen in decline and is likely to require removal within 1-5 years.
<b>0 years</b>	The tree is either dead or has substantial defects requiring its removal in the short term.

### 1.9 Tree Significance

<b>Highly Significant</b>	The tree is a large, mature example of the species, generally in fair to good condition. It may be a remnant specimen or have substantial habitat value. The tree may have specific landscape context or be very prominent in the broader environment. This tree may be suitable for inclusion on a significant tree register at local or state government level. Significant efforts should be made to retain this tree.
<b>Significant</b>	The tree is a mature example of the species in good condition and/or have particular prominence in the landscape. There may be evidence of the tree being used as a habitat tree by local fauna and/or it may be a remnant specimen. It has a long ULE and should be considered for retention. The loss of the tree may have a significant impact on the surrounding landscape.
<b>Moderately Significant</b>	The tree is a semi mature to mature example of the species in good condition, may be well sited in the landscape and/or may have habitat value. The removal of this tree would be noticed in the landscape.
<b>Low</b>	The tree is generally a smaller specimen or may be in decline. It is not located in a prominent position and its removal would have little impact on the broader landscape.
<b>None</b>	The tree is considered insignificant and its loss would go unnoticed.

### 1.10 Tree Retention

<b>Very High</b>	The tree is an outstanding example of the species and it should be retained at all costs.
<b>High</b>	The tree is a mature specimen in fair to good condition with a ULE of at least 10 years, is suitable to the site and should be retained in a new development.
<b>Moderate</b>	The tree is a semi-mature or mature specimen, in fair to good condition that is suitable for retention; however, is located such that its loss would not have a significant impact on the landscape.
<b>Low</b>	The tree is likely to be juvenile or in decline and could be retained; however design changes are not considered worthwhile to retain a tree in this category.
<b>None</b>	The tree should be removed irrespective of a design as it is in severe decline, hazardous or dead.
<b>Third Party Tree</b>	This tree is located off the subject property and is owned by a third party. The assessment of health and structure is considered irrelevant as the tree must be retained.

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**Appendix 2. Tree Impact Assessments**

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Site	ID	Botanical Name	TPZr (m)	SRZr (m)	SRZ encroachment	TPZ Encroachment	Existing Clearance	Pruning Required	Ground impacts	Likely outcome
Gertrude Street	1	<i>Ficus macrophylla</i>	15	3.87	No	0.93	>5	Possible minor pruning required for new pole, consider moving to south side of existing pole.	New pole and crossover required in footpath, minor impacts	Tree will remain viable
Gertrude Street	2	<i>Ficus macrophylla</i>	15	4.04			>5	Driving lane already exists. Possible minor pruning required for new pole, consider moving to south side of existing pole.	None	Tree will remain viable
Gertrude Street	3	<i>Platanus Xacerifolia</i>	5.4	2.51			~3	3 low branches over road, approx 30% canopy loss	Trunk flare is displacing kerb	Tree will remain viable
Gertrude Street	4	<i>Platanus Xacerifolia</i>	4.92	2.41			~4	3 low branches over road, approx 25% canopy loss	None	Tree will remain viable
Gertrude Street	5	<i>Platanus Xacerifolia</i>	5.4	2.55	No	1.63	~3.75	1 low branch over road and some fine foliage, approx 15% of canopy	Minor impact from pedestrian crossing	Tree will remain viable
Gertrude Street	6	<i>Platanus Xacerifolia</i>	6.84	2.81	No	4.09	~4	1 large scaffold over road requires removal.	Minor impact from pedestrian crossing	Tree will remain viable, possible reduction in ULE
Gertrude Street	7	<i>Platanus Xacerifolia</i>	6.48	2.74			~4	1 scaffold over road requires removal.	Trunk flare is displacing kerb	Tree will remain viable, possible reduction in ULE
Gertrude Street	8	<i>Platanus Xacerifolia</i>	2	1.50			~3.5	Small lower limbs to achieve clearance, but not for design changes.	None	Tree will remain viable
Gertrude Street	9	<i>Platanus Xacerifolia</i>	6	2.69			~4	None for design, but 2 large low limbs to comply with 4.8m	None	Tree will remain viable, possible reduction in ULE
King William Street	10	<i>Platanus Xacerifolia</i>	3.84	2.23			~3.75	3 branches growing over road, approx. 50% canopy loss	None	Tree will remain viable, possible reduction in ULE
King William Street	11	<i>Platanus Xacerifolia</i>	5.76	2.61			~3	No significant branches, only small epicormics.	None	Tree will remain viable

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Site	ID	Botanical Name	TPZr (m)	SRZr (m)	SRZ encroachment	TPZ Encroachment	Existing Clearance	Pruning Required	Ground impacts	Likely outcome
King William Street	12	<i>Lophostemon confertus</i>	3.96	2.23			~3.5	Both main stems over road, ~60% loss	None	Tree will not remain viable
King William Street	13	<i>Platanus Xacerifolia</i>	5.16	2.47			~3	Both main stems over road, ~60% loss	None	Tree will not remain viable
King William Street	14	<i>Fraxinus 'Raywood'</i>	3.72	2.15			~4	Both main stems over road, ~60% loss	None	Tree will not remain viable
King William Street	15	<i>Fraxinus 'Raywood'</i>	5.52	2.57	Yes	100.00	~3	3 stems over road, ~50% canopy loss	New crossover and signals will require tree removal	Tree will not remain viable
King William Street	16	<i>Platanus Xacerifolia</i>	5.04	2.53			~3.75	3-4 stems over road, ~30-40% loss	None	Tree will remain viable
King William Street	17	<i>Ficus macrophylla</i>	12.72	3.60			~4.5	1 x 300mm branch and low hanging foliage.	None	Tree will remain viable
King William Street	18	<i>Ficus macrophylla</i>	15	4.70			~4.5	Only low hanging foliage.	None	Tree will remain viable
King William Street	19	<i>Corymbia citriodora</i>	10.2	3.30			~3.5	1 small branch and low hanging foliage.	None	Tree will remain viable
Johnston Street	20	<i>Corymbia maculata</i>	5.28	2.53			~4.5	Small amount of low hanging foliage.	None	Tree will remain viable
Johnston Street	21	<i>Platanus Xacerifolia</i>	3.12	2.08			~4.5	Whole of canopy to be removed as trunk leans over roadway	None	Tree will not remain viable
Johnston Street	22	<i>Corymbia maculata</i>	6.48	2.81			~4.5	Only low hanging foliage	Possible root damage to fix kerb	Tree will remain viable
Johnston Street	23	<i>Platanus orientalis</i>	2	1.50			2	Only low foliage	Large surface roots evident	Tree will remain viable
Johnston Street	24	<i>Platanus Xacerifolia</i>	6.24	2.78			>5	None	None	Tree will remain viable
Johnston Street	25	<i>Corymbia maculata</i>	7.2	2.88			>5	None	None	Tree will remain viable
Johnston Street	26	<i>Platanus orientalis</i>	4.92	2.57			~3.5	2 branches over road, ~25% canopy loss	None	Tree will remain viable



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Site	ID	Botanical Name	TPZr (m)	SRZr (m)	SRZ encroachment	TPZ Encroachment	Existing Clearance	Pruning Required	Ground impacts	Likely outcome
Westgarth Street	27	<i>Platanus Xacerifolia</i>	3.96	2.30			~3.5	Whole stem over road, ~35% canopy	Existing pedestrian within TPZ	Tree will remain viable
Westgarth Street	28	<i>Platanus Xacerifolia</i>	6.84	2.85			~3.5	2 large branches over road, ~40% canopy	None	Tree will remain viable, possible reduction in ULE
Westgarth Street	29	<i>Platanus orientalis</i>	4.2	2.28			~3.5	Whole stem over road, ~70% canopy	None	Tree will not remain viable
Westgarth Street	30	<i>Corymbia maculata</i>	6	2.63			~5	None	None	Tree will remain viable
Westgarth Street	31	<i>Corymbia maculata</i>	4.2	2.32			~4	None	None	Tree will remain viable
Westgarth Street	32	<i>Platanus orientalis</i>	3.24	2.08			~3.5	None	None	Tree will remain viable
York Street	33	<i>Platanus orientalis</i>	7.08	2.85			~4	Whole stem over road, ~40% canopy loss.	Trunk flare is displacing kerb	Tree will remain viable, possible reduction in ULE
York Street	34	<i>Corymbia maculata</i>	5.88	2.63			~4	2 small branches over road, ~20% canopy loss.	None	Tree will remain viable
York Street	35	<i>Platanus orientalis</i>	7.44	2.92	No	3.20	~4	3 moderate sized branches over road, ~25% canopy loss.	New crossing will impact tree roots, Trunk flare is growing over kerb	Tree will remain viable
York Street	36	<i>Corymbia maculata</i>	8.64	3.09			~4.8	None	Trunk flare is displacing kerb	Tree will remain viable
York Street	37	<i>Platanus Xacerifolia</i>	8.4	2.98			~3.75	Remove large northeastern stem, ~25% of canopy loss	Trunk flare is growing over kerb	Tree will remain viable
York Street	38	<i>Platanus Xacerifolia</i>	5.76	2.59	No	0.75	~4	Remove 2 branches over road, ~40% of canopy	Minor impact from new pedestrian crossing, Trunk flare is displacing kerb	Tree will remain viable, possible reduction in ULE

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Site	ID	Botanical Name	TPZr (m)	SRZr (m)	SRZ encroachment	TPZ Encroachment	Existing Clearance	Pruning Required	Ground impacts	Likely outcome
York Street	39	<i>Platanus Xacerifolia</i>	5.4	2.51			~3.5	Remove 2 branches over road, ~60% of canopy	None	Tree will not remain viable
York Street	40	<i>Platanus Xacerifolia</i>	5.16	2.45			>5	None	None	Tree will remain viable
York Street	41	<i>Platanus Xacerifolia</i>	6	2.63			~4.7	None	Trunk flare is displacing kerb	Tree will remain viable
Curtain Street	42	<i>Platanus Xacerifolia</i>	8.4	3.04			~3.5	3 large branches over road, ~50% canopy loss	None	Tree will remain viable, possible reduction in ULE
Curtain Street	43	<i>Platanus Xacerifolia</i>	4.8	2.45			~3	2 large branches over road, 50% canopy	Trunk flare is growing over kerb	Tree will remain viable, possible reduction in ULE
Curtain Street	44	<i>Platanus Xacerifolia</i>	5.4	2.53			~2	Remove main trunk heading over road, ~60% canopy loss	None	Tree will not remain viable
Curtain Street	45	<i>Corymbia maculata</i>	6.24	2.81	Yes	4.57	~3.8	Remove main trunk heading over road, ~60% canopy loss	New crossing will impact tree roots, move crossing south outside of SRZ.	Tree will not remain viable
Curtain Street	46	<i>Platanus orientalis</i>	8.04	3.24			~3	Remove large branch ~300mm diameter heading over road, ~30% canopy loss	None	Tree will remain viable
Reid Street	47	<i>Platanus Xacerifolia</i>	5.16	2.47			~3	Removal of main stem at kerb to achieve clearance	Trunk flare is displacing kerb	Tree will not remain viable
Reid Street	48	<i>Corymbia maculata</i>	8.04	2.97			>5	None	Trunk flare is displacing kerb	Tree will remain viable
Reid Street	49	<i>Platanus Xacerifolia</i>	3	2.00			~3	1 branch to be removed, ~20% of canopy.	None	Tree will remain viable
Reid Street	50	<i>Corymbia maculata</i>	8.64	3.01			~4.8	None	Trunk flare is displacing kerb	Tree will remain viable

# Attachment 4 - Arborist Report



Site	ID	Botanical Name	TPZr (m)	SRZr (m)	SRZ encroachment	TPZ Encroachment	Existing Clearance	Pruning Required	Ground impacts	Likely outcome
Reid Street	51	<i>Platanus orientalis</i>	7.44	2.98			~4	1 low branch to remove, ~15% of canopy	Trunk flare is displacing kerb	Tree will remain viable
Reid Street	52	<i>Platanus Xacerifolia</i>	6.24	2.71			~3.5	2 large branches over road to remove, ~60% of canopy	None	Tree will not remain viable
Reid Street	53	<i>Platanus Xacerifolia</i>	6.48	2.71			~4	Only low hanging foliage	None	Tree will remain viable
Reid Street	54	<i>Platanus Xacerifolia</i>	5.76	2.65			~3.5	2 main stems to be pruned	Trunk flare is displacing kerb	Tree will not remain viable
Reid Street	55	<i>Lagerstroemia indica</i>	2	1.50			2	None	None	Tree will remain viable
Reid Street	56	<i>Laurus nobilis</i>	2	1.50			2	None	None	Tree will remain viable
Reid Street	57	<i>Corymbia maculata</i>	6.6	2.85			~5	None	Trunk flare is displacing kerb	Tree will remain viable
Scotchmer Street	58	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	59	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	60	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	61	<i>Lagerstroemia indica</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	62	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	63	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	64	<i>Eucalyptus saligna</i>	6	2.63			>5	None	None	Tree will remain viable
Scotchmer Street	65	<i>Lagerstroemia indica</i>	2	1.50			>5	None	None	Tree will remain viable



## Attachment 4 - Arborist Report



Site	ID	Botanical Name	TPZr (m)	SRZr (m)	SRZ encroachment	TPZ Encroachment	Existing Clearance	Pruning Required	Ground impacts	Likely outcome
Scotchmer Street	66	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	67	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	68	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	69	<i>Platanus orientalis</i>	3	2.02			~4.8	Only foliage and branches ~10mm	None	Tree will remain viable
Scotchmer Street	70	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	71	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	72	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	73	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	74	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	75	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	76	<i>Laurus nobilis</i>	2	1.50			>5	None	None	Tree will remain viable
Scotchmer Street	77	<i>Platanus Xacerifolia</i>	8.64	3.11			~3.5	2 large branches over road, 50% canopy loss	Trunk flare is displacing kerb	Tree will not remain viable
Scotchmer Street	78	<i>Platanus Xacerifolia</i>	10.32	3.25			~3	3 main stems over road, 70% canopy loss	Trunk flare is displacing kerb	Tree will not remain viable
Scotchmer Street	79	<i>Platanus Xacerifolia</i>	5.76	2.67			~3	5 branches over road, 60% canopy loss	None	Tree will not remain viable
Scotchmer Street	80	<i>Lagerstroemia indica</i>	2	1.50			>5	None	None	Tree will remain viable

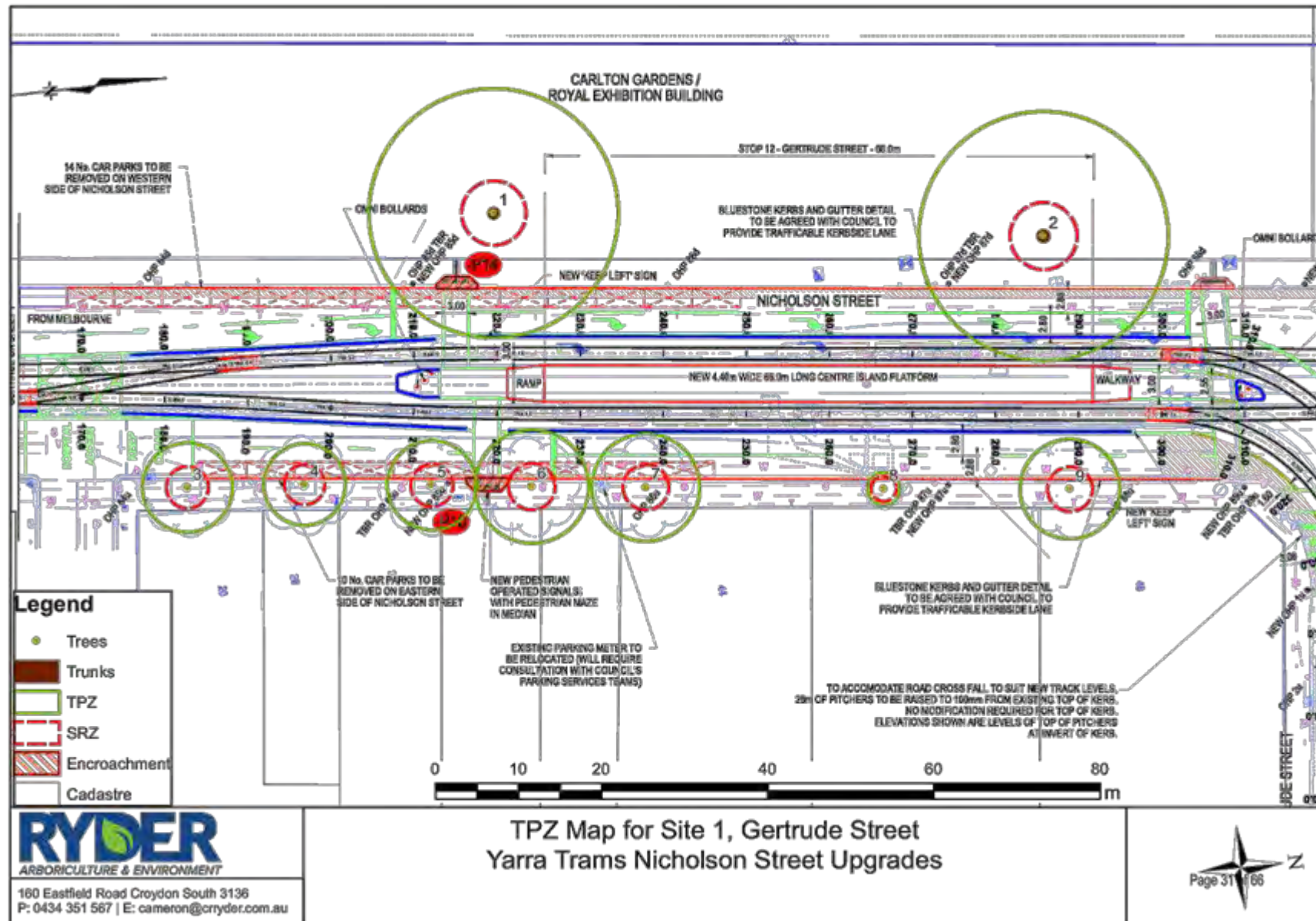


**Attachment 4 - Arborist Report**

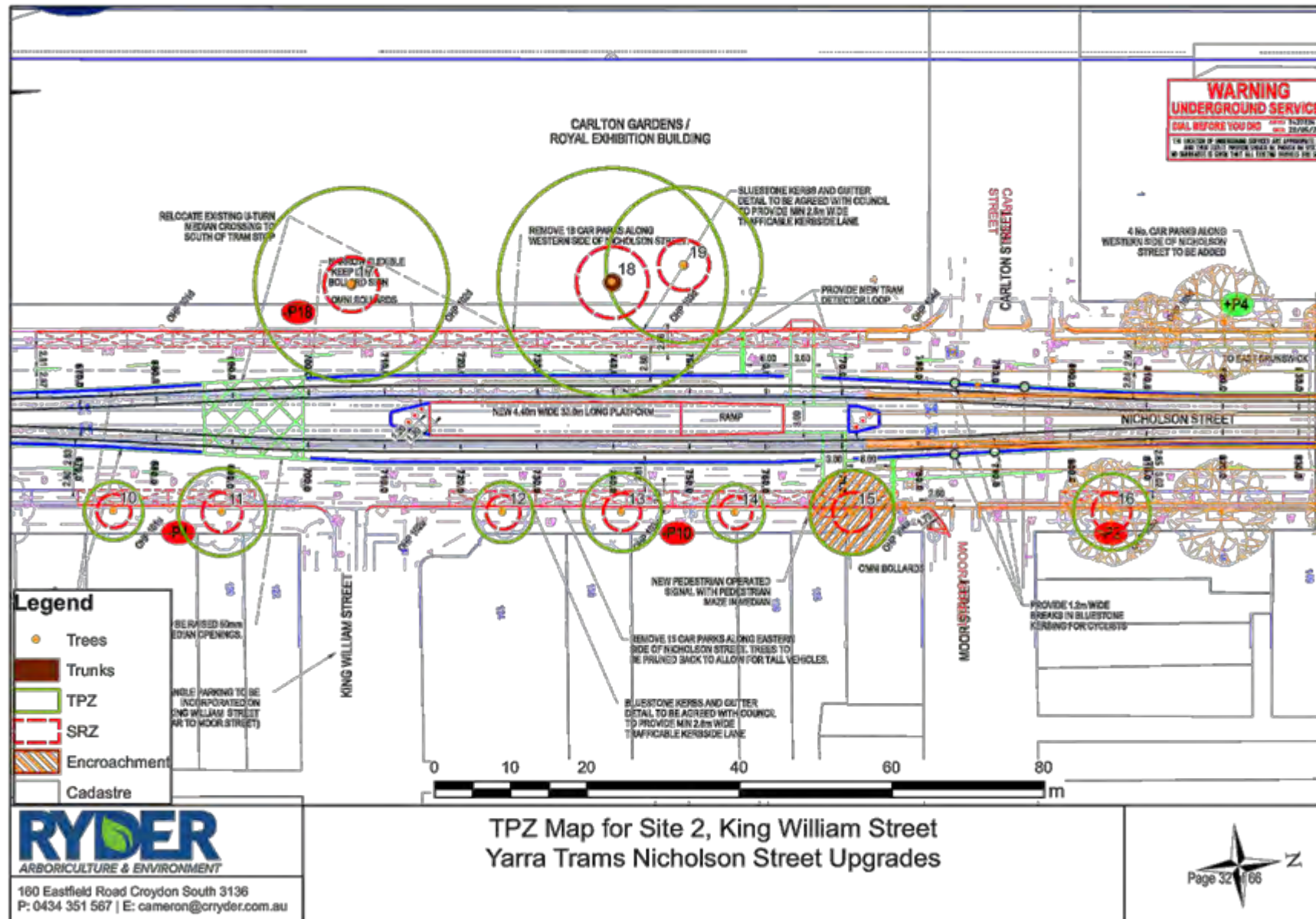


**Appendix 3. TPZ Maps**

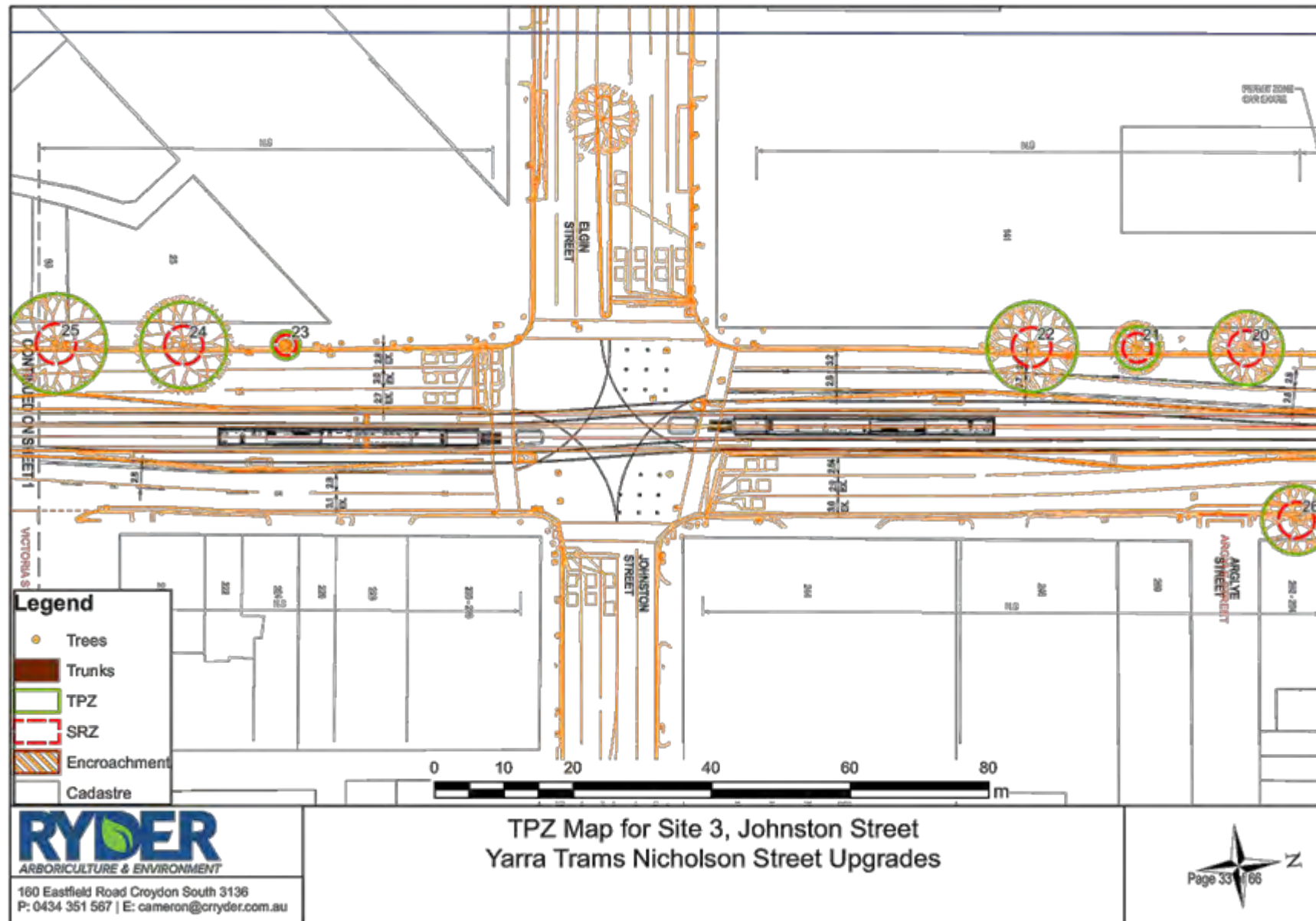
# Attachment 4 - Arborist Report



# Attachment 4 - Arborist Report

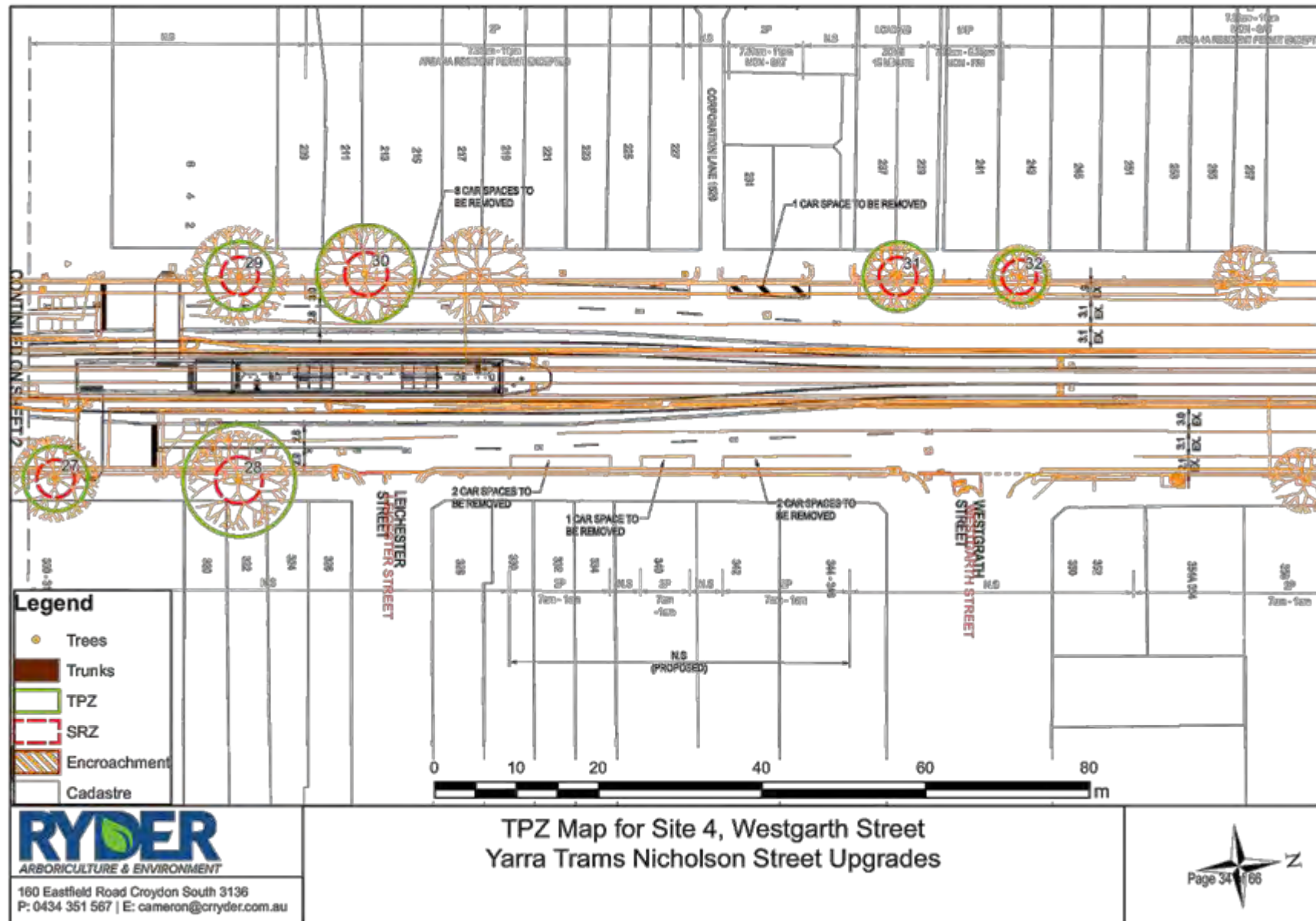


# Attachment 4 - Arborist Report

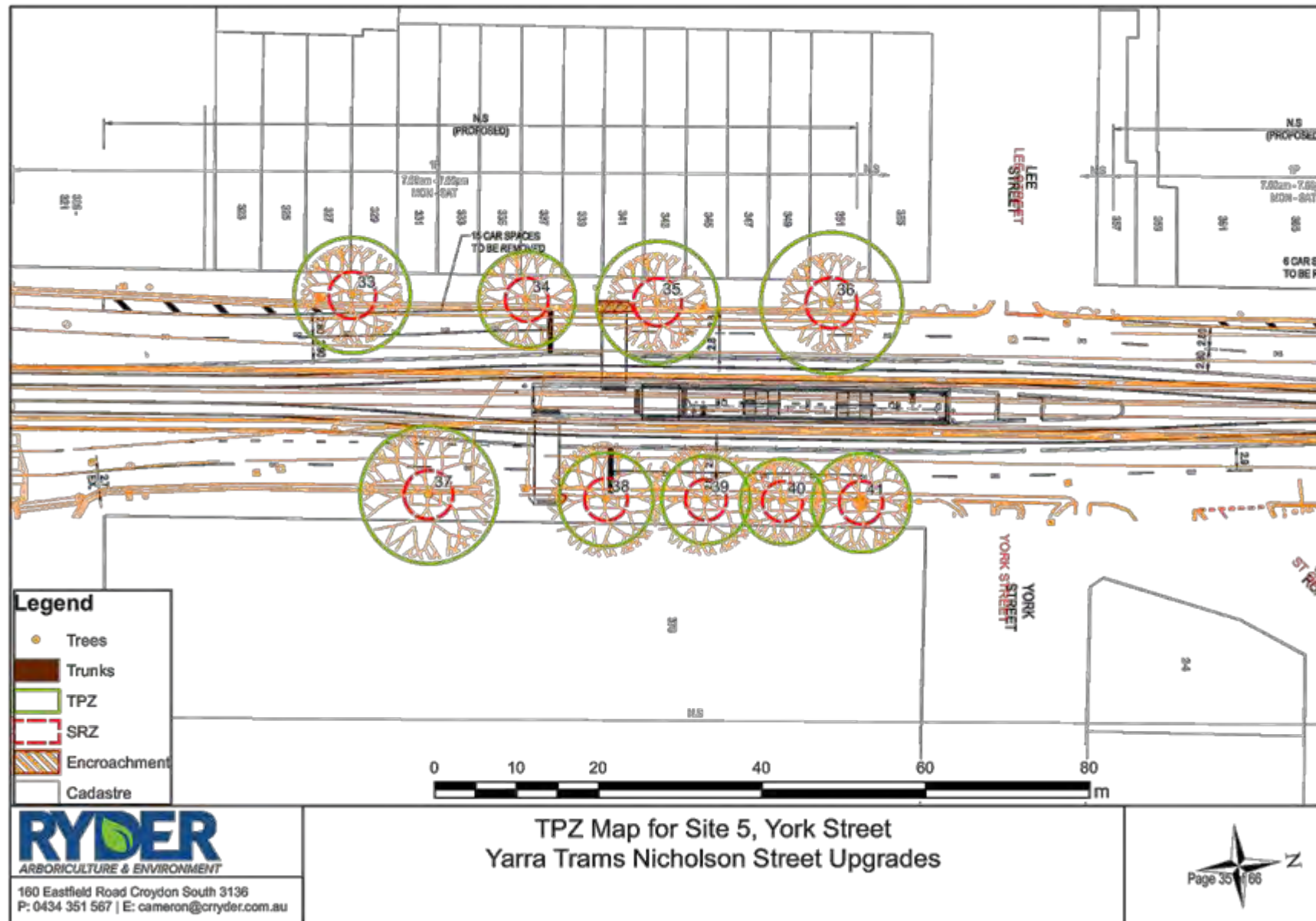




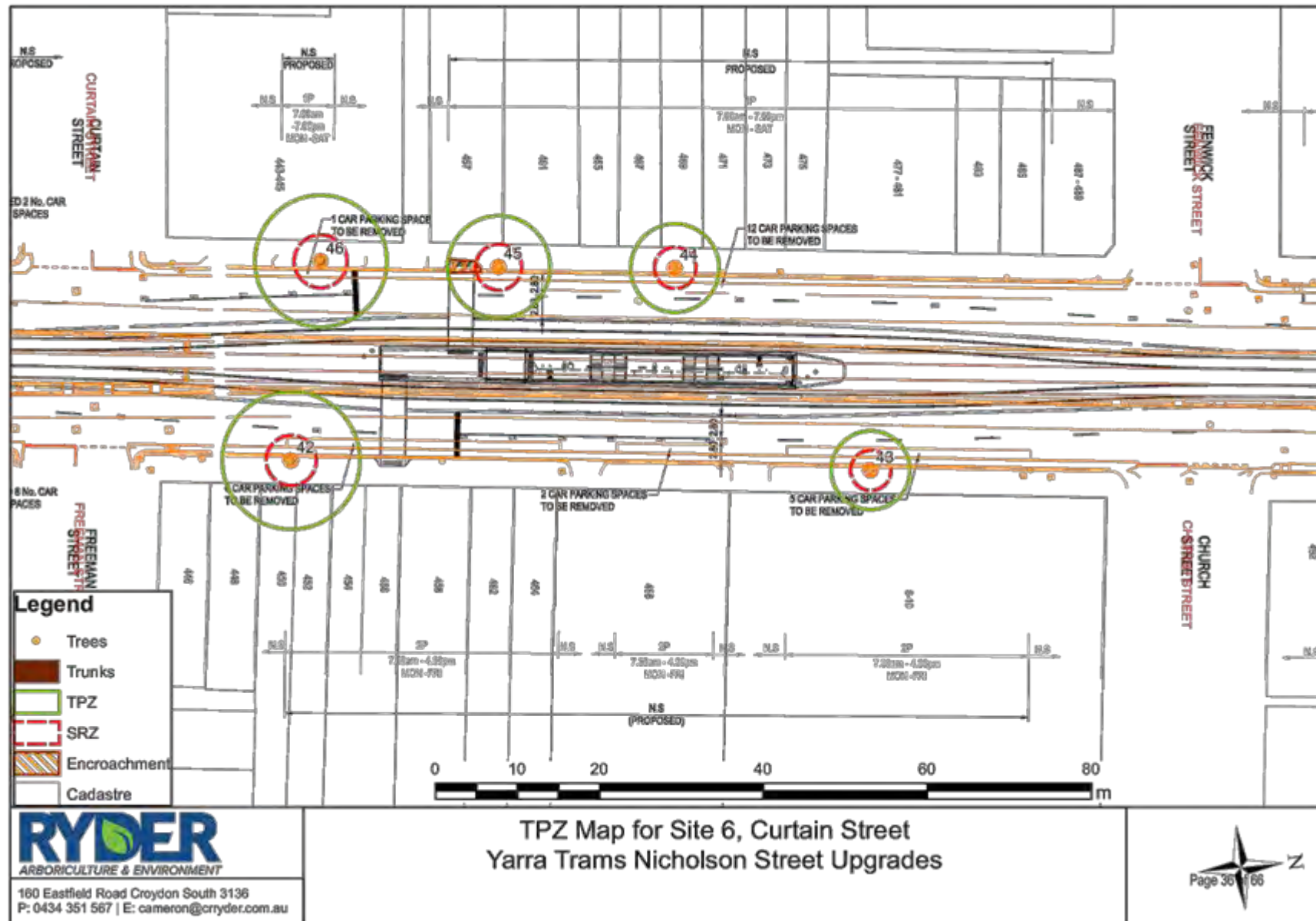
# Attachment 4 - Arborist Report



# Attachment 4 - Arborist Report

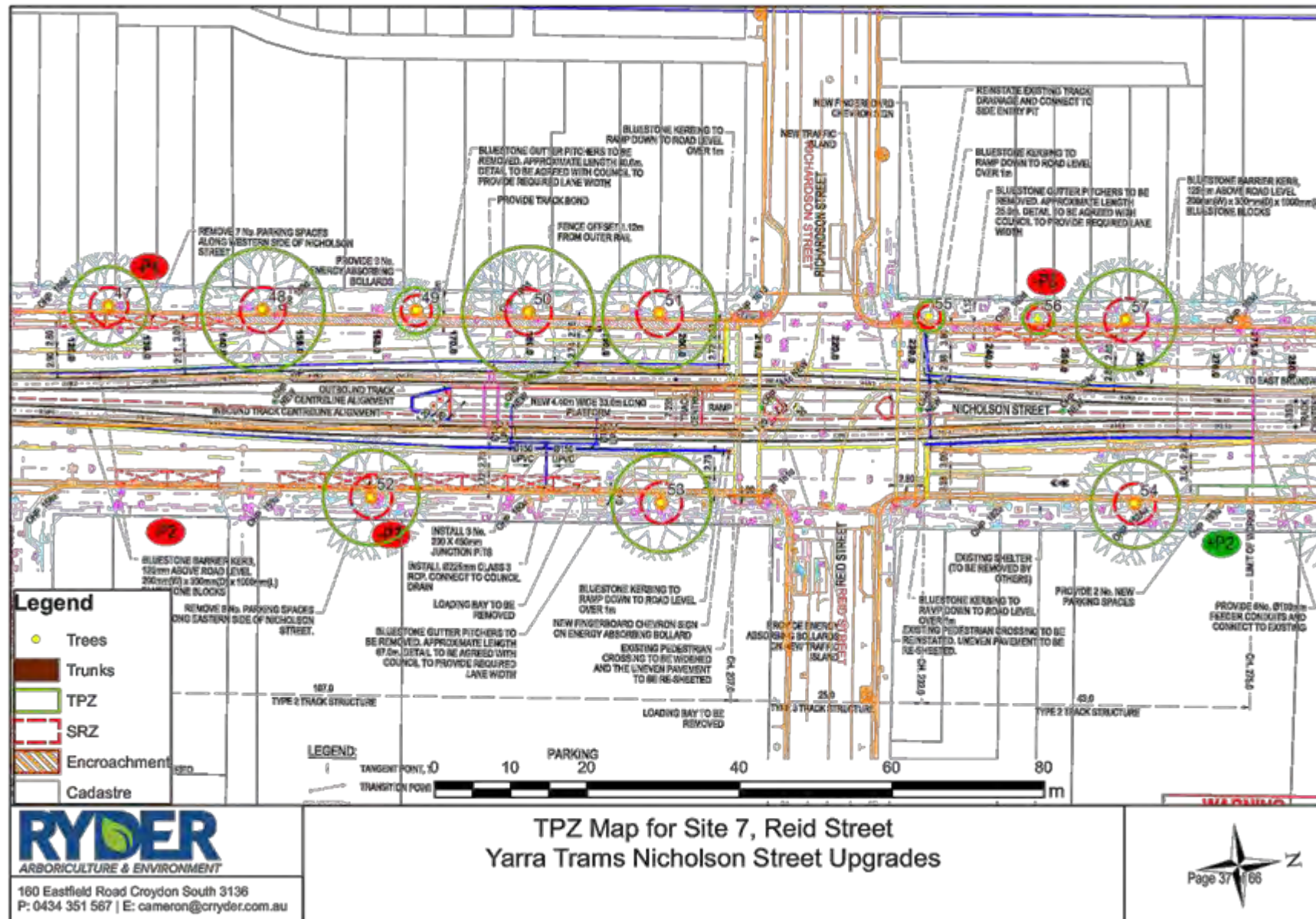


# Attachment 4 - Arborist Report



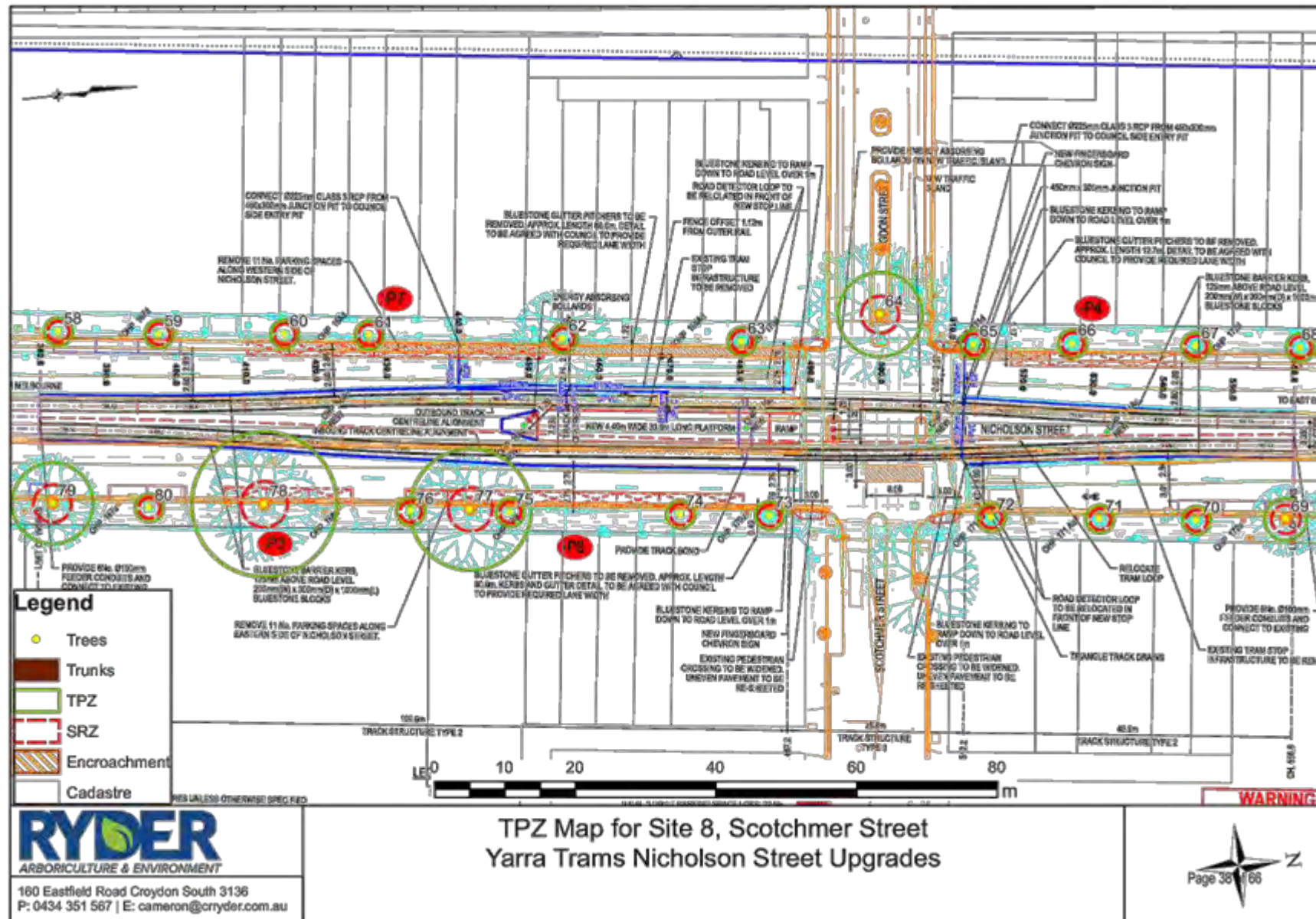


# Attachment 4 - Arborist Report





# Attachment 4 - Arborist Report



**Attachment 4 - Arborist Report**



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**Appendix 4. Photographic Tree Assessments**

