Ordinary Meeting of Council Agenda

to be held on Tuesday 16 April 2019 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.

www.yarracity.vic.gov.au

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

Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- Ivan Gilbert (Group Manager – Chief Executive's Office)
- Lucas Gosling (Director - Community Wellbeing)
- Gracie Karabinis (Acting Group Manager – People, Culture and Community)
- Chris Leivers (Director – City Works and Assets)
- Diarmuid McAlary (Director - Corporate, Business and Finance)
- Bruce Phillips (Director - Planning and Place Making)
- Mel Nikou (Governance Officer)

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

4. Confidential business reports

Item

4.1 Matters prejudicial to Council and/or any person

4.2 Matters prejudicial to Council and/or any person

4.3 Matters prejudicial to Council and/or any person

Confidential business reports

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

RECOMMENDATION

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

5. Confirmation of minutes

RECOMMENDATION

That the minutes of the Ordinary Council Meeting held on Tuesday 2 April 2019 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	Draft 2019/20 Budget, Strategic Resource Plan 2019/20 to 2022/23 and Long Term Financial Strategy 2019/20 to 2028/29 Adoption in Principle	7	9	Ange Marshall – Chief Financial Officer
11.2	Development of Climate Emergency Plan	192	198	Michael Oke – Sustainability Unit Manager
11.3	Appointment of Councillor to Council Committees	199	202	Ivan Gilbert - Executive Manager - Chief Executive's Office
11.4	Proposed Motions for MAV State Council 2019	203	204	Ivan Gilbert - Executive Manager - Chief Executive's Office
11.5	Report on Assemblies of Councillors	207	208	Ivan Gilbert - Executive Manager - Chief Executive's Office
11.6	626 Heidelberg Road, Alphington - Planning Application No. PLN17/0703.01 - Section 72 Amendment	212	284	Amy Hodgen – Coordinator Statutory Planning

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

11.1 Draft 2019/20 Budget, Strategic Resource Plan 2019/20 to 2022/23 and Long Term Financial Strategy 2019/20 to 2028/29 Adoption in Principle

Trim Record Number: D19/54054
Responsible Officer: Director Corporate, Business and Finance

Purpose

1. To consider Council's Draft Budget for 2019/20 including the Draft Strategic Resource Plan 2019/20 to 2022/23 (SRP), and the Draft Long Term Financial Strategy 2019/20 to 2028/29 (LTFS), and to resolve to place these documents on public exhibition.

Background

2. Section 127 of the Act provides that Council must prepare a Budget each financial year.
3. Section 126 of the Act requires Council to adopt a Strategic Resource Plan (SRP).
4. Section 129 of the Act requires that Council, having prepared a budget, must give public notice of its preparation and gives a right to any person to make a submission under section 223 of the Act.

External Consultation

5. In accordance with Section 129 of the Act, public notice of the preparation of the Draft Budget, SRP, and LTFS will be given by placing an advertisement in the Age newspaper and for information purposes, the Melbourne Times. Public notice includes information required by the *Local Government (Planning and Reporting) Regulations* 2014, and display of the Draft Budget at Council offices which will include the following locations:
   (a) Richmond Town Hall, 333 Bridge Road, Richmond;
   (b) Collingwood Town Hall, 140 Hoddle Street, Abbotsford;
   (c) Collingwood Library, 11 Stanton Street, Abbotsford;
   (d) Richmond Library, 415 Church Street, Richmond;
   (e) Fitzroy Library, 128 Moor Street, Fitzroy;
   (f) Bargoonga Nganjin - North Fitzroy Library, 240 St Georges Road, North Fitzroy;
   (g) Carlton Library, 667 Rathdowne Street, North Carlton; and
   (h) Council's Web site: www.yarracity.vic.gov.au
6. Council again held early community consultation, during November to December 2018 as part of this year's budget process. The information from these sessions have assisted Councillors in developing this draft Budget and SRP. This consultation is in addition to the required Local Government Act statutory consultation, which will still occur upon adoption in principle of these documents.
7. Council is committed to further community consultation as part of the 2019/20 budget development process. Public consultation sessions have been scheduled in May 2019 to seek further community input, on the following dates:
   (a) Monday 6 May (3.00 – 4.00 pm) at Fitzroy Town Hall (201 Napier St Fitzroy); and
   (b) Monday 6 May (6.00pm – 7.00pm) at Fitzroy Town Hall (201 Napier St Fitzroy).
8. In accordance with Section 223 of the Act any person has the right to make a submission on the Budget.
9. A Special Council Meeting will be held on Tuesday 4 June 2019 to hear submissions.

10. Written submissions on the Draft Budget must be received by Council by 5.00pm Friday 17 May 2019. Submitters must state in their submission if they wish to speak to their submission at the Special Council Meeting on Tuesday 4 June 2019. Submissions will be considered by Council at the ordinary Council Meeting on Tuesday 25 June 2019.

11. Any alterations to the Draft Budget, SRP, or LTFS that are resolved by Council, as a result of the consultative process, will be incorporated into the resolution at the adoption of the Budget at the Council Meeting on 25 June 2019.

12. The Draft Budget has been developed through a rigorous process of review by Council and Council Officers. Council has placed an emphasis on the continuation of service delivery for our community and support for our residents.

Internal Consultation (One Yarra)

13. Extensive internal consultation has been undertaken with key budget responsible officers which commenced in January 2019. The draft proposed budget information has been discussed in detail with Councillors on several occasions from December 2018 to March 2019 and also with the Executive over the same time period.

Financial Implications

14. The ongoing financial viability of Council will depend on its ability to generate additional revenue, and to continue to tightly control cost pressures and operating expenditure.

15. Within the Draft Budget, operating expenditure is provided for operations and core services, at the same high quality service levels as 2018/19.

16. The proposed Capital Works Program is a comprehensive asset renewal and upgrade works program of $31.3 million.

Economic Implications

17. Council's budget has wide-ranging economic implications for Yarra's citizens, particularly those reliant on Council infrastructure, services and funding, as well as those people that benefit from Council's strategic advocacy role.

Sustainability Implications

18. The Draft Budget, SRP, & LTFS support Council's environmental sustainability strategies as outlined in the Council Plan and is prepared on the basis of achieving long-term financial sustainability of Council.

Social Implications

19. The Draft Budget, SRP & LTFS support Council's social policies and services.

Human Rights Implications

20. There are no Human Rights implications.

Communications with CALD Communities Implications

21. The Draft Budget will be advertised widely and explanation and guidance will be available regarding CALD community implications.

Council Plan, Strategy and Policy Implications

22. The Council Plan 2017-21, formally adopted on 1 August 2017, outlines seven Strategic Objectives, representing Council's direction for the next four years.

23. The 2019/20 Proposed Budget includes a Strategic Resource Plan which supports the 2019/20 financial year and the last financial year of the Council Plan.

24. The Council Plan 2017-21 has been reviewed in accordance with S125(7) of the Local Government Act 1989 which requires Council to consider whether the Council Plan requires any adjustment in respect of the remaining period of the Council Plan, at least once in each financial year. Adjustments to Strategic Objectives, Strategies or Strategic Indicators require a section 223 public submission process and the Minister being advised. No adjustments are being proposed.

Legal Implications

25. The annual budget process is a statutory process as specified in the Act and preparing a draft budget for community consultation is the first formal stage of the budget setting process.

Other Issues

26. There are no other issues.

Options

27. There are no alternative options.

Conclusion

28. Council endorsement of the Draft Budget, SRP and LTFS commences the public advertising and consultation process (minimum 28 days) and it is recommended that Council adopt the Draft Budget 2019/20 (including the draft SRP) and draft LTFS 2019/20 to 2028/29 for that purpose.

RECOMMENDATION

1. That Council:
   (a) adopt the Draft Budget 2019/20 as the budget prepared for the purpose of sections 126 and 127 (1) of the Local Government Act 1989 (the Act);
   (b) authorises the Chief Executive Officer to:
      (i) give public notice of the preparation of the Draft Budget, in accordance with sections 129(1) and 223 of the Act and Part 3 of the Local Government (Planning and Reporting) Regulations 2014; and
      (ii) make the Draft Budget, Strategic Resource Plan and Long Term Financial Strategy available for public inspection in accordance with Section 129 of the Act;
   (c) hears submissions received on the Draft Budget at the Special Council Meeting to be held Tuesday 4 June 2019 pursuant to Section 223 of the Act;
   (d) considers submissions received on the Draft Budget at the Ordinary Council Meeting to be held Tuesday 25 June 2019 pursuant to Section 223 of the Act; and
   (e) resolves to consider for adoption the Draft Budget and Long Term Financial Strategy, with or without modification, at the Special Council meeting to be held on Tuesday 25 June 2019.

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

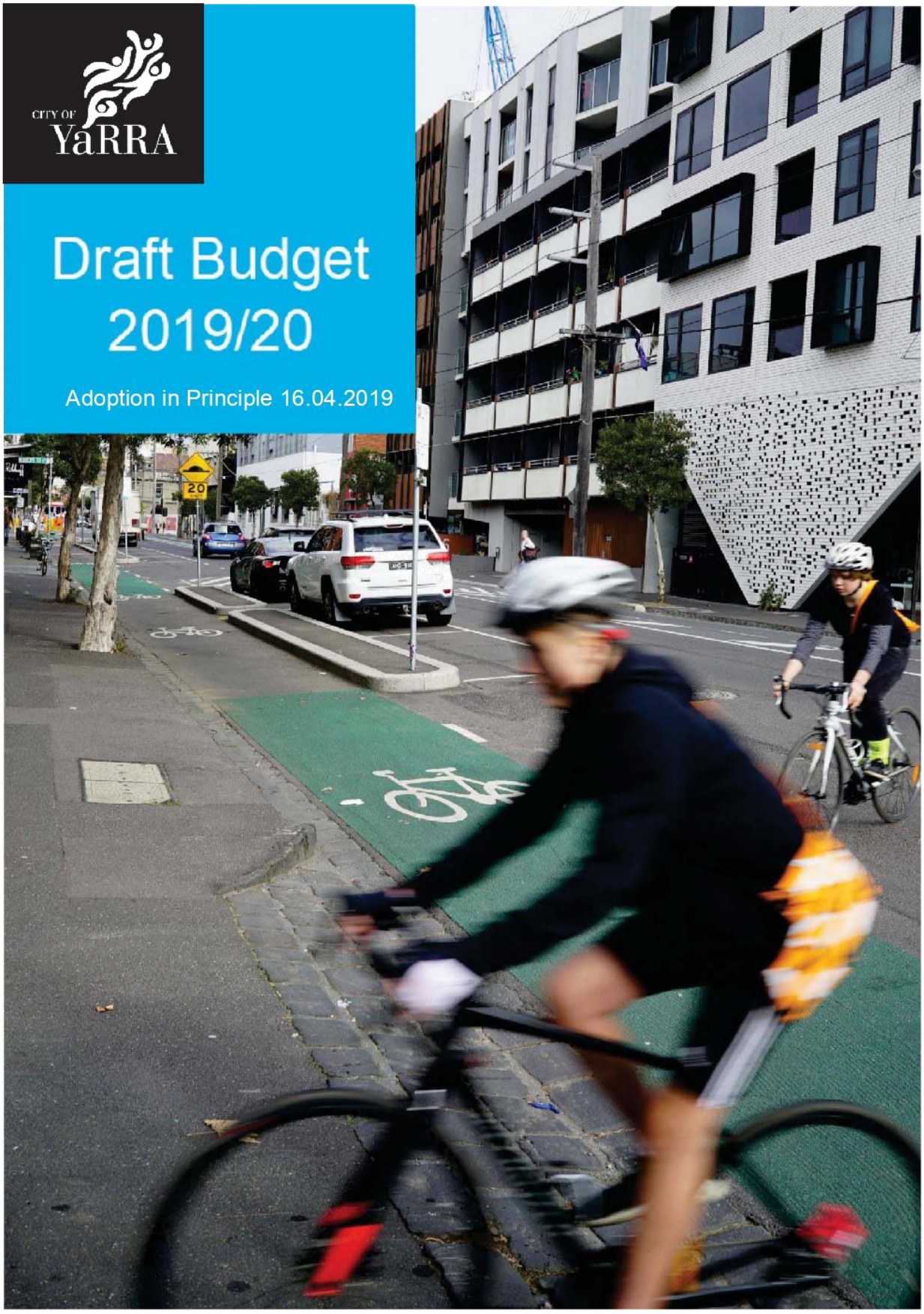
Attachments
1⇩ Draft Budget 2019-20 Adoption in Principle
2⇩ Draft SRP 2019-20 to 2022-23 Adoption in Principle
3⇩ Draft LTFS 2019-20 to 2028-29 Adoption in Principle

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

CITY OF YARRA

Draft Budget 2019/20

Adoption in Principle 16.04.2019



Attachment 1 - Draft Budget 2019-20 Adoption in Principle

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DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

Message from the Mayor and CEO

Thank you for sharing your ideas and priorities with us during the first phase of community consultation for this budget. Your feedback has helped us produce a budget that supports the broad range of services and facilities that our growing community needs. It supports programs like immunisation, childcare and kindergarten. It funds our parks, libraries and leisure centres, and supports our business and creative communities. It enables us to plan for sustainable growth, harness new technologies, improve our network of roads, pursue innovative solutions to waste collection, and much more.

The draft budget continues to deliver on our long-term vision to become smarter and more sustainable through our use of innovative technologies. This year we will continue to source 100% of our electricity needs from renewable sources, including a major new windfarm in regional Victoria. We are helping to drive construction of the wind farm with our partners in the Melbourne Renewable Energy Project. This is just one part of our sector-leading response to the climate emergency facing our city and our world. This year we are partnering with the Yarra Energy Foundation to deliver a Climate Emergency Plan that empowers every member of the Yarra community to reduce their carbon emissions.

We're embracing a smart city approach to provide a more targeted, timely and cost-effective service for the community. Our new Thinxtra wireless network allows us to track Council assets in real time. At first, we will use the network to tell us when a public bin needs to be emptied. Other uses might include telling us when to replace a street light or service a public toilet. These innovations ensure that every budget dollar works harder and smarter for the Yarra community.

This year's budget also supports our trailblazing recycling trial. Participating households will receive a glass collection, a food and green waste collection, and a standard recycling collection. Collecting glass separately will provide the material to resurface local roads. It will also reduce the amount of waste going to landfill, and boost the quality of our regular recycling, which is often contaminated by glass fragments. And by demonstrating the potential for local recycling markets, we will be leading the response on the recycling crisis affecting Victoria.

This budget includes $31.3m worth of capital works and new initiatives, including upgrades and renewals for facilities cherished by their local communities:

- $2.4m for upgrades to facilities at Ryans Reserve and Kevin Bartlett Reserve, Richmond
- $1.4m for traffic and safety initiatives in Abbotsford, North Fitzroy and Richmond
- $1m for trees throughout Yarra (a $200,000 increase over last year)
- $900,000+ for bicycle infrastructure across Yarra, including completing the bike lane in Wellington Street, Collingwood
- $560,000 to improve streetscapes in Swan Street and Bridge Road, Richmond
- $485,000 for improving storage and designing enhancements to Panther Pavilion boating facilities in Fairfield Park, Fairfield
- $70,000 to redevelop the Carlton Library Courtyard
- $60,000 to make Council Meetings more accessible via livestreaming

Thank you for your interest in our draft budget for 2019/20. We have worked hard to deliver a draft budget brimming with innovation and creativity, while preserving a strong and sustainable financial position for the city, all within the constraints of the 2.5% cap on average rate increases. We now invite you to review the draft budget and to provide further feedback on any changes you would like to see.

Cr Danae Bosler
Mayor

Vijaya Vaidyanath
Chief Executive Officer

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

The financial snapshot below shows Council's key financial statistics:

Financial Snapshot				
Key Statistics	*2018-19*		*2019-20*	
	Forecast		*Budget*	
	$million		*$million*	
Total Revenue	*$*	*214.12*	*$*	*200.42*
Total Expenditure	*$*	*184.77*	*$*	*188.91*
Comprehensive Operating Surplus	*$*	*29.34*	*$*	*63.71*
Adjusted underlying result	*$*	*4.50*	*$*	*4.77*
Operating cash result	*$*	*58.48*	*$*	*36.99*
Capital Works Program	*$*	*31.30*	*$*	*31.33*
Funding the Capital Works Program				
Council	*$*	*25.81*	*$*	*27.80*
Grants	*$*	*2.84*	*$*	*2.43*
Open Space Reserve contributions	*$*	*2.65*	*$*	*1.10*
Borrowings	*$*	*-*	*$*	*-*

Commentary on the financial snapshot:

- Total Revenue is decreasing from forecast to budget next year due to the $17.5m one off grant Council will receive for the Fitzroy Depot relocation. The money is forecast to be received in 2018-19 and will be spent over future years via the capital program.

- The Operating Cash Result decreases for the same reason.

- The Comprehensive Operating Surplus increases due to the revaluation of Council's assets in that year - $52m non-cash accounting entry and this is offset by the decrease in the grants funds mentioned above.

- The cash received for the grant will form part of Council's cash holdings at the end of each year, until the project is complete, which is why the cash at bank at the end of the year for the next few years is at a high level. This cash is restricted for future use on the capital project to relocate the Depot.

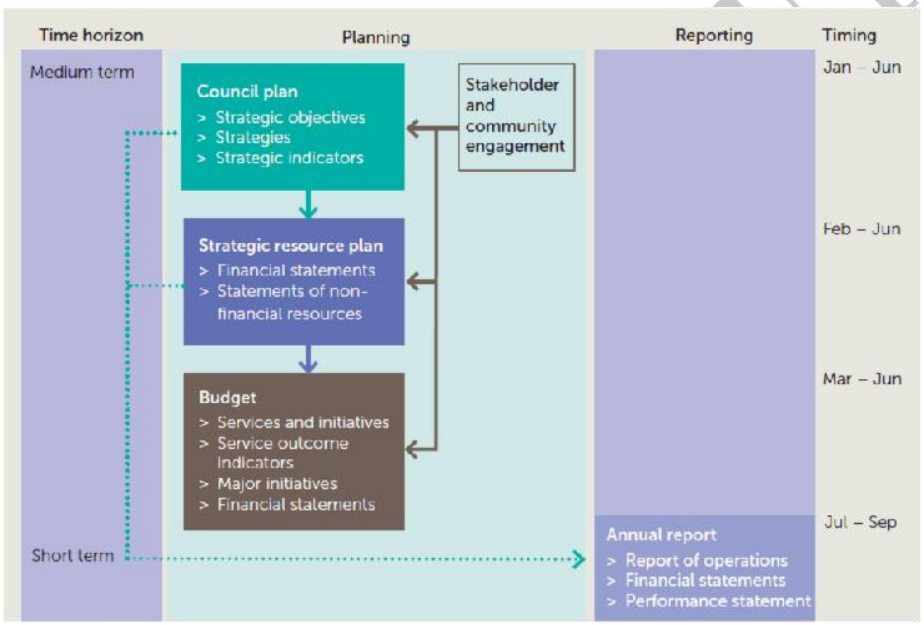
DRAFT BUDGET

1. Link to the Council Plan

This section describes how the Annual Budget links to the achievement of the Council Plan within an overall planning and reporting framework. This framework guides the Council in identifying community needs and aspirations over the long term, medium term (Council Plan) and short term (Annual Budget) and then holding itself accountable (Annual Report).

1.1 Planning and accountability framework

The Strategic Resource Plan, part of and prepared in conjunction with the Council Plan, is a rolling four-year plan that outlines the financial and non-financial resources that Council requires to achieve the strategic objectives described in the Council Plan. The Annual Budget is framed within the Strategic Resource Plan, considering the services and initiatives which contribute to achieving the strategic objectives specified in the Council Plan. The diagram below depicts the planning and accountability framework that applies to local government in Victoria.