## Attachment 4 - Arborist Report

**Tree ID: 1**      **Botanical Name:** *Ficus macrophylla***Common Name:** Moreton Bay Fig**Origin:** Native**Height (m):** 18      **Health:** Good**Width (m):** 18      **Structure:** Fair**DBH (cm):** 145      **ULE:** 20+ years**Dia. @ base (cm):** 145**Tree Significance | Retention:** Highly Significant | Very High**TPZ | SRZ Radius (m):** 15 | 3.9**Minimum canopy clearance:** >5**Pruning required** Possible minor pruning required for new pole, consider moving to south side of existing pole.**Likely Impact** Tree will remain viable**Comments:** Tree located in Carlton Gardens**Tree ID: 2**      **Botanical Name:** *Ficus macrophylla***Common Name:** Moreton Bay Fig**Origin:** Native**Height (m):** 15      **Health:** Good**Width (m):** 20      **Structure:** Fair**DBH (cm):** 161      **ULE:** 20+ years**Dia. @ base (cm):** 161**Tree Significance | Retention:** Highly Significant | Very High**TPZ | SRZ Radius (m):** 15 | 4.0**Minimum canopy clearance:** >5**Pruning required** Driving lane already exists. Possible minor pruning required for new pole, consider moving to south side of existing pole.**Likely Impact** Tree will remain viable**Comments:** Tree located in Carlton Gardens**Tree ID: 3**      **Botanical Name:** *Platanus Xacerifolia***Common Name:** London Plane**Origin:** Exotic**Height (m):** 15      **Health:** Good**Width (m):** 10      **Structure:** Good**DBH (cm):** 45      **ULE:** 20+ years**Dia. @ base (cm):** 52**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 5.4 | 2.5**Minimum canopy clearance:** ~3**Pruning required** 3 low branches over road, approx 30% canopy loss**Likely Impact** Tree will remain viable**Comments:**



## Attachment 4 - Arborist Report

**Tree ID: 4 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 14 **Health:** Good**Width (m):** 8 **Structure:** Good**DBH (cm):** 41 **ULE:** 20+ years**Dia. @ base (cm):** 47**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 4.92 | 2.4**Minimum canopy clearance:** ~4**Pruning required** 3 low branches over road, approx 25% canopy loss**Likely Impact** Tree will remain viable**Comments:****Tree ID: 5 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 16 **Health:** Good**Width (m):** 12 **Structure:** Fair**DBH (cm):** 45 **ULE:** 20+ years**Dia. @ base (cm):** 54**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 5.4 | 2.6**Minimum canopy clearance:** ~3.75**Pruning required** 1 low branch over road and some fine foliage, approx 15% of canopy**Likely Impact** Tree will remain viable**Comments:****Tree ID: 6 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 16 **Health:** Good**Width (m):** 12 **Structure:** Fair**DBH (cm):** 57 **ULE:** 20+ years**Dia. @ base (cm):** 68**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 6.84 | 2.8**Minimum canopy clearance:** ~4**Pruning required** 1 large scaffold over road requires removal.**Likely Impact** Tree will remain viable, possible reduction in ULE**Comments:**



## Attachment 4 - Arborist Report

**Tree ID: 7 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 15 **Health:** Good**Width (m):** 10 **Structure:** Fair**DBH (cm):** 54 **ULE:** 20+ years**Dia. @ base (cm):** 64**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 6.48 | 2.7**Minimum canopy clearance:** ~4**Pruning required** 1 scaffold over road requires removal.**Likely Impact** Tree will remain viable, possible reduction in ULE**Comments:** tree has already been pruned of several low, large branches.**Tree ID: 8 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 8 **Health:** Good**Width (m):** 5 **Structure:** Fair**DBH (cm):** 16 **ULE:** 20+ years**Dia. @ base (cm):** 20**Tree Significance | Retention:** Low | Moderate**TPZ | SRZ Radius (m):** 2 | 1.5**Minimum canopy clearance:** ~3.5**Pruning required** Small lower limbs to achieve clearance, but not for design changes.**Likely Impact** Tree will remain viable**Comments:** tree requires LV clearance.**Tree ID: 9 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 15 **Health:** Good**Width (m):** 10 **Structure:** Fair**DBH (cm):** 50 **ULE:** 20+ years**Dia. @ base (cm):** 61**Tree Significance | Retention:** Significant | High**TPZ | SRZ Radius (m):** 6 | 2.7**Minimum canopy clearance:** ~4**Pruning required** None for design, but 2 large low limbs to comply with 4.8m**Likely Impact** Tree will remain viable, possible reduction in ULE**Comments:**

## Attachment 4 - Arborist Report



**Tree ID: 10**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 9    **Health:** Good

**Width (m):** 7    **Structure:** Fair

**DBH (cm):** 32    **ULE:** 20+ years

**Dia. @ base (cm):** 39

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 3.84 | 2.2

**Minimum canopy clearance:** ~3.75

**Pruning required** 3 branches growing over road, approx. 50% canopy loss

**Likely Impact** Tree will remain viable, possible reduction in ULE

**Comments:**



**Tree ID: 11**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 16    **Health:** Good

**Width (m):** 10    **Structure:** Fair

**DBH (cm):** 48    **ULE:** 20+ years

**Dia. @ base (cm):** 57

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 5.76 | 2.6

**Minimum canopy clearance:** ~3

**Pruning required** No significant branches, only small epicormics.

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 12**    **Botanical Name:** *Lophostemon confertus*

**Common Name:** Queensland Brush Box

**Origin:** Native

**Height (m):** 8    **Health:** Good

**Width (m):** 6    **Structure:** Fair

**DBH (cm):** 33    **ULE:** 10-20 years

**Dia. @ base (cm):** 39

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 3.96 | 2.2

**Minimum canopy clearance:** ~3.5

**Pruning required** Both main stems over road, ~60% loss

**Likely Impact** Tree will not remain viable

**Comments:**



## Attachment 4 - Arborist Report



**Tree ID: 13**    **Botanical Name:** *Platanus Xacerifolia*  
**Common Name:** London Plane  
**Origin:** Exotic  
**Height (m):** 12    **Health:** Good  
**Width (m):** 10    **Structure:** Fair  
**DBH (cm):** 43    **ULE:** 20+ years  
**Dia. @ base (cm):** 50  
**Tree Significance | Retention:** Moderately Significant | High  
**TPZ | SRZ Radius (m):** 5.16 | 2.5  
**Minimum canopy clearance:** ~3  
**Pruning required** Both main stems over road, ~60% loss  
**Likely Impact** Tree will not remain viable  
**Comments:** low limbs have been hit in the past.



**Tree ID: 14**    **Botanical Name:** *Fraxinus 'Raywood'*  
**Common Name:** Claret Ash  
**Origin:** Exotic  
**Height (m):** 10    **Health:** Fair  
**Width (m):** 9    **Structure:** Fair  
**DBH (cm):** 31    **ULE:** 10-20 years  
**Dia. @ base (cm):** 36  
**Tree Significance | Retention:** Moderately Significant | High  
**TPZ | SRZ Radius (m):** 3.72 | 2.2  
**Minimum canopy clearance:** ~4  
**Pruning required** Both main stems over road, ~60% loss  
**Likely Impact** Tree will not remain viable  
**Comments:**



**Tree ID: 15**    **Botanical Name:** *Fraxinus 'Raywood'*  
**Common Name:** Claret Ash  
**Origin:** Exotic  
**Height (m):** 10    **Health:** Fair  
**Width (m):** 10    **Structure:** Fair  
**DBH (cm):** 46    **ULE:** 10-20 years  
**Dia. @ base (cm):** 55  
**Tree Significance | Retention:** Moderately Significant | High  
**TPZ | SRZ Radius (m):** 5.52 | 2.6  
**Minimum canopy clearance:** ~3  
**Pruning required** 3 stems over road, ~50% canopy loss  
**Likely Impact** Tree will not remain viable  
**Comments:**





## Attachment 4 - Arborist Report



**Tree ID: 16**    **Botanical Name:** *Platanus Xacerifolia*  
**Common Name:** London Plane  
**Origin:** Exotic  
**Height (m):** 14    **Health:** Good  
**Width (m):** 9    **Structure:** Good  
**DBH (cm):** 42    **ULE:** 20+ years  
**Dia. @ base (cm):** 53  
**Tree Significance | Retention:** Significant | High  
**TPZ | SRZ Radius (m):** 5.04 | 2.5  
**Minimum canopy clearance:** ~3.75  
**Pruning required** 3-4 stems over road, ~30-40% loss  
**Likely Impact** Tree will remain viable  
**Comments:**



**Tree ID: 17**    **Botanical Name:** *Ficus macrophylla*  
**Common Name:** Moreton Bay Fig  
**Origin:** Native  
**Height (m):** 16    **Health:** Good  
**Width (m):** 24    **Structure:** Good  
**DBH (cm):** 106    **ULE:** 20+ years  
**Dia. @ base (cm):** 122  
**Tree Significance | Retention:** Significant | Very High  
**TPZ | SRZ Radius (m):** ##### | 3.6  
**Minimum canopy clearance:** ~4.5  
**Pruning required** 1 x 300mm branch and low hanging foliage.  
**Likely Impact** Tree will remain viable  
**Comments:** Tree located in Carlton Gardens



**Tree ID: 18**    **Botanical Name:** *Ficus macrophylla*  
**Common Name:** Moreton Bay Fig  
**Origin:** Native  
**Height (m):** 18    **Health:** Good  
**Width (m):** 26    **Structure:** Good  
**DBH (cm):** 176    **ULE:** 20+ years  
**Dia. @ base (cm):** 230  
**Tree Significance | Retention:** Highly Significant | Very High  
**TPZ | SRZ Radius (m):** 15 | 4.7  
**Minimum canopy clearance:** ~4.5  
**Pruning required** Only low hanging foliage.  
**Likely Impact** Tree will remain viable  
**Comments:** Tree located in Carlton Gardens





## Attachment 4 - Arborist Report



**Tree ID: 19**    **Botanical Name:** *Corymbia citriodora*

**Common Name:** Lemon-scented Gum

**Origin:** Native

**Height (m):** 17    **Health:** Fair

**Width (m):** 16    **Structure:** Fair

**DBH (cm):** 85    **ULE:** 10-20 years

**Dia. @ base (cm):** 99

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 10.2 | 3.3

**Minimum canopy clearance:** ~3.5

**Pruning required** 1 small branch and low hanging foliage.

**Likely Impact** Tree will remain viable

**Comments:** Tree located in Carlton Gardens



**Tree ID: 20**    **Botanical Name:** *Corymbia maculata*

**Common Name:** Spotted Gum

**Origin:** Native

**Height (m):** 10    **Health:** Good

**Width (m):** 10    **Structure:** Fair

**DBH (cm):** 44    **ULE:** 20+ years

**Dia. @ base (cm):** 53

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 5.28 | 2.5

**Minimum canopy clearance:** ~4.5

**Pruning required** Small amount of low hanging foliage.

**Likely Impact** Tree will remain viable

**Comments:** no design change.



**Tree ID: 21**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 9    **Health:** Good

**Width (m):** 6    **Structure:** Fair

**DBH (cm):** 26    **ULE:** 20+ years

**Dia. @ base (cm):** 33

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 3.12 | 2.1

**Minimum canopy clearance:** ~4.5

**Pruning required** Whole of canopy to be removed as trunk leans over roadway

**Likely Impact** Tree will not remain viable

**Comments:** no design change.



## Attachment 4 - Arborist Report



**Tree ID: 22**    **Botanical Name:** *Corymbia maculata*

**Common Name:** Spotted Gum

**Origin:** Native

**Height (m):** 14    **Health:** Good

**Width (m):** 10    **Structure:** Good

**DBH (cm):** 54    **ULE:** 20+ years

**Dia. @ base (cm):** 68

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 6.48 | 2.8

**Minimum canopy clearance:** ~4.5

**Pruning required** Only low hanging foliage

**Likely Impact** Tree will remain viable

**Comments:** no design change.



**Tree ID: 23**    **Botanical Name:** *Platanus orientalis*

**Common Name:** Plane

**Origin:** Exotic

**Height (m):** 6    **Health:** Fair

**Width (m):** 2    **Structure:** Fair

**DBH (cm):** 9    **ULE:** 20+ years

**Dia. @ base (cm):** 11

**Tree Significance | Retention:** Low | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** 2

**Pruning required** Only low foliage

**Likely Impact** Tree will remain viable

**Comments:** no design change.



**Tree ID: 24**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 15    **Health:** Good

**Width (m):** 9    **Structure:** Good

**DBH (cm):** 52    **ULE:** 20+ years

**Dia. @ base (cm):** 66

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 6.24 | 2.8

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:** no design change. root lifting pavement.

## Attachment 4 - Arborist Report

**Tree ID: 25 Botanical Name: *Corymbia maculata***

**Common Name:** Spotted Gum  
**Origin:** Native  
**Height (m):** 17      **Health:** Good  
**Width (m):** 10      **Structure:** Good  
**DBH (cm):** 60      **ULE:** 20+ years  
**Dia. @ base (cm):** 72  
**Tree Significance | Retention:** Moderately Significant | High  
**TPZ | SRZ Radius (m):** 7.2 | 2.9  
**Minimum canopy clearance:** >5  
**Pruning required** None  
**Likely Impact** Tree will remain viable  
**Comments:** no design change

**Tree ID: 26 Botanical Name: *Platanus orientalis***

**Common Name:** Plane  
**Origin:** Exotic  
**Height (m):** 13      **Health:** Good  
**Width (m):** 9      **Structure:** Fair  
**DBH (cm):** 41      **ULE:** 20+ years  
**Dia. @ base (cm):** 55  
**Tree Significance | Retention:** Moderately Significant | High  
**TPZ | SRZ Radius (m):** 4.92 | 2.6  
**Minimum canopy clearance:** ~3.5  
**Pruning required** 2 branches over road, ~25% canopy loss  
**Likely Impact** Tree will remain viable  
**Comments:** no design change

**Tree ID: 27 Botanical Name: *Platanus Xacerifolia***

**Common Name:** London Plane  
**Origin:** Exotic  
**Height (m):** 8      **Health:** Good  
**Width (m):** 8      **Structure:** Fair  
**DBH (cm):** 33      **ULE:** 20+ years  
**Dia. @ base (cm):** 42  
**Tree Significance | Retention:** Moderately Significant | High  
**TPZ | SRZ Radius (m):** 3.96 | 2.3  
**Minimum canopy clearance:** ~3.5  
**Pruning required** Whole stem over road, ~35% canopy  
**Likely Impact** Tree will remain viable  
**Comments:**





## Attachment 4 - Arborist Report



**Tree ID: 28**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 15    **Health:** Good

**Width (m):** 12    **Structure:** Fair

**DBH (cm):** 57    **ULE:** 20+ years

**Dia. @ base (cm):** 70

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 6.84 | 2.8

**Minimum canopy clearance:** ~3.5

**Pruning required** 2 large branches over road, ~40% canopy

**Likely Impact** Tree will remain viable, possible reduction in ULE

**Comments:**



**Tree ID: 29**    **Botanical Name:** *Platanus orientalis*

**Common Name:** Plane

**Origin:** Exotic

**Height (m):** 12    **Health:** Fair

**Width (m):** 9    **Structure:** Fair

**DBH (cm):** 35    **ULE:** 10-20 years

**Dia. @ base (cm):** 41

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 4.2 | 2.3

**Minimum canopy clearance:** ~3.5

**Pruning required** Whole stem over road, ~70% canopy

**Likely Impact** Tree will not remain viable

**Comments:** canker and hanging branches.



**Tree ID: 30**    **Botanical Name:** *Corymbia maculata*

**Common Name:** Spotted Gum

**Origin:** Native

**Height (m):** 15    **Health:** Good

**Width (m):** 10    **Structure:** Fair

**DBH (cm):** 50    **ULE:** 20+ years

**Dia. @ base (cm):** 58

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 6 | 2.6

**Minimum canopy clearance:** ~5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**





## Attachment 4 - Arborist Report



**Tree ID: 31**    **Botanical Name:** *Corymbia maculata*

**Common Name:** Spotted Gum

**Origin:** Native

**Height (m):** 14    **Health:** Good

**Width (m):** 8    **Structure:** Fair

**DBH (cm):** 35    **ULE:** 20+ years

**Dia. @ base (cm):** 43

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 4.2 | 2.3

**Minimum canopy clearance:** ~4

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:** car space to remain, trunk hit by trucks multiple times.



**Tree ID: 32**    **Botanical Name:** *Platanus orientalis*

**Common Name:** Plane

**Origin:** Exotic

**Height (m):** 8    **Health:** Good

**Width (m):** 7    **Structure:** Fair

**DBH (cm):** 27    **ULE:** 20+ years

**Dia. @ base (cm):** 33

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 3.24 | 2.1

**Minimum canopy clearance:** ~3.5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:** car space to remain, clearance not required.



**Tree ID: 33**    **Botanical Name:** *Platanus orientalis*

**Common Name:** Plane

**Origin:** Exotic

**Height (m):** 17    **Health:** Good

**Width (m):** 12    **Structure:** Good

**DBH (cm):** 59    **ULE:** 20+ years

**Dia. @ base (cm):** 70

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 7.08 | 2.8

**Minimum canopy clearance:** ~4

**Pruning required** Whole stem over road, ~40% canopy loss.

**Likely Impact** Tree will remain viable, possible reduction in ULE

**Comments:** car space to remain, clearance not required.



## Attachment 4 - Arborist Report



**Tree ID: 34**    **Botanical Name:** *Corymbia maculata*

**Common Name:** Spotted Gum

**Origin:** Native

**Height (m):** 15    **Health:** Fair

**Width (m):** 10    **Structure:** Fair

**DBH (cm):** 49    **ULE:** 20+ years

**Dia. @ base (cm):** 58

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 5.88 | 2.6

**Minimum canopy clearance:** ~4

**Pruning required** 2 small branches over road, ~20% canopy loss.

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 35**    **Botanical Name:** *Platanus orientalis*

**Common Name:** Plane

**Origin:** Exotic

**Height (m):** 16    **Health:** Good

**Width (m):** 12    **Structure:** Fair

**DBH (cm):** 62    **ULE:** 20+ years

**Dia. @ base (cm):** 74

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 7.44 | 2.9

**Minimum canopy clearance:** ~4

**Pruning required** 3 moderate sized branches over road, ~25% canopy loss.

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 36**    **Botanical Name:** *Corymbia maculata*

**Common Name:** Spotted Gum

**Origin:** Native

**Height (m):** 16    **Health:** Good

**Width (m):** 12    **Structure:** Fair

**DBH (cm):** 72    **ULE:** 20+ years

**Dia. @ base (cm):** 85

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 8.64 | 3.1

**Minimum canopy clearance:** ~4.8

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



## Attachment 4 - Arborist Report

**Tree ID: 37 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 16 **Health:** Good**Width (m):** 12 **Structure:** Fair**DBH (cm):** 70 **ULE:** 20+ years**Dia. @ base (cm):** 78**Tree Significance | Retention:** Significant | High**TPZ | SRZ Radius (m):** 8.4 | 3.0**Minimum canopy clearance:** ~3.75**Pruning required** Remove large northeastern stem, ~25% of canopy loss**Likely Impact** Tree will remain viable**Comments:** tree roots growing over kerb.**Tree ID: 38 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 14 **Health:** Fair**Width (m):** 12 **Structure:** Fair**DBH (cm):** 48 **ULE:** 20+ years**Dia. @ base (cm):** 56**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 5.76 | 2.6**Minimum canopy clearance:** ~4**Pruning required** Remove 2 branches over road, ~40% of canopy**Likely Impact** Tree will remain viable, possible reduction in ULE**Comments:** tree roots growing over kerb. canopy already asymmetrical.**Tree ID: 39 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 14 **Health:** Fair**Width (m):** 10 **Structure:** Fair**DBH (cm):** 45 **ULE:** 10-20 years**Dia. @ base (cm):** 52**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 5.4 | 2.5**Minimum canopy clearance:** ~3.5**Pruning required** Remove 2 branches over road, ~60% of canopy**Likely Impact** Tree will not remain viable**Comments:**



## Attachment 4 - Arborist Report



**Tree ID: 40**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 14    **Health:** Fair

**Width (m):** 8    **Structure:** Fair

**DBH (cm):** 43    **ULE:** 10-20 years

**Dia. @ base (cm):** 49

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 5.16 | 2.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:** no canopy over road.



**Tree ID: 41**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 13    **Health:** Good

**Width (m):** 10    **Structure:** Fair

**DBH (cm):** 50    **ULE:** 20+ years

**Dia. @ base (cm):** 58

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 6 | 2.6

**Minimum canopy clearance:** ~4.7

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 42**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 16    **Health:** Good

**Width (m):** 14    **Structure:** Fair

**DBH (cm):** 70    **ULE:** 20+ years

**Dia. @ base (cm):** 82

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 8.4 | 3.0

**Minimum canopy clearance:** ~3.5

**Pruning required** 3 large branches over road, ~50% canopy loss

**Likely Impact** Tree will remain viable, possible reduction in ULE

**Comments:**





## Attachment 4 - Arborist Report

**Tree ID: 43 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 14 **Health:** Fair**Width (m):** 10 **Structure:** Fair**DBH (cm):** 40 **ULE:** 20+ years**Dia. @ base (cm):** 49**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 4.8 | 2.5**Minimum canopy clearance:** ~3**Pruning required** 2 large branches over road, 50% canopy**Likely Impact** Tree will remain viable, possible reduction in ULE**Comments:****Tree ID: 44 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 16 **Health:** Good**Width (m):** 10 **Structure:** Fair**DBH (cm):** 45 **ULE:** 20+ years**Dia. @ base (cm):** 53**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 5.4 | 2.5**Minimum canopy clearance:** ~2**Pruning required** Remove main trunk heading over road, ~60% canopy loss**Likely Impact** Tree will not remain viable**Comments:****Tree ID: 45 Botanical Name: *Corymbia maculata*****Common Name:** Spotted Gum**Origin:** Native**Height (m):** 15 **Health:** Good**Width (m):** 10 **Structure:** Fair**DBH (cm):** 52 **ULE:** 5-10 years**Dia. @ base (cm):** 68**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 6.24 | 2.8**Minimum canopy clearance:** ~3.8**Pruning required** Remove main trunk heading over road, ~60% canopy loss**Likely Impact** Tree will not remain viable**Comments:** decay in main stem, damage from vehicle impacts.

## Attachment 4 - Arborist Report



**Tree ID: 46**    **Botanical Name:** *Platanus orientalis*

**Common Name:** Plane

**Origin:** Exotic

**Height (m):** 11    **Health:** Fair

**Width (m):** 10    **Structure:** Fair

**DBH (cm):** 67    **ULE:** 10-20 years

**Dia. @ base (cm):** 95

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 8.04 | 3.2

**Minimum canopy clearance:** ~3

**Pruning required** Remove large branch ~300mm diameter heading over road, ~30% canopy loss

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 47**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 13    **Health:** Good

**Width (m):** 9    **Structure:** Fair

**DBH (cm):** 43    **ULE:** 10-20 years

**Dia. @ base (cm):** 50

**Tree Significance | Retention:** Moderately Significant | High

**TPZ | SRZ Radius (m):** 5.16 | 2.5

**Minimum canopy clearance:** ~3

**Pruning required** Removal of main stem at kerb to achieve clearance

**Likely Impact** Tree will not remain viable

**Comments:**



**Tree ID: 48**    **Botanical Name:** *Corymbia maculata*

**Common Name:** Spotted Gum

**Origin:** Native

**Height (m):** 15    **Health:** Good

**Width (m):** 10    **Structure:** Fair

**DBH (cm):** 67    **ULE:** 20+ years

**Dia. @ base (cm):** 77

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 8.04 | 3.0

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



## Attachment 4 - Arborist Report



**Tree ID: 49**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 9    **Health:** Good

**Width (m):** 6    **Structure:** Fair

**DBH (cm):** 25    **ULE:** 20+ years

**Dia. @ base (cm):** 30

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 3 | 2.0

**Minimum canopy clearance:** ~3

**Pruning required** 1 branch to be removed, ~20% of canopy.

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 50**    **Botanical Name:** *Corymbia maculata*

**Common Name:** Spotted Gum

**Origin:** Native

**Height (m):** 17    **Health:** Good

**Width (m):** 10    **Structure:** Fair

**DBH (cm):** 72    **ULE:** 20+ years

**Dia. @ base (cm):** 80

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 8.64 | 3.0

**Minimum canopy clearance:** ~4.8

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 51**    **Botanical Name:** *Platanus orientalis*

**Common Name:** Plane

**Origin:** Exotic

**Height (m):** 16    **Health:** Good

**Width (m):** 12    **Structure:** Fair

**DBH (cm):** 62    **ULE:** 20+ years

**Dia. @ base (cm):** 78

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 7.44 | 3.0

**Minimum canopy clearance:** ~4

**Pruning required** 1 low branch to remove, ~15% of canopy

**Likely Impact** Tree will remain viable

**Comments:**





## Attachment 4 - Arborist Report

**Tree ID: 52 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 16 **Health:** Good**Width (m):** 12 **Structure:** Fair**DBH (cm):** 52 **ULE:** 20+ years**Dia. @ base (cm):** 62**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 6.24 | 2.7**Minimum canopy clearance:** ~3.5**Pruning required** 2 large branches over road to remove, ~60% of canopy**Likely Impact** Tree will not remain viable**Comments:****Tree ID: 53 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 16 **Health:** Good**Width (m):** 10 **Structure:** Fair**DBH (cm):** 54 **ULE:** 20+ years**Dia. @ base (cm):** 62**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 6.48 | 2.7**Minimum canopy clearance:** ~4**Pruning required** Only low hanging foliage**Likely Impact** Tree will remain viable**Comments:****Tree ID: 54 Botanical Name: *Platanus Xacerifolia*****Common Name:** London Plane**Origin:** Exotic**Height (m):** 15 **Health:** Good**Width (m):** 10 **Structure:** Fair**DBH (cm):** 48 **ULE:** 20+ years**Dia. @ base (cm):** 59**Tree Significance | Retention:** Moderately Significant | High**TPZ | SRZ Radius (m):** 5.76 | 2.7**Minimum canopy clearance:** ~3.5**Pruning required** 2 main stems to be pruned**Likely Impact** Tree will not remain viable**Comments:**



## Attachment 4 - Arborist Report



**Tree ID: 55**    **Botanical Name:** *Lagerstroemia indica*

**Common Name:** Crepe Myrtle

**Origin:** Exotic

**Height (m):** 2    **Health:** Good

**Width (m):** 1    **Structure:** Fair

**DBH (cm):** 10    **ULE:** 20+ years

**Dia. @ base (cm):** 11

**Tree Significance | Retention:** Low | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** 2

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 56**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 2    **Health:** Good

**Width (m):** 1    **Structure:** Fair

**DBH (cm):** 6    **ULE:** 20+ years

**Dia. @ base (cm):** 6

**Tree Significance | Retention:** Low | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** 2

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 57**    **Botanical Name:** *Corymbia maculata*

**Common Name:** Spotted Gum

**Origin:** Native

**Height (m):** 16    **Health:** Good

**Width (m):** 10    **Structure:** Good

**DBH (cm):** 55    **ULE:** 20+ years

**Dia. @ base (cm):** 70

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 6.6 | 2.8

**Minimum canopy clearance:** ~5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



## Attachment 4 - Arborist Report



**Tree ID: 58**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 3      **Health:** Good

**Width (m):** 1      **Structure:** Good

**DBH (cm):** 10      **ULE:** 20+ years

**Dia. @ base (cm):** 12

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 59**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 3      **Health:** Good

**Width (m):** 1      **Structure:** Good

**DBH (cm):** 8      **ULE:** 20+ years

**Dia. @ base (cm):** 9

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 60**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 3      **Health:** Good

**Width (m):** 1      **Structure:** Good

**DBH (cm):** 8      **ULE:** 20+ years

**Dia. @ base (cm):** 9

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



## Attachment 4 - Arborist Report



**Tree ID: 61**    **Botanical Name:** *Lagerstroemia indica*

**Common Name:** Crepe Myrtle

**Origin:** Exotic

**Height (m):** 3      **Health:** Good

**Width (m):** 1      **Structure:** Good

**DBH (cm):** 8      **ULE:** 20+ years

**Dia. @ base (cm):** 9

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 62**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 3      **Health:** Good

**Width (m):** 1      **Structure:** Good

**DBH (cm):** 5      **ULE:** 20+ years

**Dia. @ base (cm):** 6

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 63**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 3      **Health:** Good

**Width (m):** 1      **Structure:** Good

**DBH (cm):** 6      **ULE:** 20+ years

**Dia. @ base (cm):** 8

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**





## Attachment 4 - Arborist Report



**Tree ID: 64**    **Botanical Name:** *Eucalyptus saligna*

**Common Name:** Sydney Blue Gum

**Origin:** Native

**Height (m):** 15    **Health:** Good

**Width (m):** 10    **Structure:** Good

**DBH (cm):** 50    **ULE:** 20+ years

**Dia. @ base (cm):** 58

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 6 | 2.6

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 65**    **Botanical Name:** *Lagerstroemia indica*

**Common Name:** Crepe Myrtle

**Origin:** Exotic

**Height (m):** 3    **Health:** Good

**Width (m):** 1    **Structure:** Good

**DBH (cm):** 7    **ULE:** 20+ years

**Dia. @ base (cm):** 9

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 66**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 3    **Health:** Good

**Width (m):** 1    **Structure:** Good

**DBH (cm):** 7    **ULE:** 20+ years

**Dia. @ base (cm):** 9

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**





## Attachment 4 - Arborist Report



**Tree ID: 67**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 2      **Health:** Good

**Width (m):** 1      **Structure:** Good

**DBH (cm):** 5      **ULE:** 20+ years

**Dia. @ base (cm):** 6

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 68**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 2      **Health:** Good

**Width (m):** 1      **Structure:** Good

**DBH (cm):** 5      **ULE:** 20+ years

**Dia. @ base (cm):** 6

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 69**    **Botanical Name:** *Platanus orientalis*

**Common Name:** Plane

**Origin:** Exotic

**Height (m):** 8      **Health:** Good

**Width (m):** 8      **Structure:** Fair

**DBH (cm):** 25      **ULE:** 10-20 years

**Dia. @ base (cm):** 31

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 3 | 2.0

**Minimum canopy clearance:** ~4.8

**Pruning required** Only foliage and branches ~10mm

**Likely Impact** Tree will remain viable

**Comments:** many suckers



## Attachment 4 - Arborist Report



**Tree ID: 70**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 2      **Health:** Good

**Width (m):** 1      **Structure:** Fair

**DBH (cm):** 6      **ULE:** 10-20 years

**Dia. @ base (cm):** 8

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 71**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 2      **Health:** Good

**Width (m):** 1      **Structure:** Fair

**DBH (cm):** 6      **ULE:** 10-20 years

**Dia. @ base (cm):** 8

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 72**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 3      **Health:** Good

**Width (m):** 1      **Structure:** Fair

**DBH (cm):** 8      **ULE:** 10-20 years

**Dia. @ base (cm):** 9

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



## Attachment 4 - Arborist Report



**Tree ID: 73**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 2      **Health:** Good

**Width (m):** 1      **Structure:** Fair

**DBH (cm):** 6      **ULE:** 10-20 years

**Dia. @ base (cm):** 7

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 74**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 2      **Health:** Good

**Width (m):** 1      **Structure:** Fair

**DBH (cm):** 6      **ULE:** 10-20 years

**Dia. @ base (cm):** 7

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 75**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 2      **Health:** Good

**Width (m):** 1      **Structure:** Fair

**DBH (cm):** 5      **ULE:** 10-20 years

**Dia. @ base (cm):** 6

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**





## Attachment 4 - Arborist Report



**Tree ID: 76**    **Botanical Name:** *Laurus nobilis*

**Common Name:** Bay Tree

**Origin:** Exotic

**Height (m):** 3    **Health:** Good

**Width (m):** 1    **Structure:** Fair

**DBH (cm):** 5    **ULE:** 10-20 years

**Dia. @ base (cm):** 6

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



**Tree ID: 77**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 16    **Health:** Good

**Width (m):** 14    **Structure:** Good

**DBH (cm):** 72    **ULE:** 20+ years

**Dia. @ base (cm):** 86

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 8.64 | 3.1

**Minimum canopy clearance:** ~3.5

**Pruning required** 2 large branches over road, 50% canopy loss

**Likely Impact** Tree will not remain viable

**Comments:**



**Tree ID: 78**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 16    **Health:** Good

**Width (m):** 14    **Structure:** Fair

**DBH (cm):** 86    **ULE:** 20+ years

**Dia. @ base (cm):** 96

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** ##### | 3.3

**Minimum canopy clearance:** ~3

**Pruning required** 3 main stems over road, 70% canopy loss

**Likely Impact** Tree will not remain viable

**Comments:**





## Attachment 4 - Arborist Report



**Tree ID: 79**    **Botanical Name:** *Platanus Xacerifolia*

**Common Name:** London Plane

**Origin:** Exotic

**Height (m):** 16    **Health:** Good

**Width (m):** 10    **Structure:** Good

**DBH (cm):** 48    **ULE:** 20+ years

**Dia. @ base (cm):** 60

**Tree Significance | Retention:** Significant | High

**TPZ | SRZ Radius (m):** 5.76 | 2.7

**Minimum canopy clearance:** ~3

**Pruning required** 5 branches over road, 60% canopy loss

**Likely Impact** Tree will not remain viable

**Comments:**



**Tree ID: 80**    **Botanical Name:** *Lagerstroemia indica*

**Common Name:** Crepe Myrtle

**Origin:** Exotic

**Height (m):** 3    **Health:** Good

**Width (m):** 1    **Structure:** Good

**DBH (cm):** 8    **ULE:** 20+ years

**Dia. @ base (cm):** 9

**Tree Significance | Retention:** Moderately Significant | Moderate

**TPZ | SRZ Radius (m):** 2 | 1.5

**Minimum canopy clearance:** >5

**Pruning required** None

**Likely Impact** Tree will remain viable

**Comments:**



# Attachment 5 - Council Recommended Tree Removals

X



X Tree required to be removed to meet road clearance requirements.

X Council's Arborist has recommended tree removal, as pruning requirements would unduly compromise the affected trees.

## 4. Site Map



Figure 1: Overview of all trees

Ref: CMR17-03-15YarraTramsNicholsonCarlton.docx

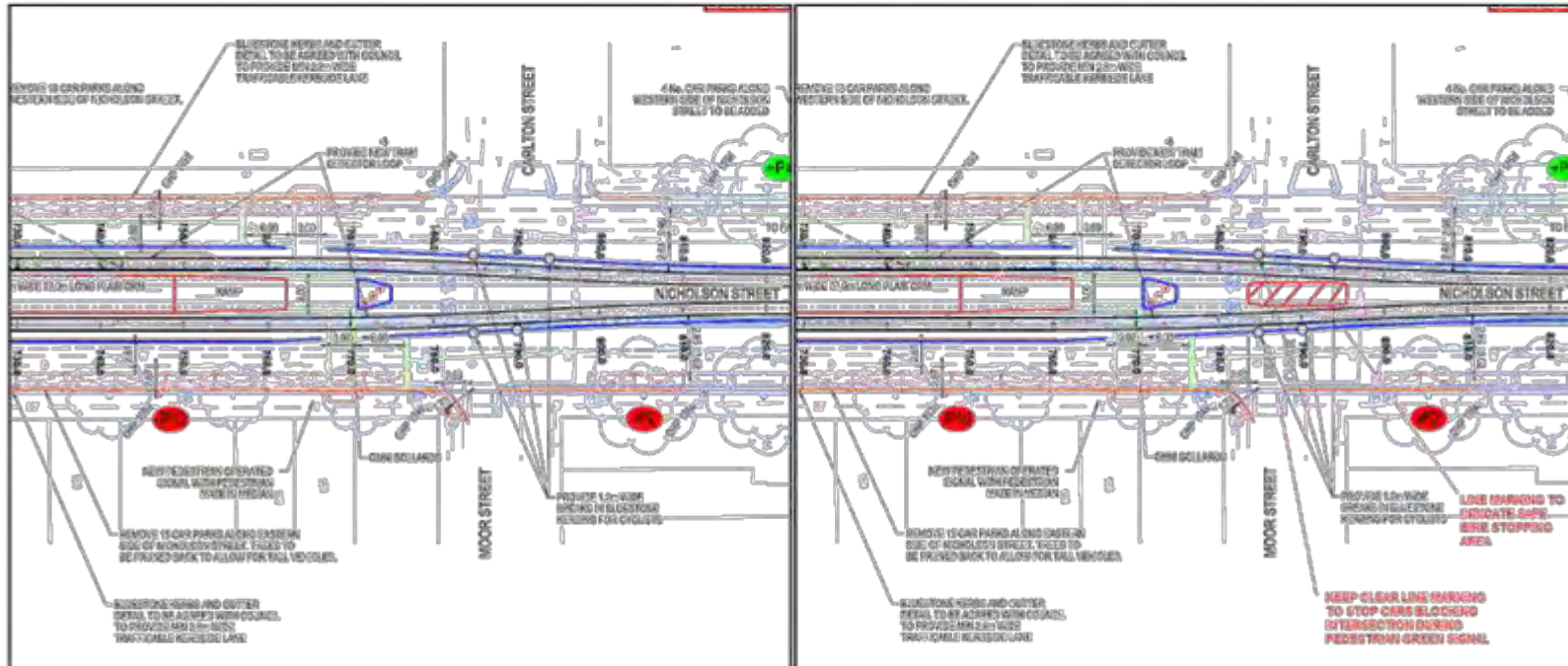
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## Attachment 6 - Proposed Moor Street Cyclist Improvements

### Proposed Moor Street / Carlton Street Cyclist Improvements

Current PTV Proposal:

Council Officer Suggested Improvement:



Breaks have been included in the splitter islands, allowing cyclist movements through the intersection; however when southbound cars are queued behind the pedestrian crossing they are likely to block the intersection, inhibiting cyclist movements while vehicle traffic has stopped.

To prevent southbound vehicles from blocking the intersection, it is now proposed to add 'Keep Clear' linemarking at the intersection. Additionally, line marking between the tram tracks is proposed to indicate where cyclists may wait if they need to stage their crossing.

No keep clear linemarking is required on the northbound side of Nicholson Street, as would rarely be queuing this far south of the Johnston Street traffic lights.

**Attachment 6 - Proposed Moor Street Cyclist Improvements**



**Attachment 7 - PTV Heritage Assessment**

**Route 96 - SP5**

YARRA TRAMS

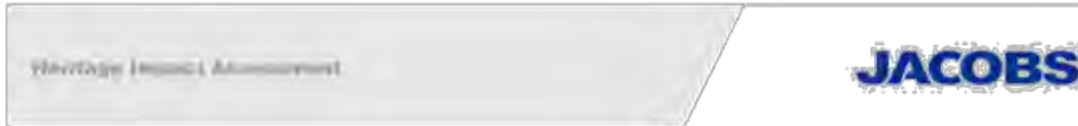
**Heritage Impact Assessment**

SB20485/IS062600 | FINAL

12 February 2015



**JACOBS**

**Attachment 7 - PTV Heritage Assessment****Route 96 - SP5**

Project no: SB20485/IS062600  
 Document title: Heritage Impact Assessment  
 Document no: SB20485  
 Revision: FINAL  
 Date: 12 February 2015  
 Client name: Yarra Trams  
 Project manager: Nick Welch  
 Author: Rebecca Andrews and Karen Murphy  
 File name: <http://dmca-apac.skmconsulting.com/sites/SB20485/DMCALT/Route 96 - SP5 HIA.docx>

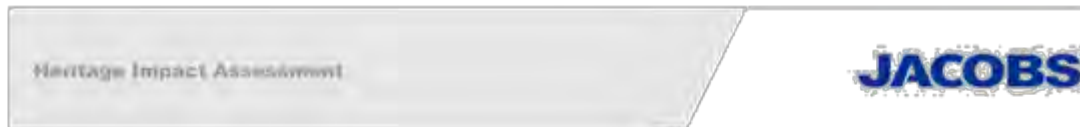
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**Document history and status**

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Draft	9 October 2014	Client Review	Victor Lorena	14 October 2014	14 October 2014
Draft	16 October 2014	Practice review	Karen Murphy	16 October 2014	16 October 2014
Draft	16 October 2014	Project Manager Review	Deb Neumann	16 October 2014	16 October 2014
Final draft	11 February 2015	Update regarding tree pruning and bluestone options	Karen Murphy	12 February 2015	12 February 2015

## Attachment 7 - PTV Heritage Assessment



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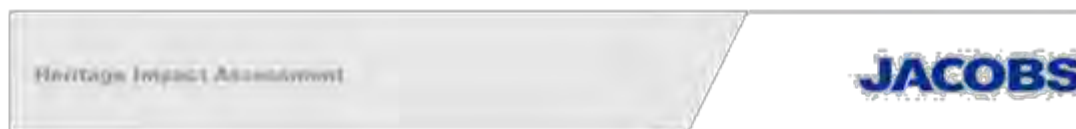
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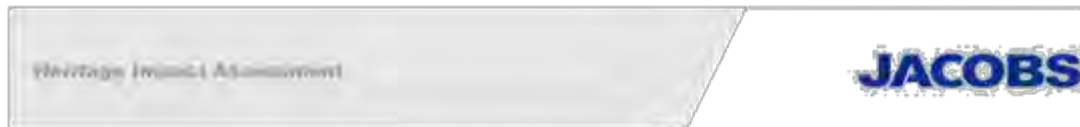
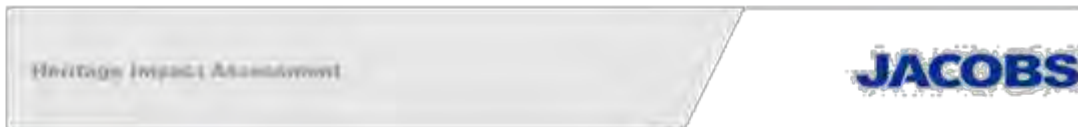


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## Attachment 7 - PTV Heritage Assessment



### Abbreviations

CBD	Central Business District
CHL	Cultural Heritage List
CMP	Royal Exhibition Building and Carlton Gardens Conservation Management Plan (Brady et al. 2008)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)</i>
Heritage Act	<i>Heritage Act 1995 (Victoria)</i>
HV	Heritage Victoria
Jacobs	Jacobs Group (Australia) Pty Ltd
m	metres
MHO	Melbourne Heritage Overlay
NHL	National Heritage List
OHP	Overhead Pole
RNE	Register of the National Estate
the Project	Route 96 Premium Line Project
SP	Separable Portion
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register
WHEA	World Heritage Environs Area
WHL	World Heritage List
YHO	Yarra Heritage Overlay

## Attachment 7 - PTV Heritage Assessment



### Executive Summary

Yarra Trams have engaged Jacobs Group (Australia) Pty Ltd (Jacobs) to prepare a historical heritage impact assessment for the Route 96 Premium Line Project (the Project). The Project has been divided into nine sections, referred to as Separable Portions (SP). This report will address the heritage issues for SP5.