Source: Department of Environment, Land, Water and Planning

The timing of each component of the planning framework is critical to the successful achievement of the planned outcomes.

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

1.2 Our purpose

Our vision

A vibrant, liveable and sustainable inner city that the community can be proud of.

Our values

We aim to achieve the greatest outcomes for the community through delivering our Council Plan and working with, and for, all in Yarra. Out values guide our conduct and working relationships with colleagues and the community.

INTEGRITY

Honesty. Fairness. Transparency.

We communicate clearly and apply policies and procedures with discretion, judgement and sensitivity for equitable outcomes.

ACCOUNTABILITY

Ownership. Leadership. Initiative

We take responsibility for our actions and welcome feedback. We follow through on obligations and commitments promptly, and willingly achieve agreed goals and standards.

TEAMWORK

Support. Collaboration. Encouragement.

We acknowledge we are one organisation in which every person plays and important role. We build positive working relationships across all teams and groups and in our interactions with the wider community. We engage our colleagues, value their experiences and share our resources.

RESPECT

Understanding. Empathy. Courtesy.

We celebrate diversity and value different opinions, views and working styles. We seek to understand expectations and differing needs then respond appropriately.

INNOVATION

Lead. Learn. Improve.

We tackle challenges and try new things. We strive for a learning culture. We embrace change and are not hampered by fear. We learn from our actions and experiences. We seek and provide feedback. We further develop our knowledge and skills.

SUSTAINABILITY

Environmental. Economic. Social. Cultural.

Our long-term vision guides our investment in the future to promote the health and resilience of our organisation and our community.

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

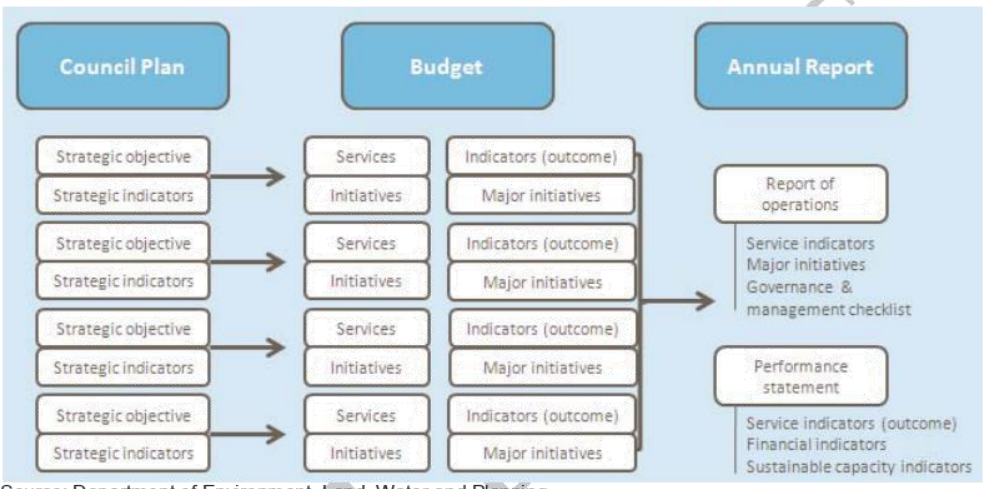
1.3 Strategic objectives

Council delivers services and initiatives across a number of Branches and Business Units. Each contributes to the achievement of one of the Strategic Objectives as set out in the Council Plan incorporating the Municipal Public Health and Wellbeing Plan for the years 2017-21. The following table lists the seven Strategic Objectives as described in the Council Plan.

Strategic Objective	Description
1. A healthy Yarra: Community health, safety and wellbeing are a focus in everything we do	Council plays a key role in contributing to our community's health and wellbeing. From delivering maternal and child health services to ensuring access to open space, enforcing noise regulations to supporting community and cultural initiatives, community health, safety and wellbeing is central to everything we do.
2. An inclusive Yarra: Inclusion, diversity and uniqueness are welcomed, respected and celebrated	Identity was a passionate and recurring theme throughout community consultation for the Council Plan. Our community values its diversity. Creating a safe place where people of all ages, genders, sexualities, abilities, cultures and backgrounds feel welcome and connected is a priority for Council.
3. A sustainable Yarra: Council leads on sustainability and protects and enhances its natural environment	As Victoria's first carbon-neutral council, we are proud of our commitment to sustainability. Protecting our natural environment and supporting our community to reduce its environmental footprint will continue to be a priority for Council.
4. A liveable Yarra: Development and growth are managed to maintain and enhance the character and heritage of the city	With demand for inner city housing increasing, Council is mindful of the importance of balancing the needs of new and existing residents, and ensuring that development does not encroach on the amenity or heritage of our city.
5. A prosperous Yarra: Local businesses prosper and creative and knowledge industries thrive	Yarra is a great place to do business and to work. Supporting local businesses and creative industries not only contributes to Yarra's economy, but also increases local employment opportunities, enhances street life and fosters community connectedness.
6. A connected Yarra: Connectivity and travel options are environmentally sustainable, integrated and well-designed	Council is committed to creating a city that is accessible to all irrespective of levels of personal mobility, to support a fulfilling life without the need for a car.
7. A leading Yarra: Transparency, performance and community participation drive the way we operate	Council is committed to change through an energised, cohesive team of professionals, recognised for our leadership, innovation and service.

2. Services and initiatives and service performance outcome indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2019/20 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes several initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives, initiatives and service performance outcome indicators in the Budget and report against them in their Annual Report to support transparency and accountability. The relationship between these accountability requirements in the Council Plan, the Budget and the Annual Report is shown below.



Source: Department of Environment, Land, Water and Planning

DRAFT

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

2.1 Strategic Objective 1

A healthy Yarra:
a place where…Community health, safety and wellbeing are a focus in everything we do

Council plays a key role in contributing to our community's health and wellbeing. From delivering maternal and child health services to ensuring access to open space, enforcing noise regulations to supporting community and cultural initiatives, community health, safety and wellbeing is central to everything we do.

Council's work to achieve this Strategic Objective includes the following strategies:

1.1 Maintain and enhance Yarra's open space network to meet the diverse range of community uses

1.2 Promote a community that is inclusive, resilient, connected and enjoys strong mental and physical health and wellbeing

1.3 Provide health promoting environments that encourage healthy eating and active living

1.4 Assist to reduce the harms from alcohol and drugs on individuals and the community in partnership with State Agencies and key service providers

1.5 Promote environments that support safe and respectful sexual practices and reproductive choices

1.6 Promote a gender equitable, safe and respectful community

1.7 Promote an effective and compassionate approach to rough sleeping and advocate for affordable, appropriate housing

1.8 Provide opportunities for people to be involved in and connect with their community

Services

Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
Family, Youth and Children's Services	Family, Youth and Children's Services provides direct services for children, young people and their families and is also responsible for municipal wide planning for children and young people. The Branch is structured into five service units: Children's Services, Family Services, Youth and Middle Years Services, Connie Benn Centre and Service Planning and Development. Key services: • Education and Care / Children's Services • Maternal & Child Health • Family Support • Youth & Middle Years	*Exp*	*16,582*	*17,656*	*18,317*
		Rev	*(9,399)*	*(9,427)*	*(9,831)*
		NET	*7,183*	*8,229*	*8,486*

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
Aged and Disability Services	Aged and Disability Services provides a range of services to assist older adults and people with disabilities to live independently in their homes in partnership with the State and Federal Government. The services include home care, personal care, home maintenance, meals and social support to older people, younger people with disability and their carers. The Branch carries out community development and strategic planning roles to support the inclusion of older adults and people with disability in community life, including resourcing Council's Disability Advisory Committee and the Active Ageing Advisory Group. Key Services: • Delivering community care services • Community Development • Support for Older Persons Groups • Strategy planning and development for Disability, Access & Inclusion and Active Ageing • Metro Access • Community Transport • Contract Management	*Exp*	*6,400*	*6,413*	*6,514*
		Rev	*(2,972)*	*(3,704)*	*(3,774)*
		NET	*3,428*	*2,709*	*2,740*
Recreation and Leisure Services	Recreation and Leisure Services operates three major leisure and aquatic facilities, a public golf course and a community gymnasium and provides a range of high quality facilities and programs that encourage participation from a broad cross section of the community. The branch also manages and provides accessible recreation opportunities, services, facilities and open space. Our service manages and provides diverse recreational and leisure opportunities, whilst maintaining facilities that are safe, clean and fit-for-purpose.	*Exp*	*11,662*	*12,721*	*12,230*
		Rev	*(10,609)*	*(10,540)*	*(11,129)*
		NET	*1,053*	*2,181*	*1,101*

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	Key Services: • Collingwood Leisure Centre • Richmond Recreation Centre • Fitzroy Swimming Pool • Burnley Golf Course • Recreation planning, club development and sports field allocation				
Compliance Services	Compliance Services is responsible for a range of statutory enforcement services to maximise the health, safety and harmony of the City. Key Services: • Animal Management • Local Laws Enforcement • School Crossing Management • Temporary Liquor Licensing referrals • Local Law permits • Litter Enforcement • Planning Enforcement • Health Protection (including Food Safety and Immunisation)	*Exp* *Rev* *NET*	*6,344* *(5,111)* *1,233*	*6,669* *(5,057)* *1,612*	*6,607* *(5,096)* *1,511*
Social Policy and Research	Social Policy and Research has responsibility for managing the organisation's response to community safety, health planning including alcohol and other drug issues, policy and research and the night time economy. Key Services: • Undertake social research • Undertake strategic research, planning and policy development • Health Planning • Administer the Annual Customer Satisfaction Survey	*Exp* *Rev* *NET*	*491* *(-)* *491*	*482* *(-)* *482*	*558* *(-)* *558*

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Initiatives

Strategic Objective	Major Initiatives	Other Initiatives
A healthy Yarra	**1. Ryans Reserve Netball Tennis Court and Pavilion - $1.2 million** Redevelopment of courts to improve functionality and make compliant. Resurfacing four netball courts, replacement of sports lights and alterations to boundaries and open space. State Government funding through Sport and Recreation Victoria has been received and the project will be completed in 2020/21. **2. Malcolm Graham Pavilion (Kevin Bartlett Reserve) – $1.23 million** Extension and refurbishment of the Malcolm Graham Pavilion to meet legislative, functional, disability access and environmental sustainability requirements. This project commenced in 2018/19 and will be completed this year. State Government funding has enabled Council to broaden the original scope of this project.	**1. Panther Pavilion, Fairfield Park (Canoe Club) design - $485,000** A precinct approach will be taken to redesign three facilities and deliver relevant items from the Fairfield Park Master Plan. **2. Alphington Bowling Club design works - $130,000** Council is committing $130K for design works and project management costs for refurbishment works at Alphington Bowling Club.

Service Performance Outcome Indicators

Service	Indicator	2017/18 Actual	2018/19 Forecast	2019/20 Forecast
Animal Management*	Health and Safety Animal management prosecutions (Number of successful animal management prosecutions)	13	13	13
Aquatic Facilities*	Utilisation Utilisation of aquatic facilities (Number of visits to aquatic facilities per head of municipal population)	9.14	9.14	9.14
Food Safety*	Health and Safety Critical and major non-compliance outcome notifications (Percentage of critical and major non-compliance outcome notifications that are followed up by Council)	99.56%	100%	100%
Maternal and Child Health*	Participation Participation in the MCH service	80.41%	80.41%	80.41%

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Service	Indicator	2017/18 Actual	2018/19 Forecast	2019/20 Forecast
	(Percentage of children enrolled who participate in the MCH service)			
Maternal and Child Health*	Participation Participation in MCH service by Aboriginal children (Percentage of Aboriginal children enrolled who participate in the MCH service)	79.37%	79.37%	79.37%

*refer to table at end of section 2.8 for information on the calculation of Service Performance Outcome Indicators.

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2.2 Strategic Objective 2

An inclusive Yarra:
a place where…Inclusion, diversity and uniqueness are welcomed, respected and celebrated

Identity was a passionate and recurring theme throughout community consultation for the Council Plan. Our community values its diversity. Creating a safe place where people of all ages, genders, sexualities, abilities, cultures and backgrounds feel welcome and connected is a priority for Council.

Council's work to achieve this Strategic Objective will include the following strategies:

2.1 Build resilience by providing opportunities and places for people to meet, be involved in and connect with their community

2.2 Remain a highly inclusive Municipality, proactive in advancing and advocating for the rights and interests of specific groups in the community and community issues

2.3 Continue to be a local government leader and innovator in acknowledging and celebrating Aboriginal history and culture in partnership with Traditional Owners

2.4 Acknowledge and celebrate our diversity and people from all cultural backgrounds.

2.5 Support community initiatives that promote diversity and inclusion.

Services

Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
Community Partnerships	Community Partnerships leads community development in Yarra through strengthening civic participation, championing social inclusion and cohesion and supporting community groups and organisations. Key Services: • LGBTIQ Working Group • Manage relationships and funding agreements with Neighbourhood Houses and community centres • Manage needle and syringe contract • Coordinate and administer the Community Grants Program • Strategy planning and development for Aboriginal Partnerships , volunteering, social housing and	*Exp*	*3,407*	*3,684*	*4,138*
		Rev	*(16)*	*(-)*	*(-)*
		NET	*3,391*	*3,684*	*4,138*

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Service area	Description of services provided	2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	homelessness and multicultural affairs			

Initiatives

Strategic Objective	Major Initiatives	Other Initiatives
An inclusive Yarra	1. **Access and Inclusion Strategy and Action Plan projects - $124,000** Funding is being provided to deliver four projects in the adopted Access and Inclusion Strategy.	1. **Aboriginal Employment - $59,604** Funding for two flexible, part time positions to increase Aboriginal representation in Yarra's workforce. 2. **Community Facilities for Older People - $50,000** A service review and feasibility assessment of Willowview/Collingwood Seniors Centre will be undertaken to determine the vision, purpose and focus of these assets for future use to support services and activities for older people.

Service Performance Outcome Indicators
Nil

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2.3 Strategic Objective 3

A sustainable Yarra:
a place where…Council leads on sustainability and protects and enhances its natural environment

As Victoria's first carbon-neutral council, we are proud of our commitment to sustainability. Protecting our natural environment and supporting our community to reduce its environmental footprint will continue to be a priority for Council.

Council's work to achieve this Strategic Objective will include the following strategies:

3.1 Investigate strategies and initiatives to better manage the long term effects of climate change

3.2 Support and empower a more sustainable Council and Community

3.3 Lead in sustainable energy policy and deliver programs to promote carbon neutral initiatives for the municipality and maintain Council as a carbon neutral organisation

3.4 Reduce the amount of waste-to-landfill with a focus on improved recycling and organic waste disposal

3.5 Promote responsible water usage and practices

3.6 Promote and facilitate urban agriculture with a focus on increasing scale and uptake in the community

3.7 Investigate strategies and initiatives to improve biodiversity

Services

Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
Sustainability Services	Sustainability Services focusses on the advocacy and policy areas of environmental management including reducing Yarra's greenhouse gas emissions/energy consumption and climate change adaptation.	*Exp*	*2,376*	*2,848*	*3,225*
		Rev	*(-)*	*(51)*	*(-)*
		NET	*2,376*	*2,797*	*3,225*
Waste Services	Waste Services oversees the delivery of all waste services, waste minimisation, open space maintenance and Urban Agriculture. Key Services: • Waste and recycling services, policy and planning • Waste minimisation • Street cleaning • Open space maintenance	*Exp*	*23,130*	*24,848*	*25,867*
		Rev	*(990)*	*(1,137)*	*(230)*
		NET	*22,140*	*23,711*	*25,637*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	• Urban Agriculture policy and planning				
Water Management Services	Water Management plans for Council to be an active participant in whole of water cycle management and seek all available opportunities to reduce the reliance on potable water by working with water corporations to achieve cost efficient access to alternative water including, treated, and re-using stormwater, recycled water and rainwater. Key Services: • Water Management	*Exp*	*34*	*279*	*499*
		Rev	*(-)*	*(-)*	*(119)*
		NET	*34*	*279*	*380*

Initiatives

Strategic Objective	Major Initiatives	Other Initiatives
A sustainable Yarra	**1. Response to Climate Emergency - $100,000** Funding for a permanent role to promote and support community around Climate Emergency; facilitate acceleration of emissions reduction in municipality, in partnership with traditional mechanisms - Sustainability Unit and Yarra Energy Foundation; Firmly integrate Climate Emergency into community engagement, education and behaviour change; and Increase Yarra and YEF partnership programs and outcomes. **2. Urban Forest Strategy - $200,000** Funding to increase tree planting in accordance with Council's Urban Forest Strategy. **3. Water Management - $200,000** Develop a comprehensive and integrated water strategy, including data collection.	**1. Urban Agriculture Strategy projects - $75,000** Funding to implement actions in Council's adopted Urban Agriculture Strategy. **2. Waste Minimisation and Resource Recovery Strategy projects - $113,750** Funding to implement actions in Council's adopted Waste Minimisation and Resource Recovery Strategy. **3. Buildings Optimisation Officer - $93,750** Employment of an energy efficiency expert to provide in-house advice on projects, maintenance and operational issues and initiatives to support Council to reduce greenhouse gas emissions, energy costs and extend asset life. **4. North Carlton Railway Neighbourhood House Community Garden - $30,000** Contribution toward the development of a community garden at North Carlton Railway Neighbourhood House.

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Service Performance Outcome Indicators

Service	Indicator	2017/18 Actual	2018/19 Forecast	2019/20 Forecast
Waste collection*	Waste Diversion Kerbside collection waste diverted from landfill (Percentage of garbage, recyclables and green organics collected from kerbside bins that is diverted from landfill)	37.73%	37.73%	37.73%

*refer to table at end of section 2.8 for information on the calculation of Service Performance Outcome Indicators.

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2.4 Strategic Objective 4

A liveable Yarra:
a place where…Development and growth are managed to maintain and enhance the character and heritage of the city

With demand for inner city housing increasing, Council is mindful of the importance of balancing the needs of new and existing residents, and ensuring that development does not encroach on the amenity or heritage of our city.

Council's work to achieve this Strategic Objective includes the following strategies:

4.1 Protect Yarra's heritage and l neighbourhood character

4.2 Actively plan for Yarra's projected growth and development and advocate for an increase in social and affordable housing

4.3 Plan, promote and provide built form, open space and public places that are accessible to all ages and abilities

4.4 Protect Council assets through effective proactive construction management

4.5 Encourage and promote environmentally sustainable building, urban design, place-making and public realm outcomes

4.6 Provide direction and improve decision making on infrastructure projects through the application of the Strategic Community Infrastructure Framework

4.7 Encourage engagement with the community when developments are proposed

Services

Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
Statutory Planning	Statutory Planning is responsible for analysing, processing and assessing planning applications to ensure that the use and development of land which gives effect to state and local planning policies, are based on clear procedures, appropriate public participation and coordination with other Branches of Council. Key Services: • Planning Applications • VCAT and Panel Hearings • Advice on planning and specialist heritage and environmental sustainability issues • Subdivision compliance	*Exp*	*5,796*	*5,281*	*4,399*
		Rev	*(7,677)*	*(7,260)*	*(7,121)*
		NET	*(1,881)*	*(1,979)*	*(2,722)*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
City Strategy	City Strategy provides strategic research, planning policy and urban design advice on sustainable land use and development in the municipality through policy development, strategic plans and the development of appropriate planning controls through the Yarra Planning Scheme. Design and Place Making is responsible for providing designs for improving the quality of the public domain in Yarra's activity centres and undertaking design projects for key public spaces in the municipality. Open Space Planning and Design is responsible for the protection and enhancement of the open space and streetscape network and management of the City's trees. Key Services: • Monitoring and reviewing the Yarra Planning Scheme • Preparing and assessing Planning Scheme Amendments • Improving the public realm in activity centres and key public spaces • Preparing urban design frameworks and master plans • Delivering urban design and place making projects • Open space planning and design	*Exp*	*3,464*	*3,482*	*3,039*
		Rev	*(231)*	*(135)*	*(178)*
		NET	*3,233*	*3,347*	*2,861*
Construction Management	Construction Management is responsible for ensuring that development and construction works being undertaken in the municipality meet agreed statutory and/or permit requirements and that developments have minimum impact on the safety and amenity	*Exp*	*2,944*	*3,513*	*3,195*
		Rev	*(7,080)*	*(8,873)*	*(9,115)*
		NET	*(4,136)*	*(5,360)*	*(5,920)*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	of residents, businesses and Council infrastructure. Key services: • Management of Construction Management Plans • Assessing and issuing permits to occupy Council land • Asset protection permit applications and bond management • Proactive inspections of all permits issued • Management of Utility Consent Notifications process • Managing reactive requests received from the public in relation to building sites and non-compliant activities.				
Heritage Services	Heritage Services covers all aspects of cultural heritage and heritage places and includes sites, buildings (including interiors), landscapes, streets, laneways, objects, collections, documents and records of the City. Heritage planning. Key services: • Providing strategic advice to Council • Managing the Heritage Restoration Fund • Heritage Strategy development and implementation • Coordination of the Heritage Advisory Committee	*Exp* *Rev* *NET*	*54* *(-)* *54*	*124* *(-)* *124*	*281* *(-)* *281*

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Major Initiatives

Strategic Objective	Major Initiatives	Other Initiatives
A liveable Yarra	1. **Bridge Road Streetscape Master Plan – design and implementation - $280,000** Detailed design and works for the Richmond Town Hall and school precinct including Gleadell Street and Griffiths Street as identified and prioritised in the Master Plan. 2. **Swan Street Streetscape Masterplan implementation - $280,750** Upgrade of streetscape furniture and fixtures (seats, bins, hoops), tactiles, kerbs, pavements and additional tree planting to priority areas.	

Service Performance Outcome Indicators

Service	Indicator	2017/18 Actual	2018/19 Forecast	2019/20 Forecast
Statutory planning*	Decision making Council planning decisions upheld at VCAT (Percentage of planning application decisions subject to review by VCAT and that were upheld in favour of the Council)	77.45%	77.45%	77.45%

*refer to table at end of section 2.8 for information on the calculation of Service Performance Outcome Indicators.

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2.5 Strategic Objective 5

A prosperous Yarra
a place where…Local businesses prosper and creative and knowledge industries thrive

Yarra is a great place to do business and to work. Supporting local businesses and creative industries not only contributes to Yarra's economy, but also increases local employment opportunities, enhances street life and fosters community connectedness.

Council's work to achieve this Strategic Objective include the following strategies:

5.1 Maintain and strengthen the vibrancy and local identity of retail and commercial precincts

5.2 Strengthen and monitor land use change and economic growth including new and emerging economic clusters

5.3 Create local employment opportunities by providing targeted and relevant assistance to facilitate business growth, especially for small and medium size enterprises and entrepreneurs through the attraction and retention of businesses

5.4 Develop Innovative Smart City solutions in collaboration with government, industry and community that use technology to embrace a connected, informed and sustainable future

5.5 Facilitate and promote creative endeavour and opportunities for the community to participate in a broad range of arts and cultural activities

5.6 Attract and retain creative and knowledge industries in Yarra

5.7 Ensure libraries and neighbourhood houses, support lifelong learning, wellbeing

Services

Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
Economic Development	Economic Development is responsible for developing programs to support Yarra's economy and promoting local businesses and key retail precincts. Key Services: • Providing advice, support and services to local businesses • Undertaking tourism and marketing programs	*Exp*	*841*	*831*	*918*
		Rev	*(1)*	*(2)*	*(-)*
		NET	*840*	*829*	*918*
Library Services	Yarra Libraries develops and maintains integrated, coordinated Library Services comprised of accessible and responsive practices that are connected to, and informed by our community and are delivered by professional staff working within a supportive learning culture.	*Exp*	*5,300*	*5,719*	*5,943*
		Rev	*(740)*	*(692)*	*(659)*
		NET	*4,560*	*5,027*	*5,284*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	Key Services: • Free core public library services • Authoritative, accessible information services • Collections and services to support individual and collective quality of life • Development and delivery of activities and events to support reader development and social inclusion • Quality service which we develop and evaluate to pursue excellence • Places and spaces for the community to come together – both real and virtual.				
Arts, Culture and Venues	Arts, Culture and Venues comprises two business units: Arts and Cultural Services, and Venues and Events. It is responsible for producing and commissioning of works; facilitating projects between external stakeholders and advocacy and managing the use of Council's civic and community buildings, as well our parks and open spaces. Key services: • Venues bookings • Service delivery for the operation of three civic buildings and community spaces. • Events permits • Parks and open spaces bookings • Arts development • Community arts • Festivals and events • Art and heritage collections • Public Art	*Exp* *Rev* *NET*	*3,804* *(1,027)* *2,777*	*3,415* *(703)* *2,712*	*3,709* *(790)* *2,919*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	• Room to Create (creative spaces support) program				

Initiatives

Strategic Objective	Major Initiatives	Other Initiatives
A prosperous Yarra	**1. The Census of Land Use and Employment - $200,000** The CLUE project is to survey all commercial and industrial rateable properties and non-rateable properties within the Cremorne Precinct (approximate census size is 1780 properties). The project will provide City of Yarra and key stakeholders with information on land use, industry and employment data at street, block and suburb level.	**1. Arts and Cultural Plan 2021-2025 - $20,000** Funding for community consultation to inform the development of a new Arts and Cultural Plan. **2. Redevelop Carlton Library courtyard - $70,000** Redevelop the existing courtyard to a useable space that will enable Yarra Libraries to run outdoor activities and programs that cannot currently be offered. Upgrade to include compliant steps, shade/roof structure, reseal pavement, additional furniture, garden beds and mural).

Service Performance Outcome Indicators

Service	Indicator	2017/18 Actual	2018/19 Forecast	2019/20 Forecast
Libraries	Participation Active library members (Percentage of the municipal population that are active library members)	20.72%	20.72%	20.72%

*refer to table at end of section 2.8 for information on the calculation of Service Performance Outcome Indicators.

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2.6 Strategic Objective 6

A connected Yarra:
a place where…Connectivity and travel options are environmentally sustainable, integrated and well-designed

Council is committed to creating a city that is accessible to all irrespective of levels of personal mobility, to support a fulfilling life without the need for a car.

Council's work to achieve this Strategic Objective includes the following strategies:

6.1 Manage traffic movement and promote road safety within local roads

6.2 Work in partnership with Vicroads and influence traffic management and road safety on main roads

6.3 Investigate and implement effective parking management options

6.4 Improve accessibility to public transport for people with mobility needs and older people

6.5 Develop and promote pedestrian and bicycle infrastructure that encourages alternate modes of transport, improves safety and connectedness

6.6 Advocate for increased infrastructure and performance of public transport across Melbourne

Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
Parking Services	Parking Services is responsible for a range of statutory enforcement services to maximise the safety, compliance and harmony of the City and for the management of limited parking resources. Key Services: • Parking Enforcement Program • Processing Parking Infringements • Parking Permit Scheme • Prosecutions	*Exp*	*11,145*	*11,042*	*12,055*
		Rev	*(30,137)*	*(30,616)*	*(31,068)*
		NET	*(18,992)*	*(19,574)*	*(19,013)*
Traffic and Civil Engineering	Traffic and Civil Engineering assesses and improves Yarra's Infrastructure to create an efficient, effective and safe traffic environment and ensure best design outcomes for the community related to major projects, developments and utility works. Key Services: • Traffic Management and Improvements	*Exp*	*1,224*	*2,350*	*2,243*
		Rev	*(481)*	*(505)*	*(20)*
		NET	*743*	*1,845*	*2,223*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	• Local Area Place Making Studies (LAPMS) • Civil Engineering Assessment and Coordination of Major Projects, Developments and Utility Works • Implementation of Road Management Act				
Road Services and Fleet Management	Road Services and Fleet Management manages and maintains Council's road and footpath infrastructure, fleet, plant and equipment. Key Services: • Graffiti Management • Yarra Roads Services • Fleet Management • Emergency Management • Delivering road infrastructure capital works projects	*Exp* *Rev* *NET*	*6,029* *(54)* *5,975*	*7,162* *(89)* *7,073*	*7,116* *(115)* *7,001*
Strategic Transport	Strategic Transport focuses on advocacy and policy and delivers cycling infrastructure projects. Key Services • Advocating for improved public transport services • Improving bicycle infrastructure • Developing initiatives to increase number of cyclists • Delivering road safety projects for cyclists and pedestrians	*Exp* *Rev* *NET*	*509* *(10)* *499*	*576* *(1)* *575*	*619* *(10)* *609*

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Initiatives

Strategic Objective	Major Initiatives	Other Initiatives
A connected Yarra	**1. Local Area Place Making (LAPM) - $1.35 million** Traffic calming and place making treatments will be delivered following studies in 2017/18 and consultation in 2018/19 in the following precincts: • Abbotsford (area bounded by Johnston Street, Hoddle Street, Victoria Street and the Yarra River) • Bendigo (area bounded by Bridge Road, Burnley Street, Swan Street and the Yarra River) • Scotchmer (area bounded by Nicholson Street, Alexandra Parade, Brunswick Street and St Georges Road) **2. Completion of Wellington Street Copenhagen Bicycle Lanes (Gipps Street to Johnston Street) - $350,000** Council will complete construction of Stage 2 separated Copenhagen bicycle lanes on Wellington Street between Gipps and Johnston Street.	**1. Pedestrian Provisions – $110,000** Continue to deliver a range of local area improvement works to pedestrian amenity in accordance with the Encouraging and Increasing Walking Strategy. **2. Road Safety Projects – $245,000** Funding to deliver a range of projects to improve road safety. **3. Bicycle infrastructure – $530,000** Funding for Bicycle Infrastructure projects in line with the Bicycle Strategy Refresh including bicycle lanes, signage, ramps and signal changes. **4. Integrated Transport Strategy and Parking Management Plan - $200,000** Funding to develop an Integrated Transport and Parking Management Plan. **5. Gleadell/Highett Streets threshold treatment - $150,000** Design and construct a raised threshold treatment on Gleadell Street at Highett Street to improve community safety.

Service Performance Outcome Indicators

Service	Indicator	2017/18 Actual	2018/19 Forecast	2019/20 Forecast
Roads*	Satisfaction Satisfaction with sealed local roads (Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)	72.20%	72.20%	72.20%

*refer to table at end of section 2.8 for information on the calculation of Service Performance Outcome Indicators.

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2.7 Strategic Objective 7

A leading Yarra:
a place where…Transparency, performance and community participation drive the way we operate

Council is committed to change through an energised, cohesive team of professionals, recognised for our leadership, innovation and service.

Council's work to achieve this Strategic Objective includes the following strategies:

7.1 Ensure Council's assets and financial resources are managed responsibly to deliver financial sustainability

7.2 Continue to develop a culture of continuous improvement and innovation

7.3 Maintain a culture of transparency, governance, ethical practice and management of risks that instils a high level of community respect and confidence in Council decision-making

7.4 Ensure Council services are efficient, well-planned, accessible and meet community needs

7.5 Provide the community with meaningful and genuine opportunities to contribute to and participate in Council planning and decision making processes with a focus on young people, hard to reach and traditionally underrepresented communities

7.6 Enable greater transparency and access to the conduct of Council Meetings

7.7 Develop Innovative Smart City solutions in collaboration with Government, Industry and Community which will use open data technology

7.8 Continue a 'customer centric' approach to all service planning and delivery

Services

Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
CEO Office	The CEO Office includes the Governance and Support Office, Office of Mayor and Councillors and the Property Management Unit. It is responsible for a range of professional services to internal and external clients, with an emphasis on governance related issues including compliance, regulation, transparency probity and Internal Audit. It is also responsible for managing Councils property portfolio including leases, licences and management agreements. Internal Audit ensures the organisation has policies and procedures in place to manage its risks and engender confidence in our corporate governance. It is responsible for oversight of the organisation's Internal Audit Program and	*Exp*	*5,699*	*6,389*	*6,612*
		Rev	*(2,138)*	*(1,931)*	*(1,716)*
		NET	*(3,561)*	*4,458*	*4,896*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	provides the Secretariat function for Council's Audit Committee. Key Services: • Council agendas and minutes • Freedom of Information • Internal ombudsman • Mayor and Councillors Office • Place naming • Property Management • Public Registers • Management of Legal Services • Audit Committee • Internal Audit program				
People and Culture	People and Culture promotes accountability and enhances competency, effectiveness and wellbeing as a shared responsibility of the organisation and its people and strives to generate a positive and productive work and learning environment. The Risk and Occupational Health and Safety Unit ensures the organisation has policies and procedures in place to manage its risks and ensure a safe work environment. Key Services: • Culture change and the development of the organisation • Performance planning and assessment • Employee Relations • Workforce planning, recruitment and selection • HR administration • Occupational Health, Safety • Risk Management • Business Continuity • Emergency Management	*Exp* *Rev* *NET*	*4,133* *(57)* *4,076*	*4,086* *(-)* *4,086*	*4,892* *(-)* *4,892*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	• Insurance				
Communications and Engagement	Communications and Engagement is responsible for communications, issues and media management, consultation and engagement, strategic advocacy, publications, digital communications including website and social media, and civic events. Key Services: • Consultation and engagement • Public relations / public affairs • Media relations, monitoring and advertising • Digital and social media • Civic events, festival presence, speeches • Major Campaigns • Issues Management	*Exp*	*1,751*	*2,033*	*2,561*
		Rev	*(-)*	*(-)*	*(-)*
		NET	*1,751*	*2,033*	*2,561*
Customer Service	Customer Service provides Council with three customer service locations, telephone call centre and corporate records management, Key Services: • Customer Service • Customer Relationship Management system and strategy • Corporate records management	*Exp*	*3,096*	*3,122*	*3,098*
		Rev	*(1)*	*(-)*	*(-)*
		NET	*3,095*	*3,122*	*3,098*
Finance	The Finance Branch delivers financial accounting, management accounting, revenue management, valuations and payroll services to the organisation. It also develops financial strategies that will ensure the City of Yarra is a viable organisation able to continue provision of quality	*Exp*	*4,623*	*4,757*	*4,615*
		Rev	*(2,904)*	*(3,258)*	*(2,814)*
		NET	*1,719*	*1,499*	*1,801*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	services into the future. The Branch is responsible for Contracts and Procurement ensuring that procurement processes are compliant with Council policies and procedures that all legislative requirements imposed on Council are met; and that probity is observed in tendering and purchasing systems. Key Services: • Management Accounting • Revenue Management • Rates and Valuation Services • Financial Accounting • Payroll • Financial Audit • Contracts and Procurement				
Corporate Planning and Performance	The Corporate Planning and Performance Branch ensures services and projects are strategically aligned, deliver value for money and are accountable to staff, Councillors and the community. Key Services: • Corporate planning and reporting • Branch Plans and service reviews • Project Management Office • Community Infrastructure Planning • Business Improvement • Council Plan development, monitoring and implementation	*Exp* *Rev* *NET*	*744* *(-)* *744*	*913* *(-)* *913*	*932* *(-)* *932*
Building and Asset Management	Building and Asset Management provides policy, strategy, processes, procedures and systems that produce an integrated and multidisciplinary approach to asset management. Council's building and land assets are managed in order to	*Exp* *Rev* *NET*	*9,260* *(626)* *8,634*	*8,930* *(625)* *8,305*	*9,347* *(658)* *8,689*

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Service area	Description of services provided		2017/18 Actual $'000	2018/19 Forecast $'000	2019/20 Budget $'000
	maximise their ability to support delivery of services to the community. Key Services: • Strategic Asset Management • Capital Works planning, development, monitoring and reporting • Assessment of referred development applications • Building Services and Facilities Maintenance • Building Projects delivery				
Information and Communication Technology	Information and Communication Technology facilitates the acquisition, maintenance, retirement and usage of all information systems maintained or used by the operations and staff of the City of Yarra including fixed and mobile hardware, installed and cloud sourced software and telecommunications equipment. Key Services: • Business Analysis • Support of business applications and process improvements • Administration and maintenance of the IS Infrastructure • GIS Administration	*Exp* *Rev* *NET*	*6,473* *(7)* *6,466*	*6,928* *(13)* *6,915*	*7,248* *(-)* *7,248*

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Initiatives

Strategic Objective	Major Initiatives	Other Initiatives
A leading Yarra	1. **Council meeting live streaming - $60,000** Install fixed equipment to enable live streaming of Council meetings.	

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Service Performance Outcome Indicators

Service	Indicator	2017/18 Actual	2018/19 Forecast	2019/20 Forecast
Governance*	Satisfaction Satisfaction with Council decisions (Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community)	66.80	66.80	66.80

*refer to table at end of section 2.8 for information on the calculation of Service Performance Outcome Indicators.

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2.8 Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Governance	Satisfaction	Satisfaction with Council decisions (Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community)	Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community
Statutory planning	Decision making	Council planning decisions upheld at VCAT (Percentage of planning application decisions subject to review by VCAT and that were not set aside)	[Number of VCAT decisions that did not set aside Council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications] x100
Roads	Satisfaction	Satisfaction with sealed local roads (Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)	Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads.
Libraries	Participation	Active library members (Percentage of the municipal population that are active library members)	[Number of active library members / municipal population] x100
Waste collection	Waste diversion	Kerbside collection waste diverted from landfill (Percentage of garbage, recyclables and green organics collected from kerbside bins that is diverted from landfill)	[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100
Aquatic Facilities	Utilisation	Utilisation of aquatic facilities (Number of visits to aquatic facilities per head of municipal population)	Number of visits to aquatic facilities / Municipal population
Animal Management	Health and safety	Animal management prosecutions (Number of successful animal management prosecutions)	Number of successful animal management prosecutions
Food safety	Health and safety	Critical and major non-compliance outcome notifications (Percentage of critical and major non-compliance outcome notifications that are followed up by Council)	[Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about food premises] x100
Maternal and Child Health	Participation	Participation in the MCH service (Percentage of children enrolled who participate in the MCH service)	[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100
		Participation in MCH service by Aboriginal children (Percentage of Aboriginal children enrolled who participate in the MCH service)	[Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100

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2.9 Reconciliation with budgeted operating result

	Net Cost (Revenue)	Expenditure	Revenue
	$'000	$'000	$'000
A healthy Yarra	14,396	44,226	(29,830)
An inclusive Yarra	4,138	4,138	(-)
A sustainable Yarra	29,242	29,591	(349)
A liveable Yarra	(5,500)	10,914	(16,414)
A prosperous Yarra	9,121	10,570	(1,449)
A connected Yarra	(9,180)	22,033	(31,213)
A leading Yarra	34,117	39,305	(5,188)
Total	**76,334**	**160,777**	**(84,443)**
Expenses added in:			
Depreciation	22,800		
Finance costs	2,035		
Other expenses	3,301		
Deficit before funding sources	**104,470**		
Funding sources added in:			
Rates and charges revenue	(112,465)		
Capital Grants	(2,433)		
Other Income	(1,079)		
Total funding sources	**(115,977)**		
Operating (surplus)/deficit for the year	(11,507)		

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3. Financial statements

This section presents information in regard to the Financial Statements and Statement of Human Resources. The budget information for the year 2019/20 has been supplemented with projections to 2022/23 extracted from the Strategic Resource Plan.