The aim and scope of the assessment is to identify historical heritage items within or immediately adjacent to the project area, assess the potential impacts on the heritage items from the tram track renewal and the associated project activities and develop measures to address impacts and advise on all necessary approvals.

The proposed works for SP5 are located along Nicholson Street, Carlton from Evelyn Place, East Melbourne to the northern edge of Bell Street, and extending 70 m into Gertrude Street, Fitzroy (Figure 1.1).

There are three heritage places where proposed works are required to be undertaken, Royal Exhibition Building and Carlton Gardens, World Heritage Environs Area (WHEA) for the Royal Exhibition Building and Carlton Gardens, and the Former Gertrude Street Cable Tram Engine House. There are six heritage places immediately adjacent to the project area.

The proposed works within the World Heritage listed Royal Exhibition Building and Carlton Gardens only comprise tree pruning overhanging Nicholson Street along the boundary of Carlton Gardens. Tree pruning is required to meet height clearance requirements in trafficable lanes of Nicholson Street. The pruning works fall under the definition of maintenance under the Royal Exhibition Building and Carlton Gardens Conservation Management Plan (CMP) (Brady *et al.* 2008) and therefore there would be no impact on heritage significance. Full details of the approach for the tree pruning works are provided in Table 6.1.

The key heritage impact for the project is the removal of bluestone pitchers (channel stones) along both sides of Nicholson Street, within the WHEA. The bluestone kerbing and channel is a contributory element to the significance of the WHEA as it is an element of the important 19<sup>th</sup> century streetscape which surrounds the Royal Exhibition Building and Carlton Gardens. The proposed works would require the retention of the bluestone kerbs through the project area, but change to the bluestone pitchers in the channel and road surface would be required.

Due to the existing width of the road reserve in Nicholson Street and minimum clearance requirements for trams and Disability Discrimination Act (DDA) accessibility on the tram platform, it is not possible to accommodate the minimum 2.8 m trafficable lane widths without impacting on the bluestone pitchers. The existing pitchers are not an appropriate trafficable surface, due to their uneven surface, for the carrying capacity and speed of Nicholson Street which is an arterial road managed by VicRoads. Therefore, the design being proposed is to remove all bluestone pitchers for a length of approximately 192 m alongside Stop 12 and for approximately 144 m alongside Stop 13 to enable construction of 2.8m wide trafficable lanes on both sides of the road.

The design team has considered a series of options to minimise the impact on the bluestone pitchers. An assessment of the advantages and disadvantages of the eight options considered is presented in Table 6.2. Given the assessment of options presented in this report to retain the bluestone pitchers along these sections of Nicholson Street, there is no prudent or feasible alternative to their removal, despite some impact on contributory heritage elements of the WHEA. The substantial elements of the significant 19<sup>th</sup> century streetscape of the WHEA (including the substantial sections of residential, commercial and institutional buildings) would be retained.

A summary of the impacts, mitigation measures and statutory requirements for the Royal Exhibition Building and Carlton Gardens, WHEA and the other historical heritage places identified within and adjacent to the proposed works is presented below in Table 1 below.

The heritage impacts have been assessed against Section 43.01-4 Heritage Overlay Decision Guidelines from the Melbourne Planning Scheme and Section 43.01-4 Heritage Overlay Decision Guidelines of the Yarra Planning Scheme and are presented in Table 6.3.

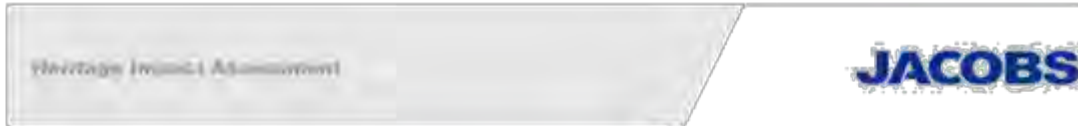


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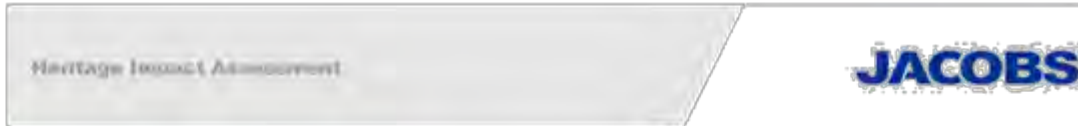
**Table 1 : Historical heritage places within and adjacent to proposed works, impacts, mitigation measures and statutory requirements.**

Item name	Impact description	Site-specific mitigation measures	Statutory requirements
Former Gertrude Street Cable Tram Engine House Track Precinct	Direct impact: Archaeological remains are potentially directly under the road surface	Monitoring by appropriately qualified historical archaeologist during the excavation works	Consent required from Heritage Victoria
Former Fitzroy Cable Tram Engine House	No impact	Not required	Not required
Royal Exhibition Building and Carlton Gardens	No impact on heritage significance from tree pruning activities Potential impact: Ancillary areas and incidental activities	Tree pruning to be undertaken by City of Melbourne in accordance with Royal Exhibition Building and Carlton Gardens Conservation Management Plan (CMP) New tree to be planted to offset potential loss of Lemon Scented Gum due to required pruning No other activity should take place within the area within the World Heritage List heritage boundary. Temporary barrier fencing erected around the heritage boundary prior to works taking place	Not required
Royal Terrace	Potential impact: Ancillary areas and incidental activities	No activity should take place within the area within the Victorian Heritage Register heritage boundary or the footpath. Temporary barrier fencing erected around the heritage boundary prior to works taking place	Not required
Osborne House	No impact	Not required	Not required
Residence	No impact	Not required	Not required
World Heritage Environs Area (WHEA) Precinct	Direct impact: Removal of bluestone pitchers (channel stones) to ensure road safety requirements met	Retain bluestone kerb stones Archival photographic recording of existing bluestone pitchers prior to removal No prudent or feasible alternative to removal of bluestone pitchers on Nicholson Street	Planning Permit required from City of Melbourne Planning Permit required from City of Yarra
	Potential impact: Interruption of the important views to and from the Royal Exhibition Building and Carlton Gardens	Use of clear glass and no advertising panels on tram stop shelters and platforms	Planning Permit required from City of Melbourne Planning Permit required from City of Yarra
South Fitzroy Precinct	Direct impact: Removal of bluestone pitchers (channel stones) to ensure road safety requirements met	Retain bluestone kerb stones Archival photographic recording of existing bluestone pitchers prior to removal No prudent or feasible alternative to removal of bluestone pitchers on Nicholson Street	Planning Permit required from City of Yarra
Cairo Flats	No impact	Not required	Not required

**Attachment 7 - PTV Heritage Assessment**

Item name	Impact description	Site-specific mitigation measures	Statutory requirements
Convent of Mercy and Academy of Mary Immaculate	No impact	Not required	Not required
Royal Australasian College of Surgeons	No impact	Not required	Not required

## Attachment 7 - PTV Heritage Assessment



### Important note about your report

The sole purpose of this report and the associated services performed by Jacobs is to complete a Heritage Impact Assessment of the proposed works to upgrade Route 96 – SP5 on Nicholson Street, Melbourne in accordance with the scope of services set out in the contract between Jacobs and the Client. That scope of services, as described in this report, was developed with the Client.

In preparing this report, Jacobs has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, Jacobs has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

Jacobs derived the data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent data analysis, and re-evaluation of the data, findings, observations and conclusions expressed in this report. Jacobs has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by Jacobs for use of any part of this report in any other context.

This report has been prepared on behalf of, and for the exclusive use of, Jacobs' Client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

## Attachment 7 - PTV Heritage Assessment



### 1. Introduction

#### 1.1 Project background

Yarra Trams have engaged Jacobs Group (Australia) Pty Ltd (Jacobs) to prepare a historical heritage impact assessment for the Route 96 Premium Line Project (the Project). The Project has been divided into nine sections, referred to as Separable Portions (SP). This report will address the heritage issues for SP5.

#### 1.2 Aim and scope of assessment

The aim and scope of the assessment is to identify historical heritage items within or immediately adjacent to the project area, assess the potential impacts on the heritage items from the tram track renewal and the associated project activities and develop measures to address impacts and advise on all necessary approvals.

#### 1.3 Location of the proposed works area

The proposed works for SP5 are located along Nicholson Street, Carlton from Evelyn Place, East Melbourne to the northern edge of Bell Street, and extending 70 m into Gertrude Street, Fitzroy (Figure 1.1).

#### 1.4 Limitations

The project area is located on a major road. The site inspection was only able to take place from the footpaths and the tram stops as they were the safest locations to work from.

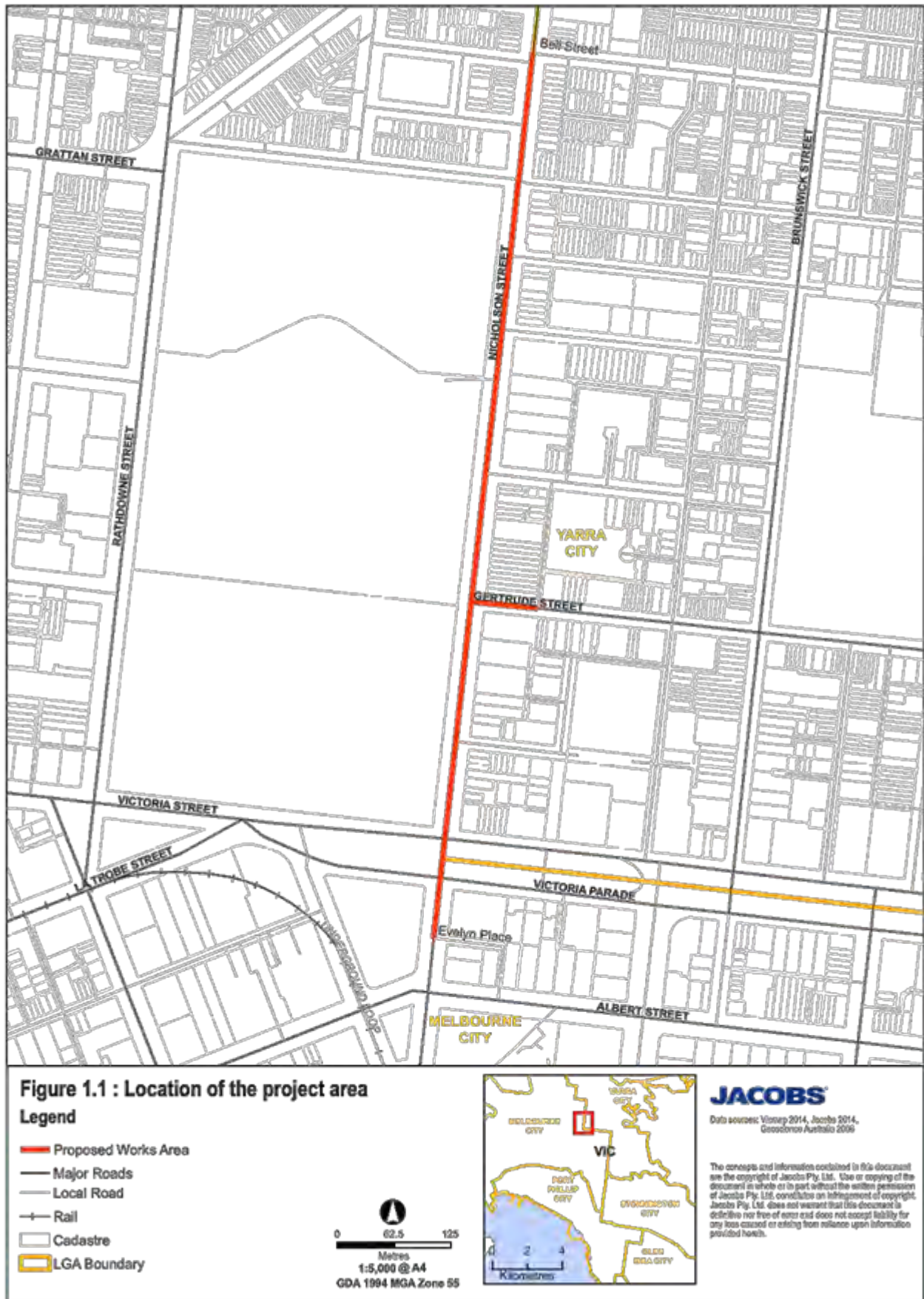
The Heritage Impact Assessment was based on the Route 96 – Nicholson Street: Victoria Parade (OHP81) to Bell Street (OHP109) Platform, Track and Overhead Renewals Preliminary Drawing dated to the 19 August 2014. The final designs were not available at the time of the assessment.

#### 1.5 Authorship of the report

The assessment was prepared by Rebecca Andrews (Project Archaeologist, Jacobs). The sections on tree pruning in Carlton Gardens and removal of bluestone kerb and channelling was prepared by Dr Karen Murphy (Senior Historical Heritage Consultant, Jacobs). Mapping was prepared by Stacey Fernandes (Graduate Spatial Analyst, Jacobs). A quality and practice review of the assessment was undertaken by Dr Karen Murphy.



# Attachment 7 - PTV Heritage Assessment



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## Attachment 7 - PTV Heritage Assessment

Heritage Impact Assessment

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## 2. Legislative framework

### 2.1 International conventions

#### 2.1.1 World Heritage Convention

The *Convention concerning the Protection of the World Cultural and Natural Heritage* (the World Heritage Convention) aims to promote cooperation among nations to protect heritage from around the world that is of such outstanding universal value that its conservation is important for current and future generations. Australia acceded to the Convention in 1974. For World Heritage properties in Victoria, the management arrangements fall to the State government, in this case Heritage Victoria.

State Parties to the World Heritage Convention are invited to inform the World Heritage Committee of developments that may affect the outstanding universal value of a World Heritage property (Paragraph 172, Operational Guidelines). Australia has a notification procedure to inform the World Heritage Centre on a quarterly basis of new decisions related to Controlled Actions with a World Heritage component.

A 'Controlled Action' is an action that is subject to the assessment and approval process under the *Environment Protection and Biodiversity Conservation Act 1999*. This Act provides a rigorous assessment of proposed actions which may have a significant impact on World Heritage values before being approved.

### 2.2 Commonwealth heritage legislation

#### 2.2.1 *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)

The *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act) includes 'national heritage' as a matter of National Environmental Significance and protects listed places to the fullest extent under the Constitution. It also established the National Heritage List (NHL) and the Commonwealth Heritage List (CHL).

The following is a description of each of the heritage lists and the protection afforded places listed on them.

##### 2.2.1.1 National Heritage List

The NHL is a list of places with outstanding heritage value to Australia, including places overseas. Any proposed actions on NHL places must be assessed for their impact on the heritage values of the place in accordance with Management of National Environmental Significance (Significant Impact Guidelines 1.1). The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on a matter of National Environmental Significance, including the national heritage value of places. If an action is likely to have a significant impact an EPBC Act referral must be prepared and submitted to the Minister for approval.

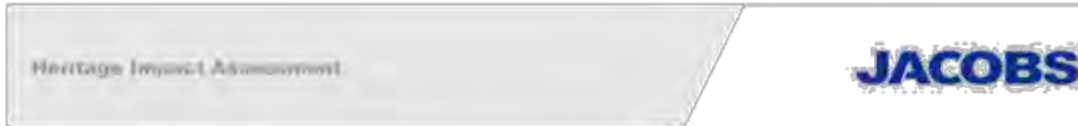
##### 2.2.1.2 Commonwealth Heritage List

The CHL is established under the EPBC Act. The CHL is a list of properties owned by the Commonwealth that have been assessed as having significant heritage value. Any proposed actions on CHL places must be assessed for their impact on the heritage values of the place in accordance with Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies (Significant Impact Guidelines 1.2). The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on the environment, including the heritage value of places. If an action is likely to have a significant impact an EPBC Act referral must be prepared and submitted to the Minister for approval.

##### 2.2.1.3 Register of the National Estate

The Register of the National Estate (RNE) was formerly compiled as a record of Australia's natural, cultural and Aboriginal heritage places worth keeping for the future. Places on the RNE that are in Commonwealth areas, or

## Attachment 7 - PTV Heritage Assessment



subject to actions by the Australian Government, are protected under the EPBC Act by the same provisions that protect Commonwealth Heritage Places. The RNE was frozen on 19 February 2007, which means that no new places have been added or removed since that time. From February 2012 all references to the RNE were removed from the EPBC Act. The RNE is maintained on a non-statutory basis as a publically available archive.

### 2.3 State heritage legislation

#### 2.3.1 *Heritage Act 1995 (Victoria)*

The *Heritage Act 1995 (Victoria)* (the Heritage Act) is administered by Heritage Victoria (HV), Department of Transport, Planning and Local Infrastructure. The main purpose of the Heritage Act is to 'provide for the protection and conservation of places and objects of cultural heritage significance and the registration of such objects'. The Heritage Act protects all categories of cultural heritage relating to the non-Aboriginal settlement of Victoria including shipwrecks, buildings, structures, objects and archaeological sites.

There are two categories of listing provided for under the Act:

- Victorian Heritage Register (VHR; Section 18)
- Victorian Heritage Inventory (VHI; Section 120)

##### 2.3.1.1 Victorian Heritage Register

The VHR provides protection for those places, objects, relics or shipwrecks assessed as being of outstanding cultural significance within the State of Victoria. The Heritage Act established a Heritage Council, an independent statutory authority which determines which heritage places/objects are included on the VHR. Nominations to the VHR can be made to the Executive Director (Heritage Victoria) who will review the nomination and make recommendations to the Heritage Council for inclusion of the VHR.

Under Section 64 of the Heritage Act it is an offence to remove, demolish, damage, despoil, develop, alter or excavate a place or object on the VHR, unless a Permit is granted under Section 67 of the Heritage Act. Permit applications must be submitted to the Executive Director for consideration and determination of the matter. There is an appeal process through the Heritage Council. Fees for permits to carry out works to a registered place or object are detailed in section 11 of the *Heritage (General) Regulations 1996* and range in scale depending on the nature and costs of the works involved.

##### 2.3.1.2 Victorian Heritage Inventory

The VHI includes all known historical archaeological sites, places and relics in Victoria that are 50 years or older, regardless of their level of cultural heritage significance. Under Section 127 of the Heritage Act it is an offence to deface, damage, disturb or excavate relics and sites whether they are included on the VHI or not.

Consent is required from the Executive Director of Heritage Victoria for works or activities, including excavation, in relation to a site listed on the VHI. Fees to obtain consent are specified in section 18 of the *Heritage (General) Regulations 2006*.

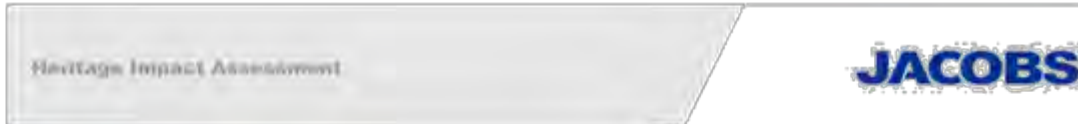
##### 2.3.1.3 Discovery of archaeological relics

Under Section 132 of the Heritage Act any person discovering or uncovering an archaeological relic is required to report the discovery to the Executive Director of HV. An archaeological relic is defined by the Heritage Act as:

- Any archaeological deposit
- Any artefact, remains or material evidence associated with an archaeological deposit which relates to the non-Aboriginal settlement or visitation of Victoria and is more than 50 years old



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### 2.3.1.4 World Heritage Places

The VHR includes places in Victoria which are included in the World Heritage List, and as such the provisions of the Heritage Act apply to World Heritage places. In addition to these provisions Section 62X of the Heritage Act states that it is an offence to fail to comply with an Approved World Heritage Management Plan when carrying out works and activities in relation to the listed place.

### 2.3.1.5 World Heritage Environs Area

Under Part 3A of the Heritage Act, a World Heritage Environs Area (WHEA), an area in the vicinity of a World Heritage place, is declared if the Minister considers it necessary in order to protect the World Heritage values of the place. A World Heritage Strategy Plan must be prepared by the Executive Director. The World Heritage Strategy Plan must:

- Set out the World Heritage values of the listed places to which the WHEA relates
- Set out strategies for the appropriate use and development of that area in order to ensure that the World Heritage values of the listed places are protected and managed

Within the World Heritage Strategy Plan for the Royal Exhibition Building and Carlton Gardens (Lovell Chen 2009) the following policies are outlined:

- Retain and conserve individually significant and contributory places to assist with maintaining the heritage character of the setting and context of the Royal Exhibition Building and Carlton Gardens
- Retain and conserve the valued heritage character of streetscapes to assist with maintaining the heritage character of the setting and context of the Royal Exhibition Building and Carlton Gardens
- Retain the predominantly lower scale form of development which provides a contrast to the dominant scale and form of the Royal Exhibition Building
- Protect direct views and vistas to the Royal Exhibition Building and Carlton Gardens from bordering/abutting streets and other views and vistas to the dome available from streets within the precinct including Queensberry Street, the north ends of Spring and Exhibition Streets and the east end of Latrobe Street
- Discourage the introduction and proliferation of permanent structures and items such as shelters, signage (other than for historic interpretation purposes), kiosks and the like around the perimeter of the Royal Exhibition Building and Carlton Gardens in order to:
  - avoid impacts on the presentation of the Royal Exhibition Building and Carlton Gardens, including impacts of axial views along treed allées and avenues
  - minimise inappropriate visual clutter around the perimeter of the Royal Exhibition Building and Carlton Gardens

### 2.3.2 Planning and Environment Act 1987 (Victoria)

#### 2.3.2.1 Heritage Overlay and World Heritage Environs Area policy

The project area is located within the City of Melbourne and the City of Yarra. In accordance with Section 18 of the *Planning and Environment Act 1987*, the City of Melbourne and the City of Yarra have developed a Planning Scheme and, as part of their Planning Schemes, have produced a Schedule to the Heritage Overlay, which identifies heritage places. The purpose of this Schedule is to conserve and enhance historical and Aboriginal places of natural or cultural significance and those elements, which contribute to their significance.

Where sites are identified by a local Heritage Overlay and listed on the VHR, the requirements of the Heritage Act supersede the requirements of the relevant planning scheme

Within the Municipal Strategic Statement of the Melbourne Planning Scheme (2013) and the Yarra Planning Scheme (2013), the following objectives are listed for the WHEA of the Royal Exhibition Building and Carlton Gardens:



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- To protect significant views and vistas to the Royal Exhibition Building and Carlton Gardens
- To maintain and conserve the significant historical character (built form and landscapes) of the area
- To ensure new development in the area has regard to the prominence and visibility of the Royal Exhibition Building and Carlton Gardens

It is policy under this provision to:

- Retain and conserve individually significance and contributory places including contributory fabric, form, architectural features and settings, to assist with maintaining the heritage character of the setting and context of the Royal Exhibition Building and Carlton Gardens
- Retain and conserve the valued heritage character of streetscapes to assist with maintaining the heritage character of the setting and context of the Royal Exhibition Building and Carlton Gardens
- Retain the predominantly lower scale form of development which provides a contrast to the dominant scale and form of the Royal Exhibition Building
- Avoid consolidation of allotments in residential areas which will result in the loss of evidence of typical nineteenth century subdivision and allotment patterns
- Protect direct views and vistas to the Royal Exhibition Building and Carlton Gardens from bordering/abutting streets and other views and vistas to the dome available from streets within the precinct including Queensberry Street, the north ends of Spring and Exhibition Streets, and the east end of Latrobe Street
- Discourage the introduction and proliferation of permanent structures and items such as shelters, signage (other than for historic interpretation purposes), kiosks and the like around the perimeter of the Royal Exhibition Building and Carlton Gardens in order to:
  - Avoid impacts on the presentation of the Royal Exhibition Building and Carlton Gardens, including impacts on axial views along treed allées
  - Minimise inappropriate visual clutter around the perimeter of the Royal Exhibition Building and Carlton Gardens

Section 43.01-1 of the Melbourne Planning Scheme and Section 43.01-1 of the Yarra Planning Scheme state that a permit is required in the following circumstances.

Under section 43.01-1 Heritage Overlay – Permit Requirement of the Melbourne Planning Scheme (2013) and Section 43.01-1 Heritage Overlay – Permit Requirement of the Yarra Planning Scheme (2013), a permit is required for a place listed in the schedule to the Heritage Overlay to:

- Demolish or remove a building
- Construct a building or construct or carry out works, including:
  - Road works and street furniture other than:
    - Traffic signals, traffic signs, fire hydrants, parking meter, post boxes and seating
    - Speed humps pedestrian refuges and splitter islands where the existing footpaths or kerb and channel are not altered

### 2.3.2.2 Advertising policy

Both the Melbourne and City of Yarra Planning Schemes have policy on the installation of advertising signs within the municipal area. Clause 22.07 Advertising Signs of the Melbourne Planning Scheme aims:

- To protect the characteristics of significant buildings and streetscapes
- To protect important vistas from obtrusive and insensitive advertising
- To ensure that signs in residential areas and other high amenity areas do not detract from the appearance or character of the area

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It is policy under this provision that proposals for new installations of advertising signs be assessed against the following criteria:

- Signs should respect the buildings style and scale and character of the street
- Signs should not obscure architectural features of buildings, including windows
- Signs should not interrupt important view and vistas along roads leading to and out of the Central City
- The design and location of new signs should respect the cultural heritage significance, character and appearance of the heritage place

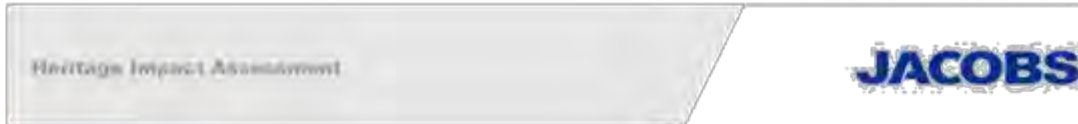
Clause 22.04 of the Yarra Planning Scheme aims:

- To ensure that signs contribute to and do not detract from the visual amenity of commercial precincts activity centres and residential areas
- To minimise visual clutter
- To protect and enhance the character and integrity of places of heritage significance
- To protect major view corridors and vistas

It is policy under this provision for new installations of advertising signs within heritage areas be assessed against the following criteria:

- New high wall signs, major promotion signs, promotion signs, panel signs, pole signs, internally illuminated and animated signs, and sky signs are discouraged
- Existing original heritage signs or advertising features should be conserved and enhanced
- The number of signs should be small and restrained in design
- Ensure that signs do not obscure the heritage features of the building

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### 3. Background

#### 3.1 Historical context

##### 3.1.1 Cable trams

The first type of tram that was in use in Melbourne was the horse tram, however these were not able to be very large, could only go short distances and subsequently were not widely used. Cable trams were approved for construction by the Colonial government in 1883. The Melbourne Tramways trust was created to build tracks and powerhouses the same year (Yarra Trams nd).

The cable trams were based on the designs by Andrew Hallidie for the San Francisco network, which commenced operating in 1873. Each of the tram sets had two cars; the front car was open and contained the mechanism which would connect the tram to the cable which was below the road surface. The cable moved continuously so the tram driver was required to connect and disconnect from the cable to allow the tram to stop, cross other tram lines and to turn corners (Tram Museum Society of Victoria nd). The trams were able to continue moving for short distances using momentum, without being connected to the cable. Each tram set was able to carry 42 people in the open front car (20 seated and 22 standing) and 56 people in the second car (22 seated and 34 standing). The trams were able to operate to a very high frequency, with trams arriving every two minutes on the busiest lines at peak times (Yarra Trams nd).

To construct infrastructure for the cable trams, the road had to be excavated to a depth of 4 feet (1.2 m) and tunnels were constructed to house the cables running in both directions. The cables consisted of six strands of seven-steel wires with a hemp core (Yarra Trams nd). There were white marble marker stones installed in the roadway at the locations where the tram driver was required to disconnect from the cable in order to go through an intersection of two tram routes or around a corner. The tram would rely on momentum to continue moving before it could safely reconnect to the cable (Tram Museum Society of Victoria nd).

##### 3.1.2 Royal Exhibition Building and Carlton Gardens

Carlton Gardens were first envisioned by Charles Joseph LaTrobe as early as 1839; however the area remained undeveloped as a land reserve for the township of Melbourne until 1855. At this time improvements were made based on a plan by Edward LaTrobe Bateman (Lovell Chen 2009:8). The Royal Exhibition Building was constructed in 1879-1880 to host the International Exhibition of 1880. At this time Carlton Gardens were modified to suit the style of the Royal Exhibition Building. The government also made improvements to the edges of Carlton Gardens enhancing the attractiveness of the area. This attracted a higher-quality residential development in the area surrounding Carlton Gardens. There is some evidence of this development remaining within the World Heritage Environs Area (Lovell Chen 2009:8).

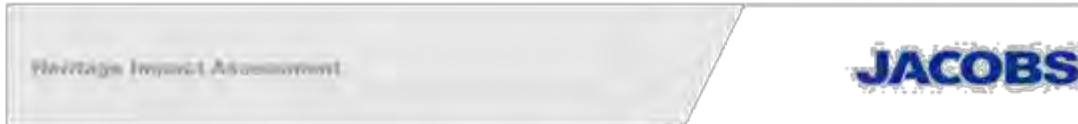
#### 3.2 Heritage context

##### 3.2.1 Previous studies and assessments

The World Heritage List nomination for the Royal Exhibition Building and Carlton Gardens includes an extensive history of the site, a detailed description and a significance assessment. This information is included in more detail in Appendix B.

*The World Heritage Environs Area Strategy Plan: Royal Exhibition Building and Carlton Gardens* (Strategy Plan) (Lovell Chen 2009) describes the extent of the WHEA and outlines the heritage significance of the Royal Exhibition Building and Carlton Gardens. It also outlines the statutory controls which are relevant to the site. The Strategy Plan identifies the views and vistas of the Royal Exhibition Building and Carlton Gardens which are important as they highlight and draw attention to the building's scale and presence. The views from the site towards the WHEA are significant as they demonstrate and reinforce an understanding of the original 19th century context and contribute to an appreciation of the largely intact 19th century setting. Of direct relevance to the proposed project being assessed are the major views between the Royal Exhibition Building and Nicholson Street, and the Royal Exhibition Building and Gertrude Street.

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The City of Yarra has prepared a thematic history for the council area and includes a detailed history of the local area, linking to the historic themes such as Developing Local Economies, and Local Council and Council Services. The thematic history also identifies places of heritage significance within the council area and links them to the historic themes (Allom Lovell and Associates 1998).

A thematic history was prepared for the City of Melbourne in 2012 (Context 2012). The history includes an outline of the historical development of the city. It also links different historic themes and periods of development to relevant heritage listed places. The Royal Exhibition Building and Carlton Gardens is associated with the promotion of tourism, as the 1880s was a major period in the development of the tourism industry in Melbourne, which was assisted by the International Exhibitions of 1880 and 1888. Thousands of people from outside the city, including people from other Australian colonies and overseas, travelled to Melbourne for the 1888 International Exhibition. The Royal Exhibition Building and Carlton Gardens are also associated with staging an exhibition as it was purpose built for the 1880 exhibition and was reused in 1888. The building continued to be used for exhibitions during the late 19th and early 20th centuries.

The *Melbourne Heritage Strategy* (City of Melbourne 2013) and the *Yarra Heritage Strategy* (City of Yarra 2014) provide frameworks to ensure the continued protection and enhancement of the elements of Melbourne and Yarra's heritage. The Heritage Strategies recap the historic themes identified in the thematic histories and provide guidelines and suggested actions that the City of Melbourne and the City of Yarra should take to protect, enhance and promote heritage to the general public.

### 3.2.2 Register results

A search of the following heritage registers and databases was undertaken on 17 June 2014:

- Victorian Heritage Register (VHR)
- Victorian Heritage Inventory (VHI)
- Heritage Overlay of the City of Melbourne Planning Scheme (MHO)
- Heritage Overlay of the City of Yarra Planning Scheme (YHO)
- Register of the National Estate (RNE)
- Commonwealth Heritage List (CHL)
- National Heritage List (NHL)
- World Heritage List (WHL)

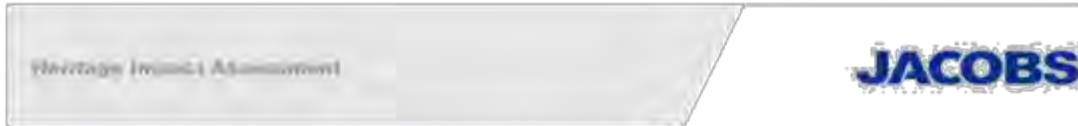
The results of the search are presented in Table 3.1 and mapped on Figure 3.1 to Figure 3.3. There are two heritage places within the project area, WHEA for the Royal Exhibition Building and Carlton Gardens and the Former Gertrude Street Cable Tram Engine House. The WHEA is listed on both the MHO and the YHO. The Former Gertrude Street Cable Tram Engine House is listed on the VHI and the YHO. There are six heritage places immediately adjacent to the project area. This includes the Royal Exhibition Building and Carlton Gardens which is listed on the WHL, NHL, VHR, MHO and the RNE. The remaining six are all listed on both the VHR and the relevant heritage overlay. The Former Fitzroy Cable Tram Engine House is also listed on the VHI.

Table 3.1 : Heritage places within or immediately adjacent to the project area

Name	Register	Number	Location	Within/adjacent to project area
Former Gertrude Street Cable Tram Engine House Track Precinct	VHI	H7822-2218	Nicholson Street, corner of Gertrude Street, extends under the road on both streets.	Within
Former Fitzroy Cable Tram Engine House	VHR	H584	Nicholson Street, corner of Gertrude Street	Immediately adjacent
	VHI	H7822-2244		
	YHO	HO181		

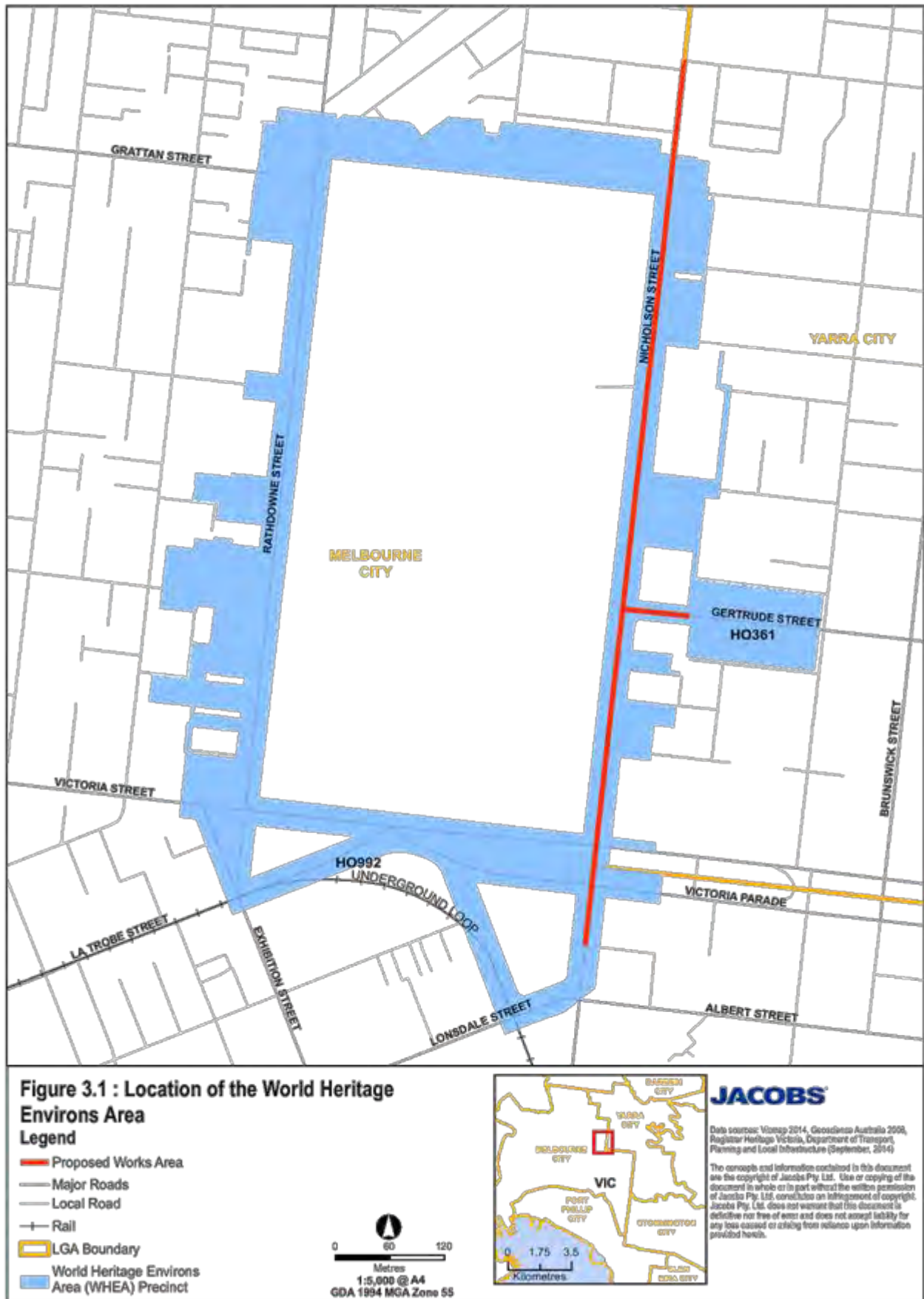


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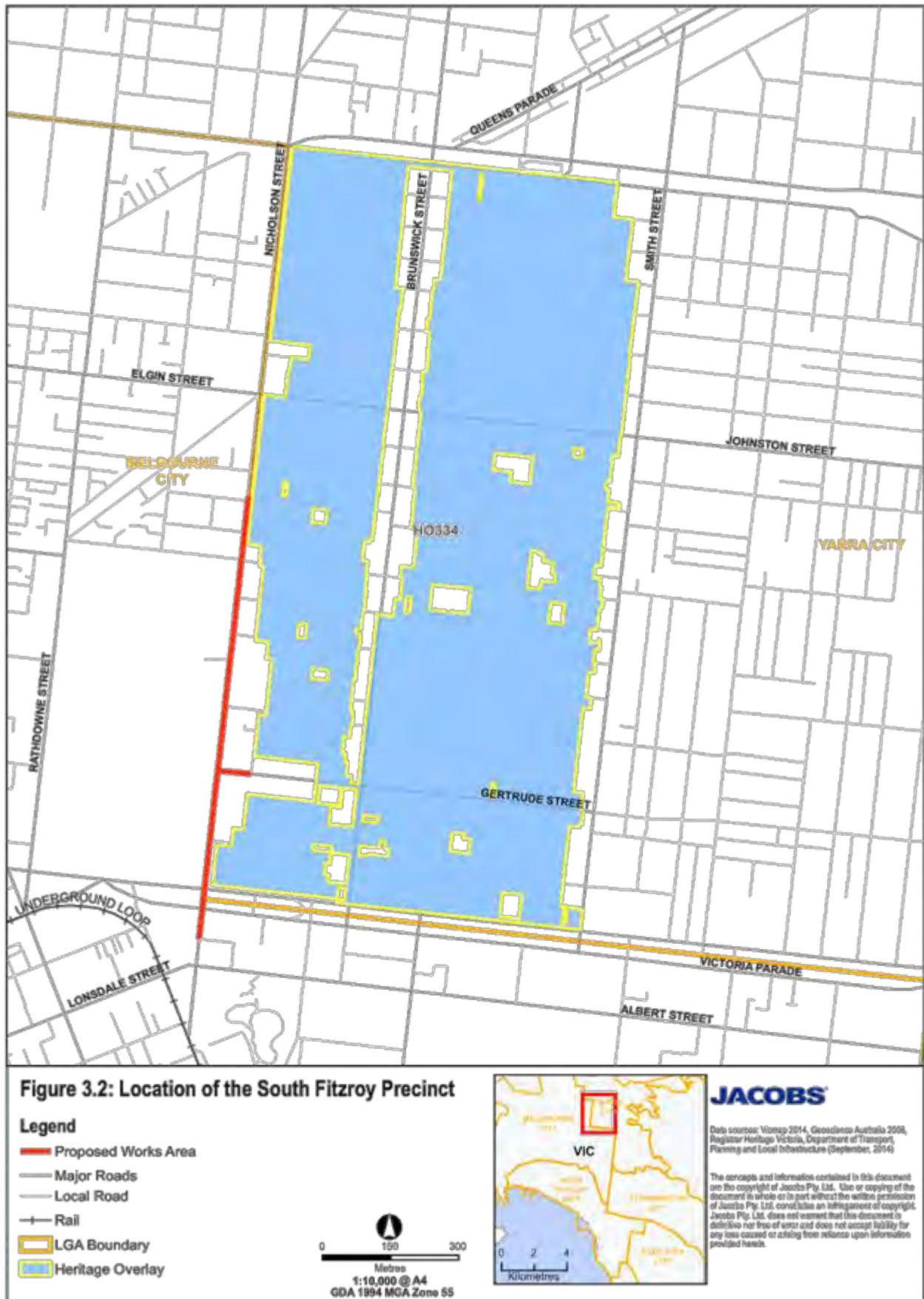


Name	Register	Number	Location	Within/adjacent to project area
Royal Exhibition Building and Carlton Gardens	WHL	105143	Between Rathdowne Street, Carlton Street, Nicholson Street and Victoria Street, Carlton	Within
	NHL	105708		
	VHR	H1501		
	MHO	HO69		
	RNE	5274		
		17304	Carlton Gardens – Southern Section only Bounded by Rathdowne, Victoria, Nicholson and Gertrude Streets, Carlton	Within
		5173	Royal Exhibition Building only Bounded by Carlton Gardens, Victoria Parade, Rathdowne and Nicholson Streets, Carlton	Within
Royal Terrace	VHR	H0172	50-68 Nicholson Street, Fitzroy	Immediately adjacent
	YHO	HO183		
Osborne House	VHR	H1607	40 Nicholson Street, Fitzroy	Immediately adjacent
	YHO	HO182		
Residence	VHR	H0539	122 Nicholson Street, Fitzroy	Immediately adjacent
Denny House	YHO	HO186		
World Heritage Environs Area (WHEA) Precinct	YHO	HO361	See Figure 3.1	Within
	MHO	HO992		
South Fitzroy Precinct	YHO	HO334	See Figure 3.2	Within
Cairo Flats	VHR	H1005	98 Nicholson Street and 14 Hanover Street, Fitzroy	Immediately adjacent
	YHO	HO185		
Convent of Mercy and Academy of Mary Immaculate	VHR	H0507	88 Nicholson Street, Fitzroy	Immediately adjacent
	YHO	HO184		
Royal Australasian College of Surgeons	VHR	H0870	250-290 Spring Street and 2-40 Victoria Parade, Melbourne, Melbourne City	Immediately adjacent
	MHO	HO476		

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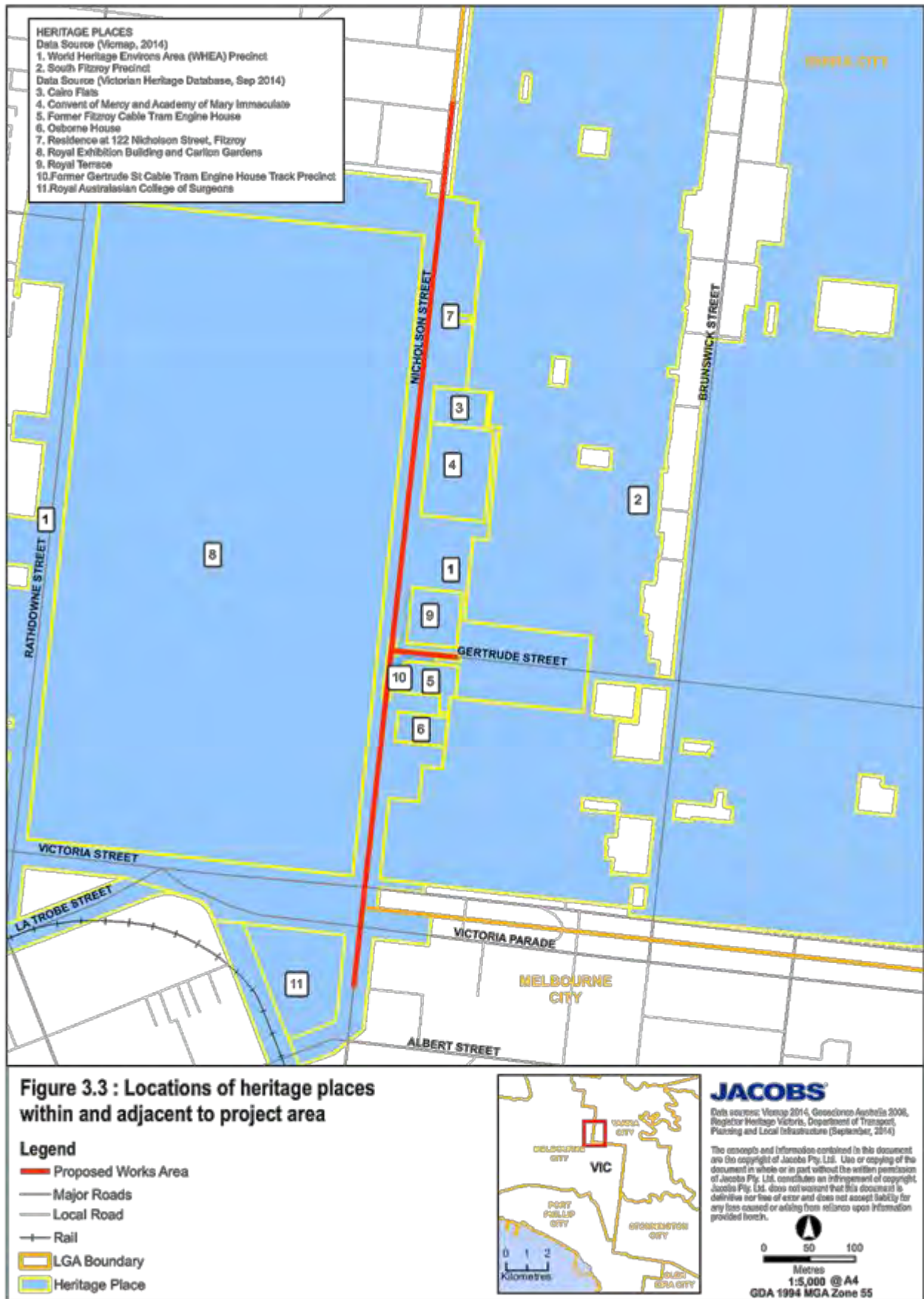
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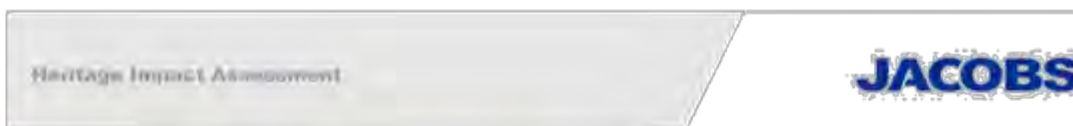
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## 4. Cultural heritage significance

### 4.1 Basis for assessment

The concept of cultural heritage significance helps in estimating the value of places. Places which are likely to be significant are those which 'help an understanding of the past or enrich the present, and which will be of value to future generations (Australia ICOMOS 2013:12). In Australia, the significance of a place is generally assessed according to the following values:

- Aesthetic value
- Historic value
- Scientific value
- Social value

The criteria for the World Heritage List, Victorian Heritage Register and Victorian Heritage Inventory are listed in Appendix A.

### 4.2 Significance assessment and statements of significance

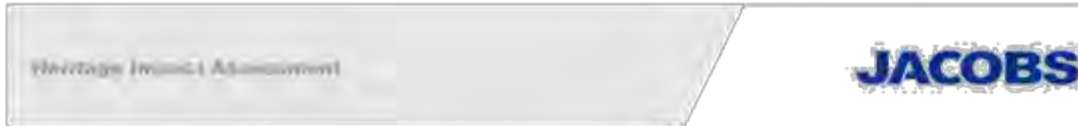
Statements of significance for each of the 10 known heritage items have been taken from the relevant register entries and are presented in Table 4.1. When available, detailed significance assessments have also been provided for each place in Appendix B. Of the 10 heritage items, one is of world heritage significance, seven are of state significance and two are precincts of local heritage significance.

The potential impact of the proposed works on the heritage significance of these heritage items is considered in Section 6.

Table 4.1 : Summary heritage significance for heritage items

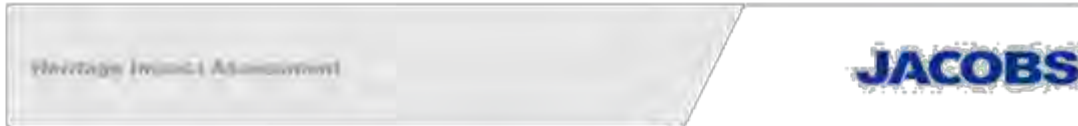
Name	Statement of significance
Former Gertrude Street Cable Tram Engine House Track Precinct	The Former Gertrude Street Cable Tram House Track Precinct is part of the Melbourne cable tram network, which was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway & Omnibus Company which leased the lines from the Melbourne Tramways Trust between 1885 and 1916 and operated the tram services. The Former Gertrude Street Cable Tram House Track Precinct has potential to contain significant nineteenth century archaeological remains such as double tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, inspection manholes and cast iron covers, large brick pits for the historical sheaves and possibly traces of equipment. The remains of the trams track precinct are highly significant as they display how Melbourne's cable tram system operated (information taken from the Victorian Heritage Database)
Former Fitzroy Cable Tram Engine House	The Former Fitzroy Cable Tram Engine House building is of historical significance as an important surviving element of what was once the world's largest cable tram system, and also as the last operating engine house in Melbourne. The Former Fitzroy Cable Tram Engine House is a symbol of an important phase in Melbourne's transport history and the development of the city, a phase which saw mechanical power supersede horse power on Melbourne's streets and allowed further development of the city's outer reaches. The Former Fitzroy Cable Tram Engine House and the tram routes that it serviced made the corner of Nicholson and Gertrude Streets a focal point for the city and provided an impetus to the development of the commercial precincts of Fitzroy. The Former Fitzroy Cable Tram Engine House was one of the biggest engine houses, driving three cables, the longest one extending to 23,880 feet. Out of the six surviving substantially intact engine houses, the Nicholson Street building is the best, most complete example. The Former Fitzroy Cable Tram Engine House was the last operating engine house in Melbourne, finally closing on the 26th October 1940.  The Former Fitzroy Cable Tram Engine House building is of architectural significance as a particularly fine example of a nineteenth century industrial and transport infrastructure building. The Italianate-style building was finely detailed and more ornamental than other engine houses, employing cement and bluestone dressings against bi-chrome red brick, an eclectic use of architectural motifs and a particularly fine corbelled polygonal

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Name	Statement of significance
	<p>signal box mounted above the parapet over the corner splay of the building. The parapet urns and miniature dome of the signal box echo those of the Exhibition Buildings opposite. The fine architecture provides evidence of the pride with which Melbourne viewed its tramway system and of the importance of the system to the life of the city (Information taken from the Victorian Database).</p>
<p>Royal Exhibition Building and Carlton Gardens</p>	<p>The Royal Exhibition Building and Carlton Gardens have outstanding universal value as a rare surviving manifestation of the international exhibition phenomenon of the late nineteenth and early twentieth centuries, a phenomenon that embodied ideas and processes that have profoundly affected modern societies. The Building and Gardens, used for the international exhibitions of 1880 and 1888, are unique in having maintained authenticity of form and function through to the present day.</p> <p>The international exhibition phenomenon reflected a dynamic and transitional phase in modern history, which saw the growth and spread of the benefits of industrialisation in the form of technological advancements and social progress, the transmission of ideas and cultural values around the world, and the rapid development of an extensive international economy. The exhibitions themselves brought people and ideas together on a grand scale, in diverse locations around the world, and greatly enhanced international social and economic links. They provided a mechanism for the world-wide exchange of goods, technology, ideas, culture and values, and heralded a new era of trading networks and the modern international economy. The exhibitions were a spectacular shopfront for the industrial revolution, which shaped some of the greatest global social and economic transformations.</p> <p>Despite the great impact of the international exhibition phenomenon, relatively few physical manifestations of it remain. These include the buildings and grounds that housed the exhibitions, and the exhibits themselves. They are tangible parts of the world's heritage that connect us to a significant stage in human history.</p> <p>Of the many impressive buildings designed and built to hold these exhibitions, such as England's Crystal Palace, few survive, and of those surviving, even fewer retain authenticity in terms of original location and condition. The Royal Exhibition Building, in its original setting of the Carlton Gardens, is one of these rare survivors. The Royal Exhibition Building was purpose-designed to be the Great Hall of the 'Palace of Industry', the focal point of international exhibitions. It is the only surviving example in the world of a Great Hall from a major international exhibition. Furthermore, it has retained authenticity of function, continuing to be used for its original purpose of exhibitions and displays even today. This is a building to be treasured – a representative of the spectrum of international exhibition buildings that are now lost to the world.</p> <p>The Royal Exhibition Building and Carlton Gardens has further value in being broadly representative of the themes and architectural characteristics shared by structures and sites used for international exhibitions. These include many of the important features that made the exhibitions so dramatic and effective, including axial planning, a dome, a great hall, giant entry portals, versatile display spaces, and complementary gardens and viewing areas. The scale and grandeur of the building reflects the values and aspirations attached to industrialisation and its international face. The Royal Exhibition Building and Carlton Gardens have outstanding universal value as a tangible symbol of the international exhibition phenomenon for all these reasons (information taken from the World Heritage Listing).</p>
<p>Royal Terrace</p>	<p>Royal Terrace is of architectural significance as the largest early terrace building surviving in Melbourne, and is unrivalled amongst the early terraces for its elegance. The simple composition and austere decoration makes it a notable example, albeit a sober one, of the comparatively rare Regency style in Victoria. It has no comparison in terms of scale or quality of stonework to any other extant, early terrace building in the other major urban areas of Australia. It is remarkably intact, most notably the unified facade. The combination of stone and stucco is also particularly unusual. The ability to appreciate much of the original 19th century fabric and the hierarchy of the forms including remnant stables is of particular significance as a valuable record of early residential architecture.</p> <p>Royal Terrace is architecturally significant not only as a prominent landmark but also as an integral part of the remaining Victorian era streetscape of Nicholson Street. The early flagstone pavement is unusual in Melbourne. In conjunction with the Exhibition Buildings opposite, the terrace is a potent reminder of the dramatic development and resultant social changes occurring in Melbourne during the second half of the nineteenth century as the city gained international prominence.</p> <p>Royal Terrace is of historical significance for its association with a number of important Victorian identities, particularly John O'Shanassy and Nicholas Chevalier. The array of distinguished occupants demonstrates the prestigious location and setting, close to Parliament and Eastern Hill, and opposite the Carlton Gardens and the</p>

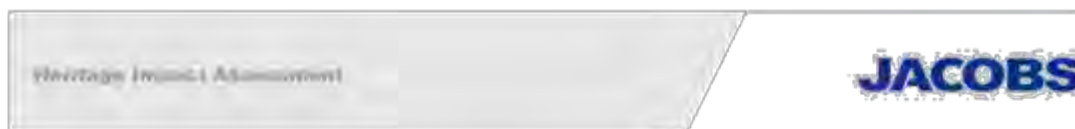
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Name	Statement of significance
	Royal Exhibition Buildings (information taken from the Victorian Heritage Database).
Osborne House	<p>Osborne House is of historical significance as an outstanding example of a nineteenth century boarding house, whose significance is increased by its association with the Great Centennial Exhibition of 1888 and its proximity to the World Heritage listed Royal Exhibition Building and Carlton Gardens. It is significant as a demonstration of the way of life of wealthier Victorians in the mid-nineteenth century, and the social and economic changes which have taken place in the inner suburbs since that time. This part of Fitzroy was in 1850 a prestigious residential area, but the opening of the railways to the eastern suburbs in the 1880s meant that these now became the preferred residential areas, and many of the large Fitzroy houses were converted to boarding houses. It is of historical significance for its association with several eminent Victorians: the pioneer pastoralist John MacPherson; his son John Alexander MacPherson, a prominent parliamentarian and Premier of Victoria 1869-70; the famous French violinist and composer Horace Poussard, who leased the house in 1885-6; and the entrepreneur George Nipper, who built some of Melbourne's notable Boom period buildings.</p> <p>Osborne House is of architectural significance for the Regency style house at the core of the building, the former Helena House, the oldest documented residential building surviving in Fitzroy and one of the oldest in Melbourne. With the 1880s additions it is significant as a fine and intact example of a large Boom period boarding house, and for its unusual form, with an impressive two storey cast iron veranda wrapped around the entrance forecourt. It is significant for its association with two of Melbourne's most important nineteenth century architects: Charles Laing and Charles Webb (information taken from the Victorian Heritage Database).</p>
Residence	<p>The Residence at 122 Nicholson Street is of architectural significance as an excellent example of the flamboyant boom style cement rendered mansions of Melbourne, made unusual by its corner terrace building type. The extent and detail of its surface decoration provide an example of the best of late-19th century house design. The building's corner allotment is treated with imagination and style, making it one of the best examples of a corner terrace building in Melbourne.</p> <p>The Residence at 122 Nicholson Street is of architectural significance for its association with John Denny. At the time of the construction of this house, Denny was the supervising architect for St. Patrick's Cathedral in East Melbourne. The house thus represents an interesting comparison between secular and sacred architecture constructed at the same time by the same architect. Denny is likely to have chosen the site for his house because of its proximity to the Cathedral.</p> <p>The Residence at 122 Nicholson Street is of historical significance as evidence of the social development of Melbourne and Fitzroy since the middle years of the 19th century. The house was constructed in a precinct that was, by the 1860s, a salubrious area. When Denny commenced his house, Nicholson Street already included the Convent of Mercy one block further south, and the splendid 1850s Royal Terrace further south still. The substantial nature of the house is evidence of the good living obtainable by architects at a time of metropolitan expansion and infrastructure and institution building. The re-facing of the house in the 1880s to produce the extant form is evidence of the great wealth that flooded Melbourne as a result of the gold rushes. The decline of Fitzroy as a "respectable" suburb, which accompanied its conversion to a major industrial location at the end of the 19th century and into the early years of the 20th century, is evidenced by the fact that the house was used as a boarding house for much of the 20th century. In turn, the re-location of industry out of the inner suburbs in the latter decades of the 20th century and the gentrification of many inner suburban areas is reflected in the return of the house to single family occupation and then conversion to a boutique hotel in the 1990s (information taken from the Victorian Heritage Database).</p>
World Heritage Environs Area (WHEA) Precinct	<p>The WHEA is of historical and social significance for its association with the World Heritage listed Royal Exhibition Building and Carlton Gardens. The subsequent upgrading of the gardens further augmented their attractiveness which, together with the prominence and visibility of the Exhibition Building, helped enhance the status of this area within the local Carlton and Fitzroy contexts. The WHEA also incorporates important and intact areas of residential, commercial and institutional development within the early Melbourne suburbs of Carlton and Fitzroy, and institutional development in the northern area of Melbourne's Central Business District. These areas are significant to the respective municipalities of Melbourne and Yarra for demonstrating aspects of local historical development, and for contributing to the historical character of the municipalities. The areas also provide an immediate setting and context of significant heritage character for the Royal Exhibition Building and Carlton Gardens site, including properties which directly address the site and can be seen from the site; and significant development which preceded, was broadly contemporary with or followed the 1879-1880 construction and development of the Royal Exhibition Building.</p>



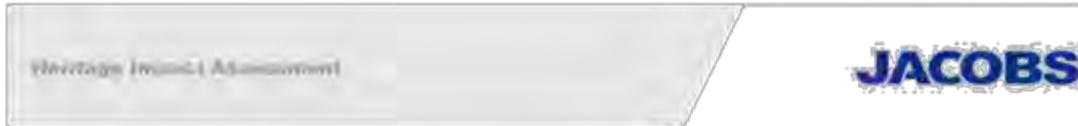
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Name	Statement of significance
	<p>The WHEA is of architectural and aesthetic significance. It retains substantially intact nineteenth century streetscapes. The streetscapes display a comparatively high proportion of original nineteenth form and fabric, including substantial areas of two-storey, with some three-storey residential and commercial development. The streetscapes also interspersed with prominent institutional properties of the nineteenth and early twentieth centuries. Public infrastructure includes some bluestone pitched road and lane surfaces, and kerbs. Plane trees are common street plantings. The precinct additionally exhibits a typically fine grain pattern of urban development, generally emphasised by the regularity of the terrace row subdivisions, narrow allotments and street grid, with many streets running at right angles to the Royal Exhibition Building site.</p> <p>A number of key heritage buildings from the nineteenth and early twentieth centuries are located in the precinct, some of which are landmarks in their own right but which also have a strong visual relationship or connection with the Royal Exhibition Building. The WHEA provides for significant views to the Royal Exhibition Building and Carlton Gardens site including direct views to the building, dome and garden setting from bordering/abutting streets, depending on where the viewer is standing. It also provides some proximate views and vistas to the Royal Exhibition Building dome from streets and minor lanes. Views out of the Royal Exhibition Building site into the precinct also reinforce the understanding and appreciation of the original nineteenth century context and significant setting of the Royal Exhibition Building (information taken from the City of Yarra heritage listing).</p>
South Fitzroy Precinct	<p>The South Fitzroy Heritage Precinct is aesthetically and historically significant to the City of Yarra. The South Fitzroy Heritage Precinct is significant historically as it is the earliest urban area outside the Melbourne City grid to be settled in the Melbourne municipality, with several buildings from the mid-nineteenth century surviving as testimony to its early establishment. There are also an unusually high number of early-Victorian-era and some Regency period buildings, being generally simply detailed and a clear reflection of the early date of Fitzroy's settlement. The layout of the streets is also evidence of the early government planning controls or Acts of Parliament, from the 1850s that aimed to solve street alignment problems in this privately planned suburb, arising from a hitherto lack of co-ordination between neighbouring allotment owners. The area is a good example of the successful application of the Act for Regulating Buildings and Party Walls, and for Preventing Mischiefs by Fire in the City of Melbourne 1849, which forced the use of fireproof construction and gave South Fitzroy a character distinct from other inner suburbs such as Richmond and Collingwood, that have a greater proportion of Victorian-era timber buildings. The South Fitzroy Heritage Precinct is significant aesthetically as it is a substantially intact collection of predominantly mid to late nineteenth century and early twentieth century building stock, interspersed with well-preserved inter-war residential, commercial, retail and industrial buildings that contribute to the historical character of the area. There is a relatively large number of individually significant buildings being predominantly masonry rather than clad with timber, largely as a result of the Act for Regulating Buildings and Party Walls, and for Preventing Mischiefs by Fire in the City of Melbourne 1849. The area is also aesthetically significant for the ornate and exuberant detail of many late nineteenth and early twentieth century buildings in the suburb, reflecting the affluence of many of the inhabitants of this area, particularly in the late nineteenth century. The early street, lane and allotment layouts, some original bluestone kerbs, paving and channel, and some mature exotic street trees provide an appropriate setting for this collection of residential, retail, commercial and industrial buildings. Some of the large factory and warehouse buildings from the late nineteenth century and early twentieth century have landmark qualities and are significant features in the skyline of the predominantly low rise suburb. The fringes of the suburb have major institutions, in particular St Vincent's Hospital and The Convent of Mercy, which are closely linked with the area's history, education and welfare within the metropolitan area (information taken from the City of Yarra Review of Heritage Overlay Areas).</p>
Cairo Flats	<p>Cairo Flats is of architectural and historical significance to the State of Victoria. Cairo Flats is of architectural significance as an early example of the minimal flat type in Victoria. The building is an important example of the International Modern style and established a major break with conventional maisonette flat design. Cairo Flats is significant for Overend's daring use of concrete, especially in the unusual cantilevered stairs. The flats retain their original layout and feature original polished floor boards, timber front doors with small edged portal windows and the original 'D' shaped aluminium internal door handles, possibly the first use of such handles in Australia. Cairo Flats is of historical significance for the insight it provides into changing lifestyles for single people in inter-war Melbourne. At the time of its construction it provided an uncommon type of accommodation in Melbourne, and was important in the development of flats in Victoria. Best Overend's vision for a 'minimal flat with maximum comfort' was manifested in the innovative use of labour-saving devices such as service hatchways, dustbin hatchways, service telephones and the provision of a dining room (now milk bar) and meal</p>



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Name	Statement of significance
Convent of Mercy and Academy of Mary Immaculate	<p>service (information taken from the Victorian Heritage Database).</p> <p>The Convent of Mercy and Academy of Mary Immaculate is of historical significance because of its important place in the development of religious institutions and schooling in Victoria. The Sisters of Mercy were the first order of nuns in Victoria and the complex is a reminder of the important role played by Ursula Frayne in the establishment of Catholic education and social welfare in Melbourne. The southern two-storey bluestone extension to the rear of Gould's house is of great importance as the location of the first Catholic Girls' School in Victoria, and also for its use as an orphanage in the early social welfare work of the Catholic Church. Following the demolition of St Francis seminary, it is believed to be the oldest existing Catholic educational complex in Victoria. The Convent of Mercy and Academy of Mary Immaculate is of historical significance for its association with Mother Ursula Frayne (born in Dublin in 1816), an important figure in the early Australian Catholic Church. Before commencing her work in Melbourne, Mother Ursula had established the first mission of the Institute of Mercy outside Ireland, at Newfoundland, Canada, in 1842, and in 1849 had established the first secondary school in Western Australia. Her body, and that of Mother Xavier Dillon, are buried in the Chapel beneath a Celtic cross of white marble. One of the original houses on the site is of historical significance as the residence of the first Catholic Bishop of Melbourne and as the first building of the Convent. The Convent of Mercy and Academy of Mary Immaculate is of architectural significance as a collection of largely intact, elegant 19th century religious buildings, including two of the earliest stone houses in Melbourne, and for its association with important figures in the history of Victorian architecture. The architects associated with the development of the complex were all men of great importance to the architectural history of Victoria. Newson and Blackburn, who were responsible for the original two houses, were notable architects of early Melbourne, and responsible for several school buildings. It is believed that William Wardell was responsible for the 1863 school wing, as it is typical of much of his ecclesiastical work of that time and similar to his Christian Brothers College in Victoria Parade, East Melbourne. The three-storey bluestone Palmer Street school wing, built in 1871-81, seems likely to have been the work of Leonard Terry and possibly William Wardell (the two were associated with other Catholic Church projects). The Chapel, blessed and dedicated on 26th March 1889, was designed by Reed Smart and Tappin, who were also responsible for the Convent of the Good Shepherd in Abbotsford. Each of the buildings is significant for its architectural qualities and the way in which it integrates into the whole. The manner in which the architects designed their additions to the complex displays the important variations in architectural philosophy prevailing in the 19th century. The Convent of Mercy and Academy of Mary Immaculate is of social significance for its long-term and continuing association with Catholic education in Victoria. The Academy was the first Catholic girls school in Victoria and continues its educational function today (information taken from the Victorian Heritage Database).</p>
Royal Australasian College of Surgeons	<p>The Royal Australasian College of Surgeons is of historical significance as a building with strong and continuing associations with this institution. As one of Melbourne's principal institutions, it has played a long and pivotal role in the development of Victoria's medical profession. It is also associated with the life and work of Melbourne surgeon Sir Hugh Devine, and with Sir A E Rowden White, a prominent Melbourne physician and philanthropist. The building has a high degree of technical achievement due to the use of the Greek Revival style, which was adopted for a number of commercial and institutional buildings in the 1920s and 1930s. The quality of this particular design was recognised in 1937 by the awarding of the Royal Victorian Architects' Street Architecture Medal. The sculptural fountain 'Forest Landscape' has aesthetic significance. It is an outstanding and relatively early example of Stephen Walker's work in an organic style, and is his only public commission in Melbourne. The Royal Australasian College of Surgeons has archaeological significance for the below ground archaeological remains of the Model School built in the 1850s. The remains have a high potential to yield artefacts and other information about the school and its social history (information taken from the Victorian Heritage Database).</p>

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Heritage Impact Assessment

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### 5. Site inspection

An inspection of the project area was undertaken by Rebecca Andrews (Project Archaeologist, Jacobs) on 27 June 2014. Both sides of Nicholson Street, between the southern side of Princes Street and the northern side of Owen Street in Fitzroy were inspected on foot to determine if there would be any impact to the heritage places within or immediately adjacent to the project area. During the site inspection impact on the views towards and from the Royal Exhibition Building and the use of different glass types and advertising were considered.

During the inspection historic bluestone kerbing and channel was identified on both sides of Nicholson Street and Gertrude Street. The extent of the channel on the western side of Nicholson Street was approximately one metre wide. The channel on Gertrude Street and the eastern side of Nicholson Street was approximately 500 mm.

The photographs in this section were taken by Rebecca Andrews during the site inspection.



Figure 5.1 : View west showing the area of Gertrude Street with archaeological potential (Former Gertrude Street Cable House Track Precinct)



Figure 5.2 : View south east towards the Former Fitzroy Cable Tram Engine House from in front of the Royal Exhibition Building



Figure 5.3 : View west showing the Royal Exhibition Building from the western side of Nicholson Street



Figure 5.4 : View east showing Osborne House

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**Figure 5.5 : View south to the north east corner of the Carlton Gardens**



**Figure 5.6 : View east showing the Residence at 122 Nicholson Street**



**Figure 5.7 : View east towards Royal Terrace**



**Figure 5.8 : View south showing the original paved footpath in front of Royal Terrace. The bitumen shown in the bottom of the photograph is the normal surfacing for the footpath in Nicholson Street**



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**Figure 5.9 : View east showing the pavement leading from Nicholson Street to the front door of one of the terraces within the Royal Terrace**



**Figure 5.10 : View west showing the pavement in front of Royal Terrace to Nicholson Street**



**Figure 5.11 : View north showing the bluestone kerb and channel along the west side of Nicholson Street. The channel is approximately one metre into the road.**



**Figure 5.12 : View south showing the bluestone kerb and channel along the east side of Nicholson Street. The channel is approximately 500 mm into the road. A similar channel is present on both sides of Gertrude Street.**



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Figure 5.13 : View east down Gertrude Street from the front of the Royal Exhibition Building grounds



Figure 5.14 : View west showing the view of the Royal Exhibition Building from Gertrude Street



Figure 5.15 : View south west towards the Royal Exhibition Building from King William Street



Figure 5.16 : View west to the Royal Exhibition Building from Palmer Street



Figure 5.17 : View north east showing an example of the housing in both the WHEA and the South Fitzroy Precinct



Figure 5.18 : View north east showing a second example of the housing in both the WHEA and the South Fitzroy Precinct

# Attachment 7 - PTV Heritage Assessment

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Figure 5.19 : Example of a tram shelter that is currently within the WHEA in the City of Melbourne



Figure 5.20 : View east showing an example of the advertising permitted in the WHEA by the City of Yarra



Figure 5.21 : View south east showing the signage and advertising and signage permitted in the WHEA by the City of Melbourne



Figure 5.22 : Example of a tram shelter with advertising that is currently within the WHEA in the City of Yarra. To the left of the photo is the Nicholson Street boundary of Cairo Flats



Figure 5.23 : View north east towards the Convent of Mercy and Academy of Mary Immaculate

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Heritage Impact Assessment

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## 6. Impact assessment

### 6.1 Proposed project activities

The project proposes the following activities:

- Removal of existing track infrastructure including the rail, sleepers, concrete, drainage and pipes
- Removal of the existing stop infrastructure including the fence, signage and shelters
- Installation of new drainage pipes and pits and connection to the existing drainage system
- Installation of new tram infrastructure including bonding cables, new tram lines, replacement of signal detection loops as required and installation of new feeders, electrical, communications and auto points conduits
- Installation of the new disabled access tram stop in the centre of the street including two four-metre long shelters (stop 13) or three eight-metre long shelters (stop 12), with clear glass panels
- Replacement of damaged asphalt and painting of line markings
- Removal of nine overhead poles
- Installation of 10 new overhead poles
- Place new asphalt where required
- Relocation of signage and traffic signal post to a safe distance
- Removal of approximately 340 m of bluestone pitchers on the west side of the Nicholson Street and 330 m on the east side of Nicholson Street and replacing it with asphalt to the kerb
- Removal of the safety zone around Stop 11 including the removal of the fencing, signage and prow on Nicholson Street and the tram shelter on each side of Nicholson Street
- Pruning of trees within Carlton Gardens which extend over the roadway along Nicholson Street
- Modification of bluestone kerbing for the provision of signalised pedestrian crossings to access tram platforms

The excavation at the site will be to a depth of 0.5 m, except the areas where local services works require deeper excavation, and will extend 830 m along Nicholson Street and 75 m along Gertrude Street. The width of the excavation will vary from 5.8 m width (along the standard straight track) to 10 m wide at the location of the new stops.

### 6.2 Potential impacts

#### 6.2.1 Royal Exhibition Building and Carlton Gardens

##### 6.2.1.1 Ancillary and incidental activities

The Royal Exhibition Building and Carlton Gardens has the potential to be impacted by ancillary or incidental activities associated with the proposed works due to the close proximity of the works. While such activities inside the extent of the heritage boundary are not planned as part of the proposed works, accidental or unintended use such as parking of vehicles or machinery could potentially impact the site and should be avoided.

##### 6.2.1.2 Tree pruning

There are trees within Carlton Gardens which have branches overhanging Nicholson Street. The areas where the trees overhang are currently parking bays. Due to the proposed changes to lane positions to accommodate the new DDA compliant tram stop and the required 2.8 m wide trafficable lanes, some of the car parking bays



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will become trafficable lanes. As Nicholson Street is an arterial road, a 4.7 m vertical clearance is required in the trafficable lanes. Any trees with branches which hang below 4.7 m from the road will be trimmed to avoid being damaged by vehicles using Nicholson Street.

The Royal Exhibition Building and Carlton Gardens has a detailed Conservation Management Plan (CMP) (Brady *et al.* 2008) which includes management policies for the management of the trees (Section 8.6.4 Trees: Management and Environmental Sustainability). The CMP guidelines state that pruning should be based on Australian Standard AS 4373 'Pruning of amenity trees'. Pruning the trees within Carlton Gardens which overhang the road will have a negligible impact on the significance of the place if the Australian Standard AS 4373 'Pruning of amenity trees' is followed. The tree pruning will be undertaken by City of Melbourne staff or their contractors with the relevant experience for Carlton Gardens.

Specific details for each of the trees along the boundary of Carlton Gardens in close proximity of Nicholson Street is presented in Table 6.1, including works required and the management action to be taken to minimise heritage impacts. Consultation on site and inspection of each of the trees was undertaken with John Hawker (Heritage Victoria), Daniel Tipping (City of Melbourne), Ian Fisher (City of Melbourne), and Victor Lorena (Yarra Trams) by Mike Ford (Track and Civil Design Engineer, Jacobs) and Karen Murphy (Senior Historical Heritage Consultant, Jacobs) on 16 December 2014.

John Hawker advised that the proposed tree works could be undertaken as maintenance in accordance with the CMP for Carlton Gardens and that no approvals from Heritage Victoria would be required. Daniel Tipping and Ian Fisher agreed that City of Melbourne would undertake the proposed tree pruning (including the one plane tree on Museum Victoria land). If the tree pruning activities are undertaken as described in Table 6.1 there will be no impact on the heritage significance of Carlton Gardens.

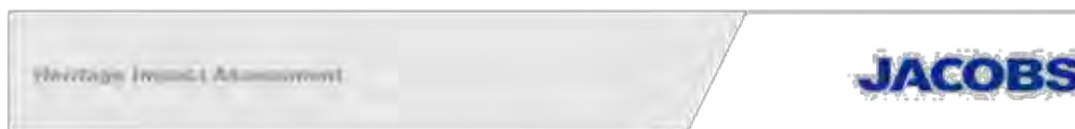
Table 6.1 : Proposed tree pruning works for Carlton Gardens.

Tree no.	Location	Species	Works required	Action
1	Between OHP <sup>1</sup> 84d and 85d	Moreton Bay Fig	No pruning required	n/a
2	OHP 85d	n/a	Roots at pram crossing will require trimming	Monitoring by City of Melbourne arborist during removal of existing bluestone channel Trimming by arborist where required Falls under definition of maintenance in CMP therefore no approval required from Heritage Victoria
3	Between OHP 87d and 88d	Moreton Bay Fig	No pruning required	n/a
4	Between OHP 89d and 90d	Plane	Pruning required, canopy overhang currently 3.5 m above road surface	Prune by City of Melbourne arborist Falls under definition of maintenance in CMP therefore no approval required from Heritage Victoria Tree is in Melbourne Museum boundary but City of Melbourne agreed to prune it

<sup>1</sup> OHP is abbreviation for Overhead Pole which are numbered sequentially from the city centre northwards along Nicholson Street.

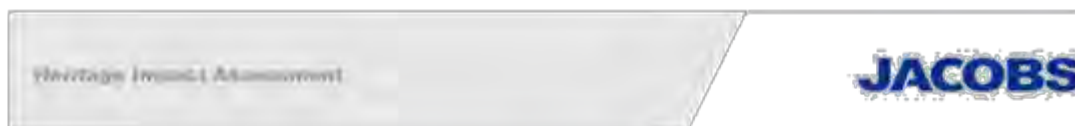


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Tree no.	Location	Species	Works required	Action
5	Between OHP 91d and 92d	Plane	Pruning required	Prune by City of Melbourne arborist  On footpath outside World Heritage boundary therefore no approval required from Heritage Victoria  Falls under definition of maintenance in CMP therefore no approval required from City of Melbourne
6	Between OHP 92d and 93d	Plane	Pruning required	Prune by City of Melbourne arborist  On footpath outside World Heritage boundary therefore no approval required from Heritage Victoria  Falls under definition of maintenance in CMP therefore no approval required from City of Melbourne
7	Between OHP 92d and 93d	Plane	Pruning required	Prune by City of Melbourne arborist  On footpath outside World Heritage boundary therefore no approval required from Heritage Victoria  Falls under definition of maintenance in CMP therefore no approval required from City of Melbourne
8	Between OHP 99d and 100d	Moreton Bay Fig	No pruning required, canopy overhang more than 4.7 m above road surface	n/a
9	Between OHP 101D and 102d	Moreton Bay Fig	No pruning required, canopy overhang currently at 4.7 m above road surface Roots may require trimming in channel area	Monitoring by City of Melbourne arborist during removal of existing bluestone channel Trimming of roots by arborist where required Falls under definition of maintenance in CMP therefore no approval required from Heritage Victoria
10	Between OHP 102d and 103d	Moreton Bay Fig	No pruning required, canopy overhang currently at 4.7 m above road surface Roots may require trimming in channel area	Monitoring by City of Melbourne arborist during removal of existing bluestone channel Trimming of roots by arborist where required Falls under definition of maintenance in CMP therefore no approval required from Heritage Victoria

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Tree no.	Location	Species	Works required	Action
11	OHP 103d	Lemon Scented Gum	Pruning required, canopy overhang currently 4.1 m above road surface Prune of branch back to trunk required, substantially reducing canopy May result in loss of tree over the long term (5-10 years) Roots may require trimming in channel area	Prune by City of Melbourne arborist Falls under definition of maintenance in CMP therefore no approval required from Heritage Victoria Yarra Trams have agreed to cover cost of planting a new tree to the north of the Lemon Scented Gum to offset potential future loss due to pruning Monitoring by City of Melbourne arborist during removal of existing bluestone channel Trimming of roots by arborist where required Falls under definition of maintenance in CMP therefore no approval required from Heritage Victoria

## 6.2.2 World Heritage Environs Area

The project activities will physically impact on the WHEA. The two trees on the footpath of Carlton Gardens, which are technically within the WHEA are considered above in Section 6.2.1.2 for Royal Exhibition Building and Carlton Gardens and are not further discussed here.

### 6.2.2.1 Tram shelters

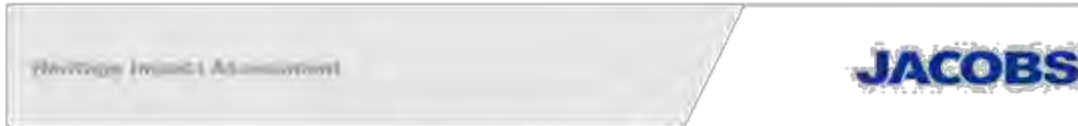
The new tram infrastructure which will be installed will be similar to the existing infrastructure with the exception of the tram shelters. The tram shelters which are currently within the WHEA have clear glass which causes minimal obstruction to the views and vistas to and from the Royal Exhibition Building and Carlton Gardens, as shown in Figure 5.14. The proposed design for the new tram shelters also have clear glass and no advertising panels, which will minimise the impact of the tram shelters on the significant views to and from the Royal Exhibition Building and Carlton Gardens, within the WHEA, to an acceptable level.

### 6.2.2.2 Bluestone kerb and channel

The proposed works will impact on the bluestone kerbing and channel on both sides of Nicholson Street. The bluestone kerbing and channel is a contributory element to the significance of the WHEA as it is an element of the important 19<sup>th</sup> century streetscape which surrounds the Royal Exhibition Building and Carlton Gardens. The significant streetscape also includes original 19<sup>th</sup> century two and three storey residential and commercial buildings, prominent institutional buildings, and plane trees. Currently there are five rows of bluestone pitchers (channel stones) on the west side of Nicholson Street and up to three rows of bluestone pitchers on the east side of Nicholson Street. The proposed works would require the retention of the bluestone kerbs through the project area, but change to the bluestone pitchers in the channels and road surface would be required. Minor modification to bluestone kerbing would be required to install two new signalised pedestrian crossings for access to tram platforms for Stop 12 between Princes and Gertrude Streets and Stop 13 south of Carlton Street. The modification of the kerbing would enable prams and wheelchairs to access the pedestrian crossings and would be limited to approximately 4 metres in width. The modification of bluestone kerbing is minor in terms of scale and size and would have minimal impact on the aesthetic significance of the WHEA. The extensive area of bluestone paving across the footpath and driveway entrance to the Nicholson Street Exhibition Building entrance will not be impacted in any way.

Due to the existing width of the road reserve in Nicholson Street and minimum clearance requirements for trams and Disability Discrimination Act (DDA) accessibility on the tram platform, it is not possible to accommodate the minimum 2.8 m trafficable lane widths without impacting on the bluestone pitchers. The existing pitchers are not an appropriate trafficable surface, due to their uneven surface, for the carrying capacity and speed of Nicholson Street which is an arterial road managed by VicRoads. Therefore, the design being proposed is to remove all

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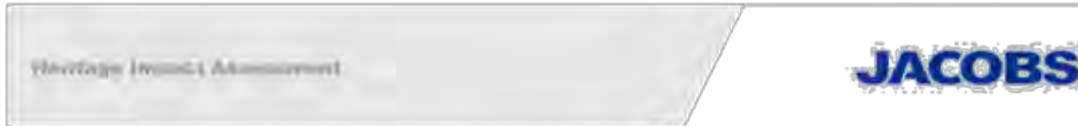
bluestone pitchers for a length of approximately 192 m alongside Stop 12 and for approximately 144 m alongside Stop 13 to enable construction of 2.8m wide trafficable lanes on both sides of the road.

The design team has considered a series of options to minimise the impact on the bluestone pitchers. An assessment of the advantages and disadvantages of the eight options considered is presented in Table 6.2. These options were considered with information provided by the Road Safety Audit (Road Safety Audits 2014) and correspondence from VicRoads (Baden Gibbon, pers. Comm., 24 September 2014 and 29 January 2015) as well as a consideration of the impact on heritage significance. Reviews by VicRoads in September 2014 of the proposed options provided advice of the acceptability of either Option 6 below (replace bluestone pitchers with single sawn bluestone pitcher), or Option 8 below (replace bluestone pitchers with asphalt to kerb) (Appendix D). Subsequent review of the options by VicRoads as a result of safety concerns raised with them in December 2014, has resulted in them rescinding the previous decision regarding the use of a single sawn bluestone pitcher (Option 6 below) (Appendix E). The outcomes of the 29 January 2015 correspondence and an additional proposed option is captured in the assessment of options in Table 6.2.

Table 6.2 : Options considered to retain bluestone pitchers on Nicholson Street.

No	Option considered	Advantages of option	Disadvantages of option
1	Relocate kerb to the west	No advantages	Encroaches on shared path along edge of Royal Exhibition Building and Carlton Gardens and was considered to have a greater impact on the heritage values of the WHEA.
2	Move alignment of tram track and central island platform to the east	Would retain the aesthetic heritage values of the western side of Nicholson Street	Would impact on bluestone pitchers on eastern side of Nicholson Street and impact on footpath which is already narrow.
3	Retain bluestone pitchers in situ in their current position on a new footing	Would retain the aesthetic heritage values of the WHEA	Is a significant safety risk due to: <ul style="list-style-type: none"> <li>increased risk of pavement failure</li> <li>dislodgement of bluestone pitchers</li> <li>poor braking conditions in wet weather over an uneven surface</li> <li>does not provide an appropriate driving surface even at a hypothetical 40 km/h speed limit (also unsafe at 60 km/h)</li> <li>anticipated driver behaviour in last minute lane changes to avoid uneven surface</li> </ul>
4	Retain one row of the existing bluestone pitchers	Would retain a representation of the existing bluestone kerbing and channel, contributing to the aesthetic heritage values of the WHEA	Is a significant safety risk due to: <ul style="list-style-type: none"> <li>increased risk of pavement failure</li> <li>dislodgement of bluestone pitchers</li> <li>poor braking conditions in wet weather over an uneven surface</li> <li>does not provide an appropriate driving surface even at a hypothetical 40 km/h speed limit (also unsafe at 60 km/h)</li> <li>anticipated driver behaviour in last minute lane changes to avoid uneven surface.</li> <li>large vehicles still being required to travel on the uneven surface</li> </ul>

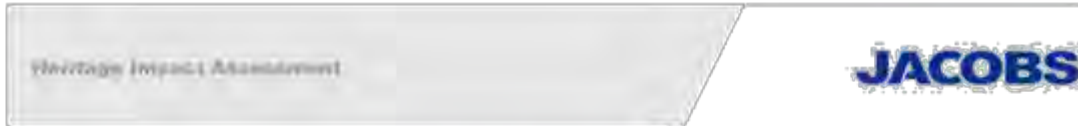
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No	Option considered	Advantages of option	Disadvantages of option
5	Retain the bluestone pitchers and lower them and asphalt over the pitchers to the kerb	Provides a smooth driving surface. The bluestone pitchers would be intact below the road surface	Is a significant safety risk due to an increased risk of pavement failure. May create a reverse fall footpath or very flat path grades which could increase risk of stormwater runoff into private property. Increased risk of longitudinal pavement cracking due to requirement of substantial works to below ground culverts, pits, and utility services. Would impact on the aesthetic heritage values of the WHEA.
6	Remove all existing bluestone pitchers and replace them with a single row of new sawn bluestone pitchers	Provides a trafficable lane surface, providing safer driving conditions for an arterial road Would maintain a representation of the original bluestone channel, providing some minor contribution to the aesthetic heritage values of the WHEA	Is a safety risk as the new bluestone pitchers are at risk of cracking due to constant and heavy vehicle traffic driving over them. Cracked pitchers have an unacceptable risk of dislodging and causing vehicle accidents. Is a safety risk as the bluestone has a different slip resistance to asphalt which could lead to loss of control whilst breaking, especially in wet conditions. Is a safety risk due to the increased risk of aquaplaning as the average least height dimension of the bluestone pitchers is very low. Aquaplaning can occur at water flow depths of two millimetres and storm water run-off flows will be occurring over the sawn bluestone pitchers. Minor impact on the aesthetic heritage values of the 19 <sup>th</sup> century streetscape of the WHEA as the original fabric of the bluestone would no longer be present. This impact would be mitigated by the retention of the existing bluestone kerbing throughout. Increased cost and time for construction. This option has been rejected by VicRoads on safety grounds.
7	Remove all existing bluestone pitchers and replace them with a single row of new sawn granite pitchers	The use of granite instead of bluestone pitchers would reduce the risk of cracking of the stone due to its higher strength rating. Provides a trafficable lane surface, providing safer driving conditions for an arterial road This option has been accepted by VicRoads from a safety perspective.	The impact of the granite pitchers on the aesthetic significance of the 19 <sup>th</sup> century streetscape of the WHEA would be greater than with the use of bluestone (Option 6) due to the difference in colour of the granite and use of different material to the existing. Granite is not used for kerbs and channels within the WHEA. Its stark visual difference to the existing bluestone will detract from the remaining bluestone kerbs and impact on the aesthetic significance of the WHEA. Increased cost and time for construction.