This section includes the following financial statements prepared in accordance with the *Local Government Act 1989* and the *Local Government (Planning and Reporting) Regulations 2014*.

Comprehensive Income Statement
Balance Sheet
Statement of Changes in Equity
Statement of Cash Flows
Statement of Capital Works
Statement of Human Resources

Pending Accounting Standards

The 2019-20 budget has been prepared based on the accounting standards applicable at the date of preparation. This means that pending accounting standards that will be in effect from the 2019-20 financial year have not been considered in the development of the budget.

Standards that are likely to impact on the 2019-20 financial statements, not considered in the preparation of the budget include:

- AASB 16 Leases
- AASB 15 Revenue from Contracts with Customers, and
- AASB 1058 Income of Not for Profit Entities.

While it is not possible to determine the precise impact of these standards at this time, the broad impact on Council is estimated to be as follows:

- AASB 16 Leases – Introduces a single lessee accounting model whereby the Council will be required to recognise a right of use asset and associated liability for leases longer than 12 months, except those considered to be of low value.

- AASB 15 Revenue from Contracts with Customers and AASB 1058 Income of Not for Profit Entities – Changes the way that Councils recognise income and also address matters such as grant funding, contribution of assets and volunteer services. A key change is replacement for some transactions of the criteria of control as a determinant of the timing of income recognition, with the criteria of satisfying performance obligations in an enforceable agreement. These new standards have the potential to impact the timing of how the Council recognises income.

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Comprehensive Income Statement

For the four years ending 30 June 2023

		Forecast Actual	Budget	Strategic Resource Plan Projections		
		2018/19	2019/20	2020/21	2021/22	2022/23
	NOTES	$'000	$'000	$'000	$'000	$'000
Income						
Rates and charges	4.1.1	108,531	**112,465**	116,373	120,581	124,793
Statutory fees and fines	4.1.2	32,521	**32,935**	33,435	33,935	34,435
User fees	4.1.3	31,030	**32,330**	33,330	34,330	35,330
Grants - Operating	4.1.4	12,796	**12,541**	12,422	12,733	13,051
Grants - Capital	4.1.4	20,340	**2,432**	2,860	7,070	580
Contributions – monetary - open space	4.1.5	4,500	**4,300**	4,300	4,300	4,300
Contributions – monetary - other	4.1.5	418	**397**	400	400	400
Net gain/(loss) on disposal of property, infrastructure, plant and equipment		205	**180**	160	190	210
Fair value adjustments for investment property			**-**	-	-	-
Share of net profits/(losses) of associates and joint ventures		-	**-**	-	-	-
Other income	4.1.6	3,775	**2,836**	3,336	3,836	4,336
Total income		214,116	**200,416**	206,616	217,375	217,435
Expenses						
Employee costs	4.1.7	82,211	**87,115**	89,375	91,663	93,996
Materials and services	4.1.8	73,904	**72,959**	75,283	77,743	80,187
Depreciation and amortisation	4.1.9	22,696	**22,800**	23,300	23,800	24,300
Bad and doubtful debts		4,000	**4,000**	4,000	4,000	4,000
Borrowing costs		1,963	**2,035**	1,980	1,876	1,692
Other expenses	4.1.10	-	**-**	-	-	-
Total expenses		184,774	**188,909**	193,938	199,082	204,175
Surplus/(deficit) for the year		29,342	**11,507**	12,678	18,293	13,260
Other comprehensive income						
Items that will not be reclassified to surplus or deficit in future periods						
Net asset revaluation increment /(decrement)		-	**52,204**	-	52,465	-
Share of other comprehensive income of associates and joint ventures		-	**-**	-	-	-
Items that may be reclassified to surplus or deficit in future periods (detail as appropriate)		-	**-**	-	-	-
Total comprehensive result		29,342	63,711	12,678	70,758	13,260

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Balance Sheet

For the four years ending 30 June 2023

	NOTES	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Strategic Resource Plan Projections 2020/21 $'000	2021/22 $'000	2022/23 $'000
Assets						
Current assets						
Cash and cash equivalents	4.2.1	75,575	**78,531**	71,028	58,144	53,820
Trade and other receivables		14,568	**13,340**	12,176	11,078	10,048
Inventories		107	**107**	107	107	107
Other assets	4.2.1	1,014	**1,014**	1,014	1,014	1,014
Total current assets		91,264	**92,992**	84,325	70,343	64,989
Non-current assets						
Trade and other receivables		235	**235**	235	235	235
Property, infrastructure, plant & equipment	4.2.1	1,915,281	**1,975,669**	1,995,364	2,075,779	2,089,883
Total non-current assets		1,915,516	**1,975,904**	1,995,599	2,076,014	2,090,118
Total assets		2,006,780	2,068,896	2,079,924	2,146,357	2,155,107
Liabilities						
Current liabilities						
Trade and other payables		9,283	**9,283**	9,283	9,283	9,283
Trust funds and deposits		10,906	**10,906**	10,906	10,906	10,906
Provisions		13,209	**13,209**	13,209	13,209	13,209
Interest-bearing liabilities		1,176	**1,250**	33,808	4,110	4,303
Total current liabilities	4.2.2	34,574	**34,648**	67,206	37,508	37,701
Non-current liabilities						
Provisions		1,398	**1,398**	1,398	1,398	1,398
Other liabilities		3,630	**3,230**	2,830	2,430	2,030
Interest-bearing liabilities	4.2.3	42,549	**41,280**	7,472	33,245	28,942
Total non-current liabilities		47,577	**45,908**	11,700	37,073	32,370
Total liabilities		82,151	80,556	78,906	74,581	70,071
Net assets		1,924,629	**1,988,340**	2,001,018	2,071,776	2,085,036
Equity						
Accumulated surplus		652,209	**660,506**	670,056	685,321	695,575
Reserves		1,272,420	**1,327,834**	1,330,962	1,386,455	1,389,461
Total equity		**1,924,629**	**1,988,340**	**2,001,018**	**2,071,776**	**2,085,036**

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Statement of Changes in Equity

For the four years ending 30 June 2023

	NOTES	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
2019 Forecast Actual					
Balance at beginning of the financial year		1,895,287	624,716	1,246,875	23,696
Surplus/(deficit) for the year		29,342	29,342	-	-
Net asset revaluation increment/(decrement)		-	-	-	-
Transfers to other reserves		-	(4,500)	-	4,500
Transfers from other reserves		-	2,651	-	(2,651)
Balance at end of the financial year		**1,924,629**	**652,209**	**1,246,875**	**25,545**
2020 Budget					
Balance at beginning of the financial year		1,924,629	652,209	1,246,875	25,545
Surplus/(deficit) for the year		11,507	11,507	-	-
Net asset revaluation increment/(decrement)		52,204	-	52,204	-
Transfers to other reserves	4.3.1	-	(4,300)	-	4,300
Transfers from other reserves	4.3.1	-	1,090	-	(1,090)
Balance at end of the financial year	4.3.2	**1,988,340**	**660,506**	**1,299,079**	**28,755**
2021					
Balance at beginning of the financial year		1,988,340	660,506	1,299,079	28,755
Surplus/(deficit) for the year		12,678	12,678	-	-
Net asset revaluation increment/(decrement)		-	-	-	-
Transfers to other reserves		-	(4,300)	-	4,300
Transfers from other reserves		-	1,172	-	(1,172)
Balance at end of the financial year		**2,001,018**	**670,056**	**1,299,079**	**31,883**
2022					
Balance at beginning of the financial year		2,001,018	670,056	1,299,079	31,883
Surplus/(deficit) for the year		18,293	18,293	-	-
Net asset revaluation increment/(decrement)		52,465	-	52,465	-
Transfers to other reserves		-	(4,300)	-	4,300
Transfers from other reserves		-	1,272	-	(1,272)
Balance at end of the financial year		**2,071,776**	**685,321**	**1,351,544**	**34,911**
2023					
Balance at beginning of the financial year		2,071,776	685,321	1,351,544	34,911
Surplus/(deficit) for the year		13,260	13,260	-	-
Net asset revaluation increment/(decrement)		-	-	-	-
Transfers to other reserves		-	(4,300)	-	4,300
Transfers from other reserves		-	1,294	-	(1,294)
Balance at end of the financial year		**2,085,036**	**695,575**	**1,351,544**	**37,917**

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Statement of Cash Flows

For the four years ending 30 June 2023

	Notes	Forecast Actual 2018/19 $'000 Inflows (Outflows)	Budget 2019/20 $'000 Inflows (Outflows)	Strategic Resource Plan Projections 2020/21 $'000 Inflows (Outflows)	2021/22 $'000 Inflows (Outflows)	2022/23 $'000 Inflows (Outflows)
Cash flows from operating activities						
Rates and charges		107,446	**111,340**	115,209	119,376	123,545
Statutory fees and fines		30,895	**31,288**	31,763	32,238	32,713
User fees		31,030	**32,330**	33,330	34,330	35,330
Grants - operating		12,796	**12,541**	12,422	12,733	13,051
Grants - capital		20,340	**2,432**	2,860	7,070	580
Contributions - monetary		4,918	**4,697**	4,700	4,700	4,700
Interest received		-	**-**	-	-	-
Dividends received		-	**-**	-	-	-
Trust funds and deposits taken		-	**-**	-	-	-
Other receipts		3,775	**2,836**	3,336	3,836	4,336
Net GST refund / payment		-	**-**	-	-	-
Employee costs		(82,211)	**(87,115)**	(89,375)	(91,663)	(93,996)
Materials and services		(70,504)	**(73,359)**	(75,683)	(78,143)	(80,587)
Trust funds and deposits repaid		-	**-**	-	-	-
Other payments		-	**-**	-	-	-
Net cash provided by/(used in) operating activities	4.4.1	58,485	**36,990**	38,562	44,477	39,672
Cash flows from investing activities						
Payments for property, infrastructure, plant and equipment		(31,296)	**(31,334)**	(43,345)	(52,100)	(38,754)
Proceeds from sale of property, infrastructure, plant and equipment		405	**530**	510	540	560
Payments for investments		-	**-**	-	-	-
Proceeds from sale of investments		-	**-**	-	-	-
Loan and advances made		-	**-**	-	-	-
Payments of loans and advances		-	**-**	-	-	-
Net cash provided by/ (used in) investing activities	4.4.2	(30,891)	**(30,804)**	(42,835)	(51,560)	(38,194)
Cash flows from financing activities						
Finance costs		(1,963)	**(2,035)**	(1,980)	(1,876)	(1,692)
Proceeds from borrowings		-	**-**	-	32,500	-
Repayment of borrowings		(1,142)	**(1,195)**	(1,250)	(36,425)	(4,110)
Net cash provided by/(used in) financing activities	4.4.3	(3,105)	**(3,230)**	(3,230)	(5,801)	(5,802)
Net increase/(decrease) in cash & cash equivalents		24,489	2,956	(7,503)	(12,884)	(4,324)
Cash and cash equivalents at the beginning of the financial year		51,086	**75,575**	78,531	71,028	58,144
Cash and cash equivalents at the end of the financial year		**75,575**	**78,531**	**71,028**	**58,144**	**53,820**

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Statement of Capital Works
For the four years ending 30 June 2023

		Forecast Actual	Budget	Strategic Resource Plan Projections		
		2018/19	2019/20	2020/21	2021/22	2022/23
	NOTES	$'000	$'000	$'000	$'000	$'000
Property						
Land		-	-	-	-	-
Land improvements		-	-	-	-	-
Total land		-	-	-	-	-
Buildings		8,350	9,485	22,135	30,809	14,347
Heritage buildings		-	-	-	-	-
Building improvements		-	-	-	-	-
Leasehold improvements		-	-	-	-	-
Total buildings		8,350	9,485	22,135	30,809	14,347
Total property		8,350	9,485	22,135	30,809	14,347
Plant and equipment						
Heritage plant and equipment		-	-	-	-	-
Plant, machinery and equipment		1,279	2,702	2,347	2,392	2,791
Fixtures, fittings and furniture		-	-	-	-	-
Computers and telecommunications		2,060	1,709	1,367	1,047	1,029
Library books		-	-	-	-	-
Total plant and equipment		3,339	4,411	3,714	3,439	3,820
Infrastructure						
Roads		10,128	9,163	8,762	8,906	10,297
Bridges		100	20	430	-	-
Lanes		705	1,099	1,050	1,068	1,045
Transport		1,793	2,059	961	1,044	1,246
Recreational, leisure and community facilities		-	-	-	-	-
Waste management		220	70	75	90	100
Parks, open space and streetscapes		4,402	3,731	4,629	5,144	5,737
Street Furniture		55	535	535	360	360
Retail Strips		200	761	1,054	1,240	1,803
Priority Projects		1,404				
Library Resources		600	-	-	-	-
Total infrastructure		19,607	17,438	17,496	17,852	20,588
Total capital works expenditure	4.5.1	**31,296**	**31,334**	**43,345**	**52,100**	**38,755**
Represented by:						
New asset expenditure		2,221	**1,153**	10,593	10,584	3,456
Asset renewal expenditure		24,671	**23,895**	27,959	27,581	24,144
Asset expansion expenditure		-	-	-	-	-
Asset upgrade expenditure		4,404	**6,286**	4,793	13,935	11,155
Total capital works expenditure	4.5.1	**31,296**	**31,334**	**43,345**	**52,100**	**38,755**

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

		Forecast Actual	Budget	Strategic Resource Plan Projections		
		2018/19	2019/20	2020/21	2021/22	2022/23
		NOTES	$'000	$'000	$'000	$'000
Funding sources represented by:						
Grants		2,840	**2,432**	2,860	7,070	580
Contributions		2,653	**1,090**	1,172	1,272	1,294
Council cash		25,803	**27,812**	39,313	43,758	36,881
Borrowings		-	**-**	-	-	-
Total capital works expenditure	4.5.1	**31,296**	**31,334**	**43,345**	**52,100**	**38,755**

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Statement of Human Resources

For the four years ending 30 June 2023

	Forecast Actual	Budget	Strategic Resource Plan Projections		
	2018/19	2019/20	2020/21	2021/22	2022/23
	$'000	$'000	$'000	$'000	$'000
Staff expenditure					
Employee costs - operating	81,171	**86,178**	88,412	90,674	92,982
Employee costs - capital	1,040	**939**	963	988	1,014
Total staff expenditure	82,211	87,117	89,375	91,662	93,996
	FTE	**FTE**	FTE	FTE	FTE
Staff numbers					
Employees	847.3	**854.3**	859.3	864.3	869.3
Total staff numbers	**847.3**	**854.3**	**859.3**	**864.3**	**869.3**

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

Department	Budget	Comprises			
		Permanent		Casual	Temporary
	2019/20	Full Time	Part time		
	$'000	$'000	$'000	$'000	$'000
CEO Division	**7,368**	5,135	1,529	288	416
Corporate, Business and Financial Services	**17,473**	13,391	2,161	986	935
Community Wellbeing	**26,587**	15,235	8,757	1,782	813
Planning and Placemaking	**10,198**	8,616	1,442	36	104
City Works and Assets	**24,552**	16,667	4,674	877	2,334
Total permanent staff expenditure	86,178	59,044	18,563	3,969	4,602
Casuals, temporary and other expenditure	-				
Capitalised labour costs	**939**				
Total expenditure	**87,117**				

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Department	Budget	Comprises			
		Permanent		Casual	Temporary
	2019/20	Full Time	Part time		
CEO Division	**58.4**	40.0	9.9	3.2	5.4
Corporate, Business and Financial Services	**165.7**	133.0	22.5	10.2	-
Community Wellbeing	**291.7**	185.7	82.3	20.6	3.1
Planning and Placemaking	**88.8**	77.8	8.0	0.2	2.8
City Works and Assets	**240.7**	183.0	35.7	18.4	3.6
Total permanent staff expenditure	**845.3**	619.5	158.4	52.5	15.0
Casuals, temporary and other expenditure	-				
Capitalised labour costs	**9.0**				
Total staff	**854.3**				

4. Notes to the financial statements

This section presents detailed information on material components of the financial statements.

4.1 Comprehensive Income Statement

4.1.1 Rates and charges

Rates and charges are required by the Act and the Regulations to be disclosed in Council's annual budget.

In developing the Strategic Resource Plan, rates and charges were identified as an important source of revenue. Planning for future rate increases has therefore been an important component of the Strategic Resource Planning process. The Fair Go Rates System (FGRS) sets out the maximum amount councils may increase rates in a year. For 2019/20 the FGRS cap has been set at 2.5%. The cap applies to both general rates and municipal charges and is calculated on the basis of council's average rates and charges.

The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the community. To achieve these objectives while maintaining service levels and a strong capital expenditure program, the average general rate and the municipal charge will increase by 2.5% in line with the rate cap.

Total rates and charges for 2019/20 will be $112,465,000.

Council will also continue to offer an additional pensioner rate rebate which for the 2019/20 year will be $187.10 (2018-19 $182.50).

4.1.1(a) The reconciliation of the total rates and charges to the Comprehensive Income Statement is as follows:

	2018-19 Forecast Actual	2019/20 Budget	Change	%
	$'000	$'000	$'000	
General rates*	107,422	**111,235**	3,813	**3.55%**
Municipal charge*	-	-	-	0.00%
Waste management charge	-	-	-	0.00%
Service rates and charges	53	**53**	-	**0.00%**
Special rates and charges	186	**157**	(29)	**(15.59%)**
Supplementary rates and rate adjustments	940	**1,100**	160	**17.02%**
Interest on rates and charges	350	**350**	-	**0.00%**
Revenue in lieu of rates	35	**35**	-	**0.00%**
Cultural & Recreation & EPUs	(60)	**(15)**	45	**75.00%**
Additional City of Yarra Pensioner Rate Rebate	(395)	**(450)**	(55)	**(13.92%)**
Total rates and charges	**108,531**	**112,465**	**3,934**	**3.62%**

*These items are subject to the rate cap established under the FGRS. Please refer to section 4.1.1(l) for the reconciliation of compliance with the FGRS.

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4.1.1(b) The rate in the dollar to be levied as general rates under Section 158 of the Act for each type or class of land compared with the previous financial year

Type or class of land	2018/19 cents/$NAV	2019/20 cents/$NAV*	Change
General rate for rateable residential properties	0.0353100	**0.03619274**	**2.50%**
General rate for rateable commercial properties	0.0353100	**0.03619274**	**2.50%**
General rate for rateable industrial properties	0.0353100	**0.03619274**	**2.50%**

**Subject to final valuations received from the Valuer-General.*

4.1.1(c) The estimated total amount to be raised by general rates in relation to each type or class of land, and the estimated total amount to be raised by general rates, compared with the previous financial year

Type or class of land	2018/19 $'000	2019/20 $'000	Change $'000	Change %
Residential	80,508	**83,494**	2,986	**3.71%**
Commercial	20,395	**20,590**	195	**0.96%**
Industrial	6,519	**7,151**	632	**9.69%**
Total amount to be raised by general rates	107,422	111,235	3,813	**3.55%**

4.1.1(d) The number of assessments in relation to each type or class of land, and the total number of assessments, compared with the previous financial year.

Type or class of land	2018/19 Number	2019/20 Number	Change Number	Change %
Residential	45,924	**47,155**	1,231	**2.68%**
Commercial	6,183	**5,884**	(299)	**(4.84%)**
Industrial	1,468	**1,483**	15	**1.02%**
Total number of assessments	53,575	54,522	947	**1.77%**

4.1.1(e) The basis of valuation to be used is the Net Annual Value (NAV)

4.1.1(f) The estimated total value of each type or class of land, and the estimated total value of land, compared with the previous financial year

Type or class of land	2018/19 $'000	2019/20 $'000	Change $'000	Change %
Residential	2,275,487	**2,306,923**	31,436	**1.38%**
Commercial	581,560	**568,894**	(12,666)	**(2.18%)**
Industrial	185,208	**197,589**	12,381	**6.68%**
Total value of land	3,042,255	3,073,406	31,151	**1.02%**

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4.1.1(g) The municipal charge under Section 159 of the Act compared with the previous financial year

Council does not have a municipal charge.