## Attachment 7 - PTV Heritage Assessment



No	Option considered	Advantages of option	Disadvantages of option
8	Remove all existing bluestone pitchers and replace them with asphalt to the kerb	Provides a suitable trafficable lane surface, providing safer driving conditions for an arterial road  This option has been accepted by VicRoads from a safety perspective.	Minor impact on the aesthetic heritage values of the 19 <sup>th</sup> century streetscape of the WHEA. This impact would be mitigated by the retention of the existing bluestone kerbing throughout. The use of asphalt would have less of a visual impact than the use of granite (Option 7).

Option 8, the removal of all existing bluestone pitchers in the project area and replacing them with asphalt road surface up to the existing bluestone kerb, is the best option in terms of limiting heritage impact and adhering to road safety standards and requirements whilst also meeting the greater objective of upgrading public transport facilities to meet DDA accessibility requirements and upgrade facilities for all passengers.

The existing bluestone kerb would be retained for Option 8, retaining some visual representation of the original bluestone kerbing and channel in the streetscape of the WHEA. The removed bluestone pitchers would be provided to City of Melbourne and City of Yarra for their retention or re-use in a suitable location. The main entrance way to the Royal Exhibition Building from Nicholson Street comprises an extension of bluestone pitchers. None of these bluestone pitchers on the footpath or into the boundary of the Royal Exhibition Building would be altered. It should be noted that the bluestone pitcher entrance already has asphalt placed upon the bluestone pitchers to form a continuous shared footpath/cycle path.

Given the assessment of options presented to retain the bluestone pitchers along these sections of Nicholson Street, there is no prudent or feasible alternative to their removal, despite some impact on contributory heritage elements of the WHEA. The substantial elements of the significant 19<sup>th</sup> century streetscape of the WHEA (including the substantial sections of residential, commercial and institutional buildings) would be retained.

### 6.2.3 South Fitzroy Precinct

The South Fitzroy Precinct will be impacted by the works. The proposed works would impact on the bluestone kerbing and channel on the east side of Nicholson Street, in the South Fitzroy Precinct.

The bluestone kerbing and channel in the South Fitzroy Precinct is a contributory element to a precinct of local level heritage significance. Despite the different level of heritage significance attributed to the precinct, the issues, advantages and disadvantages of options for removal of the bluestone kerbing are the same as those for the WHEA and as such the assessment of impacts for the WHEA in Section 6.2.2.2 equally apply.

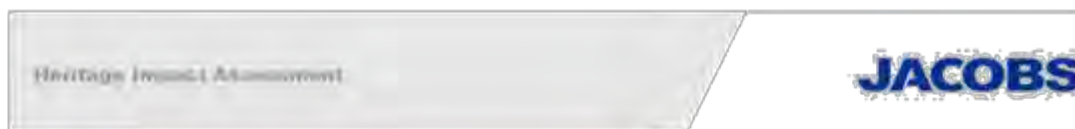
### 6.2.4 Former Gertrude Street Cable Tram Engine House Precinct

The Former Gertrude Street Cable Tram Engine House Precinct will be directly impacted by the proposed works. The full extent of the remains of the cable tram network is unclear from the information available however the remains may include double tram tracks, wood blocked and/or stone paving, deep concrete cable tunnels centred under each track, inspection manholes and cast iron covers, large brick pits for the horizontal sheaves, and traces of equipment (see Appendix C for an historical plan of the area). Monitoring during the works within the extent of the VHI site is required to ensure that the identification and recording of any archaeological relics present in the area related to the cable tram infrastructure is undertaken.

### 6.2.5 Royal Terrace

Royal Terrace has the potential to be impacted by ancillary or incidental activities associated with the proposed works due to the close proximity of the works. The flagstones which are laid as the footpath of the Royal Terrace are contemporary with the building and are part of the heritage place. While activities within the heritage areas are not planned as part of the proposed works, accidental or unintended use such as parking of vehicles or machinery could potentially impact the sites and should be avoided.

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### 6.2.6 Heritage places not impacted by the proposed works

The Former Fitzroy Cable Tram Engine House, Osborne House, the Residence at 122 Nicholson Street, Cairo Flats, the Convent of Mercy and Academy of Mary Immaculate and the Royal College of Surgeons will not be impacted by the project.

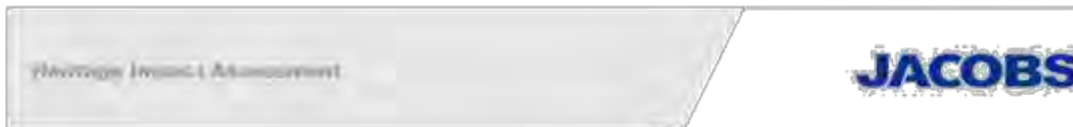
### 6.3 Summary of assessment against the decision guidelines

The heritage impacts have been assessed against Section 43.01-4 Heritage Overlay Decision Guidelines from the Melbourne Planning Scheme and Section 43.01-4 Heritage Overlay Decision Guidelines of the Yarra Planning Scheme and are presented in Table 6.3.

**Table 6.3 : Summary of assessment against the decision guidelines**

Decision Guidelines	Assessment
The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.	The applicable legislation and planning policies have been included in Section 2 and have been considered when developing the mitigation and management measures in Section 7.
The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.	The proposal will have minor impacts on the cultural significance of the heritage places. See Section 6 for the impact assessment and Appendix B for the full significance assessment.
Any applicable statement of significance, heritage study and any applicable conservation policy.	A summary statement of significance for each place is included in Table 4.1 and a detailed significance assessment and statement of significance is provided in Appendix B.
Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.	The location, scale and materials of the tram shelters are appropriate and will not impact on the aesthetic significance of the precinct. See Section 6.2 for the full impact assessment.
Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.	The location, scale and materials of the tram shelters are appropriate and will not impact on the aesthetic significance of the precinct. See Section 6.2 for the full impact assessment.
Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.	The proposed works will have a minor impact on the significance of the heritage places through the removal of bluestone pitchers; however there is no prudent or feasible alternative to the works as discussed in Section 6 and Table 6.2.
Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.	The proposed works will have a minor impact on the significance, character and appearance of the heritage places through the removal of bluestone pitchers; however there is no prudent or feasible alternative to the works as described in Section 6 and Table 6.2.
Whether the proposed subdivision will adversely affect the significance of the heritage place.	Not applicable as no subdivision will occur as a result of the proposed works.
Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.	Not applicable as no subdivision will occur as a result of the proposed works.
Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.	No advertising panels will be included in the tram shelters or elsewhere in the proposed works. See Section 6.2 for more information.

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Decision Guidelines	Assessment
Whether the topping or development will adversely affect the health, appearance or significance of the tree.	Tree pruning in Carlton Gardens will not adversely affect the trees as it will be undertaken in accordance with the Australian Standard AS 4373 'Pruning of amenity trees' and the Royal Exhibition Building and Carlton Gardens CMP by appropriately experienced personnel. Heritage Victoria has advised that the proposed works meet the definition of maintenance under the CMP and therefore approval is not required from them for the World Heritage Area. See Section 6.2.1.2 for the discussion of impacts and Section 7.1.1 for the management measures.

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## 7. Mitigation and management measures

### 7.1 Site-specific measures

#### 7.1.1 Royal Exhibition Building and Carlton Gardens

The proposed tree pruning works within Carlton Gardens fall under the definition of maintenance in the Royal Exhibition Building and Carlton Gardens CMP and therefore no approval is required from Heritage Victoria. This Heritage Impact Assessment Report and the associated Planning Report will be submitted for the information of Heritage Victoria. The two trees on the footpath of Carlton Gardens, which are technically within the WHEA, also fall under the definition of maintenance in the CMP and therefore no approval is required from City of Melbourne for the tree pruning works.

The trees within Carlton Gardens identified in Table 6.1 which require pruning would be pruned in accordance with Australian Standard AS 4373 'Pruning of amenity trees' as required by the CMP and in accordance with the actions detailed in Table 6.2. The tree pruning will be undertaken by City of Melbourne staff or contractors with the relevant experience for Carlton Gardens. The removal of the existing bluestone channel will be monitored by a City of Melbourne arborist and trimming of roots will be undertaken by the arborist where required. Yarra Trams will cover the cost of planting a new tree to the north of the Lemon Scented Gum (Tree 11) to offset the potential future loss of the Lemon Scented Gum due to the extensive pruning required.

No other activity must take place within the boundary or on the footpath of the Royal Exhibition Building and Carlton Gardens. Prior to works commencing, temporary barrier fencing should be installed between the works and the Royal Exhibition Building and Carlton Gardens.

#### 7.1.2 World Heritage Environs Area

The proposed works are within the WHEA therefore a planning permit from both the City of Melbourne and the City of Yarra will be required. The tree pruning works (detailed in the sections for Royal Exhibition Building and Carlton Gardens) fall under the definition of maintenance in the CMP and therefore no approval is required from City of Melbourne for the tree pruning works.

Given the assessment of options presented to retain the bluestone pitchers along these sections of Nicholson Street, there is no prudent or feasible alternative to their removal, despite some impact on contributory heritage elements of the WHEA. The substantial elements of the significant 19<sup>th</sup> century streetscape of the WHEA (including the substantial sections of residential, commercial and institutional buildings) would be retained. The existing bluestone kerb would not be removed, retaining some visual representation of the original bluestone kerbing and channel in the streetscape of the WHEA.

Prior to the removal of the bluestone pitchers, an archival photographic record of the bluestone kerbing and channel would be prepared to document the extent and locations of the original bluestone. This would be undertaken in accordance with Heritage Victoria's *Technical Note: Photographic Recording for Heritage Places and Objects*.

#### 7.1.3 South Fitzroy Precinct

The proposed works are within the South Fitzroy Precinct therefore a planning permit from the City of Yarra will be required.

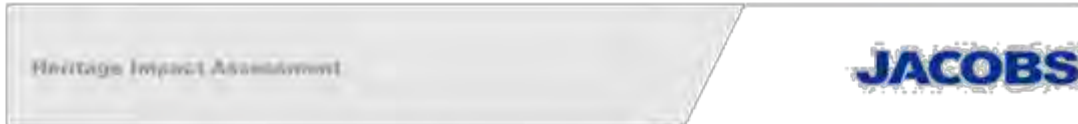
The section of the South Fitzroy Precinct which will be impacted by the works is immediately adjacent to the area of the WHEA and as such the mitigation measures outlined in Section 7.1.2 above would be applied.

#### 7.1.4 Former Gertrude Street Cable Tram Engine House Track Precinct

The proposed works are within the VHI site, therefore a consent from HV will be required. Monitoring by an appropriately qualified historical archaeologist must occur while the initial excavation works which may reveal



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the remains of the cable tram network within the VHI boundary take place. Additional management measures may be required by HV, which will be outlined on the consent when it is issued.

### 7.1.5 Royal Terrace

No activity must take place within the boundary or on the footpath of the Royal Terrace. Prior to the works commencing, temporary barrier fencing should be installed between the works and the sandstone flagstones on the footpath in front of Royal Terrace.

## 7.2 General measures

### 7.2.1 Unexpected discoveries of historical heritage

All historical archaeological sites in Victoria older than 50 years are protected by the Act, whether they are recorded on the VHI or not. It is an offence to knowingly damage, disturb or excavate a site without obtaining the appropriate consent from the Executive Director of HV.

Under section 132 of the Act any person discovering or uncovering an archaeological relic is required to report the discovery to HV. An archaeological relic is defined by the Act as:

- Any archaeological deposit
- Any artefact, remains or material evidence associated with an archaeological deposit which relates to the non-Aboriginal settlement or visitation of Victoria and is more than 50 years old

If any unexpected relics or historic archaeological sites are uncovered during construction works, the following procedure must be followed by Yarra Trams and/or their contractors:

#### STOP

- Stop any activity which may impact on the discovery
- Ensure that other people working in the area are aware of it and have also stopped work in the area
- Protect the artefact eg by erecting temporary fencing or other suitable material

#### ADVISE

- A supervisor or the cultural heritage consultant must be consulted if they are on site
- Supervisors are to advise HV where the discovery was made and provide a description or photograph of the discovery

#### MANAGE

- HV, the onsite heritage consultant or supervisor will advise on how to manage the find
- Management of the find may involve protection, recovery or removal of the find

### 7.2.2 Heritage induction training

Historical heritage awareness training should be completed as part of the site induction for Yarra Trams personnel and/or contractors prior to the commencement of construction works to ensure understanding of potential heritage items that may be impacted during the project, and the procedure required to be undertaken in the event of discovery of historical heritage material, features or deposits, or the discovery of human remains.

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## 8. Approvals requirements

### 8.1 Royal Exhibition Building and Carlton Gardens

The proposed tree pruning works within Carlton Gardens fall under the definition of maintenance in the Royal Exhibition Building and Carlton Gardens CMP and therefore no approval is required from Heritage Victoria.

### 8.2 World Heritage Environs Area

Under section 43.01-1 Heritage Overlay – Permit Requirement of the Melbourne Planning Scheme (2013) and Section 43.01-1 Heritage Overlay – Permit Requirement of the Yarra Planning Scheme (2013), a permit is required for a place listed in the schedule to the Heritage Overlay to:

- Construct a building or construct or carry out works, including:
  - Road works and street furniture other than:
    - Traffic signals, traffic signs, fire hydrants, parking metre, post boxes and seating
    - Speed humps, pedestrian refuges and splitter islands where the existing footpaths or kerb and channel are not altered

As the WHEA is listed on both the MHO and the YHO, a planning permit to undertake the proposed works should be obtained from the City of Melbourne and the City of Yarra in accordance with the above provisions. This heritage impact assessment report should be submitted as part of any application for a planning permit under the Heritage Overlay provisions, in order to provide City of Melbourne and City of Yarra with sufficient information to consider the decision guidelines in Section 43.01-4 of the Planning Schemes.

The proposed tree pruning works on the footpath of Carlton Gardens (technically within the WHEA) fall under the definition of maintenance in the Royal Exhibition Building and Carlton Gardens CMP and therefore no approval is required from City of Melbourne for the tree pruning works.

### 8.3 South Fitzroy Precinct

Under Section 43.01-1 Heritage Overlay – Permit Requirement of the Yarra Planning Scheme (2013), a permit is required for a place listed in the schedule to the Heritage Overlay to:

- Construct a building or construct or carry out works, including:
  - Road works and street furniture other than:
    - Traffic signals, traffic signs, fire hydrants, parking metre, post boxes and seating
    - Speed humps, pedestrian refuges and splitter islands where the existing footpaths or kerb and channel are not altered

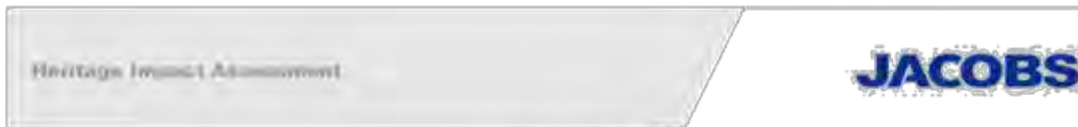
As the South Fitzroy Precinct is listed on the YHO, a planning permit to undertake the proposed works should be obtained from the City of Yarra in accordance with the above provisions. This heritage impact assessment report should be submitted as part of any application for a planning permit under the Heritage Overlay provisions, in order to provide City of Yarra with sufficient information to consider the decision guidelines in Section 43.01-4 of the Planning Scheme.

### 8.4 Former Gertrude Street Cable Tram Engine House Track Precinct

Under section 129 of the Heritage Act, consent is required from the Executive Director of Heritage Victoria for works or activities, including excavation, in relation to a site listed on the VHI.

The application for consent is to be made to the Executive Director of Heritage Victoria and is accompanied by the prescribed fee (currently up to \$635.00) and this report.

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A consent may be issued with terms and conditions such as the following:

- a) That the activity authorised by the consent be supervised by a person with appropriate professional qualifications and experience as specified in the consent; and
- b) That archaeological relics found in the course of the activity authorised by the consent are to be conserved and curated in a way specified in the consents; and
- c) Any other terms and conditions that the Executive Director thinks fit.

The terms and conditions contained in the consent must be complied with.

## Attachment 7 - PTV Heritage Assessment



### 9. References

Allom Lovell and Associates 1998 *City of Yarra Heritage Review, Volume 1, Thematic History*. Report prepared for City of Yarra, Allom Lovell and Associates, Melbourne.

Australia ICOMOS 2013 *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 1999*. Burwood, Victoria: Australia ICOMOS Incorporated.

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Graeme Butler and Associates 2007 *City of Yarra Review of Heritage Overlay Areas*. Report prepared for City of Yarra, Graeme Butler and Associates, Melbourne.

Heritage Victoria 2008 *Guidelines for Conducting Historical Archaeological Surveys*. Melbourne: Department of Planning and Community Development.

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Yarra Trams nd *Trams in Melbourne*. Retrieved 23 June 2014 from <http://www.yarratrams.com.au/about-us/our-history/trams-in-melbourne/>.



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Heritage Impact Assessment



## Appendix A. Criteria for heritage significance

### A.1 Criteria for the World Heritage List

The following criteria are used to determine if a place has World Heritage significance:

- Criterion i – to represent a masterpiece of human creative genius
- Criterion ii – to exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town- planning or landscape design
- Criterion iii – to bear a unique or at least exception testimony to a cultural tradition or to a civilization which is living or which has disappeared
- Criterion iv – to be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history
- Criterion v – to be an outstanding example of a traditional human settlement, land-use or sea-use which is representative of a culture (or cultures) or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change
- Criterion vi – to be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance
- Criterion vii – to contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance
- Criterion viii – to be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features
- Criterion ix – to be outstanding examples representing significant on-going ecological and biological processes in the evolution and development of terrestrial, fresh water, coastal and marine ecosystems and communities of plants and animals
- Criterion x – to contain the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation

### A.2 Criteria for the Victorian Heritage Register and Inventory

Places with outstanding heritage values, and of a type or class of place or associated with an event, a movement, person or group that is of particular importance to the State of Victoria may be entered on the VHR. Under the Act a place is assessed by the following criteria:

- Criterion A – Importance to the course, or pattern, of Victoria's cultural history
- Criterion B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history
- Criterion C – Potential to yield information that will contribute to an understanding of Victoria's cultural history
- Criterion D – Importance in demonstrating the principal characteristics of a class of cultural places or objects
- Criterion E – Importance in exhibiting particular aesthetic characteristics
- Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period
- Criterion G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of the place to Indigenous peoples as part of their continuing and developing cultural traditions

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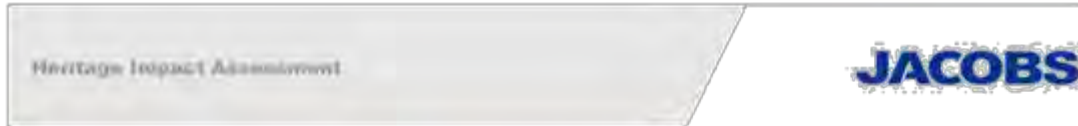


- Criterion H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history

In accordance with Heritage Victoria's (2008) *Guidelines for Conducting Historical Archaeological Surveys*, historical archaeological places also require an assessment of significance in order for HV to determine the appropriate level of statutory protection for each site. Archaeological sites must be assessed by the following criteria:

- Archaeological significance – A measure of the context, content, integrity, representativeness and research potential of an archaeological site
- Aesthetic significance – A consideration of form, scale, colour, texture and material of the fabric at the site, and the smells and sounds associated with the place and its use
- Historical significance – Associated with an historical figure event phase or activity
- Scientific significance – Includes both the archaeological significance and its scientific or research value more generally
- Social significance – The qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group

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## Appendix B. Significance assessment and statements of significance

### B.1 Former Gertrude Street Cable Tram Engine House Track Precinct

The information in this section was adapted from the VHI listing.

#### B.1.1 Description

The Former Gertrude Street Cable Tram Engine House is located at the corner of Nicholson and Gertrude Streets, Fitzroy immediately outside the former Gertrude Street Cable Tram Engine House. The 19th century archaeological remains likely to be buried beneath the current roadway such as:

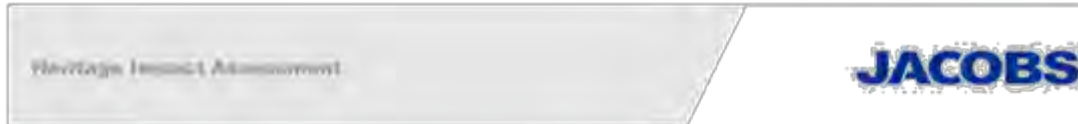
- Double tram tracks
- Wood blocked and/or stone setts paving
- Deep concrete cable tunnels centred under each track
- Inspection manholes and cast iron covers
- Large brick pits for the horizontal sheaves
- Traces of equipment

The archaeological remains are less likely to be intact for sites where the cable tramway was replaced by an electric tramway because the cable tram infrastructure was unsuitable for electric trams and was generally removed for construction of the electric tracks. The Melbourne cable tram network was constructed by the Melbourne Tramways Trust between 1885 and 1891. It was considered to be the world's largest cable tramway network under single ownership.

#### B.1.2 Significance

Criterion	Heritage assessment
A – Importance to the course, or pattern, of Victoria's cultural history	The Former Gertrude Street Cable Tram House Track Precinct does not meet this criterion.
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	The Former Gertrude Street Cable Tram House Track Precinct does not meet this criterion.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	The Former Gertrude Street Cable Tram House Track Precinct has potential to contain significant nineteenth century archaeological remains such as double tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centered under each track, inspection manholes and cast iron covers, large brick pits for the historical sheaves and possibly traces of equipment.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	The Former Gertrude Street Cable Tram House Track Precinct does not meet this criterion.
E – Importance in exhibiting particular aesthetic characteristics	The Former Gertrude Street Cable Tram House Track Precinct does not meet this criterion.
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	The Former Gertrude Street Cable Tram House Track Precinct does not meet this criterion.

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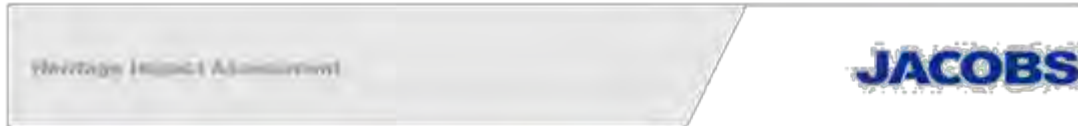
Criterion	Heritage assessment
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	The Former Gertrude Street Cable Tram House Track Precinct does not meet this criterion.
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	The Former Gertrude Street Cable Tram House Track Precinct does not meet this criterion.
Archaeological significance – A measure of the context, content, integrity, representativeness and research potential of an archaeological site	The Former Gertrude Street Cable Tram House Track Precinct has potential to contain significant nineteenth century archaeological remains such as double tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centered under each track, inspection manholes and cast iron covers, large brick pits for the historical sheaves and possibly traces of equipment.
Aesthetic significance – A consideration of form, scale, colour, texture and material of the fabric at the site, and the smells and sounds associated with the place and its use	The Former Gertrude Street Cable Tram House Track Precinct does not meet this criterion.
Historical significance – Associated with an historical figure event phase or activity	The Former Gertrude Street Cable Tram House Track Precinct is part of the Melbourne cable tram network, which was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway & Omnibus Company which leased the lines from the Melbourne Tramways Trust between 1885 and 1916 and operated the tram services.
Scientific significance – Includes both the archaeological significance and its scientific or research value more generally	The Former Gertrude Street Cable Tram House Track Precinct has potential to contain significant nineteenth century archaeological remains such as double tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centered under each track, inspection manholes and cast iron covers, large brick pits for the historical sheaves and possibly traces of equipment.
Social significance – The qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group	The Former Gertrude Street Cable Tram House Track Precinct does not meet this criterion.

#### B.1.2.1 Statement of significance

The Former Gertrude Street Cable Tram House Track Precinct is part of the Melbourne cable tram network, which was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway & Omnibus Company which leased the lines from the Melbourne Tramways Trust between 1885 and 1916 and operated the tram services. The Former Gertrude St Cable Tram House Track Precinct has potential to contain significant nineteenth century archaeological remains such as double tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centered under each track, inspection manholes and cast iron covers, large brick pits for the historical sheaves and possibly traces of equipment. The remains of the trams track precinct are highly significant as they display how Melbourne's cable tram system operated.



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### B.2 Former Fitzroy Cable Tram Engine House

The information in this section was adapted from the VHR and the VHI listings.

#### B.2.1 Description

The Former Fitzroy Cable Tram Engine House is located at 46-48 Nicholson Street, Fitzroy. The building was constructed in 1886 -1887. The designer was Alexander Davidson and was built by Martin and Peacock. It was the third of the twelve engine houses on the cable system. This building drove three cables. It was also the last operating cable house in Melbourne, operating until 26 October 1940. After the closure of the cable tram engine house all of the machinery, fixtures and fittings were removed. The building has blue-stone window sills and supporting volutes. The façade is in two-tone brickwork with the piers in brighter red. The site has archaeological potential for nineteenth century remains including:

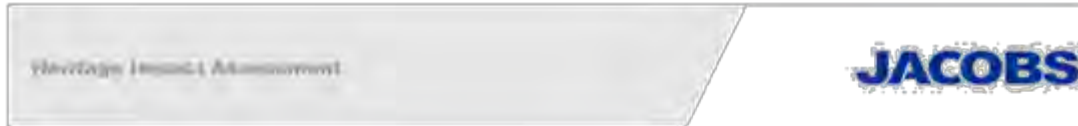
- Deep brick lined pits
- Cable races that spanned the length of the building
- Foundations of a chimney stack
- Foundations of a well
- Foundations of a weigh bridge

#### B.2.2 Significance

Criterion	Heritage assessment
A – Importance to the course, or pattern, of Victoria's cultural history	The Former Fitzroy Cable Tram Engine House building is of historical significance as an important surviving element of what was once the world's largest cable tram system, and also as the last operating engine house in Melbourne. The Former Fitzroy Cable Tram Engine House is a symbol of an important phase in Melbourne's transport history and the development of the city, a phase which saw mechanical power supersede horse power on Melbourne's streets and allowed further development of the city's outer reaches. The Former Fitzroy Cable Tram Engine House and the tram routes that it serviced made the corner of Nicholson and Gertrude Streets a focal point for the city and provided an impetus to the development of the commercial precincts of Fitzroy. The Former Fitzroy Cable Tram Engine House was one of the biggest engine houses, driving three cables, the longest one extending to 23,880 feet. Out of the six surviving substantially intact engine houses, the Former Fitzroy Cable Tram Engine House is the best, most complete example. The Former Fitzroy Cable Tram Engine House was the last operating engine house in Melbourne, finally closing on the 26th October 1940.
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Out of the six surviving substantially intact engine houses, the Former Fitzroy Cable Tram Engine House is the best, most complete example. The Former Fitzroy Cable Tram Engine House was the last operating engine house in Melbourne, finally closing on the 26th October 1940.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	The Former Fitzroy Cable Tram Engine House does not meet this criterion.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	The Former Fitzroy Cable Tram Engine House does not meet this criterion.

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Criterion	Heritage assessment
E – Importance in exhibiting particular aesthetic characteristics	The Former Fitzroy Cable Tram Engine House building is of architectural significance as a particularly fine example of a 19th century industrial and transport infrastructure building. The Italianate-style building was finely detailed and more ornamental than other engine houses, employing cement and bluestone dressings against bi-chrome red brick, an eclectic use of architectural motifs and a particularly fine corbelled polygonal signal box mounted above the parapet over the corner splay of the building. The parapet urns and miniature dome of the signal box echo those of the Exhibition Buildings opposite. The fine architecture provides evidence of the pride with which Melbourne viewed its tramway system and of the importance of the system to the life of the city.
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	The Former Fitzroy Cable Tram Engine House does not meet this criterion.
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	The Former Fitzroy Cable Tram Engine House does not meet this criterion.
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	The Former Fitzroy Cable Tram Engine House does not meet this criterion.
Archaeological significance – A measure of the context, content, integrity, representativeness and research potential of an archaeological site	The Former Fitzroy Cable Tram Engine House has potential for significance nineteenth century archaeological remains to be located underground. These features include deep brick lined pits, cable races that spanned the length of the buildings and the foundations of a chimney stack, well and weigh bridge.
Aesthetic significance – A consideration of form, scale, colour, texture and material of the fabric at the site, and the smells and sounds associated with the place and its use	The Former Fitzroy Cable Tram Engine House does not meet this criterion.
Historical significance – Associated with an historical figure event phase or activity	The Former Fitzroy Cable Tram Engine House is part of the Melbourne cable tram network, which was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway & Omnibus Company which leased the lines from the Melbourne Tramways Trust between 1885 and 1916 and operated the tram services.
Scientific significance – Includes both the archaeological significance and its scientific or research value more generally	The Former Fitzroy Cable Tram Engine House has potential for significance nineteenth century archaeological remains to be located underground. These features would pertain to the original use of the building.
Social significance – The qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group	The Former Fitzroy Cable Tram Engine House does not meet this criterion.

### B.2.2.1 Statement of significance

The Former Fitzroy Cable Tram Engine House building is of historical significance as an important surviving element of what was once the world's largest cable tram system, and also as the last operating engine house in Melbourne. The Former Fitzroy Cable Tram Engine House is a symbol of an important phase in Melbourne's transport history and the development of the city, a phase which saw mechanical power supersede horse power on Melbourne's streets and allowed further development of the city's outer reaches. The Former Fitzroy Cable Tram Engine House and the tram routes that it serviced made the corner of Nicholson and Gertrude Streets a

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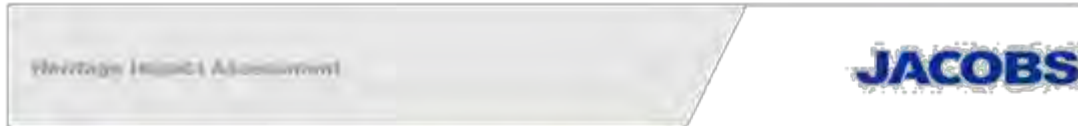
focal point for the city and provided an impetus to the development of the commercial precincts of Fitzroy. The Former Fitzroy Cable Tram Engine House was one of the biggest engine houses, driving three cables, the longest one extending to 23,880 feet. Out of the six surviving substantially intact engine houses, the Nicholson Street building is the best, most complete example. The Former Fitzroy Cable Tram Engine House was the last operating engine house in Melbourne, finally closing on the 26th October 1940.

The Former Fitzroy Cable Tram Engine House building is of architectural significance as a particularly fine example of a nineteenth century industrial and transport infrastructure building. The Italianate-style building was finely detailed and more ornamental than other engine houses, employing cement and bluestone dressings against bi-chrome red brick, an eclectic use of architectural motifs and a particularly fine corbelled polygonal signal box mounted above the parapet over the corner splay of the building. The parapet urns and miniature dome of the signal box echo those of the Exhibition Buildings opposite. The fine architecture provides evidence of the pride with which Melbourne viewed its tramway system and of the importance of the system to the life of the city.

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### B.3 Royal Exhibition Building and Carlton Gardens

The information in this section has been adapted from the WHL listing.

#### B.3.1 Description

The 1880 and 1888 Melbourne international exhibition site is a rectangular block of 26 hectares (64 acres) bounded by four city streets. The site comprises three zones of roughly equal size. The permanent exhibition building of the 1880 Exhibition is positioned on the high open ground of the central zone. The formally laid out 'palace' garden forms the forecourt to the building and is contained in the southern zone. The northern zone is part of the Carlton Gardens, which, for the most part, was formally laid out with paths and avenues after the closing of the 1888 Exhibition. The edge of the site is marked by the bluestone perimeter plinth of the cast iron palisade fence that defined the 1880s exhibition grounds. The main building, as it currently exists, is cruciform in plan, comprising a pair of elongated rectangular wings, extending east and west, with a transept to the north and a truncated transept to the south.

The southern and northern elevations are largely identical, with the northern elevation generally being slightly smaller. They consist of a large and prominent central porch, flanked by elongated nave wings that each extend to form tower-like square pavilions. The central porch consists of a large round-arched opening that extends back into the building to reveal a large portal. The portal consists of a semicircular fanlight, with peacock-like pattern of radiating ellipses and circles. Below the fanlight, the wall is divided by piers to form three wide rectangular doorways, each of which contains a pair of six-panel timber doors. The bays on either side of the portal arch rise over three levels. At the ground level, each has a large arched opening, flanked by piers, with a bipartite window and a glazed fanlight above. The second level has a pair of Corinthian pilasters flanking a smaller arched window, which is surrounded by an ornate aedicule composed of a moulded and bracketed sill, a second pair of Corinthian pilasters, and a cornice surmounted by a scrolled disc. The third level of each bay projects above the parapet line to form a small belvedere, containing a pair of narrow windows with round arched heads and a continuous archivolt.

The east and west sides of the Exhibition Building are similar to the north and south sides in that they are symmetrical and have the same overall composition, although horizontally smaller in scale, of a central porch, flanked by bays and terminated by square corner pavilions. There are three bays between the corner pavilions and the central porches, detailed in a similar manner as the ground floor bays elsewhere on the building. The east and west porches have round-arched portals that, unlike their north and south counterparts, are smaller in scale and devoid of decoration.

The octagonal drum of the dome rises 68 metres above the floor of the nave and is 18.3 metres in diameter. The dome rises up from an octagonal drum that is placed on a square base at the crossing point of the naves and transepts. The base has eight faces, each containing two bays, that each contain a pair of narrow round-arched windows. The dome is timber-framed and double-shelled, with an octagonal timber cupola at the apex. It was formed using cast iron and rendered masonry, with the cupola finished in gold leaf.

The existing Exhibition Building includes the eastern and western naves and the northern and southern transepts. Although these naves and transepts vary in length and width, they are largely identical in form, structure and detailing. At the extreme end wall of each nave and transept, there is a large and slightly recessed archway that contains the distinctive semicircular fanlight, with its peacock-like pattern of radiating ellipses, circles and tear-shaped elements. Underneath each of these fanlights is an area of blank wall, along which runs an uncovered walkway that connects the covered mezzanine galleries on each side. In the southern transept, western and eastern naves, the principal entrances to the building are located immediately below these walkways. Each of these entrances consists of three wide rectangular doorways, each of which, contain a pair of timber six-panel doors.

The Carlton Gardens feature specimen trees and parterre garden beds, in a symmetrical design with the use of axial views and foci. The landscape features outstanding tree avenues, rows and specimen trees on the lawns, two lakes with islands, shrubberies and elaborate annual bedding displays along the southern promenade. It consists of two main sections to the north and south of the Royal Exhibition Building. Each of the north and south gardens has a formal layout of paths, including a wide avenue walk, lined with plane trees on the main

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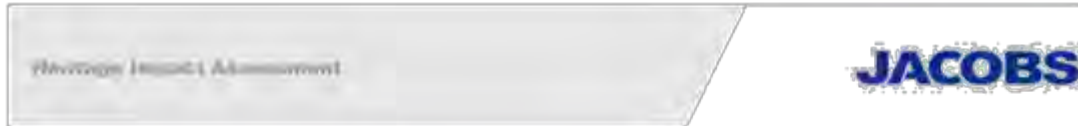
north-south axis, forming the main entrance to the building from Victoria Street. The gardens also consist of a number of fountains and other architectural and landscape features, including the Hochgurtel Fountain (1880), the remnant cast iron perimeter fence and remaining bluestone plinth (1880), the French Fountain (1880), the Woods Freestone Exhibit (1881), the rediscovered Westgarth Memorial Drinking Fountain (1888), the Curator's Lodge (c.1890), two lakes with islands and numerous shrub beds, all linked by a series of geometric and linear paths. The nineteenth century path layout is enhanced by magnificent avenues of trees, including the grand avenue of 26 plane trees that frames the Exhibition Building dome, elms, cedar, white poplar, English oak and an uncommon avenue of thirty five Turkey oaks.

### B.3.2 Significance

Criterion	Heritage assessment
i – to represent a masterpiece of human creative genius	The Royal Exhibition Building and Carlton Gardens does not meet this criterion.
ii – to exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design	<p>The Royal Exhibition Building, in its original setting of the Carlton Gardens, is an outstanding surviving manifestation of the international exhibition movement of the nineteenth century and early twentieth century. This movement both reflected and promoted the developments in technology and the associated great international growth in trade and industrialisation that occurred in the later part of the nineteenth century, and laid the foundations of modernism and the economic structures of the twentieth century. International exhibitions were also nodes for the international interchange of the human values associated with these economic and social changes, such as those of progress, learning, and emerging nationalism. They had a moral as well as an industrial purpose.</p> <p>The Royal Exhibition Building, a rare and outstanding example of a Great Hall that exhibited manufactured goods and technologies from a significant international exhibition, stands as an exceptional testimony to this interchange of human values and developments in technology and industrialisation that were fundamental to the international exhibition movement.</p> <p>The international exhibition movement, typified by the Royal Exhibition Building, also exhibited the interchange of values relating to nationalism and progress. While international exhibitions were an opportunity for colonies or nations to demonstrate to the world their achievements in the science and arts, and their economic power, they were also venues for the presentation of social and cultural values, such as personal and national identity, which were seen to be part of a universal progress that technology could provide. The Royal Exhibition Building represents these concepts of nationalistic pride and competition on the one hand, and the perceptions of utopian ideals and internationalism on the other.</p> <p>Education and its connection to scientific, cultural and technological development was another value being promoted. The international exhibitions were both market-places and centres of learning: many had explicit educational purposes. Each exhibition event celebrated humanity's innate curiosity about the world, ingenuity and belief in the family of nations reaping the benefits of scientific and cultural progress. The exhibition movement reflected the nineteenth century's passionate interest in the acquisition of knowledge and using it for the betterment of mankind. "Industry is a means and not an end". These beliefs and aspirations were implicit in the selection of material culture on display. Huge numbers of exhibition visitors embraced these messages and shared them upon their return home.</p> <p>Demonstrating the spread of industrial and technological progress via the exhibitions, the Melbourne 1888 International Exhibition was the first to install electrical lighting to enable the exhibition to be opened at night, following on from the displays of electricity as a new invention at previous international exhibitions such as the 1878 Paris Exposition. International exhibitions gave form and substance to the meaning of modernity and they marked the birth of consumer society.</p> <p>The international exhibition movement of the nineteenth and early twentieth centuries was significant for its role in the global dissemination of goods, technologies, values and ideas, setting trends that became the foundations for today's modern world. Despite this, few</p>

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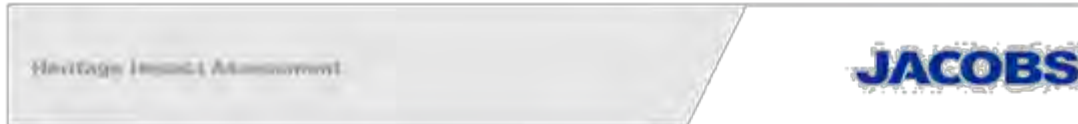
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Criterion	Heritage assessment
	<p>material remains of the era survive. Each exhibition was temporary. Most buildings were not designed to remain once the exhibition came to an end. The garden ornamentation, which formed the settings of many of the exhibition buildings, was often ephemeral and few examples of the parkland setting of the buildings have survived.</p> <p>The Royal Exhibition Building in Melbourne is the only surviving 'Palace of Industry' Great Hall from a significant international exhibition of the nineteenth and early twentieth centuries. Constructed in 1880, it is an enduring monument to the international exhibition phenomenon. The building was the centrepiece of the Palace of Industry at the Melbourne International Exhibitions of 1880 and 1888, and no comparable examples of a Palace of Industry exhibition hall remain from any of the important international exhibitions of the period under consideration.</p> <p>The Royal Exhibition Building has outstanding universal value because it symbolises the central purpose of the international exhibition movement—the showcasing of industrial and technological progress, and the significant, global interchange of human values and ideas that took place during these events. The technologies, values and ideas associated with this movement had lasting impacts on the development of modern society.</p> <p>Most of this building survives in its original form, in its original, purpose-designed parkland setting of the Carlton Gardens, and therefore retains a high level of authenticity. In terms of continuity of function, the Royal Exhibition Building has been used as a general exhibition hall since its construction, through to the present day. This is unusual for surviving international exhibition buildings in other parts of the world, that are either no longer used as exhibition halls or have a very specialised display function as art galleries, for example. The authenticity of the building and gardens has ensured its association with the movement remains substantial.</p>
iii – to bear a unique or at least exception testimony to a cultural tradition or to a civilization which is living or which has disappeared	The Royal Exhibition Building and Carlton Gardens does not meet this criterion.
iv – to be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history	The Royal Exhibition Building and Carlton Gardens does not meet this criterion.
v – to be an outstanding example of a traditional human settlement, land-use or sea-use which is representative of a culture (or cultures) or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change	The Royal Exhibition Building and Carlton Gardens does not meet this criterion.
vi – to be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance	The Royal Exhibition Building and Carlton Gardens does not meet this criterion.
vii – to contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance	The Royal Exhibition Building and Carlton Gardens does not meet this criterion.

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Criterion	Heritage assessment
viii – to be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features	The Royal Exhibition Building and Carlton Gardens does not meet this criterion.

#### B.3.2.1 Statement of significance

The Royal Exhibition Building and Carlton Gardens have outstanding universal value as a rare surviving manifestation of the international exhibition phenomenon of the late nineteenth and early twentieth centuries, a phenomenon that embodied ideas and processes that have profoundly affected modern societies. The Building and Gardens, used for the international exhibitions of 1880 and 1888, are unique in having maintained authenticity of form and function through to the present day.

The international exhibition phenomenon reflected a dynamic and transitional phase in modern history, which saw the growth and spread of the benefits of industrialisation in the form of technological advancements and social progress, the transmission of ideas and cultural values around the world, and the rapid development of an extensive international economy. The exhibitions themselves brought people and ideas together on a grand scale, in diverse locations around the world, and greatly enhanced international social and economic links. They provided a mechanism for the world-wide exchange of goods, technology, ideas, culture and values, and heralded a new era of trading networks and the modern international economy. The exhibitions were a spectacular shopfront for the industrial revolution, which shaped some of the greatest global social and economic transformations.

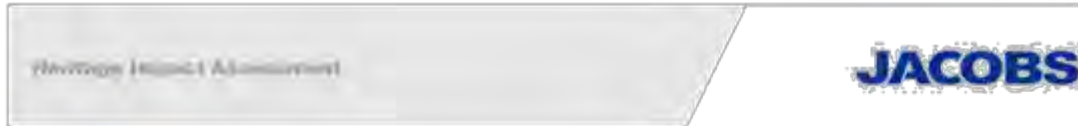
Despite the great impact of the international exhibition phenomenon, relatively few physical manifestations of it remain. These include the buildings and grounds that housed the exhibitions, and the exhibits themselves. They are tangible parts of the world's heritage that connect us to a significant stage in human history.

Of the many impressive buildings designed and built to hold these exhibitions, such as England's Crystal Palace, few survive, and of those surviving, even fewer retain authenticity in terms of original location and condition. The Royal Exhibition Building, in its original setting of the Carlton Gardens, is one of these rare survivors. The Royal Exhibition Building was purpose-designed to be the Great Hall of the 'Palace of Industry', the focal point of international exhibitions. It is the only surviving example in the world of a Great Hall from a major international exhibition. Furthermore, it has retained authenticity of function, continuing to be used for its original purpose of exhibitions and displays even today. This is a building to be treasured – a representative of the spectrum of international exhibition buildings that are now lost to the world.

The Royal Exhibition Building and Carlton Gardens has further value in being broadly representative of the themes and architectural characteristics shared by structures and sites used for international exhibitions. These include many of the important features that made the exhibitions so dramatic and effective, including axial planning, a dome, a great hall, giant entry portals, versatile display spaces, and complementary gardens and viewing areas. The scale and grandeur of the building reflects the values and aspirations attached to industrialisation and its international face. The Royal Exhibition Building and Carlton Gardens have outstanding universal value as a tangible symbol of the international exhibition phenomenon for all these reasons.

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## B.4 Royal Terrace

This information in this section was adapted from the VHR listing.

### B.4.1 Description

Royal Terrace is located at 50-68 Nicholson Street, Fitzroy. The building is a row of ten, three storey residences in a restrained Regency style. John Bryant, a timber merchant and builder commissioned the building and lived there until his death in 1891. The entire terrace remained in Bryant family ownership until 1955. The terrace was built between 1854 and 1856. It was constructed in two phases, with 62-68 Nicholson Street being completed, then 50-60 Nicholson Street being built. The terrace is built of fine ashlar blue-stone with sandstone dressing and stuccoed ground floor walls. The original bluestone stables are extant behind six of the residences and the party wall survives behind the remaining four. The stables were unusual in their placement as they are set back from the rear boundary, rather than being located along it. The pavement to Nicholson Street is probably contemporary to the terrace

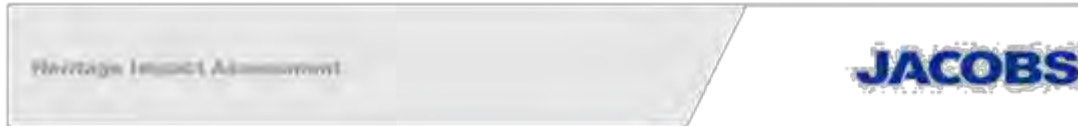
### B.4.2 Significance

Criterion	Heritage assessment
A – Importance to the course, or pattern, of Victoria's cultural history	Royal Terrace is of historical significance for its association with a number of important Victorian identities, particularly John O'Shanassy and Nicholas Chevalier. The array of distinguished occupants demonstrates the prestigious location and setting, close to Parliament and Eastern Hill, and opposite the Carlton Gardens and the Royal Exhibition Buildings.
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Royal Terrace does not meet this criterion.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	Royal Terrace does not meet this criterion.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	The Royal Terrace has no comparison in terms of scale or quality of stonework to any other extant, early terrace building in the other major urban areas of Australia.
E – Importance in exhibiting particular aesthetic characteristics	<p>Royal Terrace is of architectural significance as the largest early terrace building surviving in Melbourne, and is unrivalled amongst the early terraces for its elegance. The simple composition and austere decoration makes it a notable example, albeit a sober one, of the comparatively rare Regency style in Victoria. It is remarkably intact, most notably the unified facade. The combination of stone and stucco is also particularly unusual. The ability to appreciate much of the original 19th century fabric and the hierarchy of the forms including remnant stables is of particular significance as a valuable record of early residential architecture.</p> <p>Royal Terrace is architecturally significant not only as a prominent landmark but also as an integral part of the remaining Victorian era streetscape of Nicholson Street. The early flagstone pavement is unusual in Melbourne. In conjunction with the Exhibition Buildings opposite, the terrace is a potent reminder of the dramatic development and resultant social changes occurring in Melbourne during the second half of the nineteenth century as the city gained international prominence.</p>
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	Royal Terrace does not meet this criterion.

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Criterion	Heritage assessment
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	Royal Terrace does not meet this criterion.
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	Royal Terrace is of historical significance for its association with a number of important Victorian identities, particularly John O'Shanassy and Nicholas Chevalier. The array of distinguished occupants demonstrates the prestigious location and setting, close to Parliament and Eastern Hill, and opposite the Carlton Gardens and the Royal Exhibition Buildings.

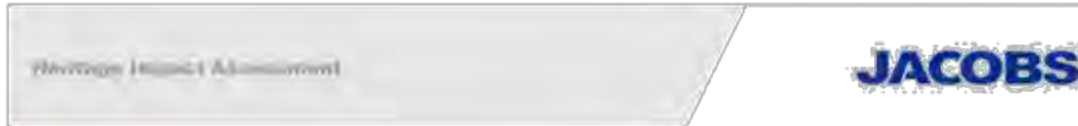
#### B.4.3 Statement of significance

Royal Terrace is of architectural significance as the largest early terrace building surviving in Melbourne, and is unrivalled amongst the early terraces for its elegance. The simple composition and austere decoration makes it a notable example, albeit a sober one, of the comparatively rare Regency style in Victoria. It has no comparison in terms of scale or quality of stonework to any other extant, early terrace building in the other major urban areas of Australia. It is remarkably intact, most notably the unified facade. The combination of stone and stucco is also particularly unusual. The ability to appreciate much of the original 19th century fabric and the hierarchy of the forms including remnant stables is of particular significance as a valuable record of early residential architecture.

Royal Terrace is architecturally significant not only as a prominent landmark but also as an integral part of the remaining Victorian era streetscape of Nicholson Street. The early flagstone pavement is unusual in Melbourne. In conjunction with the Exhibition Buildings opposite, the terrace is a potent reminder of the dramatic development and resultant social changes occurring in Melbourne during the second half of the nineteenth century as the city gained international prominence.

Royal Terrace is of historical significance for its association with a number of important Victorian identities, particularly John O'Shanassy and Nicholas Chevalier. The array of distinguished occupants demonstrates the prestigious location and setting, close to Parliament and Eastern Hill, and opposite the Carlton Gardens and the Royal Exhibition Buildings.

## Attachment 7 - PTV Heritage Assessment



## B.5 Osborne House

This information in this section was adapted from the VHR listing.

### B.5.1 Description

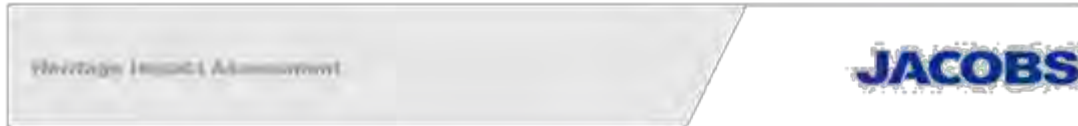
Osborne House is located at 40 Nicholson Street. Osborne House was designed by Charles Laing and constructed by William Pelling for the wealthy pastoralist John Macpherson. The house was initially named Helena House, for Macpherson's wife. The house is a two-storey Regency style, rendered brick building. It originally did not have a veranda, which was added around 1880 by Robert Smith, then the owner. The property was purchased by George Nipper in 1887, who modified the building, along with those at 38-44 Nicholson Street to create a boarding house of 88 rooms. At this time the name was changed to Osborne House. The original house remains with three-storey wings on each side with a two-storey veranda and an additional wing to the rear of the building. The building has been largely unchanged since the 1887-1888 construction, with the exception of the facilities being updated in 1984 and 1995. The building has been used as a boarding house and later community housing.

### B.5.2 Significance

Criterion	Heritage assessment
A – Importance to the course, or pattern, of Victoria's cultural history	Osborne House is of historical significance as an outstanding example of a nineteenth century boarding house, whose significance is increased by its association with the Great Centennial Exhibition of 1888 and its proximity to the World Heritage listed Royal Exhibition Building and Carlton Gardens. It is significant as a demonstration of the way of life of wealthier Victorians in the mid-nineteenth century, and the social and economic changes which have taken place in the inner suburbs since that time. This part of Fitzroy was in 1850 a prestigious residential area, but the opening of the railways to the eastern suburbs in the 1880s meant that these now became the preferred residential areas, and many of the large Fitzroy houses were converted to boarding houses.
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Osborne House does not meet this criterion.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	Osborne House does not meet this criterion.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	Osborne House does not meet this criterion.
E – Importance in exhibiting particular aesthetic characteristics	Osborne House is of architectural significance for the Regency style house at the core of the building, the former Helena House, the oldest documented residential building surviving in Fitzroy and one of the oldest in Melbourne. With the 1880s additions it is significant as a fine and intact example of a large Boom period boarding house, and for its unusual form, with an impressive two storey cast iron veranda wrapped around the entrance forecourt. It is significant for its association with two of Melbourne's most important nineteenth century architects: Charles Laing and Charles Webb.
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	Osborne House does not meet this criterion.

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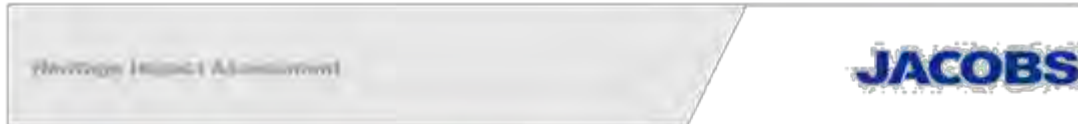
Criterion	Heritage assessment
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	Osborne House does not meet this criterion.
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	It is of historical significance for its association with several eminent Victorians: the pioneer pastoralist John MacPherson; his son John Alexander MacPherson, a prominent parliamentarian and Premier of Victoria 1869-70; the famous French violinist and composer Horace Poussard, who leased the house in 1885-6; and the entrepreneur George Nipper, who built some of Melbourne's notable Boom period buildings.

**B.5.2.1 Statement of significance**

Osborne House is of historical significance as an outstanding example of a nineteenth century boarding house, whose significance is increased by its association with the Great Centennial Exhibition of 1888 and its proximity to the World Heritage listed Royal Exhibition Building and Carlton Gardens. It is significant as a demonstration of the way of life of wealthier Victorians in the mid-nineteenth century, and the social and economic changes which have taken place in the inner suburbs since that time. This part of Fitzroy was in 1850 a prestigious residential area, but the opening of the railways to the eastern suburbs in the 1880s meant that these now became the preferred residential areas, and many of the large Fitzroy houses were converted to boarding houses. It is of historical significance for its association with several eminent Victorians: the pioneer pastoralist John MacPherson; his son John Alexander MacPherson, a prominent parliamentarian and Premier of Victoria 1869-70; the famous French violinist and composer Horace Poussard, who leased the house in 1885-6; and the entrepreneur George Nipper, who built some of Melbourne's notable Boom period buildings.

Osborne House is of architectural significance for the Regency style house at the core of the building, the former Helena House, the oldest documented residential building surviving in Fitzroy and one of the oldest in Melbourne. With the 1880s additions it is significant as a fine and intact example of a large Boom period boarding house, and for its unusual form, with an impressive two storey cast iron veranda wrapped around the entrance forecourt. It is significant for its association with two of Melbourne's most important nineteenth century architects: Charles Laing and Charles Webb.

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## B.6 Residence at 122 Nicholson Street

This information in this section was adapted from the VHR listing.

### B.6.1 Description

The Residence at 122 Nicholson Street was constructed in 1862 for John Denny. The house was later resurfaced and possibly extended during the 1880s. The house is two-storey with a mezzanine at the rear. It is at the end of a continuous row of attached housing along Nicholson Street. The exterior of the building is heavily decorated. The loggia has squat fluted composite iron columns on the first and ground floors: the ground floor columns have an interesting spiral treatment. The principal surface decoration consists of console bracketing, festoons, medallions and acanthus and egg-and-dart motifs. The cornice decoration is continued onto the simpler rear section which has the unusual motif of sideways opening consoles from the pilasters below the string course. The floors of the loggia are laid with encaustic tiles and the ceilings have heavily decorated mouldings.

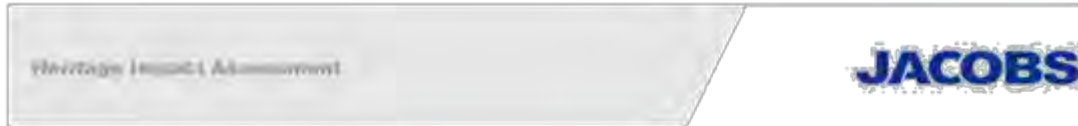
### B.6.2 Significance

Criterion	Heritage assessment
A – Importance to the course, or pattern, of Victoria's cultural history	The Residence at 122 Nicholson Street is of historical significance as evidence of the social development of Melbourne and Fitzroy since the middle years of the 19th century. The house was constructed in a precinct that was, by the 1860s, a salubrious area. When Denny commenced his house, Nicholson Street already included the Convent of Mercy one block further south, and the splendid 1850s Royal Terrace further south still. The substantial nature of the house is evidence of the good living obtainable by architects at a time of metropolitan expansion and infrastructure and institution building. The re-facing of the house in the 1880s to produce the extant form is evidence of the great wealth that flooded Melbourne as a result of the gold rushes. The decline of Fitzroy as a "respectable" suburb, which accompanied its conversion to a major industrial location at the end of the 19th century and into the early years of the 20th century, is evidenced by the fact that the house was used as a boarding house for much of the 20th century. In turn, the re-location of industry out of the inner suburbs in the latter decades of the 20th century and the gentrification of many inner suburban areas is reflected in the return of the house to single family occupation and then conversion to a boutique hotel in the 1990s.
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	The Residence at 122 Nicholson Street does not meet this criterion.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	The Residence at 122 Nicholson Street does not meet this criterion.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	The Residence at 122 Nicholson Street does not meet this criterion.
E – Importance in exhibiting particular aesthetic characteristics	<p>The Residence at 122 Nicholson Street is of architectural significance as an excellent example of the flamboyant boom style cement rendered mansions of Melbourne, made unusual by its corner terrace building type. The extent and detail of its surface decoration provide an example of the best of late-19th century house design. The building's corner allotment is treated with imagination and style, making it one of the best examples of a corner terrace building in Melbourne.</p> <p>The Residence at 122 Nicholson Street is of architectural significance for its association with John Denny. At the time of the construction of this house, Denny was the supervising architect for St. Patrick's Cathedral in East Melbourne. The house thus represents an interesting comparison between secular and sacred architecture constructed at the same time by the same architect. Denny is likely to have chosen the site for his house because of its proximity to the Cathedral.</p>

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Criterion	Heritage assessment
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	The Residence at 122 Nicholson Street does not meet this criterion.
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	The Residence at 122 Nicholson Street does not meet this criterion.
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	The Residence at 122 Nicholson Street does not meet this criterion.

**B.6.2.1 Statement of significance**

The Residence at 122 Nicholson Street is of architectural significance as an excellent example of the flamboyant boom style cement rendered mansions of Melbourne, made unusual by its corner terrace building type. The extent and detail of its surface decoration provide an example of the best of late-19th century house design. The building's corner allotment is treated with imagination and style, making it one of the best examples of a corner terrace building in Melbourne.

The Residence at 122 Nicholson Street is of architectural significance for its association with John Denny. At the time of the construction of this house, Denny was the supervising architect for St. Patricks Cathedral in East Melbourne. The house thus represents an interesting comparison between secular and sacred architecture constructed at the same time by the same architect. Denny is likely to have chosen the site for his house because of its proximity to the Cathedral.

The Residence at 122 Nicholson Street is of historical significance as evidence of the social development of Melbourne and Fitzroy since the middle years of the 19th century. The house was constructed in a precinct that was, by the 1860s, a salubrious area. When Denny commenced his house, Nicholson Street already included the Convent of Mercy one block further south, and the splendid 1850s Royal Terrace further south still. The substantial nature of the house is evidence of the good living obtainable by architects at a time of metropolitan expansion and infrastructure and institution building. The re-facing of the house in the 1880s to produce the extant form is evidence of the great wealth that flooded Melbourne as a result of the gold rushes. The decline of Fitzroy as a "respectable" suburb, which accompanied its conversion to a major industrial location at the end of the 19th century and into the early years of the 20th century, is evidenced by the fact that the house was used as a boarding house for much of the 20th century. In turn, the re-location of industry out of the inner suburbs in the latter decades of the 20th century and the gentrification of many inner suburban areas is reflected in the return of the house to single family occupation and then conversion to a boutique hotel in the 1990s.

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### B.7 World Heritage Environs Area

The information in this section has been adapted from the YHO listing, which is substantially the same as the MHO listing.

#### B.7.1 Description

The WHEA includes a number of streets as shown in Figure 3.1. The streets that are within the project area are Nicholson Street and Gertrude Street.

Nicholson Street retains a comparatively high level of intactness and rich detailing in terms of nineteenth century form and character, including lower scale development typically located north of the St Vincent's Hospital complex. It is also characterised by a mix of two-storey with some three-storey residential development, including terraces and larger dwellings of individual significance, as well as institutional sites.

Gertrude Street is an important approach to the Royal Exhibition Building and Carlton Gardens as it provides oblique views of the building. The street is also associated with the commercial development of the area, facilitated by the construction of the tram along the street in the 1880s. The street is currently largely intact, with two-story shops and other commercial buildings, as well as terraces, from the late nineteenth and early twentieth centuries.

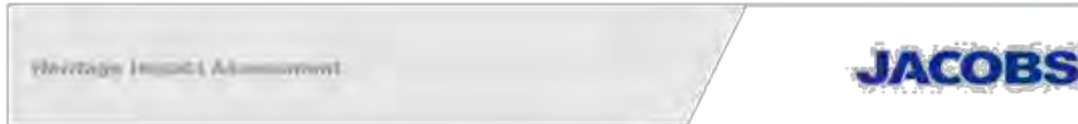
King William, Owen and Princes Streets, the remaining streets within close proximity to the project area, are primarily residential and characterised by lower scale nineteenth century development, primarily terrace rows.

#### B.7.2 Significance

Criterion	Heritage assessment
A – Importance to the course, or pattern, of Victoria's cultural history	<p>The WHEA is of historical significance for its association with the World Heritage listed Royal Exhibition Building and Carlton Gardens. The latter is the most complete nineteenth century international exhibition site in the world, and the main extant international survivor of a Palace of Industry and its setting. The Carlton Gardens was selected as the site for the construction of the Exhibition Building in 1879-1880 and subsequent hosting of the 1880 and 1888 international exhibitions, due to its park-like setting, central location and size (64 acres/26 hectares). The subsequent upgrading of the gardens further augmented their attractiveness which, together with the prominence and visibility of the Exhibition Building, helped enhance the status of this area within the local contexts.</p> <p>The precinct also incorporates important and intact areas of residential, commercial and institutional development within the early Melbourne suburbs of Carlton and Fitzroy, and institutional development in the northern area of Melbourne's Central Business District. These areas are significant to the respective municipalities of Melbourne and Yarra for demonstrating aspects of local historical development, and for contributing to the historical character of the municipalities. The areas also provide an immediate setting and context of significant heritage character for the Royal Exhibition Building and Carlton Gardens site, including properties which directly address the site and can be seen from the site; and significant development which preceded, was broadly contemporary with or followed the 1879-1880 construction and development of the Royal Exhibition Building.</p>
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	The WHEA does not meet this criterion.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	The WHEA does not meet this criterion.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	The WHEA does not meet this criterion.

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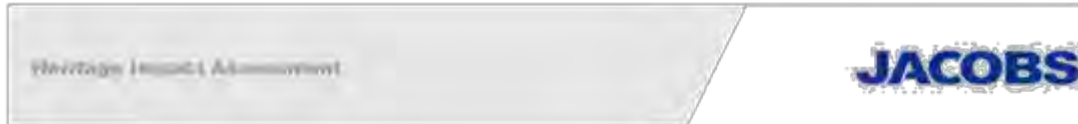


Criterion	Heritage assessment
E – Importance in exhibiting particular aesthetic characteristics	<p>The WHEA is of aesthetic significance. It retains substantially intact nineteenth century streetscapes. The streetscapes display a comparatively high proportion of original nineteenth form and fabric, including substantial areas of two-storey, with some three-storey residential and commercial development. The streetscapes also interspersed with prominent institutional properties of the nineteenth and early twentieth centuries. Materials and architectural elements include face brick, bluestone and rendered masonry construction materials; pitched and hipped iron and slate-clad roofs; chimneys; prominent parapets and pediments; post-supported verandas, many with elaborate iron lacework or timber detailing; a high proportion of iron palisade fences; and typically zero or shallow front setbacks with gardens. Public infrastructure includes some bluestone pitched road and lane surfaces, and kerbs. Plane trees are common street plantings. The precinct additionally exhibits a typically fine grain pattern of urban development, generally emphasised by the regularity of the terrace row subdivisions, narrow allotments and street grid, with many streets running at right angles to the Royal Exhibition Building site.</p> <p>A number of key heritage buildings from the nineteenth and early twentieth centuries are located in the precinct, some of which are landmarks in their own right but which also have a strong visual relationship or connection with the Royal Exhibition Building.</p> <p>The precinct provides for significant views to the Royal Exhibition Building and Carlton Gardens site including direct views to the building, dome and garden setting from bordering/abutting streets, depending on where the viewer is standing. It also provides some proximate views and vistas to the Royal Exhibition Building dome from streets and minor lanes to the east and west of the site (including Gertrude Street and Marion Lane in Fitzroy and Queensberry Street in Carlton); the north ends of Spring and Exhibition streets; Nicholson Street near the junction with Victoria Parade; the east end of Latrobe Street; and from Victoria Parade immediately east of the junction with Nicholson Street. Views out of the Royal Exhibition Building site into the precinct also reinforce the understanding and appreciation of the original nineteenth century context and significant setting of the Royal Exhibition Building.</p>
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	<p>The WHEA is of aesthetic significance. It retains substantially intact nineteenth century streetscapes. The streetscapes display a comparatively high proportion of original nineteenth form and fabric, including substantial areas of two-storey, with some three-storey residential and commercial development. The streetscapes also interspersed with prominent institutional properties of the nineteenth and early twentieth centuries. Materials and architectural elements include face brick, bluestone and rendered masonry construction materials; pitched and hipped iron and slate-clad roofs; chimneys; prominent parapets and pediments; post-supported verandas, many with elaborate iron lacework or timber detailing; a high proportion of iron palisade fences; and typically zero or shallow front setbacks with gardens. Public infrastructure includes some bluestone pitched road and lane surfaces, and kerbs. Plane trees are common street plantings. The precinct additionally exhibits a typically fine grain pattern of urban development, generally emphasised by the regularity of the terrace row subdivisions, narrow allotments and street grid, with many streets running at right angles to the Royal Exhibition Building site.</p> <p>A number of key heritage buildings from the nineteenth and early twentieth centuries are located in the precinct, some of which are landmarks in their own right but which also have a strong visual relationship or connection with the Royal Exhibition Building.</p> <p>The precinct provides for significant views to the Royal Exhibition Building and Carlton Gardens site including direct views to the building, dome and garden setting from bordering/abutting streets, depending on where the viewer is standing. It also provides some proximate views and vistas to the Royal Exhibition Building dome from streets and minor lanes to the east and west of the site (including Gertrude Street and Marion Lane in Fitzroy and Queensberry Street in Carlton); the north ends of Spring and Exhibition streets; Nicholson Street near the junction with Victoria Parade; the east end of Latrobe Street; and from Victoria Parade immediately east of the junction with Nicholson Street. Views out of the Royal Exhibition Building site into the precinct also reinforce the understanding and</p>

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Criterion	Heritage assessment
	appreciation of the original nineteenth century context and significant setting of the Royal Exhibition Building.
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	<p>The WHEA is of historical and social significance for its association with the World Heritage listed Royal Exhibition Building and Carlton Gardens. The latter is the most complete nineteenth century international exhibition site in the world, and the main extant international survivor of a Palace of Industry and its setting. The Carlton Gardens, within Carlton, was selected as the site for the construction of the Exhibition Building in 1879-1880 and subsequent hosting of the 1880 and 1888 international exhibitions, due to its park-like setting, central location and size (64 acres/26 hectares). The subsequent upgrading of the gardens further augmented their attractiveness which, together with the prominence and visibility of the Exhibition Building, helped enhance the status of this area within the local Carlton and Fitzroy contexts.</p> <p>The precinct also incorporates important and intact areas of residential, commercial and institutional development within the early Melbourne suburbs of Carlton and Fitzroy, and institutional development in the northern area of Melbourne's Central Business District. These areas are significant to the respective municipalities of Melbourne and Yarra for demonstrating aspects of local historical development, and for contributing to the historical character of the municipalities. The areas also provide an immediate setting and context of significant heritage character for the Royal Exhibition Building and Carlton Gardens site, including properties which directly address the site and can be seen from the site; and significant development which preceded, was broadly contemporary with or followed the 1879-1880 construction and development of the Royal Exhibition Building.</p>
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	The WHEA does not meet this criterion.

#### B.7.2.1 Statement of significance

The WHEA is of historical and social significance for its association with the World Heritage listed Royal Exhibition Building and Carlton Gardens. The subsequent upgrading of the gardens further augmented their attractiveness which, together with the prominence and visibility of the Exhibition Building, helped enhance the status of this area within the local Carlton and Fitzroy contexts. The WHEA also incorporates important and intact areas of residential, commercial and institutional development within the early Melbourne suburbs of Carlton and Fitzroy, and institutional development in the northern area of Melbourne's Central Business District. These areas are significant to the respective municipalities of Melbourne and Yarra for demonstrating aspects of local historical development, and for contributing to the historical character of the municipalities. The areas also provide an immediate setting and context of significant heritage character for the Royal Exhibition Building and Carlton Gardens site, including properties which directly address the site and can be seen from the site; and significant development which preceded, was broadly contemporary with or followed the 1879-1880 construction and development of the Royal Exhibition Building.

The WHEA is of architectural and aesthetic significance. It retains substantially intact nineteenth century streetscapes. The streetscapes display a comparatively high proportion of original nineteenth form and fabric, including substantial areas of two-storey, with some three-storey residential and commercial development. The streetscapes also interspersed with prominent institutional properties of the nineteenth and early twentieth centuries. Public infrastructure includes some bluestone pitched road and lane surfaces, and kerbs. Plane trees are common street plantings. The precinct additionally exhibits a typically fine grain pattern of urban development, generally emphasised by the regularity of the terrace row subdivisions, narrow allotments and street grid, with many streets running at right angles to the Royal Exhibition Building site.

A number of key heritage buildings from the nineteenth and early twentieth centuries are located in the precinct, some of which are landmarks in their own right but which also have a strong visual relationship or connection with the Royal Exhibition Building. The WHEA provides for significant views to the Royal Exhibition Building and Carlton Gardens site including direct views to the building, dome and garden setting from bordering/abutting

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streets, depending on where the viewer is standing. It also provides some proximate views and vistas to the Royal Exhibition Building dome from streets and minor lanes. Views out of the Royal Exhibition Building site into the precinct also reinforce the understanding and appreciation of the original nineteenth century context and significant setting of the Royal Exhibition Building.

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Heritage Impact Assessment

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**B.8 South Fitzroy Precinct**

This section including the statement of significance is based on the information in the City of Yarra Review of Heritage Overlay Areas (Graeme Butler and Associates 2007).

**B.8.1 Description**

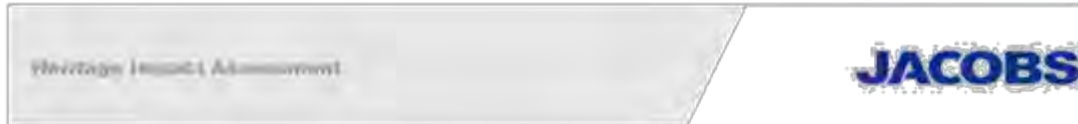
Fitzroy was the first area of Melbourne outside of the CBD which was subdivided and sold. The allotments which are in the South Fitzroy Precinct were numbered 48 to 88. The remaining 47 allotments were within the current area of Richmond. The original allotments were of varying sizes, between 12 and 18 acres. There were very few streets planned by the original surveyors – only Nicholson Street, Victoria Parade, Alexandra Parade, Johnston Street and Smith Street. There was no requirement for the allotments to remain in single ownership. Therefore they were subdivided throughout the 1840s and the streets and lanes were built as required resulting in a peculiar street layout. The street alignment was altered during the 1850s and 1860s to make the streets more regular. Consolidation of the commercial strips (such as Gertrude Street) occurred during the 1860s and 1870s which resulted in the original structures being replaced with more substantial premises. By the 1880s many of the single fronted shops had been replaced with rows of shops. A number of factories and warehouses were also built in Fitzroy in the 1850s, many of which were still in use during the First World War. The first powered public transport in the precinct was the cable trams. There were two routes coming from the city, with one turning east at Gertrude Street and the other continuing along Nicholson Street. These routes were established in 1886 and 1887. The routes were chosen to make the existing commercial strips in these areas accessible, rather than the commercial areas developing around the tram routes as it did in most areas.

**B.8.2 Significance**

Criterion	Heritage assessment
A – Importance to the course, or pattern, of Victoria's cultural history	The South Fitzroy Heritage Precinct is significant historically as it is the earliest urban area outside the Melbourne City grid to be settled in the Melbourne municipality, with several buildings from the mid-nineteenth century surviving as testimony to its early establishment. There are also an unusually high number of early-Victorian-era and some Regency period buildings, being generally simply detailed and a clear reflection of the early date of Fitzroy's settlement. The layout of the streets is also evidence of the early government planning controls or Acts of Parliament, from the 1850s that aimed to solve street alignment problems in this privately planned suburb, arising from a hitherto lack of co-ordination between neighbouring allotment owners. The area is a good example of the successful application of the Act for Regulating Buildings and Party Walls, and for Preventing Mischief by Fire in the City of Melbourne 1849, which forced the use of fireproof construction and gave South Fitzroy a character distinct from other inner suburbs such as Richmond and Collingwood, that have a greater proportion of Victorian-era timber buildings.
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	The South Fitzroy Heritage Precinct does not meet this criterion.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	The South Fitzroy Heritage Precinct does not meet this criterion.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	The South Fitzroy Heritage Precinct does not meet this criterion.

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Criterion	Heritage assessment
E – Importance in exhibiting particular aesthetic characteristics	The South Fitzroy Heritage Precinct is significant aesthetically as it is a substantially intact collection of predominantly mid to late nineteenth century and early twentieth century building stock, interspersed with well-preserved inter-war residential, commercial, retail and industrial buildings that contribute to the historical character of the area. There is a relatively large number of individually significant buildings being predominantly masonry rather than clad with timber, largely as a result of the <i>Act for Regulating Buildings and Party Walls</i> , and for <i>Preventing Mischiefs by Fire in the City of Melbourne 1849</i> . The area is also aesthetically significant for the ornate and exuberant detail of many late nineteenth and early twentieth century buildings in the suburb, reflecting the affluence of many of the inhabitants of this area, particularly in the late nineteenth century. The early street, lane and allotment layouts, some original blue stone kerbs, paving and channel, and some mature exotic street trees provide an appropriate setting for this collection of residential, retail, commercial and industrial buildings. Some of the large factory and warehouse buildings from the late nineteenth century and early twentieth century have landmark qualities and are significant features in the skyline of the predominantly low rise suburb. The fringes of the suburb have major institutions, in particular St Vincent's Hospital and The Convent of Mercy, which are closely linked with the area's history, education and welfare within the metropolitan area.
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	The South Fitzroy Heritage Precinct does not meet this criterion.
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	The South Fitzroy Heritage Precinct does not meet this criterion.
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	The South Fitzroy Heritage Precinct does not meet this criterion.

#### B.8.2.1 Statement of significance

The South Fitzroy Heritage Precinct is aesthetically and historically significant to the City of Yarra. The South Fitzroy Heritage Precinct is significant historically as it is the earliest urban area outside the Melbourne City grid to be settled in the Melbourne municipality, with several buildings from the mid-nineteenth century surviving as testimony to its early establishment. There are also an unusually high number of early-Victorian-era and some Regency period buildings, being generally simply detailed and a clear reflection of the early date of Fitzroy's settlement. The layout of the streets is also evidence of the early government planning controls or Acts of Parliament, from the 1850s that aimed to solve street alignment problems in this privately planned suburb, arising from a hitherto lack of co-ordination between neighbouring allotment owners. The area is a good example of the successful application of the *Act for Regulating Buildings and Party Walls*, and for *Preventing Mischiefs by Fire in the City of Melbourne 1849*, which forced the use of fireproof construction and gave South Fitzroy a character distinct from other inner suburbs such as Richmond and Collingwood, that have a greater proportion of Victorian-era timber buildings. The South Fitzroy Heritage Precinct is significant aesthetically as it is a substantially intact collection of predominantly mid to late nineteenth century and early twentieth century building stock, interspersed with well-preserved inter-war residential, commercial, retail and industrial buildings that contribute to the historical character of the area. There is a relatively large number of individually significant buildings being predominantly masonry rather than clad with timber, largely as a result of the *Act for Regulating Buildings and Party Walls*, and for *Preventing Mischiefs by Fire in the City of Melbourne 1849*. The area is also aesthetically significant for the ornate and exuberant detail of many late nineteenth and early twentieth century buildings in the suburb, reflecting the affluence of many of the inhabitants of this area, particularly in the late nineteenth century. The early street, lane and allotment layouts, some original bluestone

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kerbs, paving and channel, and some mature exotic street trees provide an appropriate setting for this collection of residential, retail, commercial and industrial buildings. Some of the large factory and warehouse buildings from the late nineteenth century and early twentieth century have landmark qualities and are significant features in the skyline of the predominantly low rise suburb. The fringes of the suburb have major institutions, in particular St Vincent's Hospital and The Convent of Mercy, which are closely linked with the area's history, education and welfare within the metropolitan area.



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## B.9 Cairo Flats

This information in this section was adapted from the VHR listing.

### B.9.1 Description

Cairo Flats, built in 1936 and designed by the architect Acheson Best Overend, is a two-storey, U-shaped building and comprising 28 bachelor flats. The flats were constructed of blue clinker brick with projecting, curved balconies and were designed to provide maximum amenity in minimum space for minimum rent. The flats were complemented by a communal dining room, an in-house meal and laundry service, central heating, garages at the rear and a communal flat roof space.

### B.9.2 Significance

Criterion	Heritage assessment
A – Importance to the course, or pattern, of Victoria's cultural history	Cairo Flats is of historical significance for the insight it provides into changing lifestyles for single people in inter-war Melbourne. At the time of its construction it provided an uncommon type of accommodation in Melbourne, and was important in the development of flats in Victoria. Best Overend's vision for a 'minimal flat with maximum comfort' was manifested in the innovative use of labour-saving devices such as service hatchways, dustbin hatchways, service telephones and the provision of a dining room (now milk bar) and meal service.
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Cairo Flats does not meet this criterion.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	Cairo Flats does not meet this criterion.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	Cairo Flats does not meet this criterion.
E – Importance in exhibiting particular aesthetic characteristics	Cairo Flats is of architectural significance as an early example of the minimal flat type in Victoria. The building is an important example of the International Modern style and established a major break with conventional maisonette flat design. Cairo Flats is significant for Overend's daring use of concrete, especially in the unusual cantilevered stairs. The flats retain their original layout and feature original polished floor boards, timber front doors with small edged portal windows and the original 'D' shaped aluminium internal door handles, possibly the first use of such handles in Australia.
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	Cairo Flats does not meet this criterion.
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	Cairo Flats does not meet this criterion.
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	Cairo Flats does not meet this criterion.

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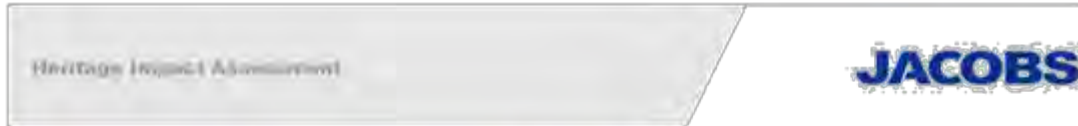
### B.9.2.1 Statement of significance

Cairo Flats is of architectural and historical significance to the State of Victoria. Cairo Flats is of architectural significance as an early example of the minimal flat type in Victoria. The building is an important example of the International Modern style and established a major break with conventional maisonette flat design. Cairo Flats is significant for Overend's daring use of concrete, especially in the unusual cantilevered stairs. The flats retain their original layout and feature original polished floor boards, timber front doors with small edged portal windows and the original 'D' shaped aluminium internal door handles, possibly the first use of such handles in Australia. Cairo Flats is of historical significance for the insight it provides into changing lifestyles for single people in inter-war Melbourne. At the time of its construction it provided an uncommon type of accommodation in Melbourne, and was important in the development of flats in Victoria. Best Overend's vision for a 'minimal flat with maximum comfort' was manifested in the innovative use of labour-saving devices such as service hatchways, dustbin hatchways, service telephones and the provision of a dining room (now milk bar) and meal service.

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**B.10 Convent of Mercy and Academy of Mary Immaculate**

This information in this section was adapted from the VHR listing.

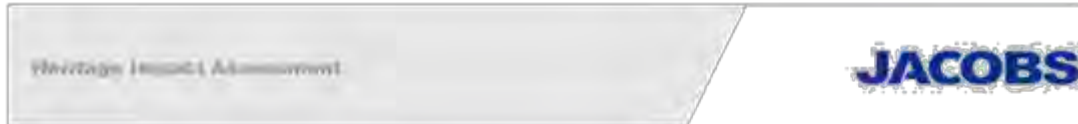
**B.10.1 Description**

The Convent of Mercy and Academy of Mary Immaculate was founded in 1857 and consists of a number of buildings constructed over a period of thirty years. The first two buildings to occupy the site were two almost identical regency houses erected in 1850 to designs by architects Newson and Blackburn for John Watson and Edward Wight, merchants in partnership. In 1853 the northern house, belonging to Watson, was purchased by Dr James Goold, the first Roman Catholic Bishop of Melbourne, for use as his official residence. In 1857, Dr Goold invited Mother Ursula Frayne of the Sisters of Mercy to establish a convent and school in Melbourne. To enable the order to establish their convent, Dr Goold sold them his house and in 1861 the sisters acquired the adjoining house and converted it to a school. Additional bluestone wings were added between 1858 and 1863, a three-storey bluestone classroom wing was built along Palmer Street in two stages between 1869 and 1881, and a sandstone memorial chapel was built in memory of Mother Ursula on the corner of Palmer and Nicholson Streets in 1887.

**B.10.2 Significance**

Criterion	Heritage assessment
A – Importance to the course, or pattern, of Victoria's cultural history	The Convent of Mercy and Academy of Mary Immaculate is of historical significance because of its important place in the development of religious institutions and schooling in Victoria. The Sisters of Mercy were the first order of nuns in Victoria and the complex is a reminder of the important role played by Ursula Frayne in the establishment of Catholic education and social welfare in Melbourne. The southern two-storey bluestone extension to the rear of Goold's house is of great importance as the location of the first Catholic Girls' School in Victoria, and also for its use as an orphanage in the early social welfare work of the Catholic Church. Following the demolition of St Francis seminary, it is believed to be the oldest existing Catholic educational complex in Victoria.
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	The Convent of Mercy and Academy of Mary Immaculate does not meet this criterion.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	The Convent of Mercy and Academy of Mary Immaculate does not meet this criterion.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	The Convent of Mercy and Academy of Mary Immaculate does not meet this criterion.

## Attachment 7 - PTV Heritage Assessment



Criterion	Heritage assessment
E – Importance in exhibiting particular aesthetic characteristics	The Convent of Mercy and Academy of Mary Immaculate is of architectural significance as a collection of largely intact, elegant nineteenth century religious buildings, including two of the earliest stone houses in Melbourne, and for its association with important figures in the history of Victorian architecture. The architects associated with the development of the complex were all men of great importance to the architectural history of Victoria. Newson and Blackburn, who were responsible for the original two houses, were notable architects of early Melbourne, and responsible for several school buildings. It is believed that William Wardell was responsible for the 1863 school wing, as it is typical of much of his ecclesiastical work of that time and similar to his Christian Brothers College in Victoria Parade, East Melbourne. The three-storey bluestone Palmer Street school wing, built in 1871 to 1881, seems likely to have been the work of Leonard Terry and possibly William Wardell (the two were associated with other Catholic Church projects). The Chapel, blessed and dedicated on 26th March 1889, was designed by Reed Smart and Tappin, who were also responsible for the Convent of the Good Shepherd in Abbotsford. Each of the buildings is significant for its architectural qualities and the way in which it integrates into the whole. The manner in which the architects designed their additions to the complex displays the important variations in architectural philosophy prevailing in the nineteenth century.
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	The Convent of Mercy and Academy of Mary Immaculate does not meet this criterion.
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	The Convent of Mercy and Academy of Mary Immaculate is of social significance for its long-term and continuing association with Catholic education in Victoria. The Academy was the first Catholic girls school in Victoria and continues its educational function today.
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	The Convent of Mercy and Academy of Mary Immaculate is of historical significance for its association with Mother Ursula Frayne (born in Dublin in 1816), an important figure in the early Australian Catholic Church. Before commencing her work in Melbourne, Mother Ursula had established the first mission of the Institute of Mercy outside Ireland, at Newfoundland, Canada, in 1842, and in 1849 had established the first secondary school in Western Australia. Her body, and that of Mother Xavier Dillon, are buried in the Chapel beneath a Celtic cross of white marble. One of the original houses on the site is of historical significance as the residence of the first Catholic Bishop of Melbourne and as the first building of the Convent.

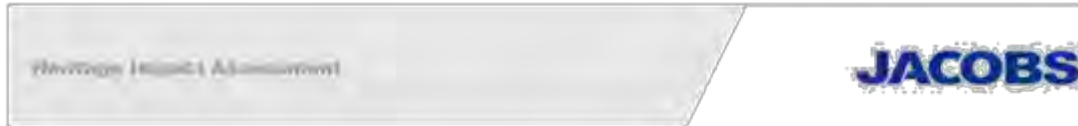
#### B.10.2.1 Statement of significance

The Convent of Mercy and Academy of Mary Immaculate is of historical significance because of its important place in the development of religious institutions and schooling in Victoria. The Sisters of Mercy were the first order of nuns in Victoria and the complex is a reminder of the important role played by Ursula Frayne in the establishment of Catholic education and social welfare in Melbourne. The southern two-storey bluestone extension to the rear of Gould's house is of great importance as the location of the first Catholic Girls' School in Victoria, and also for its use as an orphanage in the early social welfare work of the Catholic Church. Following the demolition of St Francis seminary, it is believed to be the oldest existing Catholic educational complex in Victoria. The Convent of Mercy and Academy of Mary Immaculate is of historical significance for its association with Mother Ursula Frayne (born in Dublin in 1816), an important figure in the early Australian Catholic Church. Before commencing her work in Melbourne, Mother Ursula had established the first mission of the Institute of Mercy outside Ireland, at Newfoundland, Canada, in 1842, and in 1849 had established the first secondary school in Western Australia. Her body, and that of Mother Xavier Dillon, are buried in the Chapel beneath a Celtic cross of white marble. One of the original houses on the site is of historical significance as the residence of the first Catholic Bishop of Melbourne and as the first building of the Convent. The Convent of Mercy and Academy of Mary Immaculate is of architectural significance as a collection of largely intact, elegant 19th

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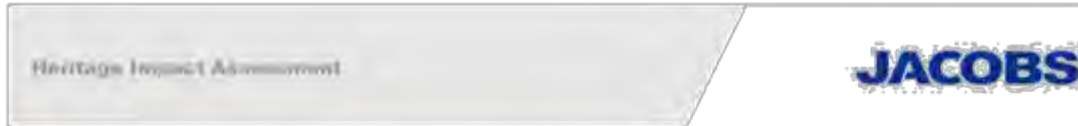


## Attachment 7 - PTV Heritage Assessment



century religious buildings, including two of the earliest stone houses in Melbourne, and for its association with important figures in the history of Victorian architecture. The architects associated with the development of the complex were all men of great importance to the architectural history of Victoria. Newson and Blackburn, who were responsible for the original two houses, were notable architects of early Melbourne, and responsible for several school buildings. It is believed that William Wardell was responsible for the 1863 school wing, as it is typical of much of his ecclesiastical work of that time and similar to his Christian Brothers College in Victoria Parade, East Melbourne. The three-storey bluestone Palmer Street school wing, built in 1871-81, seems likely to have been the work of Leonard Terry and possibly William Wardell (the two were associated with other Catholic Church projects). The Chapel, blessed and dedicated on 26th March 1889, was designed by Reed Smart and Tappin, who were also responsible for the Convent of the Good Shepherd in Abbotsford. Each of the buildings is significant for its architectural qualities and the way in which it integrates into the whole. The manner in which the architects designed their additions to the complex displays the important variations in architectural philosophy prevailing in the 19th century. The Convent of Mercy and Academy of Mary Immaculate is of social significance for its long-term and continuing association with Catholic education in Victoria. The Academy was the first Catholic girls school in Victoria and continues its educational function today.