Type of Charge	Per Rateable Property 2018/19	Per Rateable Property 2019/20	Change	
	$	$	$	%
Municipal	-	-	-	0.00%

4.1.1(h) The estimated total amount to be raised by municipal charges compared with the previous financial year

Council does not have a municipal charge.

Type of Charge	2018/19	2019/20	Change	
	$	$	$	%
Municipal	-	-	-	0.00%

4.1.1(i) The rate or unit amount to be levied for each type of service rate or charge under Section 162 of the Act compared with the previous financial year

Type of Charge	Per Rateable Property 2018/19	Per Rateable Property 2019/20	Change	
	$	$	$	%
Non-rateable garbage charge	373	**383**	10	**2.68%**
Bridge Road Special Charge Side Streets	140	**100**	(40)	**(28.57%)**
Bridge Road Special Charge First Level	216	**200**	(16)	**(7.41%)**
Bridge Road Special Charge Ground Floor	358	**300**	(58)	**(16.20%)**

4.1.1(j) The estimated total amount to be raised by each type of service rate or charge, and the estimated total amount to be raised by service rates and charges, compared with the previous financial year

Type of Charge	2018/19	2019/20	Change	
	$	$	$	%
Non-rateable garbage charge	53,000	**53,000**	-	**0.00%**
Bridge Road Special Charge Side Streets	10,364	**6,600**	(3,764)	**(36.32%)**
Bridge Road Special Charge First Level	12,729	**11,800**	(929)	**(7.30%)**
Bridge Road Special Charge Ground Floor	163,907	**138,600**	(25,307)	**(15.44%)**
Total	240,000	210,000	(30,000)	**(12.50%)**

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4.1.1(k) The estimated total amount to be raised by all rates and charges compared with the previous financial year

	2018/19 $'000	2019/20 $'000	Change $'000	Change %
Rates & Charges	108,532	**112,465**	3,933	**3.62%**
Total Rates and charges	**108,532**	**112,465**	3,933	**3.62%**

4.1.1(l) Fair Go Rates System Compliance

Yarra City Council is required to comply with the State Government's Fair Go Rates System (FGRS). The table below details the budget assumptions consistent with the requirements of the Fair Go Rates System.

	2018/19	2019/20*
Total Rates	$ 107,422	$ 111,235
Number of rateable properties	53,575	54,522
Base Average Rate	$ 1,961	$ 1,990
Maximum Rate Increase (set by the State Government)	**2.25%**	**2.50%**
Capped Average Rate	$ 2,005	$ 2,040
Maximum General Rates and Municipal Charges Revenue	$ 107,422	$ 111,235

**Subject to final valuations from the Valuer-General*

4.1.1(m) Any significant changes that may affect the estimated amounts to be raised by rates and charges.

There are no known significant changes which may affect the estimated amounts to be raised by rates and charges. However, the total amount to be raised by rates and charges may be affected by:

- The making of supplementary valuations (2019/20: estimated $1.1m and 2018/19: $1.2m)
- The variation of returned levels of value (e.g. valuation appeals)
- Changes of use of land such that rateable land becomes non-rateable land and vice versa
- Changes of use of land such that residential land becomes business land and vice versa.

4.1.1(n) Differential rates

Council does not have any differential rates.

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4.1.2 Statutory fees and fines

	Forecast Actual 2018/19	Budget 2019/20	Change	
	$'000	$'000	$'000	%
Infringements and costs	26,693	**27,039**	346	**1.30%**
Court recoveries	3,900	**3,996**	96	**2.47%**
Permits	1,928	**1,900**	(28)	**(1.45%)**
Total statutory fees and fines	**32,521**	**32,935**	**414**	**1.27%**

4.1.3 User fees

	Forecast Actual 2018/19	Budget 2019/20	Change	
	$'000	$'000	$'000	%
Aged and health services	246	**480**	234	**95.40%**
Leisure centre and recreation	10,343	**10,978**	635	**6.13%**
Child care/children's programs	3,494	**3,960**	466	**13.33%**
Registration and other permits	2,656	**2,717**	61	**2.30%**
Building Services and Construction Management	8,388	**8,624**	236	**2.82%**
Statutory Planning	2,760	**2,821**	61	**2.19%**
Lease income	1,577	**1,607**	30	**1.90%**
Other fees and charges	1,566	**1,143**	(423)	**(27.01%)**
Total user fees	**31,030**	**32,330**	**1,300**	**4.18%**

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4.1.4 Grants

Grants are required by the Act and the Regulations to be disclosed in Council's annual budget.

	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	Change %
Grants were received in respect of the following:				
Summary of grants				
Commonwealth funded grants	9,094	10,013	919	10.10%
State funded grants	24,042	4,960	(19,082)	(79.36%)
Total grants received	**33,136**	**14,973**	(18,163)	(54.81%)
(a) Operating Grants				
Recurrent - Commonwealth Government				
VGC	2,238	2,294	56	2.5%
Financial Assistance Grants	4,926	4,932	6	0.1%
Family services	830	867	37	4.46%
Recurrent - State Government				
Primary care partnerships	800	870	70	8.75%
Aged care	1,827	1,555	(272)	(14.89%)
School crossing supervisors	308	316	8	2.6%
Libraries	615	626	11	1.79%
Maternal and child health	510	547	37	7.25%
Community safety	93	73	(20)	(21.5%)
Health Protection	90	94	4	4.44%
Other	40	20	(20)	(50.00%)
Total recurrent grants	**12,277**	**12,194**	**(83)**	(0.68%)
Non-recurrent - Commonwealth Government				
Environmental planning	355	-	(355)	(100.00%)
Non-recurrent - State Government				
Community health	-	10	10	100.00%
Family and children	164	215	51	31.09%
Other	-	119	119	100.00%
Total non-recurrent grants	**519**	**344**	(175)	(33.72%)
Total operating grants	**12,796**	**12,540**	(258)	(2.01%)

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	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	Change %
(b) Capital Grants				
Recurrent - Commonwealth Government				
Roads to recovery	160	150	(10)	(6.25%)
Victorian Grants Commission	440	400	(40)	(9.09%)
Recurrent - State Government				
Other	-	-	-	0%
Total recurrent grants	**600**	**550**	(50)	(8.33%)
Non-recurrent - Commonwealth Government				
Buildings	-	1,369	1,369	100.00%
Plant and machinery	145	-	(145)	(100.00%)
Non-recurrent - State Government				0%
Road Programs	1,965	400	(1,565)	(79.64%)
Buildings	17,500	-	(17,500)	(100%)
Other	130	113	(17)	(13.08%)
Total non-recurrent grants	**19,740**	**1,882**	(17,858)	(90.47%)
Total capital grants	**20,340**	**2,432**	(17,908)	(88.04%)
Total Grants	**33,136**	**14,973**	**(18,163)**	(54.81%)

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4.1.5 Contributions

	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	Change %
Monetary	4,918	**4,697**	**(221)**	**(4.48%)**
Non-monetary	-	**-**	**-**	**0.00%**
Total contributions	**4,918**	**4,697**	**(221)**	**(4.48%)**

4.1.6 Other income

	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	Change %
Interest	825	**825**	-	**0.00%**
Reimbursements	1,866	**1,056**	(810)	**(43.42%)**
Other	1,084	**956**	(128)	**(11.80%)**
Total other income	**3,775**	**2,836**	**(939)**	**(24.87%)**

4.1.7 Employee costs

	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	Change %
Wages and salaries	67,036	**73,456**	6,420	**9.58%**
WorkCover	714	**400**	(314)	**(43.98%)**
Superannuation	6,847	**7,067**	220	**3.23%**
Other	7,614	**6,192**	(1,422)	**(18.68%)**
Total employee costs	**82,211**	**87,115**	**4,904**	**5.96%**

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4.1.8 Materials and services

	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	Change %
Contract payments	22,469	**24,261**	1,792	**7.97%**
Building maintenance	5,351	**5,481**	130	**2.43%**
General maintenance	2,464	**2,591**	127	**5.15%**
Utilities	3,886	**3,941**	55	**1.42%**
Office administration	3,694	**3,679**	(15)	**(0.38%)**
Information technology	3,693	**3,688**	(5)	**(0.13%)**
Insurance	1,635	**1,720**	85	**5.21%**
Consultants	2,889	**2,545**	(344)	**(11.88%)**
Other materials and services	27,823	**25,053**	(2,770)	**(9.95%)**
Total materials and services	**73,904**	**72,959**	**(945)**	**(1.28%)**

4.1.9 Depreciation and amortisation

	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	Change %
Property	2,884	**2,982**	98	**3.39%**
Plant & equipment	5,583	**5,586**	3	**0.05%**
Infrastructure	14,229	**14,233**	3	**0.03%**
Total depreciation and amortisation	**22,696**	**22,800**	**104**	**0.46%**

4.1.10 Other expenses

	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	Change %
Bad and Doubtful Debts	4,000	**4,000**	-	**0.00%**
Borrowing Costs	1,963	**2,035**	72	**3.68%**
Auditors Remuneration*	207	**215**	8	**4.14%**
Councillor Allowances*	305	**310**	5	**1.61%**
Total other expenses	**6,475**	**6,560**	**85**	**1.32%**

* These figures are included in the materials and services category in the income statement and are listed here for additional disclosure.

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4.1.11 Asset Revaluation

	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	Change %
Asset Revaluation Increment	0	**52,204**	52,204	**100.00%**
Total Asset Revaluation	0	52,204	52,204	**100.00%**

Council is required to perform a revaluation of all of its assets every two years, in accordance with the Accounting Standards. 2019/20 is the next financial year that this is required. It is a non-cash entry, however it is required to be recognised in the Income Statement as revenue.

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4.2 Balance Sheet

4.2.1 Assets

Council's cash and cash equivalents will decrease from $78.5m to $53.8m over the four years of the Strategic Resource Plan (SRP) which mainly relates to repayment of loan liability and also substantial capital works programs in these years.

Council's trade and other receivables are anticipated to decrease from $13.3m to $10.1m over the same period.

Non-current assets of property, infrastructure, plant and equipment is expected to increase from $1.975b to $2.089b over the four years of the SRP.

4.2.2 Current Liabilities

Council's current liabilities are expected to increase marginally over the four years of the SRP, increasing from $34.6m to $37.7m.

Council's non-current liabilities are expected to decrease as Council continues to reduce its loan borrowings over the longer term.

4.2.3 Borrowings

The table below shows information on borrowings specifically required by the Regulations.

	2018/19	2019/20
	$	$
Amount borrowed as at 30 June of the prior year	44,867	43,725
Amount proposed to be borrowed	-	-
Amount projected to be redeemed	1,142	1,195
Amount of borrowings as at 30 June	43,725	42,530

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4.3 Statement of changes in Equity

4.3.1 Reserves

Within the equity section of the balance sheet, Council has Asset Revaluation Reserves, Statutory Reserves, and General Reserves.

The asset revaluation reserve reflects movements in the value of Council's property and infrastructure assets. It is a non-cash reserve, backed by the value of Council's non-current property and infrastructure assets.

The statutory reserves comprise funds received from external parties for specific purposes such as parking and open space. They are restricted funds and cash backed.

The general reserve holds the transfer of the acquittal of open space funds up to 2015/16. This reserve is not cash backed, nor does it need to be, as it was an accounting entry made at year end to reflect the acquittal of the statutory funds received to that date.

4.3.2 Equity

Council's equity will increase from $1.988m to $2.085 over the four years of the SRP.

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4.4 Statement of Cash Flows

4.4.1 Net cash flows provided by/(used in) operating activities

Council's net cash provided by operating activities will increase from $36.9m to $39.6m over the four years of the SRP.

4.4.2 Net cash flows provided by/(used in) investing activities

Net cash outflows for investing activities is expected to increase from $30.8m to $38.1m over the four years of the SRP. The majority of this outflow is for the Capital Works program each year.

4.4.3 Net cash flows provided by/(used in) financing activities

Net cash used in financing activities is anticipated to increase from $3.2m to $5.8m over the four years of the SRP as Council continues to have a focus on reducing debt.

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4.5 Capital works program

This section presents a listing of the capital works projects that will be undertaken for the 2018/19 year, classified by expenditure type and funding source. Works are also disclosed as current budget or carried forward from prior year.

4.5.1 Summary

	Forecast Actual 2018/19 $'000	Budget 2019/20 $'000	Change $'000	%
Property	8,350	**9,485**	1,135	**13.59%**
Plant and equipment	3,339	**4,411**	1,072	**32.10%**
Infrastructure	19,607	**17,438**	(2,169)	**(11.06)**
Total	31,296	31,334	38	**0.12%**

	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property	**9,485**	650	5,169	3,666	-	1,369	-	8,116	-
Plant and equipment	**4,411**	210	4,201	-	-	113	-	4,298	-
Infrastructure	**17,438**	293	14,525	2,620	-	950	1,090	15,398	-
Total	**31,334**	1,153	23,895	6,286	-	2,432	1,090	27,812	-

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4.5.2 Current Budget

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
PROPERTY									
Buildings									
Kevin Bartlett Reserve - Toilet Block & Sewer Treatment	**154**	-	154	-	-	-	-	154	-
Curtain Square Public Toilets	**21**	-	21	-	-	-	-	21	-
Condell Street Public Toilets	**31**	-	31	-	-	-	-	31	-
All Buildings - General Regulation Compliance	**25**	-	25	-	-	-	-	25	-
Yarraberg Childcare Centre	**120**	-	120	-	-	-	-	120	-
Victoria Park - Ryder Stand	**125**	-	125	-	-	-	-	125	-
Victoria Park - Sherrin Stand	**125**	-	125	-	-	-	-	125	-
Collingwood Leisure Centre	**221**	-	221	-	-	-	-	221	-
Fitzroy Swimming Pool - Gym and Spa	**331**	-	331	-	-	-	-	331	-
Richmond Recreation Centre	**375**	-	375	-	-	-	-	375	-
Collingwood Library	**125**	-	125	-	-	-	-	125	-
Carlton Library	**44**	-	44	-	-	-	-	44	-
Richmond Library (incl. MCH, Historical Society)	**115**	-	115	-	-	-	-	115	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Dight Falls Mill Site (incl. Mill deck, Turbines)	20	-	20	-	-	-	-	20	-
Princess Hill's Children's Centre & MCHC	25	-	25	-	-	-	-	25	-
345 Bridge Road	260	-	260	-	-	-	-	260	-
Buildings - Minor urgent works (various Buildings)	370	-	370	-	-	-	-	370	-
Buildings - Signage replacement program	25	-	25	-	-	-	-	25	-
Buildings - Preliminary Investigations	200	-	200	-	-	-	-	200	-
Buildings - Asbestos Removal Program	77	-	77	-	-	-	-	77	-
Victoria Park - Bob Rose pavilion / Social Club	450	-	450	-	-	-	-	450	-
Burnley Golf Course Social Room	5	-	5	-	-	-	-	5	-
Fairfield Pavilion	40	-	40	-	-	-	-	40	-
Air Raid / Jack Dyer Pavilion - Citizens Park	950	-	950	-	-	-	-	950	-
Abbotsford Senior Citizens/Willowview Centre	35	-	35	-	-	-	-	35	-
Richmond Town Hall	900	-	900	-	-	-	-	900	-
Public Toilets Exeloo Carlton	50	50	-	-	-	-	-	50	-
Depot Redevelopment Project	600	600	-	-	-	-	-	600	-
Alphington Bowling Club	130	-	-	130	-	-	-	130	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Carlton Library	**70**	-	-	70	-			70	-
Burnley Park ex-parks Admin Building	**45**	-	-	45	-			45	-
Lord Street Neighbourhood House	**500**	-	-	500	-			500	-
Canoe Club & Residence - Fairfield Park	**485**	-	-	485	-			485	-
Malcolm Graham Pavilion - Kevin Bartlett Reserve	**1,236**	-	-	1,236	-	169		1,067	-
Ryan's Reserve Netball/Tennis Court and Pavilion	**1,200**	-	-	1,200	-	1,200		-	-
TOTAL PROPERTY	**9,485**	**650**	**5,169**	**3,666**	**-**	**1,369**	**-**	**8,116**	**-**
PLANT AND EQUIPMENT									
Plant, Machinery and Equipment									
FTH Reading Room - Bookshelves Restoration	**29**	-	29	-	-	-	-	29	-
Change over of Mercedes buses to electric (Family Service/Aged Service)	**140**	-	140	-	-	-	-	140	-
Rolling program to replace bicycles	**15**	-	15	-	-	-	-	15	-
Replacement of furniture program in accordance with Asset Management Plan	**150**	-	150	-	-	-	-	150	-
Wet/dry equipment replacement	**33**	-	33	-	-	-	-	33	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Purchase of books, CDs, DVDs and other equipment across all libraries	**610**	-	610	-	-	113	-	497	-
Replace wacker plates, rollers, mixers, jack hammers, saws	**45**	-	45	-	-	-	-	45	-
Ad Hoc replacement of minor plant	**15**	-	15	-	-	-	-	15	-
Replace 35 cars - based on 3 years turnaround	**1,160**	-	1,160	-	-	-	-	1,160	-
Replace 1 truck and 1 Flocon	**480**	-	480	-	-	-	-	480	-
Rolling program - replacement of whitegoods	**25**	-	25	-	-	-	-	25	-
Computers and Telecommunications									
Mobile devices - Field data entry	**42**	-	42	-	-	-	-	42	-
Plotter refresh program	**55**	-	55	-	-	-	-	55	-
Expansion of storage/archiving facilities	**50**	-	50	-	-	-	-	50	-
Replacement of ageing mobile phone stock	**102**	-	102	-	-	-	-	102	-
Replace network/systems equipment	**300**	-	300	-	-	-	-	300	-
Venues booking system	**160**	-	160	-	-	-	-	160	-
Renew portion of end-user computing assets	**510**	-	510	-	-	-	-	510	-
Complete renewal software - Installation T1 CI anywhere	**280**	-	280	-	-	-	-	280	-

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Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Meeting room technology upgrades	**150**	150	-	-	-	-	-	150	-
Council meeting live streaming	**60**	60	-	-	-	-	-	60	-
TOTAL PLANT AND EQUIPMENT	**4,411**	**210**	**4,201**	**-**	**-**	**113**	**-**	**4,298**	**-**
INFRASTRUCTURE									
Lanes									
Station Street Carlton - Resheet asphalt laneway	**22**	-	22	-	-	-	-	22	-
McKean Street Fitzroy North (127-129) - Fix drainage of bluestone laneway	**80**	-	80	-	-	-	-	80	-
McKean Street Fitzroy North (129-135) - Fix drainage of bluestone laneway	**70**	-	70	-	-	-	-	70	-
Alfred Street Fitzroy North - Rehabilitate sections of bluestone laneway	**80**	-	80	-	-	-	-	80	-
Michael Street Fitzroy North - Reconstruct bluestone laneway	**270**	-	270	-	-	-	-	270	-
Noone Street Clifton Hill (24) - Rehabilitate Laneway	**10**	-	10	-	-	-	-	10	-
Noone Street Clifton Hill (18-24) - Rehabilitate Laneway	**35**	-	35	-	-	-	-	35	-
Park Street Fitzroy North - Rehabilitate lane, northern end	**67**	-	67	-	-	-	-	67	-
Thomas Street Richmond - Resheet lane	**40**	-	40	-	-	-	-	40	-

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	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Bridge Road Richmond - Resheet asphalt lane	15	-	15	-	-	-	-	15	-
Gardner Street Richmond - Rehabilitate asphalt laneway	70	-	70	-	-	-	-	70	-
Murphy Street Richmond - Full resheet of asphalt pavement	80	-	80	-	-	-	-	80	-
Rowena Parade Richmond - Resurface lane	25	-	25	-	-	-	-	25	-
Caroline Street Clifton Hill (13-21 Fenwick Street) - Reconstruct lane	60	-	60	-	-	-	-	60	-
Caroline Street Clifton Hill (4) - Reconstruct lane	70	-	70	-	-	-	-	70	-
Berry Street Richmond - Rehabilitate lane	65	-	65	-	-	-	-	65	-
Elm Grove Richmond - Asphalt works	40	-	40	-	-	-	-	40	-
Roads									
Amess Street (Macpherson Street to Fenwick Street) - Resheet footpath	80	-	80	-	-	-	-	80	-
Amsterdam Street (Brighton Street to Mary Street) - Resheet footpath	60	-	60	-	-	-	-	60	-
Barkly Street (Pilkington Street to St Georges Road) - Reconstruct north kerb and footpath	30	-	30	-	-	-	-	30	-
Bedford Street (Otter Street to End of Street) - Reconstruct west kerb and channel	60	-	60	-	-	-	-	60	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Bennett Street (Park Street to Scotchmer Street) - Repair Footpath, kerb	30	-	30	-	-	-	-	30	-
Botherambo Street (Tanner Street to Montgomery Street) - Resheet east footpath	15	-	15	-	-	-	-	15	-
Brighton Street (Barkly Avenue to Albert Street) - Footpath resheet	70	-	70	-	-	-	-	70	-
Brighton Street (Cotter Street to Albert Street) - Footpath resheet	50	-	50	-	-	-	-	50	-
Burnley Street (Buckingham Street to Victoria Street) - Repair kerb and footpath	80	-	80	-	-	-	-	80	-
Burnley Street (Bridge Road to Stillman Street) - Planning and design	20	-	20	-	-	-	-	20	-
Butler Street (Jonas Street to Shelley Street) - Road resheet	40	-	40	-	-	-	-	40	-
Butler Street (Shelley Street to Lennox Street) - Road resheet and threshold treatment	110	-	110	-	-	-	-	110	-
Campbell Street (Vere Street to Gipps Street) - footpath resheet	50	-	50	-	-	-	-	50	-
Campbell Street (Vere Street to Gipps Street) - Road resheet and traffic management work	136	-	136	-	-	-	-	136	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Chapel Street (Young Street to Napier Street) - Road resheet	40	-	40	-	-	-	-	40	-
Chapel Street (Green Street to Walnut Street) - Road resheet	40	-	40	-	-	-	-	40	-
Chestnut Street (Adelaide Street to Balmain Street) - Kerb and channel works	30	-	30	-	-	-	-	30	-
Chestnut Street (Adelaide Street to Balmain Street) - Road resheet, remove/reinstall parking sensors	57	-	57	-	-	-	-	57	-
Chestnut Street (Chapel Street to Adelaide Street) - Reconstruct concrete kerb and channel sections	65	-	65	-	-	-	-	65	-
Chestnut Street (Chapel Street to Adelaide Street) - Road resheet, remove/reinstall 12 parking sensors	58	-	58	-	-	-	-	58	-
Coate Avenue (Rex Avenue to Heidelberg Road) - Construct west concrete footpath	40	-	40	-	-	-	-	40	-
Condell Street (Napier Street to George Street) - Footpath resheet	35	-	35	-	-	-	-	35	-
Condell Street (Napier Street to George Street) - Road resheet	35	-	35	-	-	-	-	35	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Coppin Street (Abinger Street to Wall Street) - Footpath resheet	50	-	50	-	-	-	-	50	-
Coppin Street (Madden Grove to Rose Street) - Resheet footpath	30	-	30	-	-	-	-	30	-
Coppin Street (Rose Street to Barkly Avenue) - Resheet footpath	30	-	30	-	-	-	-	30	-
Corsair Street (Fraser Street to Burnley Street) - Reconstruct kerb and channel sections	40	-	40	-	-	-	-	40	-
Corsair Street (Fraser Street to Burnley Street) - Road resheet, reconstruct road cushions	70	-	70	-	-	-	-	70	-
Darlington Parade (Waltham Street to Church Street) - Resheet footpath	35	-	35	-	-	-	-	35	-
Docker Street (Swan Street to Gipps Street) - Fix collapsed pipe and realign	70	-	70	-	-	-	-	70	-
Dunn Street (Stephenson Street to Green Street) - Road resheet	80	-	80	-	-	-	-	80	-
Easey Street (Gold Street to Hoddle Street) - South kerb and channel sections	50	-	50	-	-	-	-	50	-
Fenwick Street (Wright Street to Spensley Street) - Footpath sections resheet	50	-	50	-	-	-	-	50	-
Gardner Street (Highett Street to Kent Street) - Road	90	-	90	-	-	-	-	90	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
resheet, bike lanes/roundabouts sharrows									
Gardner Street (Highett Street to Kent Street) - Realigning of cracked pipes	**70**	-	70	-	-	-	-	70	-
Gardner Street (Kent Street to Bennett Street) - Road resheet	**60**	-	60	-	-	-	-	60	-
George Street (Cecil Street to Westgarth Street) - Reconstruct east side kerb and channel sections	**70**	-	70	-	-	-	-	70	-
George Street (Leicester Street to Rose Street) - Reconstruct bluestone kerb and channel	**70**	-	70	-	-	-	-	70	-
George Street (Westgarth Street to Leicester Street) - Reconstruct bluestone kerb and channel	**80**	-	80	-	-	-	-	80	-
George Street (Alexandra Parade to Cecil Street) - Reconstruct east kerb and channel	**70**	-	70	-	-	-	-	70	-
George Street (Park Street to Nicholson Street) - Reconstruct/realign underground drainage and pits at the intersection	**100**	-	100	-	-	-	-	100	-
Gipps Street (Rupert Street to Hoddle Street) - Road resheet, deep lift sections	**180**	-	180	-	-	150	-	30	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Gipps Street (Wellington Street to Rupert Street) - Road resheet, reconfigure bike lanes	40	-	40	-	-	-	-	40	-
Glasgow Street (Wellington Street to Rokeby Street) - Road resheet, centre sections only	40	-	40	-	-	-	-	40	-
Glass Street (Beissel Street to Newry Street) - Multiple pipe replacement and pit construction	200	-	200	-	-	-	-	200	-
Gold Street (Sackville Street to Keele Street) - Realign concrete kerb	25	-	25	-	-	-	-	25	-
Gold Street (Sackville Street to Keele Street) - Repair tree root damage	25	-	25	-	-	-	-	25	-
Gold Street (Hodgkinson Street to Queens Parade) - Road resheet	80	-	80	-	-	-	-	80	-
Gold Street (Noone Street to Page Street) - Footpath resheet	50	-	50	-	-	-	-	50	-
Gold Street (Noone Street to Page Street) - Road resheet	100	-	100	-	-	-	-	100	-
Gold Street (Page Street to Hodgkinson) - East footpath resheet, West footpath and kerb section	120	-	120	-	-	-	-	120	-
Gold Street (Page Street to Hodgkinson) - Line and bike lane	120	-	120	-	-	-	-	120	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Gold Street (Page Street to Hodgkinson) - Replace damage failed culverts	140	-	140	-	-	-	-	140	-
Highett Street (Davison Street to Gardner Street) - reconstruct kerb & channel sections	30	-	30	-	-	-	-	30	-
Hughes Street (Lygon Street to Drummond Street) - Road resheet	40	-	40	-	-	-	-	40	-
Ivan Street (Park Street to End of Street) - Resheet east footpath and bluestone kerb sections	70	-	70	-	-	-	-	70	-
Johnston Street (Clarke Street to River) - Footpath resheet	80	-	80	-	-	-	-	80	-
Leslie Street (Victoria Street to Buckingham Street) - Footpath resheet	70	-	70	-	-	-	-	70	-
Lygon Street (Holtom Street East to Pigdon Street) - Reconstruct east bluestone kerb and channel	50	-	50	-	-	-	-	50	-
Lygon Street (Holtom Street East to Pigdon Street) - Road resheet, west side, line marking	56	-	56	-	-	56	-	-	-
Lygon Street (Park Street to Holtom Street East) - Road resheet	56	-	56	-	-	56	-	-	-
Lygon Street (Paterson Street to Richardson Street) -	56	-	56	-	-	56	-	-	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Road resheet, west side, line marking									
Lygon Street (Pigdon Street to Paterson Street) - Road resheet, west side, line marking	**56**	-	56	-	-	56	-	-	-
Lygon Street (Richardson Street to Macpherson Street) - Road resheet, west side, line marking	**56**	-	56	-	-	56	-	-	-
Mary Street (McNamara Street to Swan Street) - Road resheet, Bitek treatment of concrete joints	**75**	-	75	-	-	-	-	75	-
Moorhouse Street (Bridge Road to Erin Street) - Road resheet, remove/reinstall 15 existing parking sensors	**53**	-	53	-	-	-	-	53	-
Murphy Street (Coppin Street to Gardner Street) - Rehabilitate footpath and kerb and channel sections	**70**	-	70	-	-	-	-	70	-
Napier Street (Argyle Street to Johnston Street) - Road resheet (VicRoads bike lane/line marking)	**70**	-	70	-	-	-	-	70	-
Napier Street (Kerr Street to Argyle Street) - Road resheet (VicRoads bike lane/line marking)	**70**	-	70	-	-	-	-	70	-
Napier Street (Moor Street to Condell Street) - Rehabilitate Moor/Napier Roundabout	**30**	-	30	-	-	-	-	30	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Napier Street (Johnston Street to Chapel Street) - Road resheet	20	-	20	-	-	-	-	20	-
Newry Street (Nicholson Street to St Georges Road) - Reconstruct north kerb & channel	40	-	40	-	-	-	-	40	-
Nicholson Street (Gipps Street to Mollison Street) - Repair tree root damage to kerbs	100	-	100	-	-	-	-	100	-
Palmer Street (Johnston Street to Perry Street) - Footpath resheet, at-grade intersections	55	-	55	-	-	-	-	55	-
Palmer Street (Johnston Street to Perry Street) - Reconstruct bluestone kerb and channel	90	-	90	-	-	-	-	90	-
Palmer Street (Johnston Street to Perry Street) - Road resheet	35	-	35	-	-	-	-	35	-
Palmer Street (Johnston Street to Perry Street) - Renew drainage	35	-	35	-	-	-	-	35	-
Peel Street (Oxford Street to Wellington Street) - Risk mitigation response job	10	-	10	-	-	-	-	10	-
Perry Street (Heidelberg Road to Margaret Grove) - Strip resheet road	180	-	180	-	-	-	-	180	-
Porter Street (Railway Street to End of Street) - Footpath resheet	30	-	30	-	-	-	-	30	-

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	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Queen Street (Swan Street to End of Street) - Footpath resheet	20	-	20	-	-	-	-	20	-
Rae Street (Annand Street to Watkins Street) - Resheet footpath	15	-	15	-	-	-	-	15	-
Rae Street (Annand Street to Watkins Street) - Repair tree root damage to kerbs	25	-	25	-	-	-	-	25	-
Rae Street (Reid Street to Annard Street) - Resheet footpath	15	-	15	-	-	-	-	15	-
Rae Street (Reid Street to Annard Street) - Repair tree root damage to kerbs	25	-	25	-	-	-	-	25	-
Rae Street (Watkins Street to Church Street) - Resheet footpath	30	-	30	-	-	-	-	30	-
Rae Street (Watkins Street to Church Street) - Repair tree root damage to kerbs	70	-	70	-	-	-	-	70	-
Rose Street (Brighton Street to Mary Street) - Road resheet	60	-	60	-	-	-	-	60	-
Sackville Street (Wellington Street to Gold Street) - North footpath resheet	50	-	50	-	-	-	-	50	-
Sackville Street (Wellington Street to Gold Street) - Reconstruct kerb and channel	80	-	80	-	-	-	-	80	-
Somerset Street (Davison Street to Burnley Street) - replacement of VC pipe	100	-	100	-	-	-	-	100	-

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	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
South Terrace (Gold Street to Hoddle Street) - Road resheet, line markings and bike lanes	**180**	-	180	-	-	-	-	180	-
Stafford Street (Park Street to Nicholson Street) - Resheet footpath	**40**	-	40	-	-	-	-	40	-
Stanley Street (Gipps Street to Richmond Terrace) - Road, line/bike lane markings resheet	**84**	-	84	-	-	-	-	84	-
Stanley Street (Swan Street to Gipps Street) - Repair tree root damage to footpath and kerbs	**60**	-	60	-	-	-	-	60	-
Station Street (Park Crescent to End of Street) - Drainage outfall renewal	**300**	-	300	-	-	-	-	300	-
Station Street (Curtain Street to Newry Street) - Road, line/bike lane markings resheet	**75**	-	75	-	-	-	-	75	-
Station Street (Fenwick Street to Curtain Street) - Road, line/bike lane markings resheet	**100**	-	100	-	-	-	-	100	-
Station Street (Macpherson Street to Fenwick Street) - Resheet footpath	**40**	-	40	-	-	-	-	40	-
Station Street (Macpherson Street to Fenwick Street) - Road resheet	**120**	-	120	-	-	120	-	-	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Station Street (Richardson Street to Macpherson Street) - Road resheet, line/bike lane symbols/marking, road humps	120	-	120	-	-	-	-	120	-
Sutton Gr (Tyson Street to End of Street) - Road resheet	80	-	80	-	-	-	-	80	-
Swan Street (Stawell Street to Bendigo Street) - Footpath resheet	45	-	45	-	-	-	-	45	-
Swan Street (Burnley Street to Stawell Street) - North footpath resheet	65	-	65	-	-	-	-	65	-
Sydney Street (Perry Street to Johnston Street) - Resheet footpath	40	-	40	-	-	-	-	40	-
Sydney Street (Perry Street to Johnston Street) - Reconstruct kerb and channel	80	-	80	-	-	-	-	80	-
Sydney Street (Perry Street to Johnston Street) - Road resheet	60	-	60	-	-	-	-	60	-
Vere Street (Dight Street to Harmsworth Street) - Resheet south footpath	50	-	50	-	-	-	-	50	-
Vere Street (Dight Street to Harmsworth Street) - Reconstruct kerb and channel sections	70	-	70	-	-	-	-	70	-
Vere Street (Dight Street to Harmsworth Street) - Road resheet	80	-	80	-	-	-	-	80	-

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	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Vere Street (Wellington Street to Dight Street) - Resheet south footpath	50	-	50	-	-	-	-	50	-
Vere Street (Wellington Street to Dight Street) - Reconstruct south bluestone kerb and channel	70	-	70	-	-	-	-	70	-
Vere Street (Wellington Street to Dight Street) - Road resheet	80	-	80	-	-	-	-	80	-
Victoria Place (Church Street to End of street) - Road resheet	60	-	60	-	-	-	-	60	-
Wellington Street (Perry Street to Johnston Street) - Resurfacing pavement	350	-	350	-	-	-	-	350	-
York Street (Lennox Street to New Street) - Road resheet	90	-	90	-	-	-	-	90	-
York Street (New Street to Hoddle Street) - Road resheet	60	-	60	-	-	-	-	60	-
* These figures are included in the user fees & charges category in the income statement	30	-	30	-	-	-	-	30	-
DDA Projects - Compliance works at various locations	100	-	100	-	-	-	-	100	-
DDA Projects -Making disabled parking bays compliant	50	-	50	-	-	-	-	50	-
Designs for further works - Prepare road designs	85	-	85	-	-	-	-	85	-

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	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Designs for further works - Investigations, planning and research	**105**	-	105	-	-	-	-	105	-
Pavement Bicycle Lanes - Repaint existing bicycle lane markings	**35**	-	35	-	-	-	-	35	-
Risk Mitigation Works - Emergency works as identified	**200**	-	200	-	-	-	-	200	
Risk Mitigation Works - Emergency or priority works	**150**	-	150	-	-	-	-	150	-
Miscellaneous Development works	**225**	-	225	-	-	-	-	225	-
Gleadell Street / Highett Street threshold treatment	**150**	150	-	-	-	-	-	150	-
Heritage street signs/plaques	**15**	15	-	-	-	-	-	15	-
DDA upgrade of Council owned signalised intersections	**30**	30	-	-	-	-	-	30	-
Bridges									
Rust removal treatment and repairing - Clifton Hill	**20**	-	20	-	-	-	-	20	-
Waste Management									
Street Bins	**70**	-	70	-	-	-	-	70	-
Parks, Open Space and Streetscapes									
Alphington Park Wetland - Renew path and steps to River	**80**	-	80	-	-		-	80	-

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		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Alphington Park - Renew Playground	150	-	150	-	-		150	-	-
Merri Creek Parklands (Hall Reserve) - Merri Creek trail pat works)	49	-	49	-	-		-	49	-
Edinburgh Gardens - Investigation into operations of Rain Garden	30	-	30	-	-		-	30	-
Edinburgh Gardens - Renew drinking fountains	25	-	25	-	-		-	25	-
Edinburgh Gardens - Renewal of path lighting	165	-	165	-	-		-	165	-
Edinburgh Gardens - Design and consult on skate park expansion	30	-	30	-	-		30	-	-
Alphington Park Oval - Lighting Poles	120	-	120	-	-		120	-	-
Burnley Park Oval - Sports lights	120	-	120	-	-		120	-	-
Citizens Park Oval - Renew Cricket Nets Carpet	41	-	41	-	-		-	41	-
Citizens Park Oval - Strip/renew turf surface	540	-	540	-	-		-	540	-
K Bartlett Reserve, Fletcher Soccer 1 - Renew soccer field fence	48	-	48	-	-		-	48	-
Walker Street Soccer - Turf renovation	78	-	78	-	-		-	78	-
Linear Park Reserve - Renewal of path sections	318	-	318	-	-		-	318	-
Browns Reserve - Renew playground design /construct	75	-	75	-	-		75	-	-

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Cairns Reserve - Design and construct for playground renewal	10	-	10	-	-		10	-	-
Condell Street Reserve - Renew playground (including shade)	175	-	175	-	-		175	-	-
Inner Circle - Holden Bryne Reserve - Renew timber fence	37	-	37	-	-		-	37	-
McConchie Reserve - Boundary bollards	15	-	15	-	-		-	15	-
Smith Reserve - Renewal of turf surface	10	-	10	-	-		-	10	-
Curtain Square - Renew path lighting	71	-	71	-	-		-	71	-
Gahan Reserve - Renewal of path lighting	100	-	100	-	-		-	100	-
Gahan Reserve - Renew playground and BBQ picnic area	360	-	360	-	-		360	-	-
Open Space Children Services - Playground renewals	30	-	30	-	-		-	30	-
Minor Works Assets	347	-	347	-	-		-	347	-
Open Space Signage Renewal Program	110	-	110	-	-		-	110	-
Fairfield Park - Renewal of northern pathway	90	-	90	-	-		-	90	-
Merri Creek Parklands Quarries Park - Minor repairs to playground	40	-	40	-	-		-	40	-
Burnley Golf Course - Path Works	84	-	84	-	-		-	84	-