## Attachment 7 - PTV Heritage Assessment



## B.11 Royal Australasian College of Surgeons

The information in this section has been adapted from the VHR listing.

### B.11.1 Description

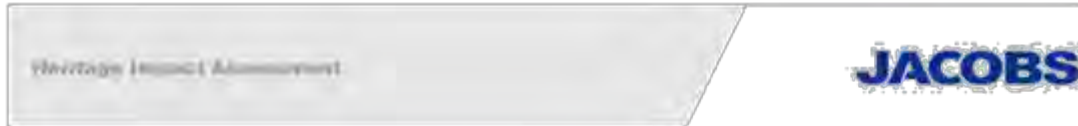
The Royal Australasian College of Surgeons building is located on a triangular area of land that was reserved for the National School Board in 1852. The Model and Training Schools, built between 1854 and 1856, was the first building to occupy the site. It was demolished after eighty years to allow for the construction of the new college in 1934. This monumental Greek Revival building is on a prominent site and is visible from all sides. The building sits on a sandstone plinth and is constructed of brown bricks set in a Flemish bond with bands of black header courses. The brickwork has been designed to form subtle horizontal bands and recessed panels. The windows, with their small panes and fine architraves, are also formed into vertical panels to balance the brick work bands. There is a string course at the first floor level. An elongated pedimented sandstone portico, with square shaft columns, enhances the unusually tall facade and was the gift of prominent physician, AE Rowden White. The college building has had various sympathetic alterations, including the addition of the east and west wings to the rear in 1963. The 'Forest Landscape' fountain, by the Australian sculptor Stephen Walker, was completed in 1969. Cast of bronze and located in the courtyard, it is composed of a series of organic forms that evoke growth, plants, rocks and flowing water.

### B.11.2 Significance

Criterion	Heritage Assessment
A – Importance to the course, or pattern, of Victoria's cultural history	The Royal Australasian College of Surgeons is of historical significance as a building with strong and continuing associations with this institution. As one of Melbourne's principal institutions, it has played a long and pivotal role in the development of Victoria's medical profession.
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history	The Royal Australasian College of Surgeons does not meet this criterion.
C – Potential to yield information that will contribute to an understanding of Victoria's cultural history	The Royal Australasian College of Surgeons has archaeological significance for the below ground archaeological remains of the Model School built in the 1850s. The remains have a high potential to yield artefacts and other information about the school and its social history.
D – Importance in demonstrating the principal characteristic of a class of cultural places or objects	The Royal Australasian College of Surgeons does not meet this criterion.
E – Importance in exhibiting particular aesthetic characteristics	The Royal Australasian College of Surgeons is of aesthetic significance for the sculptural fountain 'Forest Landscape' designed by Stephen Walker. It is an outstanding and relatively early example of Walker's work in an organic style, and is his only public commission in Melbourne.
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period	The Royal Australasian College of Surgeons is of architectural significance as an important example of the civic work undertaken by the architects Leighton Irwin and Roy Stevenson in a Greek Revival style, which was adopted for a number of commercial and institutional buildings in the 1920s and 1930s. The quality of this particular design was recognised in 1937 by the awarding of the Royal Victorian Architects' Street Architecture Medal.
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	The Royal Australasian College of Surgeons does not meet this criterion.

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## Attachment 7 - PTV Heritage Assessment

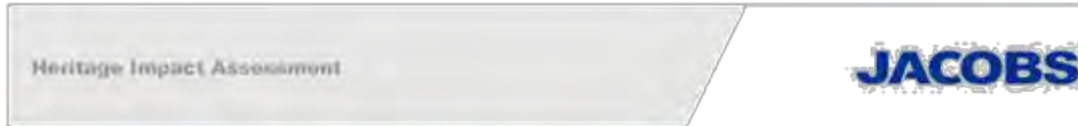


Criterion	Heritage Assessment
H – Special association with the life or works of a person, or group of persons, of importance in Victoria's history	The Royal Australasian College of Surgeons is of historical significance for its association with well-known Melbourne surgeon Sir Hugh Devine, and with Sir AE Rowden White, a prominent Melbourne physician and philanthropist.

### B.11.2.1 Statement of significance

The Royal Australasian College of Surgeons is of historical significance as a building with strong and continuing associations with this institution. As one of Melbourne's principal institutions, it has played a long and pivotal role in the development of Victoria's medical profession. It is also associated with the life and work of Melbourne surgeon Sir Hugh Devine, and with Sir A E Rowden White, a prominent Melbourne physician and philanthropist. The building has a high degree of technical achievement due to the use of the Greek Revival style, which was adopted for a number of commercial and institutional buildings in the 1920s and 1930s. The quality of this particular design was recognised in 1937 by the awarding of the Royal Victorian Architects' Street Architecture Medal. The sculptural fountain 'Forest Landscape' has aesthetic significance. It is an outstanding and relatively early example of Stephen Walker's work in an organic style, and is his only public commission in Melbourne. The Royal Australasian College of Surgeons has archaeological significance for the below ground archaeological remains of the Model School built in the 1850s. The remains have a high potential to yield artefacts and other information about the school and its social history.

**Attachment 7 - PTV Heritage Assessment**

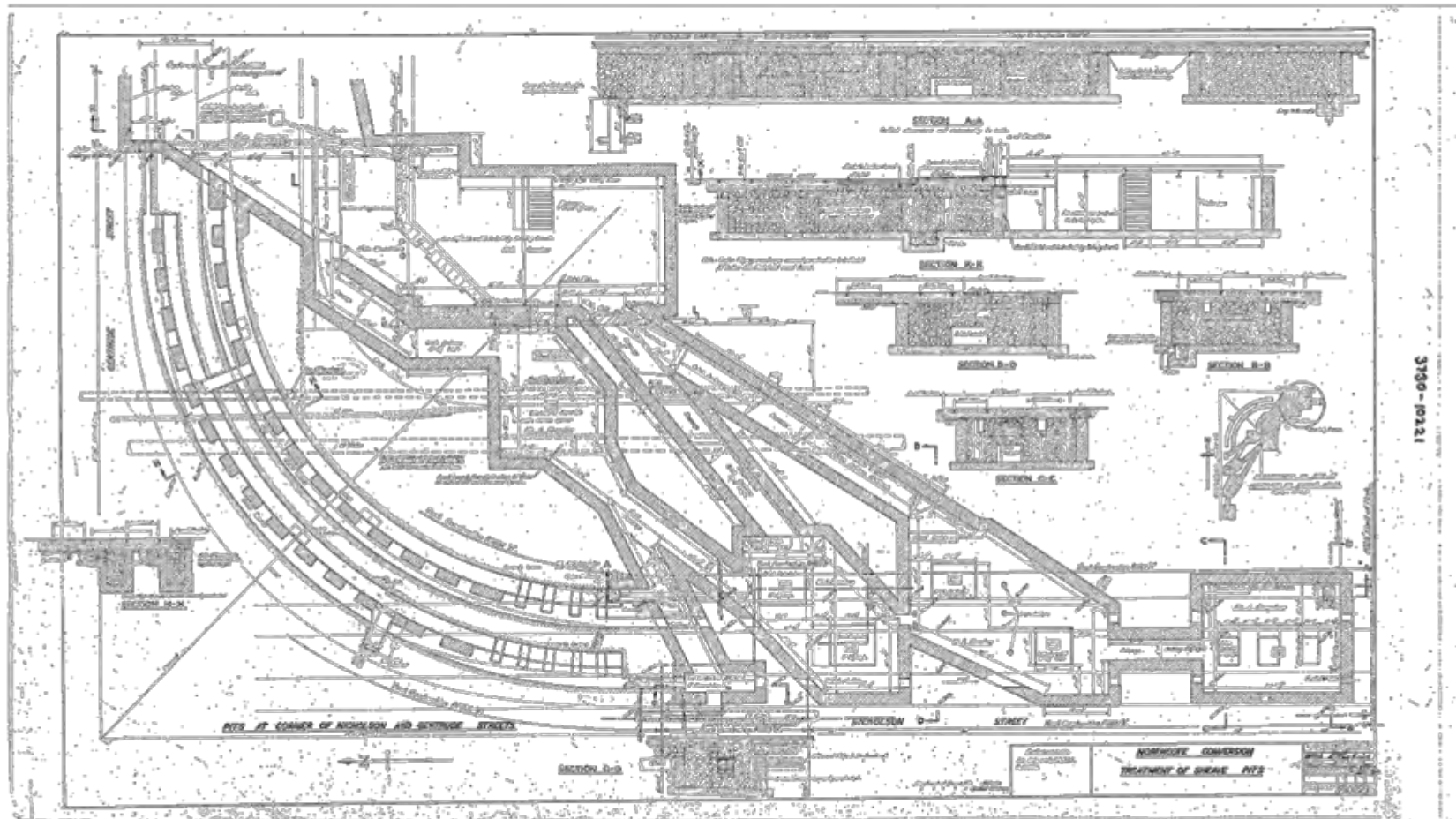


**Appendix C. Plan showing potential sub-surface remains of the  
Former Gertrude Street Cable Tram Engine House Track  
Precinct**

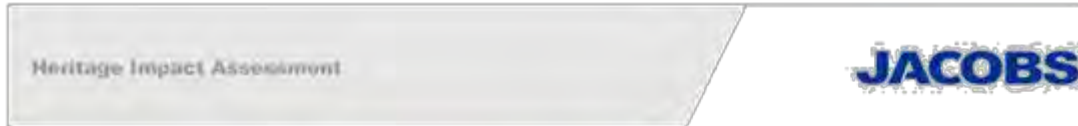
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**Attachment 7 - PTV Heritage Assessment**



**Appendix D. Correspondence from VicRoads, 24 September 2014**

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SB20485

Attachment 7 - PTV Heritage Assessment



Victor Lorena  
Project Manager Infrastructure  
Yarra Trams  
GPO Box 5231  
MELBOURNE VIC 3001

Metropolitan North West Region  
455 Balaclava Road  
South Melbourne VIC 3207  
Phone: 03 9594 3000  
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www.vicroads.vic.gov.au

24 September 2014  
Contact: Susan Gibson  
Telephone: 9113 1153  
Our Ref:  
File No: 1941XN22

Dear Victor

**Route 96 Tram Upgrade Works SP 5 Nicholson Street - Victoria Parade (south) to the north of Murchison Street (north).**

I am writing in response to your enquiry regarding options to retain the existing bluestone pitchers in the drainage channel as part of the Route 96 tram upgrade works (SP5) for approximately 850m along Nicholson Street from Victoria Parade (south) to the north of Murchison Street (north).

Nicholson Street is an arterial road with a current speed limit of 60 km/hr with school zone restrictions to 40km/h.

VicRoads has had on-going discussions with Yarra Trams throughout the planning phase of the Route 96 tram upgrade works. We understand that 2.8m wide trafficable lanes are proposed in both directions alongside proposed Stop 12 (Gertrude Street) Central Island Platform and proposed Stop 13 (Carlton and Moor Street) Central Island Platform which impacts on existing bluestone pitchers located within Heritage Overlays.

VicRoads understands that Yarra Trams has recently met Council planners and heritage advisers from both the cities of Melbourne and Yarra to discuss opportunities to retain bluestone pitchers within the proposed trafficable lane including the following options:

- Option 1 Retain the bluestone pitchers in situ in their current position on a new footing.
- Option 2 Retain a single row of existing bluestone pitchers.
- Option 3 Retain the bluestone pitchers in situ (or lowering them) and asphalt over the top of the pitchers to kerb.

We appreciate the significant heritage values of the area but also have to take into account our responsibilities for road safety under the *Road Safety Act 1986*.

We have assessed these options from a safety perspective, taking into account the existing 60km/h speed limit and a hypothetical reduced speed of 40km/h speed limit. We have also reviewed advice from a road safety auditor appointed for Route 96 works who concluded that uneven bluestones are not an appropriate driving surface for an arterial road even if signed at 40 km/h.

[http://localref3379600/Gov/ARNDRPOVNRUSULZUOTUQUETL2000/GOV/VICROADS\\_2255197\\_VicRoads\\_Letter\\_S](http://localref3379600/Gov/ARNDRPOVNRUSULZUOTUQUETL2000/GOV/VICROADS_2255197_VicRoads_Letter_S)



Victorian Government

## Attachment 7 - PTV Heritage Assessment

- 2 -

Our assessment has concluded that Options 1 and 2 all pose a significant safety risk associated with potential risks of pavement surface failure and dislodgement of bluestone pitchers both at the existing speed limit and at 40km/hr. Other key safety issues relate to safe breaking in wet conditions over uneven surfaces and anticipated driver behaviour such as last minute lane changes to avoid the bumpy left lane or straddling two lanes to avoid driving over uneven bluestone.

Option 3 would provide a more even driving surface but would not eliminate risks associated with road pavement failure. It may also create a reverse fall footpath or very flat path grades which are considered likely to increase risks associated with stormwater runoff into private property. Lowering the bluestone pitchers to accommodate a thicker asphalt paving would also require substantial works to below ground culverts and pits, other utility services and is considered likely to increase risks of longitudinal pavement cracking.

VicRoads therefore do not accept Options 1 to 3 as acceptable options for the road treatment relating to the bluestone pitchers.

We understand that alternative options for road surfaces within the trafficable lane include:

- Option 4 Remove all existing bluestone pitchers and replace them with a single row of new sawn bluestone pitchers.
- Option 5 Remove all existing bluestone pitchers and replace them with asphalt to kerb (no bluestone pitchers)

VicRoads would be supportive of either Option 4 or 5 because these surfaces would provide a suitable trafficable lane surface which provides safer driving conditions for an arterial road.

Please contact me on 9313 1153 if you wish to discuss this further.

Yours sincerely

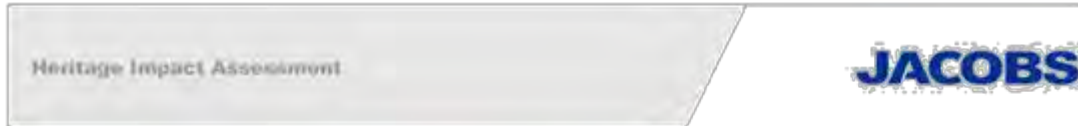


**BADEN GIBBON**  
**PROJECT ENGINEER – EXTERNAL PROJECTS**

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**Attachment 7 - PTV Heritage Assessment**



**Appendix E. Correspondence from VicRoads, 29 January 2015**

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Attachment 7 - PTV Heritage Assessment



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Send Correspondence to:  
external@vicroads.vic.gov.au  
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Melbourne 3020

[www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au)

Victor Lorena,  
Project Manager Infrastructure  
Yarra Trams  
GPO Box 5231  
MELBOURNE VIC 3001

29 January 2014

Contact: Baden Gibbon  
Telephone: 0313 1153  
Our Ref:  
File No: 2141XM226

Dear Victor

**Proposed Bluestone Kerbing – Nicholson Street – Route 96 Tram Upgrade Works**

With respect to the concerns raised by Argot in the email dated 15 December 2014, VicRoads has investigated and validated that the proposed sawn bluestone channel in accordance with Melbourne City Council standards is unsuitable for use of Nicholson St given the narrowed lane width and heavy vehicle loading. Therefore, the initial approval given for the use of bluestone pitches (Option 4) on the 24 September 2014 has been rescinded.

VicRoads has reviewed the alternative granite solution proposed by Argot on the 16 December 2014 and considers this as a suitable alternative for this application. The acceptable treatments for Nicholson Street channels are asphalt and sawn granite 155mm x 250mm x 450mm installed as per Melbourne City Council standards in lieu of bluestone.

Please contact me on 9313 1153 if you wish to discuss this further.

Yours sincerely

**BADEN GIBBON**  
**PROJECT ENGINEER – EXTERNAL PROJECTS**

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**Attachment 8 - PTV Consultation Report**

# **Consultation Report**

## **Route 96 Nicholson Street Tram Stop Upgrades Project**

**May 2018**



## Attachment 8 - PTV Consultation Report

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## Attachment 8 - PTV Consultation Report

### 1 Executive Summary

The investment in and improvement of Melbourne's iconic tram network requires delivering against the commitment to upgrade all public transport stops across the network to be DDA compliant by 2022. As part of the continuing improvement process, this project proposes to construct upgrades to six tram stops along Nicholson Street on Route 96.

In 2013 PTV undertook an extensive community consultation and engagement program to help shape and inform the development of early design concepts regarding proposed tram stop upgrades along the route.

Following the review of feedback and amendments to designs, PTV revisited the project and launched the next phase of consultation in 2018. The public consultation period ran from 7 May to 20 May 2018, during which the project team sought to capture community feedback on the proposed infrastructure upgrades, tram stop designs and accessibility needs, via face to face community drop in sessions, as well as via an online and hard copy feedback survey.

Over 1,800 people visited the TfV Get Involved project website with 849 informed visitors. Of these visitors to the website, 295 visitors engaged with the project and completed the online survey feedback form.

Feedback demonstrated that there was genuine and overarching support for the tram stop renewal upgrade program, with the understanding of the need to upgrade tram stops to improve accessibility and safety for all people. There was a general consensus that accessible tram stops would be a positive step forward and a welcome initiative for Melbournians.

Feedback from the public covered topics such as Route 96 tram services, frequency and capacity, tram stop by tram stop specifics, and identified a range of on road concerns along Nicholson Street from Fitzroy through to Brunswick. Feedback predominately focussed on the following key themes:

- Road and Traffic
- Parking
- Safety
- Access
- Amenity
- Other

## Attachment 8 - PTV Consultation Report

### 2 Project background

As part of the continuing improvement and investment in Melbourne's iconic tram network, this project proposes to construct upgrades to six tram stops along Nicholson Street on Route 96.

There are currently 1,755 tram stops on the Melbourne tram network. Of these, 420 are level access tram stops (24%). This has improved accessibility for passengers of all abilities, while contributing to the State's compliance with the *Disability Discrimination Act 1992* (DDA).

Under the Federal Legislation and Disability Standards for Accessible Public Transport, all public transport stops across the network must be upgraded to be DDA compliant by 2022.

Compliance with DDA requirements represents an opportunity to improve the existing tram network including consideration of stop optimisation and changes to traffic conditions leading to improved capacity and efficiency of the new and current tram fleet.

The *Disability Standards for Accessible Public Transport 2002* set out the minimum accessibility requirements that providers and operators of public transport must comply with to ensure that access to transport is consistently improved.

Platform stops provide greater ease of access for all public transport users including the elderly, people with prams or luggage and people with mobility impairments. This is achieved by creating a safe area for passengers to wait and alight trams.

Route 96 is Melbourne's busiest tram route, with more than 345,000 passengers using the route in a typical week. To allow for more passengers to catch the tram, Route 96 was the first route in Melbourne to be serviced entirely by low-floor E-Class trams. Paired with the E-Class trams, the upgrades will make Route 96 fully accessible and further improve the route's safety, comfort, capacity and reliability.

#### Timing

Nicholson Street between Kerr Street and Brunswick Road, is subject to water upgrade works at the same time as the planned works for the tram stop upgrades. To avoid having multiple major works happening at the same time, upgrade works will only take place for the six tram stops outside this works zone in September 2018.

The remaining tram stops between Kerr Street and Brunswick Road will be the next priority stops to receive an accessibility upgrade. There is no confirmed delivery time frame, and these stops are out of scope for this phase of the project.

#### Design

There will be two types of stops:

##### 1. Centre island platform stops

Stops 11 to 15 (near the corner of Gertrude and Nicholson streets, King William and Nicholson Streets, and Johnston and Nicholson Streets) will be centre island platform stops. These stops are accessible to people with mobility issues including people using wheelchairs, parents with prams and the elderly. They separate waiting passengers from cars and trams and provide safe crossing points to the kerb.

##### 2. Easy access stops

Stops 23 to 26 (near the corner of Miller and Nicholson Streets, Glenlyon Road and Nicholson Street and Kirkdale and Nicholson Streets) will be Easy access stops. These stops provide safe access to trams for people with mobility issues. At these stops, the road is raised like an extended speed hump to give passengers access to the tram from the kerb. Because motorists can drive over these stops, they take up less of the roadway. The section of Nicholson Street between Clausen Street and Kirkdale Street is much narrower, so the easy access stop design has been chosen for these stops to maintain traffic flow.

## Attachment 8 - PTV Consultation Report

### 3 Key facts / project benefits

- All Route 96 trams are now accessible (low-floor), however the tram stops are not. The aim is to make Route 96 Melbourne's first fully accessible tram route.
- One of the key objectives of the Route 96 project is improving the tram journey time. A key element of this is improving the spacing between stops.
- The optimal stop spacing for service reliability and journey time is 400 metres. Historically however, average spacing on Route 96 has been 260 metres along Nicholson Street. This results in trams stopping again very quickly after leaving the last stop. PTV has tried to position the upgraded stops as close to 400 metres as possible, within the confines of the existing infrastructure and services.
- The length of the stops will make it easier to board/alight, which will mean less dwell time. Integration with traffic light sequences will also help with decreasing passenger travel duration. These tram stops will result in up to 5 minute end-to-end saving on the route, dependent on final project scope.
- Each new platform stop will be at least 33 metres long and a minimum of 2.8 metres wide, which provides significantly more space for commuters to wait for trams compared to current road level stops. This will facilitate more efficient boarding and alighting of trams.
- The E-Class trams will also increase on-tram capacity along the route to accommodate any increases in passenger numbers.
- Research by Monash University shows that platform tram stops improve passenger safety by up to 86 per cent compared to older-style tram stops. Greater separation from traffic increases safety for motorists and tram passengers. Better lighting and improved pedestrian crossings will also improve safety for tram users.

### 4 Consultation approach

While the level of engagement will vary depending on the community's ability to influence project outcomes, the primary focus of this approach is to inform the community about the project and its impacts. More highly impacted community members, such as local traders and residents will be engaged at the inform-consult level. These community members will be contacted consistently during planning for construction and during construction in an effort to minimise the impact.

Traders, residents and community in the City of Moreland area has an opportunity to consult with TFV, Public Transport Victoria (PTV) and council to inform the tram stop designs and layout in that area.

The principles that will guide how TFV and PTV will engage the community in partnership with its stakeholders to achieve the communication and engagement objectives are:

- Engage the community early to provide plenty of notice of potential impacts and, where possible, opportunity to provide input.
- Develop tailored, relevant and practical communication and engagement activities to suit the needs of the community.
- Provide a minimum of two weeks' advance notice for any disruptions to the local community, residents, traders and commuters.
- Draw upon local insights, values and knowledge to inform the engagement approach.
- Ensure communities and stakeholders have multiple opportunities to understand and ask questions of the project.
- Monitor communication activities and adjust the approach where needed.

## Attachment 8 - PTV Consultation Report

### 4.1 Previous Consultation

From June to August 2013 PTV sought feedback on proposed upgrades and concept designs along the route. This information, in conjunction with a series of technical investigations, helped inform the development of early design concepts.

The engagement process involved a series of 18 community and local business / trader drop-in sessions, meetings with adjacent land users, and distribution of project information and feedback forms to more than 25,000 residents along the route.

The participation rate in the consultation process was:

- 1,333 feedback forms completed and returned to PTV
- 17 submissions from key stakeholders, land users and community groups were received
- more than 400 people attended the 18 community drop-in sessions
- 169 separate pieces of correspondence were received by PTV
- approximately 5,000 page views of the project website per month (June-August).
- 40 meetings and information sessions along the entire route, including meetings with groups like schools, St. Vincent's Hospital, advocacy and representative groups, and councils
- 665 responses to public survey in Nicholson Street section
- 7 sessions open to the public for Nicholson Street section
- 2 sessions specifically for local businesses on Nicholson Street
- 38 local business surveys received from Nicholson Street.

#### Key findings

The feedback results demonstrated overall public support for the proposed designs along the route.

There was also support for the key project objective and principles, particularly those which aim to improve access, safety and tram service reliability.

PTV received 665 feedback forms for the Nicholson Street part of Route 96. This feedback indicated that the community overwhelmingly supported the proposed upgrades to Nicholson Street. 56% of respondents fully supported the options due to improvements to access, safety and tram stop locations. A further 31.9% of respondents indicated they supported the upgrades with changes.

Major concerns captured for the Nicholson Street tram stop upgrades were loss of parking, stop spacing, and access to local facilities.

Since community consultation in 2013, PTV, Yarra Trams and VicRoads have continued working together and with local councils to work through and incorporate the community's feedback into the tram stop designs and prepare and deliver construction works.

Upgrade works have since been completed for the following tram stops along Route 96:

- Blyth Street terminus stop 27
- Batman Park stop 124
- Port Junction stop 125
- Acland Street terminus stop 140.

The Nicholson Street tram stops are the next set of priority tram stops along the route to be upgraded.



## Attachment 8 - PTV Consultation Report

### 4.2 Current Consultation

The consultation goal for this project was to ensure that those potentially affected by the project were aware of the scope of the project, the key benefits and the potential impacts. Key objectives were identified for the successful delivery of the project. These objectives are outlined below:

- Re-introduce the project to the community and generate renewed interest following previous consultation in 2014;
- Educate the community about the benefits of the project to help build understanding, and increased awareness;
- Communicate with key stakeholders, local communities and route 96 passengers to ensure they are aware of the project and any impact the project may have on them;

Public Transport Victoria (PTV) together with TfV developed a consultation program to guide stakeholder activities. The consultation program sought to maximise awareness for the project and the involvement and input from potentially affected traders, commuters, workers and businesses in the area. Key elements of the consultation approach included:

- Communication activities to raise awareness.
- Community Information sessions for the general public.

The formal consultation period ran from 7 May to 20 May 2018, with community information sessions held on 16 and 19 May 2018.

## Attachment 8 - PTV Consultation Report

### 4.3 Communication activities

MECHANISM	ACTIVITY	AUDIENCE REACHED
Social Media	Transport for Victoria - Twitter	459
	PTV Night Network - Facebook	9,325
	PTV - Twitter	34,200
	Yarra Trams - Facebook	13,432
	Yarra Trams - Twitter	124,000
	Yarra City Council - Facebook	8,655
	<b>SUB TOTAL</b>	<b>190,071</b>
Print	Advertisement in the Moreland Leader Newspaper on 07 May informing people of the project and inviting them to the community information sessions	49,000 Readership
Signage	Signage at affected tram stops (pole bubbles x 16) inviting people to the information sessions or to visit the website	
Letter Box Drop	Project brochure drop to local properties outlining project benefits, rationale, and schematic designs of tram stops	8,883
Direct Marketing	Targeted e-newsletter to registered Myki card holders in the nearby area inviting people to the information sessions or to visit the website	27,933
Website	TfV Get Involved page – number of visits	1,8000
Online Survey Feedback Form – TfV project page	Informed participants	849
	Engaged participants	295
Community Information Sessions	Wednesday 16 May - 5:30pm to 8.00pm Melbourne Museum, Melbourne	20
	Saturday 19 May - 12.30 to 3.00pm Velo Cycles, Carlton North  Representatives from the project team including TfV, PTV, Yarra Trams and VicRoads were present at both sessions to answer questions, talk through schematic tram stop designs, and assist with completing survey feedback forms.	35

## Attachment 8 - PTV Consultation Report

### 5 Key Findings - Community Information Sessions

Two community information sessions were held, one on Wednesday 16 May from 5:30pm to 8.00pm attracting approximately 20 members of the public and one on Saturday 19 May from 12.30 - 3.00pm attracting approximately 35 people. Overall, majority of people were supportive of the initiative to upgrade the existing tram stops to enable accessible stops for all.

Topics of interest and issues that were consistently raised by the public focussed on:

- the impact to local parking;
- the negative effect on and perceived increase to local traffic congestion with the proposed larger tram stop designs;
- seeking clarity that bicycles were still able to cross over Nicholson Street to access the many cycle paths and routes on either side of the street; and
- the additional distance passengers would have to walk to the proposed relocated tram stops. This concern was mainly focussed around the relocation of tram stop 11 currently located directly outside St Vincents Hospital.

Representatives from the project team including transport agencies TfV, PTV, Yarra Trams and VicRoads were able to answer questions, talk through schematic tram stop designs with the community, and assist with completing survey feedback forms.

Specific feedback has been captured for each stop in Section 5.

### 6 Key Findings - Feedback Survey

#### 6.1 Summary

An online and hard copy feedback survey (Appendix 7.5) was developed to capture community feedback on the proposed infrastructure upgrades, tram stop designs and accessibility needs. Over 1,800 people visited the project website with 849 informed visitors, and 295 engaged visitors – ie visitors who completed the online survey.

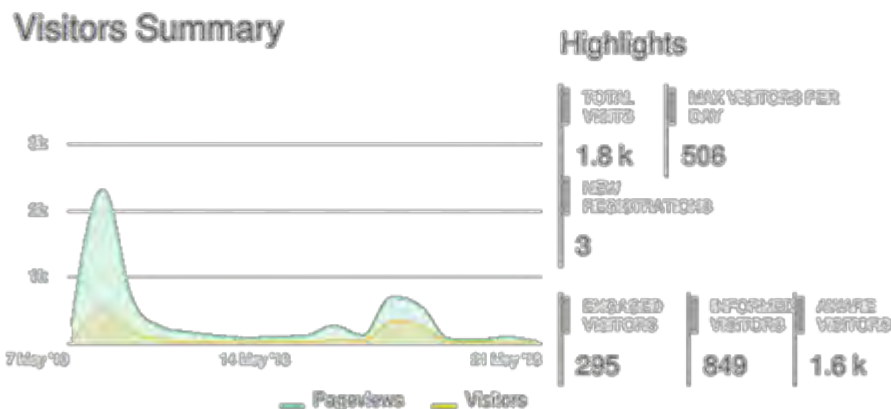


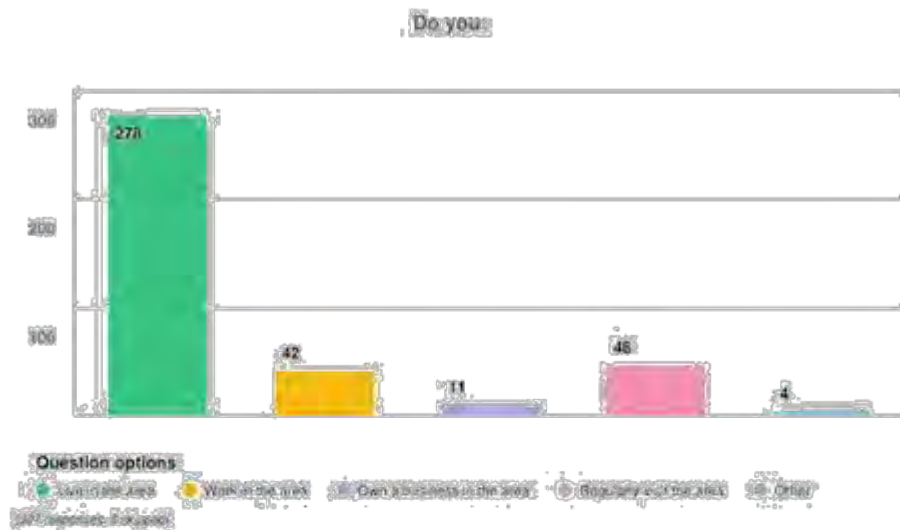
Figure 1: Overall website statistics – TfV Get Involved page

## Attachment 8 - PTV Consultation Report

The following graphs outline the survey findings for questions 1 to 7.

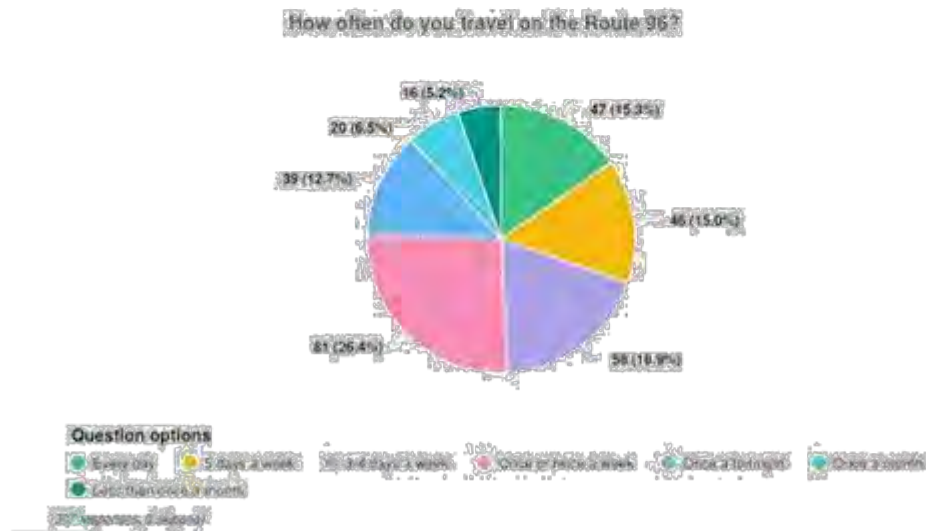
### Question 1 - Information about respondents

Question: Do you?



### Question 2 - Frequency of travel

Question: How often do you travel on the Route 96?





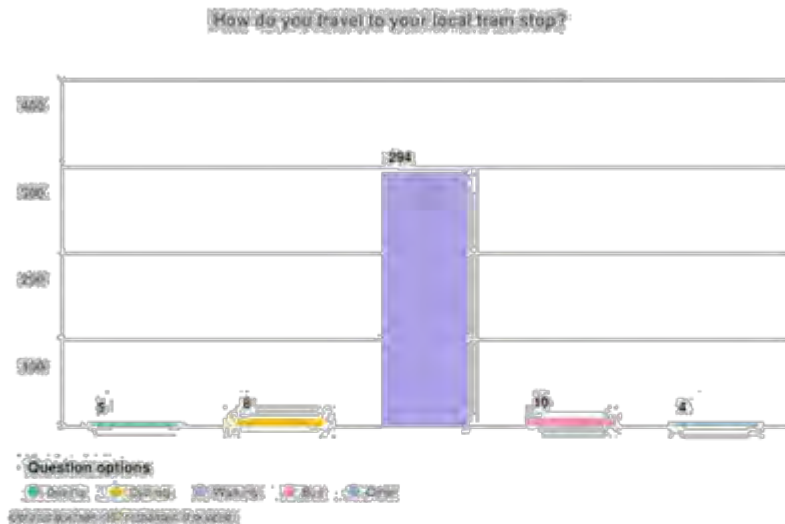
## Attachment 8 - PTV Consultation Report

### Question 3 - Respondent's locality or tram stop

Question: What is the number and / or name of your local tram stop? (No graph produced)

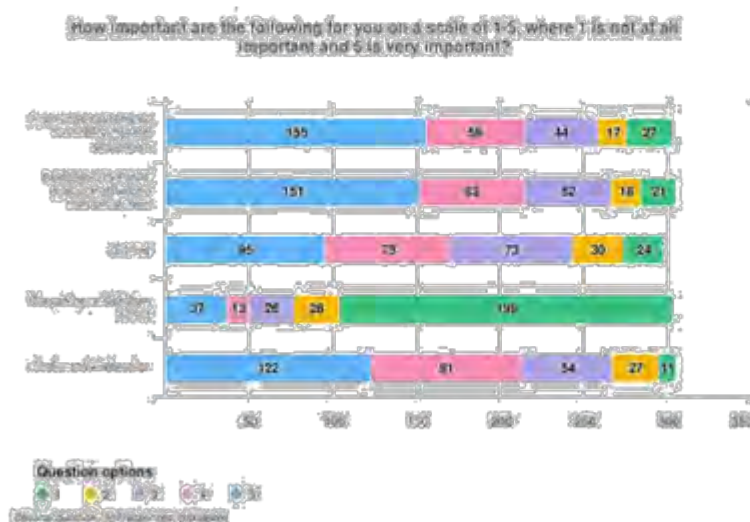
### Question 4 - Mode of travel

Question: How do you travel to your local stop?



### Question 5 – Respondent's perception of amenity

Question: how important are the following for you on a scale of 1-5, where 1 is not at all important and 5 is the most important?

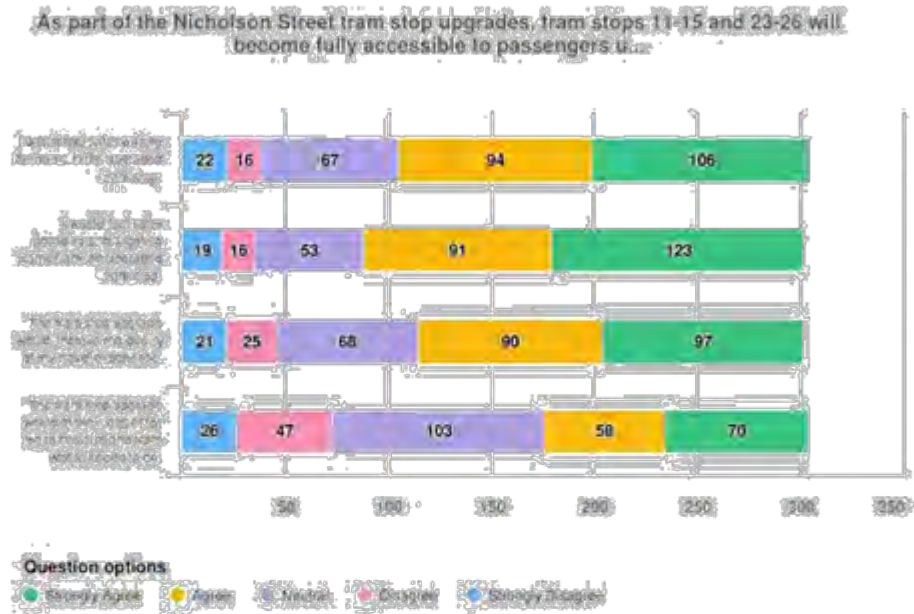


## Attachment 8 - PTV Consultation Report

### Question 6 – Respondent's perception of improvements

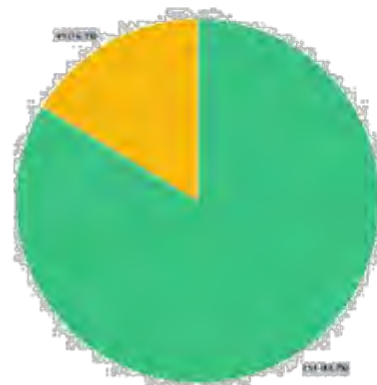
Question: As part of the Nicholson Street tram stop upgrades, tram stops 11-15 and 23-26 will become fully accessible to passengers using wheelchairs, prams and other mobility aids. Improvements also include the installation of passenger information displays, shelter, seating and lighting.

In thinking about these improvements to your local tram stop, do you agree or disagree with the following?



### Question 7 - Respondent's perception of facilities

Question: Does the tram stop upgrades provide you with adequate passenger facilities for you to travel?



Question options: Adequate, Inadequate

## Attachment 8 - PTV Consultation Report

### Question 8 – Respondent's perception of accessibility

Question 8 - Does the tram stop upgrades meet you and your family's accessibility needs?

### Question 9 – Additional feedback

Question 9 - Do you have any other feedback for the tram stop upgrades?

Both questions 8 and 9 were open ended questions. Feedback has been summarised for each question and tram stop, under the following key themes:

- Road and Traffic
- Parking
- Safety
- Access
- Amenity
- Other

There was genuine and overarching support for the tram stop renewal upgrade program, with the understanding of the need to upgrade tram stops to improve accessibility and safety for all people.

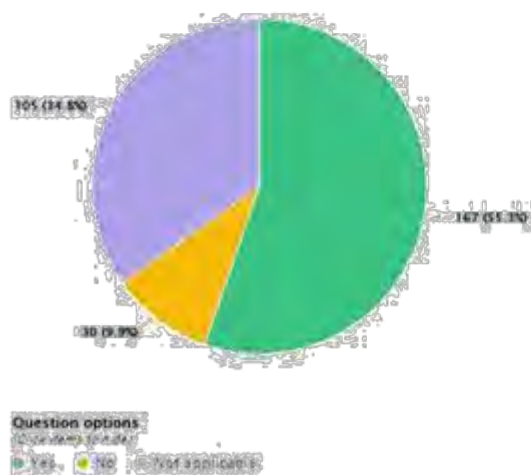
There was a general consensus that accessible tram stops would be a positive step forward and a welcome initiative, however feedback highlighted that there is limited disabled seating on trams with very few people offering up seats, unless asked. Extremely busy trams make it a struggle for mobility impaired passengers travelling at peak times, who will face difficulty in boarding the tram even after the upgrades as trams are completely over crowded during peak times.

Consideration should also be given to people with mobility aids, prams and small children, as children have low visibility and need additional time and a safe way to board / alight trams.

Suggestion for improved education / information about etiquette on giving up a seat for people who have a genuine need to sit down would assist in improving accessibility for passengers.

Feedback highlighted the impact of the project from many different user perspectives - pedestrians, tram passengers, cars and drivers, cyclists, traders and residents, and covered specifics around each tram stop, and also highlighted the importance of ensuring that a holistic approach is applied to the project – ensuring each stop, section and the system works as a whole.

Question 8: Does the tram stop upgrades meet your and your families accessibility needs?



## Attachment 8 - PTV Consultation Report

### Road and Traffic

Concerns repeatedly focussed on the impact on loss of parking and local traffic changes, specifically increased traffic congestion that would result from the proposed relocation of, or changes to existing tram stop designs. This was understood to be due to the increased road space required to accommodate the larger tram stops. Respondents were in favour of upgrading the tram stops to make them safer and more accessible, but often not supportive if it meant a reduction in road lanes and the knock on effect of increased traffic congestion.

Overwhelming number of respondents commented on the high volumes of traffic Nicholson Street currently faces and many are concerned this will only get worse with the introduction of changes around upgraded tram stops. Several people also mentioned many of the stops were spaced too closely and welcomed the consideration of better spacing between stops.

### Parking

There were mixed reviews on the topic of parking. Majority of respondents were concerned about the loss of car parking, in particular the impact to short term parking required outside schools during pick up and drop off times, and outside of local businesses which would impact on customer parking and delivery vehicle access. In contrast, several respondents indicated the upgrades should go ahead, regardless of the impact to parking.

Overall, feedback indicated that Nicholson Street needs to maintain 2 lanes of traffic where possible to allow traffic to move freely and mitigate traffic congestion as much as possible, at the expense of removing or restricting parking in areas deemed appropriate.

### Safety

Several safety issues were identified across the six tram stops and along Route 96 more broadly. In general, respondents indicated that the proposed changes would bring about improvements to safety, in particular at tram stop pedestrian crossing points, many of which are currently deemed dangerous or unsafe due to poor crossings, unsynchronised lights, or speeding cars.

### Access

Maintaining access across Nicholson Street e.g. east-west access for pedestrians, cars and bicycles was also of high importance.

Cyclists needs should be considered as part of tram stop design (eg the stop should be narrow enough so there is room for a dedicated cycle lane, safe stopping and waiting areas near traffic or pedestrian lights, safe spaces to cross over the tram tracks).

### Amenity

Several respondents raised concerns about the spacing between the proposed stops, citing increased distance between stops will mean people have to walk further to the relocated tram stop. This was of particular concern at Stop 11 and 12 between Gertrude Street and St Vincent's Hospital / Parliament Train Station, especially given the access requirements of the elderly, ill or frail people who currently access St Vincent's hospital by tram.

Several respondents were unsure what facilities each upgraded tram stop would have (eg seating, shelter, PIDS, Myki machines). The majority of respondents all identified the need for increased passenger information displays and Myki facilities. Issue raised that as you move out of the CBD, there is a marked decrease in the availability of myki top up facilities in the suburbs and along Nicholson Street, making Myki machines on platforms very important to Route 96 passengers.