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Burnley Golf Course - Renewal of 11 bunkers	**73**	-	73	-	-		-	73	-
Burnley Golf Course - Fence refurbishment	**120**	-	120	-	-		-	120	-
Kevin Bartlett Reserve, Bastow Soccer 1 - Renew soccer field fence	**42**	-	42	-	-		-	42	-
Egan Place Reserve - Design/construct playground	**50**	-	50	-	-		50	-	-
Alphington Park new irrigation - Northcote Obedience dog club lawn	**23**	23	-	-	-	-	-	23	-
Cremorne public realm minor upgrades	**55**	55	-	-	-	-	-	55	-
Design Works - Implementation of Open Space Strategy	**20**	20	-	-	-	-	-	20	-
Street Furniture									
Rolling program to replace road furniture	**30**	-	30	-	-	-	-	30	-
Rolling program to replace traffic related signs	**25**	-	25	-	-	-	-	25	-
Renewal of street lights on main roads	**200**	-	200	-	-	-	-	200	-
Renewal program for ticket programs	**280**	-	280	-	-	-	-	280	-
Transport									
Various bicycle strategy work, lanes in Elizabeth street, plus bike signage	**530**	-	-	530	-	-	-	530	-
Delivery of LAPM treatments	**358**	-	-	358	-	134	-	224	-

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Capital Works Area	Project Cost	Asset expenditure types				Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Delivery of LAPM treatments	**358**	-	-	358	-	133	-	225	-
Delivery of LAPM treatments	**358**	-	-	358	-	133	-	225	-
Improve pedestrian amenity	**210**	-	-	210	-	-	-	210	-
Targeted projects at/or near schools	**65**	-	-	65	-	-	-	65	-
Annual rolling program on road safety issues	**180**	-	-	180	-	-	-	180	-
Urban Design/Retain Strips									
Urban Design / Retail Strip Program	**200**	-	200	-	-	-	-	200	-
Urban Design / Retail Strip Program - UD-Bridge Road Activity Centre	**280**	-	-	280	-	-	-	280	-
Urban Design / Retail Strip Program - UD-Swan Street Activity Centre	**281**	-	-	281	-	-	-	281	-
	-	-	-	-	-	-	-	-	-
TOTAL INFRASTRUCTURE	**17,438**	293	14,525	2,620	-	950	1,090	15,398	-
TOTAL NEW CAPITAL WORKS	**31,334**	**1,153**	**24,065**	**6,116**	**-**	**2,319**	**1,090**	**27,925**	**-**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

4.5.3 Works carried forward from the 2018/19 year

Capital Works Area	Project Cost	Asset expenditure types	Summary of Funding Sources						
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
4.5.3 Works carried forward from the 2018/19 year									
PROPERTY									
Land	-	-	-	-	-	-	-	-	-
Land Improvements	-	-	-	-	-	-	-	-	-
Buildings									
Malcolm Graham Pavillion	135	-	135	-	-	135	-	-	-
Richmond Recreation Reserve	423		423	-				423	
Richmond Town Hall – Main Entrance	450		450	-				450	
Building Improvements	-	-	-	-	-	-	-	-	-
Leasehold Improvements	-	-	-	-	-	-	-	-	-
Heritage buildings	-	-	-	-	-	-	-	-	-
TOTAL PROPERTY	1,008	-	1,008	-	-	135	-	873	-
PLANT AND EQUIPMENT									

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Capital Works Area	Project Cost	Asset expenditure types			Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Plant, Machinery and Equipment	-	-	-	-	-	-	-	-	-
Fixtures, Fittings and Furniture	-	-	-	-	-	-	-	-	-
Computers and Telecommunications									
IS - Property and Rating	-	-	579	-	-	-	-	579	-
Heritage Plant and Equipment	-	-	-	-	-	-	-	-	-
Library books	-	-	-	-	-	-	-	-	-
TOTAL PLANT AND EQUIPMENT	**579**	-	579	-	-	-	-	579	-
INFRASTRUCTURE									
Roads									
UD – Bridge Road Activity Centre	**200**	-	-	200	-	-	-	200	-
Bridges	-	-	-	-	-	-	-	-	-
Transport									
Wellington street Copenhagen	**1,500**	-	-	1,500	-	1,500			

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Capital Works Area	Project Cost	Asset expenditure types			Summary of Funding Sources			
		New	Renewal	Upgrade	Expansion	Grants	Contrib.	Council cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Footpaths and Cycleways	-	-	-	-	-	-	-	-	-
Drainage	-	-	-	-	-	-	-	-	-
Recreational, Leisure & Community Facilities	-	-	-	-	-	-	-	-	-
Waste Management	-	-	-	-	-	-	-	-	-
Parks, Open Space and Streetscapes	-	-	-	-	-	-	-	-	-
Aerodromes	-	-	-	-	-	-	-	-	-
Off Street Car Parks	-	-	-	-	-	-	-	-	-
Other Infrastructure	-	-	-	-	-	-	-	-	-
TOTAL INFRASTRUCTURE	**1,700**	-	-	1,700	-	1,500	-	1,200	-
TOTAL CARRIED FORWARD CAPITAL WORKS 2018/19	**3,287**	-	1,587	1,700	-	1,635	-	1,652	-

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5. Financial performance indicators

The following table highlights Council's current and projected performance across a range of key financial performance indicators. These indicators provide a useful analysis of Council's financial position and performance and should be interpreted in the context of the organisation's objectives.

Indicator	Measure	Notes	Actual	Forecast	Budget	Strategic Resource Plan Projections			Trend
			2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	+/o/-
Operating position									
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	1	8%	2.4%	2.5%	2.8%	3.4%	3.9%	+
Liquidity									
Working Capital	Current assets / current liabilities	2	1.97	2.64	2.68	1.25	1.88	1.72	-
Unrestricted cash	Unrestricted cash / current liabilities	3	0.97	1.18	1.21	0.58	0.86	0.67	-
Obligations									
Loans and borrowings	Interest bearing loans and borrowings / rate revenue	4	43%	40%	38%	37%	32%	28%	+
Loans and borrowings	Interest and principal repayments on interest bearing loans and borrowings / rate revenue		3%	3%	3%	3%	32%	5%	o
Indebtedness	Non-current liabilities / own source revenue		26%	26%	24%	6%	19%	15%	+
Asset renewal	Asset renewal expenses / Asset depreciation	5	1.02	1.03	1.05	1.20	1.16	1.14	o
Stability									
Rates concentration	Rate revenue / adjusted underlying revenue	6	56%	56%	57%	57%	57%	58%	o
Rates effort	Rate revenue / NAV of rateable properties in the municipality		0.21%	0.24%	0.24%	0.25%	0.26%	0.26%	o

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Indicator	Measure	Notes	Actual	Forecast	Budget	Strategic Resource Plan Projections			Trend
			2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	+/o/-
Efficiency									
Expenditure level	Total expenses/ no. of property assessments		$3,197	$3,389	$3,403	$3,431	$3,460	$3,487	o
Revenue level	Residential rate revenue / no. of residential property assessments		$1,674	$1,749	$1,756	$1,763	$1,771	$1,780	o
Workforce turnover	No. of permanent staff resignations & terminations / average no. of permanent staff for the financial year		16.05%	16.04%	16.04%	16.04%	16.04%	16.04%	o

Key to Forecast Trend:
+ Forecasts improvement in Council's financial performance/financial position indicator
o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecasts deterioration in Council's financial performance/financial position indicator

Notes to indicators

1. **Adjusted underlying result**
   Council's adjusted underlying result is expected to improve and trend favourably over the period of the Strategic Resource Plan (SRP).

2. **Working Capital**
   Liquidity is forecast to decline, in order to achieve higher spending on capital replacement. The decrease in 2020/21 is the result of Council's $32.5m interest only loan becoming a current liability in that year (as it is due to be repaid in 2021/22). This has an impact on the ratio only, as Council will be refinancing the loan.

3. **Unrestricted Cash**
   Unrestricted cash is forecast to decline, in order to achieve higher spending on capital replacement, and in order to ensure statutory open space reserves are cash backed.

4. **Debt compared to rates**
   Debt is expected to reduce over the period of the SRP with loan principal repayments being made and rate revenue increasing.

5. **Asset renewal**
   Forecast asset renewal expenditure is expected to meet the requirements of Council's assets.

6. **Rates concentration**
   Council's rates concentration is expected to remain consistent over the period of the SRP. Rate revenue continues to be an important source of revenue for Council to be able to deliver services and renew its assets.

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra
2019/20 Draft Budget
Proposed Fees and Charges

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This colour shading reflects the fee is a statutory fee, which means the fee is set by another agency, not by Council

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
PROPERTY & RATING FEES						
Land information certificates	Y	GST Free	$26.30	**$26.30**	**$0.00**	**0.00%**
Land information certificates - 24 hour turnaround (online application only)	N	GST Free	$68.50	**$70.20**	**$1.70**	**2.48%**
Garbage Charge - Properties exempt from Rates	N	GST Free	$373.20	**$382.55**	**$9.35**	**2.51%**
Valuation Certificate	N	Taxable	$25.00	**$25.60**	**$0.60**	**2.40%**
Retrospective Valuation Certificate	N	Taxable	$100.00	**$102.50**	**$2.50**	**2.50%**
Payment Arrangement fee (Rates – Referred for Legal Action)	N	Taxable	$5.75 per month	**$5.90 per month**	**$0.15**	**2.61%**
Rate Notice reproduction	N	GST Free	$26.30	**$26.95**	**$0.65**	**2.47%**
Debt Recovery Field Call	N	GST Free	$60.00	**$60.00**	**$0.00**	**0.00%**
Debt Recovery Administration	N	GST Free	$45.00	**$45.00**	**$0.00**	**0.00%**
Debt Recovery Administration Summons Trace successful	N	GST Free	$150.00	**$150.00**	**$0.00**	**0.00%**
Debt Recovery Administration Summons Trace unsuccessful	N	GST Free	$100.00	**$100.00**	**$0.00**	**0.00%**
Debt Recovery Title Search	N	GST Free	$25.00	**$25.60**	**$0.60**	**2.40%**
Debt Recovery Company Search	N	GST Free		**$25.60**	**$25.60**	**100.00%**

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
GOVERNANCE SUPPORT						
Freedom of information requests	Y	GST Free	Adoption of statutory fee	**Adoption of statutory fee**		
LIBRARIES						
Overdue Items	N	GST Free	$0.20 per day	**$0.20 per day**	**$0.00**	**0.00%**
Damaged Books	N	Taxable	Cost + $11.80	**Cost + $12.50**	**$0.30**	**2.54%**
Damaged Magazines	N	Taxable	Cost + $3.60	**Cost + $3.70**	**$0.10**	**2.78%**
Lost Card	N	Taxable	$3.90	**$4.00**	**$0.10**	**2.56%**
Inter Library Loans	N	Taxable	$18.00	**$18.50**	**$0.50**	**2.78%**
Reservations	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
Word Processing	N	Taxable	No Charge	**No Charge**	**$0.00**	**0.00%**
Internet Access	N	Taxable	No Charge	**No Charge**	**$0.00**	**0.00%**
Printing from Computers	N	Taxable	$0.20 per page	**$0.20 per page**	**$0.00**	**0.00%**
Library Bags	N	Taxable	$2.80	**$3.00**	**$0.20**	**7.14%**
Photocopies						
Photocopies A4	N	Taxable	$0.20	**$0.20**	**$0.00**	**0.00%**
Photocopies A3	N	Taxable	$0.40	**$0.40**	**$0.00**	**0.00%**
Photocopies A4 (colour)	N	Taxable	$1.00	**$1.10**	**$0.10**	**10.00%**
Photocopies A3 (colour)	N	Taxable	$2.00	**$2.10**	**$0.10**	**5.00%**
Book Sales						
Hardbacks	N	Taxable	$2.60	**$3.00**	**$0.40**	**15.38%**
Paperbacks	N	Taxable	$1.60	**$1.50**	**-$0.10**	**-6.25%**
Magazines	N	Taxable	$0.60	**$0.50**	**-$0.10**	**-16.67%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
FINANCE						
Credit Card Surcharge (moved from start of sheet to Finance section)	N	Taxable	0.5% to payments made via Credit Card	**0.5% to payments made via Credit Card**	**$0.00**	**$0.00**
Dishonoured Cheque Administration Fee	N	Taxable	$34.85	**$35.70**	**$0.85**	**2.44%**
Dishonoured Direct Debt Administration Fee	N	Taxable	$34.85	**$35.70**	**$0.85**	**2.44%**
AGED & DISABILITY SERVICES						
Home Care, Personal Care and Respite Care						
Home Care General Low Fee Range						
Home Care General Low fee range - Single Up to $26,933	N	GST Free	$4.05	**$4.15**	**$0.10**	**2.47%**
Home Care General Low fee range - Single $26,933 to $36,972	N	GST Free	$6.25	**$6.40**	**$0.15**	**2.40%**
Home Care General Low fee range - Couple Up to $56,589	N	GST Free	$6.30	**$6.45**	**$0.15**	**2.38%**
Home Care General Low fee range - Family Up to $62,693	N	GST Free	$6.30	**$6.45**	**$0.15**	**2.38%**
Home Care General Medium Fee Range						
Home Care General Medium fee range - Single $36,972 to $51,712	N	GST Free	$8.95	**$9.15**	**$0.20**	**2.23%**
Home Care General Medium fee range - Single $51,712 to $66,452	N	GST Free	$11.55	**$11.85**	**$0.30**	**2.60%**
Home Care General Medium fee range - Single $66,452 to $81,192	N	GST Free	$14.15	**$14.50**	**$0.35**	**2.47%**
Home Care General Medium fee range - Couple $56,589 to $73,907	N	GST Free	$10.50	**$10.75**	**$0.25**	**2.38%**
Home Care General Medium fee range - Couple $73,907 to $91,225	N	GST Free	$13.30	**$13.65**	**$0.35**	**2.63%**
Home Care General Medium fee range - Couple $91,225 to $108,543	N	GST Free	$15.75	**$16.15**	**$0.40**	**2.54%**

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Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Home Care General Medium fee range - Family $62,693 to $79,109	N	GST Free	$10.50	**$10.75**	**$0.25**	**2.38%**
Home Care General Medium fee range - Family $79,109 to $95,525	N	GST Free	$13.30	**$13.65**	**$0.35**	**2.63%**
Home Care General Medium fee range - Family $95,525 to $111,941	N	GST Free	$15.75	**$16.15**	**$0.40**	**2.54%**
Home Care General High Fee Range						
Home Care General High Range - Single Above $81,194	N	GST Free	$34.35	**$35.20**	**$0.85**	**2.47%**
Home Care General High Range - Couple Above $108,543	N	GST Free	$34.35	**$35.20**	**$0.85**	**2.47%**
Home Care General High Range - Family Above $111,941	N	GST Free	$34.35	**$35.20**	**$0.85**	**2.47%**
Personal Care						
Personal Care Low Fee Range						
Personal Care Low fee range - Single Up to $26,933	N	GST Free	$3.95	**$4.05**	**$0.10**	**2.53%**
Personal Care Low fee range - Single $26,933 to $36,972	N	GST Free	$4.70	**$4.80**	**$0.10**	**2.13%**
Personal Care Low fee range - Couple Up to $41,730	N	GST Free	$3.95	**$4.05**	**$0.10**	**2.53%**
Personal Care Low fee range - Couple $41,730 to $56,589	N	GST Free	$4.70	**$4.80**	**$0.10**	**2.13%**
Personal Care Low fee range - Family Up to $47,844	N	GST Free	$3.95	**$4.05**	**$0.10**	**2.53%**
Personal Care Low fee range - Family $47,844 to $62,693	N	GST Free	$4.70	**$4.80**	**$0.10**	**2.13%**
Personal Care Medium Fee Range						
Personal Care General Medium fee range - Single $36,972 to $51,712	N	GST Free	$7.35	**$7.55**	**$0.20**	**2.72%**
Personal Care General Medium fee range - Single $51,712 to $66,452	N	GST Free	$7.75	**$7.95**	**$0.20**	**2.58%**
Personal Care General Medium fee range - Single $66,452 to $81,192	N	GST Free	$8.50	**$8.70**	**$0.20**	**2.35%**