Other suggestions for amenity improvements included shelter, bike racks, cameras and no smoking signs.



## Attachment 8 - PTV Consultation Report

### **Other:**

#### **Route 96**

A significant proportion of feedback received was targeted towards raising awareness of the need for improvements to tram service, frequency, timetabling and capacity along route 96, as many trams are at capacity, especially during peak hours. The extensive development of residential building occurring along Nicholson Street is adding to the congestion of an already heavily used tram service.

#### **Tram Stop Platform Design and Spacing**

Mixed reviews were received about tram stop platform design. Recently upgraded platforms at Blyth Street Brunswick and at Westgarth Street Northcote were raised by multiple respondents as both poor and high quality design. These views were due to the associated impacts to pedestrians, parking and traffic resulting from the road configuration required to accommodate these particular tram stop designs.

#### **Construction Impacts**

Concerns raised around coordinating the construction of the tram stops with the construction of the residential developments along Nicholson Street to minimise impacts to local community and to traffic along Nicholson Street.

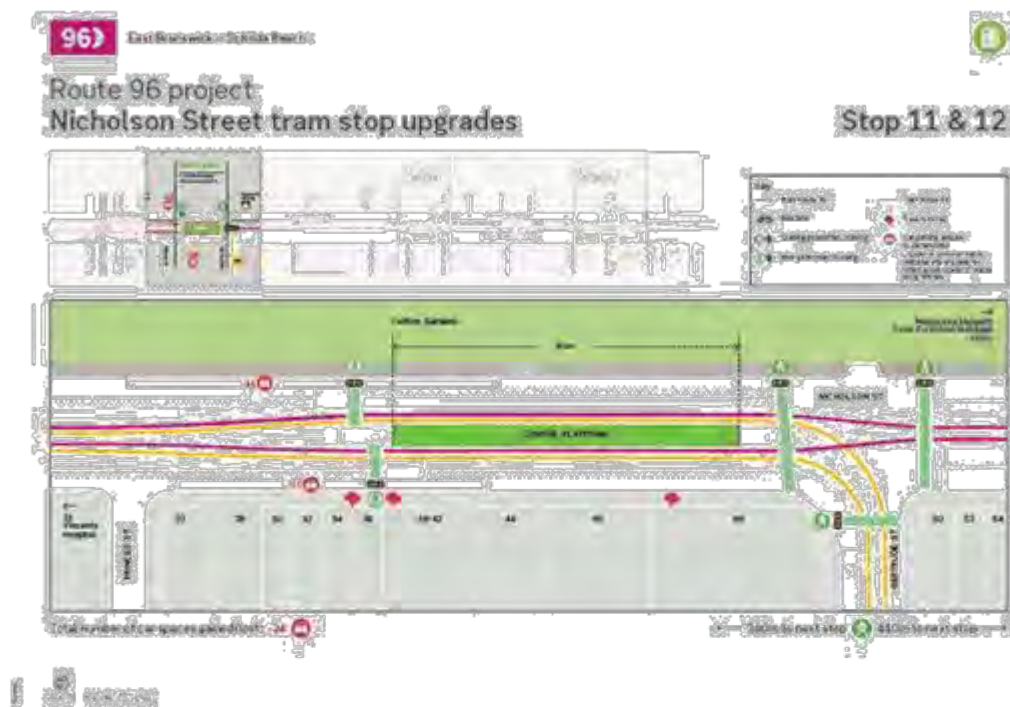
#### **Out of Scope Upgrades**

A large proportion of feedback received was targeted towards stops 16 to 22, and stop 26 which were out of scope for this particular phase of the project. The feedback from this consultation process will be kept on record and used to inform thinking around any future tram stop upgrades that may occur along the Nicholson Street section of Route 96.

The complete data source is located at Appendix 7.6.2

## Attachment 8 - PTV Consultation Report

### 6.1.1 Tram Stop 11 and 12 – Section of Princes (St Vincents) & Gertrude Streets



The community was consulted on the location of this tram stop during the last community engagement, with 49.9% supporting Gertrude Street and 50.1% supporting Victoria Parade. The final decision was made to upgrade the tram stop at Gertrude Street as it provides an important connection to the Melbourne Museum and Exhibition precinct and St Vincent's Hospital.

#### **Road and Traffic**

- Unsupportive if the tram works result in a reduction in vehicle lanes as there is already a huge bottle neck at the intersection
- Creating a cycling space / lights at the Gertrude Street intersection as it's currently dangerous to cross.

#### **Access**

- Concerns of increased distance between stops in particular between Gertrude Street and St Vincents Hospital and Parliament Train Station, means it will be more difficult to access. Passengers will also need to travel between two intersections of heavily trafficked roads in between.

#### **Safety**

The tram stop at the corner of Gertrude St and Nicholson St is quite dangerous for passengers waiting for trams. It is often crowded due to because people have been visiting Melbourne Museum or Royal Melbourne Exhibition Building. This should be a flagship tram stop as it stops at two important Melbourne tourist locations.

#### **Amenity**

Myki machines are needed at this stop due to its prime location at a major tourist attraction, heritage gardens and St Vincent's hospital and lack of on street facilities nearby.

Query received as to whether the Free Tram Zone would be expanded to cover the proposed stop.

**Route 96 project**  
**Nicholson Street tram stop upgrades**

**Stop 13 & 14**

The drawing illustrates the proposed layout for the Nicholson Street tram stop. It shows a central platform area with a 'LARGE PLATFORM' section. The platform is flanked by tracks and various infrastructure elements. A legend in the top right corner identifies symbols for 'Platform', 'Track', 'Signal', 'Wayfinding', and 'Access'. The drawing is labeled 'Route 96 project' and 'Nicholson Street tram stop upgrades'.

### Road and Traffic

The U-turn which is currently located in the section where the new stop is proposed is very heavily used by cars and cyclists throughout the day.

- Community is concerned about a reduction of parking spaces in general as it drives people into the already choked surrounding streets. Specific concerns that the proposed removal of car parking along Nicholson Street outside the Pumphouse Hotel and Nunnery Backpackers will lead to increased reliance by patrons on parking in nearby residential streets.

The removal of parking options in this area needs to be considered as currently both venues rely on use of car parking spaces for vehicle drop off and pickup (taxis, ubers, tour buses and airport shuttle buses). Given the nature of the business, these services will either continue illegally and dangerously - on Nicholson St, or vehicles will need to travel down King William St and/or Hanover St which are currently residential streets.

## Attachment 8 - PTV Consultation Report

- Many Northside cyclists use the Canning Street, Carlton Street, Nicholson Street route into the CBD, as well as crossing over Nicholson Street. It is of importance to cyclists to keep the cycle connection joining Moore and Carlton Streets over Nicholson open to ensure ongoing access.

-Reducing Nicholson St to one lane outbound is likely to cause traffic issues at peak hour as the street is busy from 4pm onwards.

### **Access**

- Concerns of increased distance between stops in particular between Gertrude Street and St Vincents Hospital and Parliament Train Station, means it will be more difficult to access the tram stop, with people having a longer walk. Passengers will also need to travel through two intersections of heavily trafficked roads in between.

-The removal of current stop 13 diminishes access to Melbourne Museum, Carlton Gardens and the nearby school Academy of Mary Immaculate Secondary Girls College.

-Queries whether there is capacity to increase the shared pedestrian/cycle path on Nicholson Street along Exhibition Gardens, or upgrade the ground surface treatment to improve safety and public amenity.

-Carlton Street access should be north of Carlton Street. Turning vehicles often do not give way to pedestrians and there is a poorly designed bike path south of Carlton Street on Nicholson Street.

### **Safety**

-Fear for passenger safety as passengers will need to alight to the west onto shared bike and pedestrian footpath.

-Relocation of Stop 13 further away from the high school could lead to increased safety risks where students (and/or backpackers and other tram users) may choose to cross Nicholson St outside the Pumphouse rather than walking past the stop to Moor Street where the pedestrian crossing will be.



## Attachment 8 - PTV Consultation Report

### 6.1.3 Stop15 – Either side of intersection of Nicholson & Johnston / Elgin Streets



#### **Safety**

-Concerns around crossing over Nicholson Street at both of these stops exists as current road conditions are dangerous.

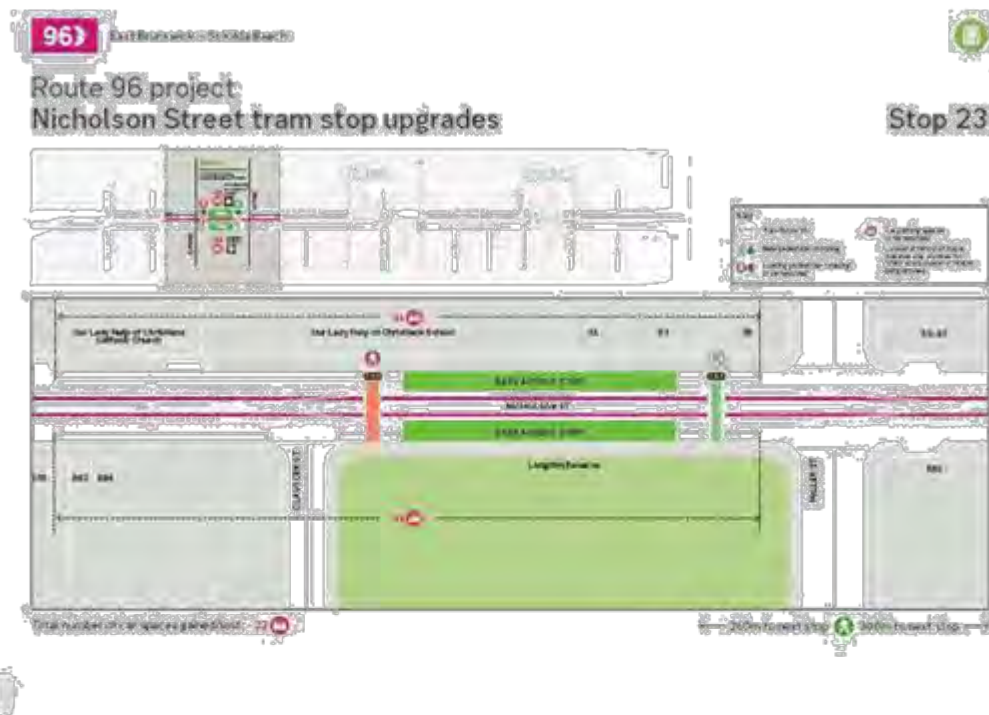
#### **Amenity**

-The increase of high density development in the area has led to an increase in passenger numbers accessing the service and the tram stops. During peak hours trams are often full, preventing passengers from boarding at stops 11-15.

-Myki machines are needed at these stops due to the high volume of passenger numbers.

## Attachment 8 - PTV Consultation Report

### 6.1.4 Stop 23 – Section between Clausen & Miller Streets



The community expressed concern about the removal of car parking in front of Our Lady Help of Christians School. PTV and VicRoads have investigated changing the short-term parking on Miller Street to allow for drop off and pick up during at either ends of the school day. Official approval from the council is required on this point.

#### Road and Traffic

-Concern that while the upgrades improve the issue of assisting mobility impaired passengers, the upgrades will also create increased amount of congestion for drivers as reduction in lanes create bottlenecks and traffic build-up.

-Recommendation for the speed limit along Nicholson Street to be reduced, specifically around the Nicholson Village shopping area as its unsafe.

-The cycle time for the current pedestrian crossing at this stop is rather long.

-Concerned about loss of parking on Nicholson Street north of Holden St/Brunswick Rd.

-Specific concerns raised by parents around the impacts of removing the parking outside the school Our Lady Help of Christian's, which is currently used for student drop off and pick up. The school currently has very limited parking and drop off / pickup areas. A solution (eg short term parking) to this issue is being sought by the community to enable children to get to school safely.

#### Access

-Concern that access to apartment complex at 16 Nicholson Street will be made illegal by restricting right hand turns crossing over the tram tracks and into the complex car park. Concerns that residents will have to do a u-turn at the lights which is going to increase traffic in side streets.

## Attachment 8 - PTV Consultation Report

-Crossing from the western side of Nicholson Street to the eastern side in order to catch the tram at the Miller Street stop has been identified as an issue. The creation of a new residential development on the corner of Miller and Nicholson Streets presents an opportunity to integrate the streetscape, the new residential development as well as traffic management infrastructure to ensure safe passage from one side of the road to the other, which could be explored.

### **Safety**

-Safety around parked cars on the western side of Nicholson street in this area is a particular issue for the two lanes vehicles travelling north. On several occasions cars travelling north in the left lane have needed to brake suddenly due to parked cars not sufficiently fitting into the car space on the left. This is impacting the safety and amenity of the pedestrian friendly environment that is trying to be encouraged within the local community strip shopping areas.

-There is strong support for the upgrade of stop 23 due the current dangerous conditions at the intersection. Its currently very difficult for all road users (cars, cyclists and pedestrians) to cross. The reduction of road use to one lane, the reduction of parking spaces, and the relocation of the pedestrian signals near Miller Street to align with the tram stop are supported. There is the perception that the upgraded accessible stop will be more visible to drivers and will slow down the traffic to a safer speed. There is also a desire to reduce the speed limit on Nicholson Street to improve the level of safety for all.

### **Amenity**

-An opportunity has been identified to improve public amenity of the local area in the instance that car parking or traffic lanes were to be reduced / removed to accommodate tram stop upgrades. This involves widening the footpaths along Nicholson Street, installing bicycle lanes, creating a more walkable environment for pedestrians and revitalising the tired village centre improving the safety and amenity of the local community, however this may not be within scope of the project.

### **Other**

-Many users of this stop have repeatedly raised the need for more or larger trams along this route, running more frequently during peak travel times, especially given the increase in residential development in the area and along the Nicholson Street corridor. Often the trams are at capacity, uncomfortable to travel on, with no space for passengers to board during peak times.

-Inclusion of a Myki machine at this stop has been requested.

## Attachment 8 - PTV Consultation Report

### 6.1.5 Stop 24 – Either side of intersection of Glenlyon / Brunswick Roads & Nicholson Street



#### Road and Traffic

-There is a desired to separate tram lines from road traffic wherever possible to allow both to move more freely. The tram should have it's own lane without cars between Blyth Street and Brunswick Road

#### Other

-Feedback states that the tram often passes through the current tram stop leaving passengers waiting at the stop for the next tram. It is unclear why this occurs however respondent suggests there should be a system where people are able to notify the tram driver that there is someone waiting at the stop to be picked up.

-With the development of new town houses and apartments in the area trams are increasingly becoming overcrowded, hence there is a need for additional services



## Attachment 8 - PTV Consultation Report

### 6.1.6 Stop 25 – Section between Albert & Kirkdale Streets



#### Road and Traffic

-The pedestrian traffic lights at the Albert Street tram stop do not turn green when the tram arrives, leaving people waiting on the opposite side of Nicholson St, resulting in people missing the tram. This is a safety concern as people cross the road on a red light, causing a potential traffic hazard.

-There is a desire to see two lanes of traffic maintained on Nicholson Street during peak periods. The concern is that restricting traffic to one lane before Kirkdale will increase traffic which is seeking to avoid delays and make it difficult to exit from Victoria Street onto Nicholson. Tram works with a narrow focus that ignore traffic will cause a reduction in amenity for residents and users of Nicholson St.

-Concerns raised around potential impacts to the local community and Nicholson Street traffic resulting from construction works – from both new building developments and tram stop upgrade works. There is a desire to ensure construction works are coordinated as current extensive building along Nicholson Street often restricts vehicle traffic to one lane, and the impact of not coordinating construction would be problematic.

## Attachment 8 - PTV Consultation Report

### 6.1.7 Out of Scope – Stops 16 to 22 and Stop 26

Detailed feedback was also received about stops 16 to 22 and stop 26 which are currently out of scope for this component of the project.

Queries were raised as to why several of the tram stops along the route were not chosen for an upgrade. On the stops in between yet to be upgraded: some residents have raised concern about these tram stop upgrades and want to be consulted on them, others are concerned that the wait has been too long and still these tram stops have not been delivered.

#### Stop 26

Residents who are opposed to the removal of Stop 26 have started a petition. They have put up posters around the neighbourhood and also started a petition page online. It is unclear how many people have signed the petition. The reason for the removal of Stop 26 is because it is located only 137 metres from Stop 25, whereas the ideal stop spacing should be 400 metres.

## 7 Next steps

### 7.1 Construction communications

Subject to necessary approvals, Yarra Trams will manage and issue communication notifications at the 6, 4 and 1 week prior to construction to ensure the community, local traders, businesses and tram passengers are aware of changes occurring along the tram route and likely construction impacts. In addition, Yarra Trams will manage all passenger communication requirements as part of their business as usual process.

## Attachment 8 - PTV Consultation Report

### 8 Appendix

#### 8.1 Website Presence – PTV Project Page



## Attachment 8 - PTV Consultation Report

### 3.2 Website Presence – TfV Get Involved Page





Attachment 8 - PTV Consultation Report

8.3 Social Media Posts



Yarra Trams Shared with the public  
facebook.com/yarratrams

Find out more about  
the Route 96 tram  
stop upgrades



Facebook

Yarra Trams Shared with the public

Find out more about the Route 96 tram stop upgrades

PTV

Facebook

Yarra Trams Shared with the public

Find out more about the Route 96 tram stop upgrades

PTV

Find out more about  
the Route 96 tram  
stop upgrades



Facebook

Yarra Trams Shared with the public

Find out more about the Route 96 tram stop upgrades

PTV

Facebook

Yarra Trams Shared with the public

Find out more about the Route 96 tram stop upgrades

PTV

Nicholson Street tram stop upgrades

Page 27 of 35

Yarra City Council – Ordinary Meeting of Council Agenda – Tuesday 19 June 2018

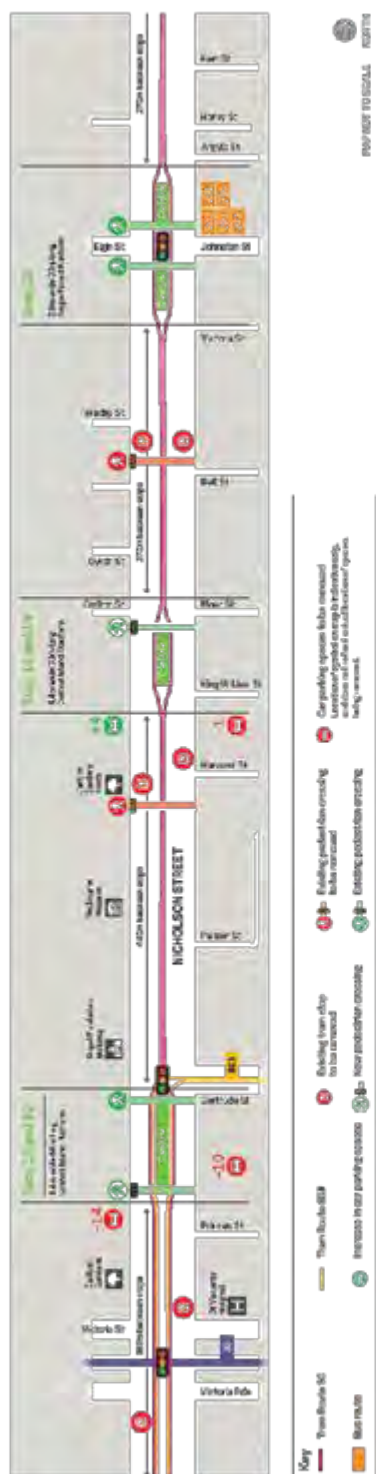
## Attachment 8 - PTV Consultation Report



## Attachment 8 - PTV Consultation Report



**Section one: Stops 11 – 15, Victoria Parade to Kerr Street (1.3km)**





## Attachment 8 - PTV Consultation Report

## 8.5 Community Survey Feedback Form



## Route 96 project Nicholson Street tram stop upgrades feedback form

We'd like your feedback so we can make improvements to your journey.

**1. Do you (select all that apply):**

<input type="checkbox"/> Live in the area	<input type="checkbox"/> Own a business in the area	<input type="checkbox"/> Work in the area
<input type="checkbox"/> Regularly visit the area	<input type="checkbox"/> Other	

**2. How often do you travel on Route 96?**

<input type="checkbox"/> Every day	<input type="checkbox"/> 5 days a week	<input type="checkbox"/> 3-4 days a week
<input type="checkbox"/> Once or twice a week	<input type="checkbox"/> Once a fortnight	<input type="checkbox"/> Once a month
<input type="checkbox"/> Less than once a month		

**3. What is the number and / or name of your local tram stop (if known)?**

---

**4. How do you travel to your local tram stop? (select all that apply)**

<input type="checkbox"/> Driving	<input type="checkbox"/> Cycling	<input type="checkbox"/> Walking	<input type="checkbox"/> Bus	<input type="checkbox"/> Other
----------------------------------	----------------------------------	----------------------------------	------------------------------	--------------------------------

**5. How important are the following for you on a scale of 5 - 1, where 5 is very important and 1 is not at all important:**

	5	4	3	2	1
Improve access to trams for mobility impaired passengers					
Passenger information displays that indicate tram arrival times					
Seating					
Car parking on Nicholson Street					
Shelter and windbreaker					



TRANSPORT FOR VICTORIA

yarra / trams

For more information visit  
ptv.vic.gov.au or call 1800 800 802.

## Attachment 8 - PTV Consultation Report

6. As part of the Nicholson Street tram stop upgrades, tram stops 11 – 15 and 23 – 25 will become fully accessible to passengers using wheelchairs, prams and other mobility aids. Improvements also include the installation of passenger information displays, shelter, seating and lighting.

In thinking about these improvements to your local tram stop, do you agree or disagree with the following?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I would feel safer waiting for trams in the upgraded tram stop.					
I would feel safer boarding and alighting trams from the upgraded tram stop.					
The tram stop upgrade would improve the quality of my travel experience.					
The tram stop upgrade would make it easier for me to travel to and from where I need to go.					

7. Does the tram stop upgrades provide you with adequate passenger facilities for your travel?

☐ Yes ☐ No

- 7a. If "no", what other passenger facilities do you think should be provided at the tram stop?

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8. Does the tram stop upgrades meet you and your family's accessibility needs?

☐ Yes ☐ No

- 8a. If "no", why not?

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9. Do you have any other feedback for the tram stop upgrades?

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For more information visit  
ptv.vic.gov.au or call 1800 800 007.

Authorised by Transport for Victoria, 1 Spring Street, Melbourne.

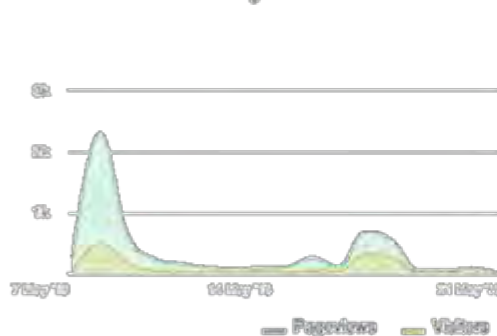
## Attachment 8 - PTV Consultation Report

## 8.6 Survey Results

## 8.6.1 Project Report Summary - Snippet



## Visitors Summary



## Highlights

TOTAL VISITS	1.8k	NEW VISITORS PER DAY	506
NEW REGISTRATIONS	3	ENGAGED VISITORS	295
UNENGAGED VISITORS	849	AWARE VISITORS	1.6k

Aware Participants		1,592		Engaged Participants		295					
Aware Actions Performed		Participants		Engaged Actions Performed		Registered		Unregistered		Anonymous	
Visited Project or Tool Page		1,531									
Informed Participants		849		Contributed on Forums		0		0		0	
Informed Actions Performed		Participants		Participated in Surveys		2		0		295	
				Contributed to Newsletters		0		0		0	
Viewed articles		0		Participated in Q&A Pals		0		0		0	
Viewed a photo		55		Participated in Questionnaire		0		0		0	
Downloaded a document		217		Contributed to Stories		0		0		0	
Visited the Key Dates page		0		Asked Questions		0		0		0	
Visited an FAQ/Help Page		443		Placed Pins on Maps		0		0		0	
Visited Instagram Page		0		Contributed to Ideas		0		0		0	
Visited Multiple Project Pages		666									
Contributed to a tool (engaged)		295									

## Attachment 8 - PTV Consultation Report

Get Involved | Transport for Victoria: Summary Report for 17 May 2018 to 21 May 2018

### ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Responses		
				Response	Uncontacted	Anonymous
Survey Tool	Provide your feedback on the Route 66 tram stop upgrade	Activated	429	2	0	229

### INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Widget Generated
Page	Page	443	420
Document	Windsor Street near Greville stop 11-12.jpg	119	120
Document	Windsor Street near Miller stop 13	133	133
Document	Windsor Street near Johnston stop 14	143	139
Document	Windsor Street near Glenferrie stop 16	139	143
Document	Windsor Street near King William stop 17-18	113	130
Document	Windsor Street near Wattle stop 19	113	129
Document	Windsor Street tram stop upgrade overview	19	42
Photo	Early Route 66.jpg	55	17
Photo	Route 66 Windsor Street Guide Map	28	79
Photo	Windsor Street Upgrade Wheelchair	29	31
Key Dates	Key Dates	0	0



## Attachment 8 - PTV Consultation Report

### 8.6.2 Raw Data

To be provided as a separate attachment

## **11.8 An Update on the Victorian Heritage Restoration Fund**

Trim Record Number: D18/96006

Responsible Officer: Group Manager Chief Executive's Office

### **Purpose**

1. To seek Council's endorsement to the proposed changes to Victorian Heritage Restoration Fund from year 2018/2019.

### **Background**

2. The Melbourne Heritage Restoration Fund (MHRF) was established in 1988 to provide grants and loans to City of Melbourne land owners to conserve and restore their heritage buildings for the enjoyment of the wider community.
3. The City of Yarra became a partner to MHRF in 2010 and offered to contribute \$50,000 to the MHRF so that funding is also available for restoration of properties within Yarra. This partnership has continued since then.
4. In 2013, the name of the Melbourne Heritage Restoration fund was changed to the Victorian Heritage Restoration Fund.
5. The VHRF incorporates:
  - (a) Melbourne Heritage Restoration Fund (MHRF);
  - (b) Yarra Heritage Restoration Fund (YHRF); and
  - (c) Ballarat Heritage Restoration Fund (BHRF).
6. The National Trust of Australia (Vic) has offered administration of VHRF since 2010. Their services include secretariat support to VHRF, financial administration of all funds under control, expert assessment and advice on all grant applications and grant administration services.
7. The VHRF operations and funds are overseen by a Committee of Management comprising representatives of the City of Melbourne, City of Yarra, the Department of Environment, Land, Water and Planning (Heritage Victoria), the Heritage Council of Victoria, the Municipal Association of Victoria, the National Trust of Australia (Victoria) and the National Trust Board.
8. Over the years a number of properties in the City of Yarra have been benefitted through this fund. Following are the details of the grants provided to City of Yarra applicants in the last five years:
  - (a) Year 2013/2014 - \$99,000;
  - (b) Year 2014/2015 - \$101,400;
  - (c) Year 2015/2016 - \$59,016;
  - (d) Year 2016/2017 - \$109,000; and
  - (e) Year 2017/2018 (to date) \$18,000.
9. The administrative costs for management of VHRF so far also have been managed through seed funding originally provided by the State Government and the City of Melbourne. These funds have depleted substantially over the years.
10. Although initially application to YHRF has been supported by an additional grant from VHRF and including payment of the administrative costs, there has been no commitment to do so regularly by the VHRF.
11. Due to funding constraints, no matching grant to YHRF has been provided by VHRF in the 2017/2018 financial year.

12. A financial review of the VHRF undertaken by the Committee of Management, this year, has indicated that there are not enough funds to cover the administrative costs to continue VHRF next year (2018-19).
13. The Committee has proposed the following model if the VHRF is to continue next year (financial year 2018-2019)
  - (a) each partnering Council will have to provide \$10,000 towards the administrative costs. The balance of the administrative costs will have to come from the VHRF;
  - (b) there should be a commitment from at least three Councils to partner the VHRF; and
  - (c) there will be no matching component of the funding to the Council's funds from the VHRF.

### **External Consultation**

14. The VHRF is being promoted through Councils' and the National Trust's websites as well as through various heritage forums. Recently a presentation was made in the Local Government Heritage Forum.
15. The National Trust is also sending letters to interested Councils and conducting meetings about various aspects of functioning, administration and management of funds.
16. An update on the VHRF and the proposed new model was provided to Yarra's Heritage Advisory Committee in its meeting in March 2018.

### **Internal Consultation (One Yarra)**

17. Council's Strategic and Statutory Planning units are provided an update on VHRF from time to time.

### **Financial Implications**

18. The proposal to use \$10,000 towards the administrative cost would mean that \$40,000 would be available towards the restoration grant.
19. Keeping the grant amount to \$50,000 would need additional funding commitment of \$10,000 every year to meet the administrative costs under the new model.

### **Economic Implications**

20. The proposed model of VHRF would still be economical to the Council as the cost of managing the funds in house would require substantial officer time and expert advice.
21. It would also help the heritage property owners wanting to restore their properties.

### **Sustainability Implications**

22. Restoration of heritage buildings improves sustainability of existing buildings.

### **Social Implications**

23. Heritage is one of the most valued characteristics of the built environment which is enjoyed by the community. Restoring heritage buildings would be viewed positively by the local community.

### **Human Rights Implications**

24. There are no known human right implications of proposed changes to the fund.

### **Communications with CALD Communities Implications**

25. A link to the VHRF is advertised through the Council website. The assistance to information is also available to CALD communities when required.

### **Council Plan, Strategy and Policy Implications**

26. Council's participation in VHRF aligns with the Yarra Council Plan (2017-2021) objective on *"A liveable Yarra"* which includes that *"Development and growth are managed to maintain and enhance the character and heritage of the city"*.

## **Legal Implications**

27. There are no direct legal implications related to the changes to the funding model.

## **Options**

28. Following options can be considered for Yarra City Council's participation in the VHRF based on the proposed model:
- (a) Option A- Continue providing \$50,000 each year and accept the administrative cost component of \$10,000 to come out of that; and
  - (b) Option B- Increase Council's contribution to \$60,000 where the grant amount to the community remains to be \$50,000 as originally approved.

## **Conclusion**

29. As heritage is one of the most valued characteristics by the Yarra community; there is a value in continuing funding support for restoration of heritage properties within Yarra through the VHRF. Allocation of additional \$10,000 would be preferred so that the amount of grant funding for heritage restoration by Yarra still remains to be \$50,000 each year.

## **RECOMMENDATION**

1. That Council:
- (a) endorse increasing the annual contribution to VHRF to be \$60,000 (to include the administrative cost component of \$10,000) as stated in Option B above; and
  - (b) endorse incorporation of \$60,000 towards VHRF instead of \$50,000 in the Council budget for year 2018-19.

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## **Attachments**

There are no attachments for this report.



## 11.9 City of Yarra Heritage Advisory Committee Membership

Trim Record Number: D18/101117

Responsible Officer: Group Manager Chief Executive's Office

### Purpose

1. To seek Council's endorsement of membership of Yarra Heritage Advisory Committee 2018-2022.

### Background

2. On 19 December 2017, Council adopted the revised Terms of Reference of the City of Yarra Heritage Advisory Committee (Attachment 1).
3. In this meeting Council also resolved to appoint a new HAC for a four year term and call for nominations in early in 2018.
4. The objective of the City of Yarra Heritage Advisory Committee (the HAC) is to provide advice to Council on heritage matters including Yarra's natural, built and cultural heritage.
5. Their responsibilities include:
  - (a) the monitoring and implementation of the *Yarra Heritage Strategy*;
  - (b) the ongoing review of Yarra's heritage policies, plans and strategies;
  - (c) any further work required to document and protect Yarra's natural, built and cultural heritage;
  - (d) issues affecting heritage across the municipality (e. g. trends in development, sustainability or neglect of heritage places);
  - (e) policy and strategic objectives concerning City of Yarra's responsibilities for the World Heritage Environs Area within Yarra's boundary;
  - (f) the effective promotion of Yarra's heritage including raising public awareness of heritage matters and services; and
  - (g) nominations of state, national and world heritage significance.
6. The Terms of Reference (ToR) of the HAC also require that the committee will comprise of
  - (a) three Councillors (one from each ward), appointed on an annual basis, to take it in turns to Chair the HAC meetings and also present the Delegate Report to Council.
  - (b) twelve community representatives from across the City of Yarra whom shall be drawn from:
    - (i) local heritage and community groups;
    - (ii) at least one third of the twelve members to have specific expertise from a range of sectors including but not limited to conservation architecture, landscape architecture, aboriginal heritage, history and cultural planning; and
    - (iii) a representative from the National Trust.
  - (c) a membership which includes a representation mix of gender and at least two members who are no more than 30 years of age at the time of nomination, to encourage a balance reflecting Yarra's community;
7. A public expression of interest process has recently been conducted for all 12 positions on the HAC for the 2018-2022 term including a nomination from the National Trust.
8. The expression of interest process was promoted in the following ways:
  - (a) on Council's website and social media accounts;
  - (b) emails to a comprehensive range of Council networks; and

- (c) direct emails to members of the previous Yarra Heritage Advisory Committee.
  - (d) Emails to professional networks (such as Heritage Chat Network), universities, professional bodies such as the National Trust, Heritage Victoria, ICOMOS Australia, Australian Institute of Architects etc.
9. The call for *Expressions of Interest* was advertised from 19 February 2018 to 6 April 2018.
  10. Council sought applicants with:
    - (a) A demonstrated interest or expertise in heritage;
    - (b) An understanding of community needs, concerns and issues relating to heritage in the City of Yarra;
    - (c) An understanding of the role that Local Government has in heritage matters.
    - (d) Ideas on how the promotion of heritage services could be undertaken;
    - (e) An ability and commitment to consider and value a wide cross section of community views; and
    - (f) A commitment to participate in meetings on a bimonthly basis, or at other times as determined necessary by the HAC;
    - (g) Relevant skills and experience working collaboratively in a group at a strategic level; and
    - (h) Their confirmation that they have the approval of their respective local heritage /community group to be their representative;
  11. There was a very strong response to the call for nominations, with 22 applicants to fill the 12 positions on the HAC. Six nominations were from existing committee members, and 16 were new applicants.
  12. Officers were pleased with the diversity of knowledge, skills, experience, gender, age and community representation reflected in the applicants.
  13. Upon assessing the applications officers together with the Councillor Member of the HAC created a shortlist for interview to select new members.
  14. The members of the existing HAC (2013) who had re-applied were not interviewed.
  15. Officers believe that the proposed 12 member shortlist will create a strong and active committee able to contribute to the breadth of issues encompassed by Council and to represent the diversity of Yarra's community.

### **External Consultation**

16. The promotion of the nomination process for the Yarra Heritage Advisory Committee is detailed in paragraph 8 of this report.

### **Internal Consultation (One Yarra)**

17. The Communications Unit provided advice and support on the requirements of the public expression of interest process.
18. Other units of the Council such as the Youth Services, Arts and Cultural Services were involved in promoting the Eol process.

### **Financial Implications**

19. There are no financial implications associated with this report.

### **Economic Implications**

20. There are no economic implications associated with this report.

### **Sustainability Implications**

21. The membership has been chosen to best advice Council on sustainability of built, natural and cultural heritage of Yarra.

### **Social Implications**

22. Heritage is one of the key aspects valued by the Yarra community. The new Heritage Advisory Committee would provide advice on all aspects including social and cultural aspects.

### **Human Rights Implications**

23. There are no human rights implications associated with this report.

### **Communications with CALD Communities Implications**

24. There was broad general promotion of the expression of interest process, with an aim to seek diverse representation on the proposed committee.

### **Council Plan, Strategy and Policy Implications**

25. The facilitation of the HAC is consistent with the objective of Yarra's Council Plan and Heritage Strategy.

### **Legal Implications**

26. There are no legal implications associated with this report.

### **Other Issues**

27. Nil

### **Options**

28. Officers together with the Councillor Members of the HAC have shortlisted 12 members (8 new members and 4 existing members) from 22 applications based on their skills, knowledge, experience and ability to represent and assist Council to engage with Yarra's diverse community and to have a diversity in age and gender.
29. The following can be considered by the Council
  - (a) support the 12 recommended Committee Members to sit on the City of Yarra Heritage Advisory Committee 2018-2022; and
  - (b) amend the membership in the proposed shortlist.

### **Conclusion**

30. Council staff has undertaken a public expression of interest process in accordance with the Terms of Reference and Council's requirements relating to community advisory committees.
31. A strong diversity of interests, skills and experience is apparent in the 12 nominees shortlisted for the Heritage Advisory Committee membership which also includes two members below the age of 30 years.
32. It is considered that the proposed shortlist represents an excellent diversity of membership, and provides capacity to ensure a strong and active committee across a variety of heritage and community interests.

## RECOMMENDATION

1. That Council note the report regarding nominations for the City of Yarra Heritage Advisory Committee 2018 – 2022.
2. That Council, having considered the nominations received for community representative positions, appoint the following applicants to the City of Yarra Heritage Advisory Committee:
  - (a) \_\_\_\_\_
  - (b) \_\_\_\_\_
  - (c) \_\_\_\_\_
  - (d) \_\_\_\_\_
  - (e) \_\_\_\_\_
  - (f) \_\_\_\_\_
  - (g) \_\_\_\_\_
  - (h) \_\_\_\_\_
  - (i) \_\_\_\_\_
  - (j) \_\_\_\_\_
  - (k) \_\_\_\_\_
  - (l) \_\_\_\_\_
3. That officers thank all persons who nominated their interest for the HAC through a formal correspondence advising of the Council decision.
4. That the list of applicants be retained so that in the event of a vacancy arising, additional applicants may be invited to participate in the City of Yarra Heritage Advisory Committee in accordance with the Appointment of Members to Council Committees Policy.

**CONTACT OFFICER:** Richa Swarup  
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## Attachments

- 1 Terms of Reference of the HAC



## **Attachment 1 - Terms of Reference of the HAC**

### **CITY OF YARRA HERITAGE ADVISORY COMMITTEE - TERMS OF REFERENCE**

**Version 19/12/2017**

#### **1. Purpose**

To provide advice to Council on heritage matters including Yarra's natural, built and cultural heritage.

#### **2. Role and Responsibilities**

- (a) To provide advice and recommendations to Council on:
  - (i) the monitoring and implementation of the *Yarra Heritage Strategy*;
  - (ii) the ongoing review of Yarra's heritage policies, plans and strategies;
  - (iii) any further work required to document and protect Yarra's natural, built and cultural heritage;
  - (iv) issues affecting heritage across the municipality (e.g. trends in development, sustainability or neglect of heritage places);
  - (v) policy and strategic objectives concerning City of Yarra's responsibilities for the World Heritage Environs Area within Yarra's boundary;
  - (vi) the effective promotion of Yarra's heritage including raising public awareness of heritage matters and services; and
  - (vii) nominations of state, national and world heritage significance.

#### **3. Membership: and attendance**

**3.1 Appointments to the committee** shall be made by Council and will include:

- (a) three Councillors (one from each ward), appointed on an annual basis, to take it in turns to Chair the HAC meetings and also present the Delegate Report to Council.
- (b) twelve community representatives from across the City of Yarra whom shall be drawn from:
  - (i) local heritage and community groups;
  - (ii) at least one third of the twelve members to have specific expertise from a range of sectors including but not limited to conservation architecture, landscape architecture, aboriginal heritage, history and cultural planning; and
  - (iii) a representative from the National Trust.
- (c) a membership which includes a representation mix of gender and at least two members who are no more than 30 years of age at the time of nomination, to encourage a balance reflecting Yarra's community;

**Attachment 1 - Terms of Reference of the HAC****3.2 Representation:**

- (a) A requirement that committee members with long standing involvement in, or who hold a position in a local heritage / community groups, are a formal representative of that local heritage /community group at the HAC;
- (b) That Community representatives shall be formally appointed by the Council for a period of four years and will be selected via a public notification process which calls for nominations at least three months before the committee term expires; and
- (c) Should a vacancy occur, Council may appoint a replacement for the balance of the term.

**3.3 Staff attendance at meetings**

- (a) Staff in attendance at meetings will include the Senior Heritage Advisor, the Group Manager Chief Executive's Office (or representative), and the officer servicing the Committee,
- (b) Other officers will be available to attend meetings of the HAC as required by the agenda or for particular purposes as requested by the Chair or Senior Heritage Advisor.

**4. Selection process and criteria for community members**

- (a) The Council will seek applicants for membership of the HAC through public notices at least three months prior to the end of the current term.
- (b) Subject always to the requirements clause 3.1(b), as far as practical, the membership will reflect diversity in gender, cultural background and locality representation.
- (c) Applicants will be requested to submit a short statement of capabilities addressing the following criteria:
  - (i) A demonstrated interest or expertise in heritage.
  - (ii) That they have the approval of their respective local heritage /community group to be their representative;
  - (iii) An understanding of community needs, concerns and issues relating to heritage in the City of Yarra.
  - (iv) An understanding of the role that Local Government has in heritage matters.
  - (v) Ideas on how the promotion of heritage services could be undertaken.
  - (vi) An ability and commitment to consider and value a wide cross section of community views.
  - (vii) A commitment to participate in meetings on a bimonthly basis, or at other times as determined necessary by the HAC.
- (d) Applicants will be shortlisted by a panel of relevant staff involved in heritage, and Councillors on HAC. Shortlisted applicants may be interviewed by the panel prior to a formal report and recommendations being made to Council for approval.
- (e) Existing members may nominate to renew their membership on the HAC.

**5. Member responsibilities**

- (a) Members must declare any personal interest, connection or association with any matter brought before the HAC.

## **Attachment 1 - Terms of Reference of the HAC**

- (b) Members must not make improper use of information acquired as a consequence of membership of the HAC.
- (c) If matters of a confidential nature are discussed by the HAC, Members must respect that confidentiality.
- (d) A member of the HAC may resign at any time. Notice of resignation is to be provided in writing to Council and the Group Manager Chief Executive's Office.
- (e) Membership of the HAC may be terminated for any of the following reasons:
  - (i) failure to attend two consecutive meetings without prior notice; and
  - (ii) conduct unbecoming to a member, for example, a breach of confidentiality.
- (f) If Council intends to make a decision to terminate a membership of the HAC it will give the member written notice setting out the intended decision and the grounds on which it is based. The member will have the opportunity to address the Council prior to it making a decision.

### **6. Meeting procedure**

- (a) Meetings of the committee are to be undertaken on a bimonthly basis or at other times as determined necessary by the HAC.
- (b) HAC meetings are to be chaired by the appointed Councillor on a rostered basis or if unavailable, one of the other two Councillors. If all Councillors are absent, a member agreed to by the Committee will act as Chair.
- (c) The Chair of the meeting has a casting vote (this applies to Councillors only).
- (d) The quorum for any meeting of the HAC shall be seven members.

### **7. Reporting and circulation**

- (a) The HAC Chair will present a Delegate Report to Council after every HAC meeting on issues and advice that arise from that HAC meeting with a copy provided subsequently to all HAC members by the officer servicing the HAC.
- (b) A staff member from Council's Governance Branch (or other available officer) will be responsible for attending meetings, distributing agendas and minutes, being the central contact point for the committee and for providing any background information as required.
- (c) The Agenda and all new background information to be circulated at least a week prior to the meeting.
- (d) An annual progress report will be prepared to update Council on progress of the HAC, highlighting achievements, activities and major heritage issues affecting the municipality. This will be prepared including input and advice by the HAC and reported to Council within 2 months of the anniversary of the Committee.

### **8. Terms of the committee**

- (a) The HAC ceases to exist after four years from the date of its appointment by Council, unless extended by Council resolution.

## **Attachment 1 - Terms of Reference of the HAC**

- (b) The terms of reference for the HAC must be reviewed during each HAC term and before consideration of appointment of any new HAC. Any changes proposed, will require approval by Council.
- (c) The HAC has no delegated authority to make determination, to act or to incur expenditure on behalf of Council.