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Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Personal Care General Medium fee range - Couple $56,589 to $73,907	N	GST Free	$7.35	**$7.55**	**$0.20**	**2.72%**
Personal Care General Medium fee range - Couple $73,907 to $91,225	N	GST Free	$7.75	**$7.95**	**$0.20**	**2.58%**
Personal Care General Medium fee range - Couple $91,225 to $108,543	N	GST Free	$8.50	**$8.70**	**$0.20**	**2.35%**
Personal Care General Medium fee range - Family $62,693 to $79,109	N	GST Free	$7.35	**$7.55**	**$0.20**	**2.72%**
Personal Care General Medium fee range - Family $79,109 to $95,525	N	GST Free	$7.75	**$7.95**	**$0.20**	**2.58%**
Personal Care General Medium fee range - Family $95,525 to $111,941	N	GST Free	$8.50	**$8.70**	**$0.20**	**2.35%**
Personal Care High Fee Range						
Personal Care General High Range - Single Above $81,194	N	GST Free	$38.45	**$39.40**	**$0.95**	**2.47%**
Personal Care General High Range - Couple Above $108,543	N	GST Free	$38.45	**$39.40**	**$0.95**	**2.47%**
Personal Care General High Range - Family Above $111,941	N	GST Free	$38.45	**$39.40**	**$0.95**	**2.47%**
Respite Care						
Respite Care Low Fee Range						
Respite Care Low fee range - Single Up to $26,933	N	GST Free	$2.70	**$2.75**	**$0.05**	**1.85%**
Respite Care Low fee range - Single $26,933 to $36,972	N	GST Free	$3.15	**$3.25**	**$0.10**	**3.17%**
Respite Care Low fee range - Couple Up to $41,740	N	GST Free	$2.70	**$2.75**	**$0.05**	**1.85%**
Respite Care Low fee range - Couple $41,740 to $56,589	N	GST Free	$3.15	**$3.25**	**$0.10**	**3.17%**
Respite Care Low fee range - Family Up to $47,844	N	GST Free	$2.70	**$2.75**	**$0.05**	**1.85%**
Respite Care Low fee range - Family $47,844 to $62,693	N	GST Free	$3.15	**$3.25**	**$0.10**	**3.17%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Respite Care Medium Fee Range						
Respite Care General Medium fee range - Single $36,972 to $51,712	N	GST Free	$3.65	**$3.75**	**$0.10**	**2.74%**
Respite Care General Medium fee range - Single $51,712 to $66,452	N	GST Free	$4.50	**$4.60**	**$0.10**	**2.22%**
Respite Care General Medium fee range - Single $66,452 to $81,192	N	GST Free	$4.60	**$4.70**	**$0.10**	**2.17%**
Respite Care General Medium fee range - Couple $56,589 to $73,907	N	GST Free	$3.65	**$3.75**	**$0.10**	**2.74%**
Respite Care General Medium fee range - Couple $73,907 to $91,225	N	GST Free	$4.50	**$4.60**	**$0.10**	**2.22%**
Respite Care General Medium fee range - Couple $91,225 to $108,543	N	GST Free	$4.60	**$4.70**	**$0.10**	**2.17%**
Respite Care General Medium fee range - Family $62,693 to $79,109	N	GST Free	$3.65	**$3.75**	**$0.10**	**2.74%**
Respite Care General Medium fee range - Family $79,109 to $95,525	N	GST Free	$4.50	**$4.60**	**$0.10**	**2.22%**
Respite Care General Medium fee range - Family $95,525 to $111,941	N	GST Free	$4.60	**$4.70**	**$0.10**	**2.17%**
Respite Care High Fee Range						
Respite Care General High Range - Single Above $81,192	N	GST Free	$35.45	**$36.35**	**$0.90**	**2.54%**
Respite Care General High Range - Couple Above $108,543	N	GST Free	$35.45	**$36.35**	**$0.90**	**2.54%**
Respite Care General High Range - Family Above $111,941	N	GST Free	$35.45	**$36.35**	**$0.90**	**2.54%**
Home Maintenance						
Home Maintenance Low Fee Range						
Home Maintenance Low fee range - Single Up to $26,933	N	GST Free	$4.45	**$4.55**	**$0.10**	**2.25%**
Home Maintenance Low fee range - Single $26,933 to $36,972	N	GST Free	$6.95	**$7.10**	**$0.15**	**2.16%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Home Maintenance Low fee range - Couple Up to $41,740	N	GST Free	$4.45	**$4.55**	**$0.10**	**2.25%**
Home Maintenance Low fee range - Couple $41,740 to $56,589	N	GST Free	$8.20	**$8.40**	**$0.20**	**2.44%**
Home Maintenance Low fee range - Family Up to $47,844	N	GST Free	$4.45	**$4.55**	**$0.10**	**2.25%**
Home Maintenance Low fee range - Family $47,844 to $62,693	N	GST Free	$8.20	**$8.40**	**$0.20**	**2.44%**
Home Maintenance - Medium Fee Range						
Home Maintenance Medium Fee Range Single - $36,972 to $81,194	N	GST Free	$17.20	**$17.65**	**$0.45**	**2.62%**
Home Maintenance Medium Fee Range Couple - $56,589 to $108,543	N	GST Free	$17.20	**$17.65**	**$0.45**	**2.62%**
Home Maintenance Medium Fee Range Family - $62,693 to $111,941	N	GST Free	$17.20	**$17.65**	**$0.45**	**2.62%**
Home Maintenance - High Fee Range						
Home Maintenance High Range - Single Above $81,192	N	GST Free	$49.60	**$50.85**	**$1.25**	**2.52%**
Home Maintenance High Range - Couple Above $108,543	N	GST Free	$49.60	**$50.85**	**$1.25**	**2.52%**
Home Maintenance - Family Above $111,941	N	GST Free	$49.60	**$50.85**	**$1.25**	**2.52%**
Delivered / Centre Meals						
Delivered / Centre Meals -Low Fee Range						
Delivered / Centre Meals Single up to $36,972	N	GST Free	$6.50	**$6.65**	**$0.15**	**2.31%**
Delivered / Centre Meals Couple Up to $56,589	N	GST Free	$6.50	**$6.65**	**$0.15**	**2.31%**
Delivered / Centre Meals Family Up to $62,693	N	GST Free	$6.50	**$6.65**	**$0.15**	**2.31%**
Delivered / Centre Meals - Medium Fee Range						
Delivered / Centre Meals Single - $36,438 to $81,192	N	GST Free	$8.40	**$8.60**	**$0.20**	**2.38%**
Delivered / Centre Meals Couple - $56,589 to $108,543	N	GST Free	$8.40	**$8.60**	**$0.20**	**2.38%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Delivered / Centre Meals Family - $62,693 to $111,941	N	GST Free	$8.40	**$8.60**	**$0.20**	**2.38%**
Delivered / Centre Meals - High Fee Range						
Delivered / Centre Meals- Single Above $81,192	N	GST Free	$21.90	**$22.45**	**$0.55**	**2.51%**
Delivered / Centre Meals - Couple Above $108,543	N	GST Free	$21.90	**$22.45**	**$0.55**	**2.51%**
Delivered / Centre Meals - Family Above $111,941	N	GST Free	$21.90	**$22.45**	**$0.55**	**2.51%**
Willowview **Willowview - High Care** **Willowview - Outing Group**						
Willowview - Low Fee Range Single up to $36,972	N	GST Free	$8.10	**$8.30**	**$0.20**	**2.47%**
Willowview - Low Fee Range Couple Up to $56,589	N	GST Free	$8.10	**$8.30**	**$0.20**	**2.47%**
Willowview - Low Fee Range Family Up to $62,693	N	GST Free	$8.10	**$8.30**	**$0.20**	**2.47%**
Willowview - Medium Fee Range Single - $36,972 to $81,194	N	GST Free	$8.10	**$8.30**	**$0.20**	**2.47%**
Willowview - Medium Fee Range Couple - $56,589 to $105,543	N	GST Free	$8.10	**$8.30**	**$0.20**	**2.47%**
Willowview - Medium Fee Range Family - $62,693 to $111,941	N	GST Free	$8.10	**$8.30**	**$0.20**	**2.47%**
Willowview - High Fee Range - Single Above $81,192	N	GST Free	$20.40	**$20.90**	**$0.50**	**2.45%**
Willowview - High Fee Range - Couple Above $108,543	N	GST Free	$20.40	**$20.90**	**$0.50**	**2.45%**
Willowview - High Fee Range - Family Above $111,941	N	GST Free	$20.40	**$20.90**	**$0.50**	**2.45%**
Additional charge applies to Willowview Outing Group only if meal provided by the service	N	GST Free	$5.00	**$5.15**	**$0.15**	**3.00%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Social Support – Group (Community Transport)						
Weekly fee charged for Community transport service - shopping	N	GST Free	$0.00	**$1.00**	**$1.00**	**100%**
Home Care Packages (HCP)						
**Rates negotiable in special circumstances. Refer Aged & Disability Services - Home Care Packages Policy						
Linkage Program- Monthly Case Management Fee	N	Taxable	$0 - $258	**$0 - $258**	**0**	**0.00%**
**Based upon HACC services used and other services as negotiated						
All Meals	N	Taxable	$20.30	**$20.80**	**$0.50**	**2.46%**
Home/Personal/Respite Care (8.00am to 6.00pm Monday to Friday)	N	Taxable	$47.20	**$48.40**	**$1.20**	**2.54%**
Home/Personal/Respite Care (6.00pm to 8.00am Monday to Friday)	N	Taxable	$100.20	**$102.70**	**$2.50**	**2.50%**
Home/Personal/Respite Care (6.00pm Friday to 8.00am Monday)	N	Taxable	$100.20	**$102.70**	**$2.50**	**2.50%**
Adult Day Care	N	Taxable	$34.80	**$35.65**	**$0.85**	**2.44%**
PARKING SERVICES						
Parking Fees - meters/ticket machines (per hour) spread from 0.00 to $4.00 max	N	Taxable	$4.00	**$4.00**	**$0.00**	**0.00%**
All Day Parking (various locations)	N	Taxable	$12.00	**$12.00**	**$0.00**	**0.00%**
Night parking rate	N	Taxable	$12.00	**$12.00**	**$0.00**	**0.00%**
Occupation of parking bays - parking meter/first day- Non Commercial Street	N	Taxable	$62.00	**$64.00**	**$2.00**	**3.23%**
Occupation of parking bays - parking meter/subsequent day- Non Commercial Street	N	Taxable	$31.00	**$32.00**	**$1.00**	**3.23%**
Occupation of parking bays - parking meter/first day- Commercial Street	N	Taxable	$103.00	**$106.00**	**$3.00**	**2.91%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Occupation of parking bays - parking meter/subsequent day- Commercial street	N	Taxable	$52.00	**$55.00**	**$3.00**	**5.77%**
Parking Permits - 1st Resident permit	N	GST Free	$38.00	**$40.00**	**$2.00**	**5.26%**
Parking Permits - 2nd Resident permits	N	GST Free	$95.00	**$98.00**	**$3.00**	**3.16%**
Parking Permits - 3rd Resident permits	N	GST Free	$179.00	**$184.00**	**$5.00**	**2.79%**
Parking Permits - Business - 1st permit	N	Taxable	$130.00	**$134.00**	**$4.00**	**3.08%**
Parking Permits - Business - 2nd and subsequent permits	N	Taxable	$241.50	**$248.00**	**$6.50**	**2.69%**
Parking Permits - Disabled	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
Parking Permits - 1st Visitor permit	N	GST Free	$38.00	**$40.00**	**$2.00**	**5.26%**
Parking Permits - 2nd Visitor permits	N	GST Free	$95.00	**$98.00**	**$3.00**	**3.16%**
Parking Permits - 3rd Visitor permits	N	GST Free	$179.00	**$184.00**	**$5.00**	**2.79%**
Vehicle tow-away - impounding fee	N	Taxable	$425.00	**$435.00**	**$10.00**	**2.35%**
Derelict vehicles/pound fee - abandoned/unregistered vehicle	N	Taxable	$425.00	**$435.00**	**$10.00**	**2.35%**
Installation of Loading Zone	N	Taxable	$205.00	**$210.00**	**$5.00**	**2.44%**
LOCAL LAWS/LEGISLATIVE SERVICES						
Footpath Trading -Application/ Inspection fee (Non-refundable)	N	GST free	$53.00	**$55.00**	**$2.00**	**3.77%**
Footpath heaters	N	GST free	$105.00	**$108.00**	**$3.00**	**2.86%**
Footpath awning fee	N	GST free	$210.00	**$215.00**	**$5.00**	**2.38%**
Local laws Permit refund fee	N	GST free	$105.00	**$108.00**	**$3.00**	**2.86%**
Planter Box/Tubs (Excludes Tables & Chairs) Footpath trading only	N	GST free	$53.00	**$55.00**	**$2.00**	**3.77%**
Additional miscellaneous item Footpath trading	N	GST free	$53.00	**$55.00**	**$2.00**	**3.77%**
Mobile Food Vans - Normal Rate	N	GST free	$2,515.00	**$2,578.00**	**$63.00**	**2.50%**
Mobile Food Vans - Concession Rate (Yarra Resident Only)	N	GST free	$1,784.00	**$1,829.00**	**$45.00**	**2.52%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Mobile food van - small private events permit 1 day or less	N	GST Free	$103.00	**$106.00**	**$3.00**	**2.91%**
Mobile food van- Charity or Non for profit event.	N	GST Free	$0.00	**$0.00**	**$0.00**	**0.00%**
Significant tree Application fee(Non-refundable)	N	GST free	$145.00	**$150.00**	**$5.00**	**3.45%**
Significant Tree Permit- Removal	N	GST free	$210.00	**$215.00**	**$5.00**	**2.38%**
Significant Tree Permit- Pruning only	N	GST free	$105.00	**$108.00**	**$3.00**	**2.86%**
Excess Animal Permit- Application Fee (Non Refundable)	N	GST free	$53.00	**$55.00**	**$2.00**	**3.77%**
Cat trap- rental per week	N	GST free	$21.50	**$22.00**	**$0.50**	**2.33%**
Commercial dog walking permit (annual permit)	N	GST free	$105.00	**$108.00**	**$3.00**	**2.86%**
Excess Animal Permit-Fee	N	GST free	$53.00	**$55.00**	**$2.00**	**3.77%**
Temporary Public Space Licence (prescribed event area) multi max 5 stalls/promotional activities Charity or Non for profit	N	New Fee		**$0.00**		
Temporary Public Space Licence (prescribed event area) multi max 5 stalls/promotional activities	N	New Fee		**$100.00**		
Temporary Public Space Licence (prescribed event area) each additional stall/promotional activity over 5 for Charity or Non for profit	N	New Fee		**$0.00**		
Temporary Public Space Licence (prescribed event area) each additional stall/promotional activity over 5	N	New Fee		**$30.00**		
Temporary Public Space Licences up to 7 days	N	GST free	$65.50	**$68.00**	**$2.50**	**3.82%**
Local law permit application fee(As required)	N	GST free	$53.00	**$55.00**	**$2.00**	**3.77%**
Busking Permit (Monthly charge)	N	GST free	$14.00	**$14.50**	**$0.50**	**3.57%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Planter box/tubs- Laneway garden permit fee	N	GST free	$53.00	**$55.00**	**$2.00**	**3.77%**
General Local Law Permit	N	GST free	$330.00	**$338.00**	**$8.00**	**2.42%**
Temporary Public space permit- Promotional Short Term (1) 0- 3 days	N	GST free	$105.50	**$108.00**	**$2.50**	**2.37%**
Temporary Public space permit- Promotional Short Term (2) 3- 7 days where admin/detailed review required	N	GST free	$169.00	**$173.00**	**$4.00**	**2.37%**
Local Laws permit Inspection fee- After hours	N	GST free	$155.00	**$160.00**	**$5.00**	**3.23%**
Miscellaneous / Impound release Fee	N	GST free	$107.50	**$110.00**	**$2.50**	**2.33%**
Shopping Trolley Release fees	N	GST free	$63.00	**$65.00**	**$2.00**	**3.17%**
Public Space Licences						
Items on Footpath:						
Advertising Sign - per sign (licensed)	N	GST Free	$174.00	**$178.00**	**$4.00**	**2.30%**
Advertising Sign - per sign (unlicensed)	N	GST Free	$118.00	**$121.00**	**$3.00**	**2.54%**
Goods Display	N	GST Free	$404.00	**$414.00**	**$10.00**	**2.48%**
Tables & Chairs:						
Licenced premises - per table over 800mm(Including benches)	N	GST free	$89.00	**$91.00**	**$2.00**	**2.25%**
Licensed Premises - per table up to 800mm	N	GST Free	$78.00	**$80.00**	**$2.00**	**2.56%**
Licensed Premises - per chair (600mm =1 Chair)	N	GST Free	$72.00	**$74.00**	**$2.00**	**2.78%**
Unlicensed Premises - per table over 800mm (including benches)	N	GST Free	$89.00	**$91.00**	**$2.00**	**2.25%**
Unlicensed Premises - per table up to 800mm	N	GST Free	$78.00	**$80.00**	**$2.00**	**2.56%**
Unlicensed Premises - per chair (600mm = 1 Chair)	N	GST Free	$21.50	**$22.00**	**$0.50**	**2.33%**
Real Estate Sign License	N	GST Free	$777.00	**$796.00**	**$19.00**	**2.45%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Mobile Food Van (prescribed event area) multi max. 5 vans	N	GST Free	$330.00	**$338.00**	**$8.00**	**2.42%**
Mobile Food Van (prescribed event area) each additional food van/stall over 5 vans	N	GST Free	$330.00	**$338.00**	**$8.00**	**2.42%**
Mobile Food Van public land (once-off day rate)	N	GST Free	$330.00	**$338.00**	**$8.00**	**2.42%**
Kerb Market						
Gleadell Street Market (per stall)	N	Taxable	$86.00	**$90.00**	**$4.00**	**4.65%**
Other						
Miscellaneous / Impound Fee	N	Taxable	$107.50	**$110.00**	**$2.50**	**2.33%**
Planning Enforcement						
Liquor Licensing Advice Requests	N	Taxable	$158.50	**$162.00**	**$3.50**	**2.21%**
ANIMAL CONTROL						
COMMUNITY AMENITY - (Local Laws and Animal Control)						
Dog Registration						
Standard Maximum Fee	N	GST Free	$198.00	**$204.00**	**$6.00**	**3.03%**
Standard Reduced Fee	N	GST Free	$63.50	**$68.00**	**$4.50**	**7.09%**
Concessional Maximum Fee	N	GST Free	$99.00	**$102.00**	**$3.00**	**3.03%**
Dogs & cats currently registered at another Council- transfer and 1st registration.	New Fee			**No charge-1st year only**		
Dogs & Cats under 6mths of age	New Fee			**No charge-1st year only**		
Concessional Reduced Fee	N	GST Free	$18.50	**$20.00**	**$1.50**	**8.11%**
Registration – Declared menacing, dangerous & restricted breed dogs	N	GST Free	$337.50	**$400.00**	**$62.50**	**18.52%**
Cat Registration						
Standard Maximum Fee	N	GST Free	$110.50	**$117.00**	**$6.50**	**5.88%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Standard Reduced Fee	N	GST Free	$37.00	**$39.00**	**$2.00**	**5.41%**
Concessional Maximum Fee	N	GST Free	$55.00	**$58.00**	**$3.00**	**5.45%**
Concessional Reduced Fee	N	GST Free	$13.50	**$14.50**	**$1.00**	**7.41%**
Animal Registration refund			50% refund on above Cat registration fees until 1 Oct. After that date no refunds			
Replacement Animal Registration tag	N	Taxable	$5.20	**$5.50**	**$0.30**	**5.77%**
Animal Pound Release fees						
Release fee - Dog	N	Taxable	$97.50	**$150.00**	**$52.50**	**53.85%**
Release fee - Cat	N	Taxable	$37.00	**$100.00**	**$63.00**	**170.27%**
Livestock (small)	N	Taxable	$60.00	**$180.00**	**$120.00**	**200.00%**
Livestock (large)	N	Taxable	$210.00	**$220.00**	**$10.00**	**4.76%**
Registration of Domestic Animal Business						
Annual Registration Fee	N	Taxable	$399.00	**$410.00**	**$11.00**	**2.76%**
Domestic Animal Business registration refund	N	Taxable	50% refund ($199.50) on the fee above until 1 Oct. After that date no refunds			
Transfer Fee	N	Taxable	$29.00	**$30.00**	**$1.00**	**3.45%**
Request for copy of dog/cat registration certificate (per entry)	N	Taxable	$102.00	**$105.00**	**$3.00**	**2.94%**
Service Requests - Animal Control	N	Taxable	$76.00	**$78.00**	**$2.00**	**2.63%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Inspection of Dog/Cat register (per entry)	N	GST Free	$22.00	**$23.00**	**$1.00**	**4.55%**
Deposit Cat trap(Refundable)	N	GST Free	$105.00	**$108.00**	**$3.00**	**2.86%**
FOOD PREMISES						
Class 1 or Class 2 Premises						
Renewals	N	GST Free	$576.00	**$592.00**	**$16.00**	**2.78%**
Additional fee for each employee over 10.	N	GST Free	$29.00	**$30.00**	**$1.00**	**3.45%**
New Registrations	N					
Application fee	N	GST Free	$288.00	**$296.00**	**$8.00**	**2.78%**
Registration fee	N	GST Free	Pro-rata of renewal fee	**Pro-rata of renewal fee**		
Transfer Fee	N	GST Free	$288.00	**$296.00**	**$8.00**	**2.78%**
Re-inspection Fee	N	GST Free	$144.00	**$148.00**	**$4.00**	**2.78%**
Additional Assessment Fee (Section 19H)	N		$288.00	**$295.00**	**$7.00**	**2.43%**
Class 3 and Not for Profit Class 1 and 2 Food Premises						
Renewals	N	GST Free	$288.00	**$296.00**	**$8.00**	**2.78%**
Additional fee for each employee over 10.	N	GST Free	$14.50	**$15.00**	**$0.50**	**3.45%**
New Registrations	N	GST Free				
Application fee	N	GST Free	$144.00	**$148.00**	**$4.00**	**2.78%**
Registration fee	N	GST Free	Pro-rata of renewal fee	**Pro-rata of renewal fee**		
Transfer Fee	N	GST Free	$144.00	**$148.00**	**$4.00**	**2.78%**
Re-inspection Fee	N	GST Free	$72.00	**$74.00**	**$2.00**	**2.78%**
Additional Inspection Fee Under 19(H)	N	GST Free	$144.00	**$148.00**	**$4.00**	**2.78%**
Not for Profit Class 3 Food Premises						
Renewals	N	GST Free	$144.00	**$148.00**	**$4.00**	**2.78%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Additional fee for each employee over 10.	N	GST Free	$7.00	**$8.00**	**$1.00**	**14.29%**
New Registrations						
Application fee	N	GST Free	$72.00	**$74.00**	**$2.00**	**2.78%**
Registration fee	N	GST Free	Pro-rata of renewal fee	**Pro-rata of renewal fee**		
Transfer Fee	N	GST Free	$72.00	**$74.00**	**$2.00**	**2.78%**
Re-inspection Fee	N	GST Free	$72.00	**$74.00**	**$2.00**	**2.78%**
Additional Inspection Fee Under 19(H)	N		$144.00	**$148.00**	**$4.00**	**2.78%**
TEMPORARY AND MOBILE FOOD PREMISES (registered via "Streatrader") and SHORT TERM REGISTRATIONS OF FOOD PREMISES (on request of proprietor).						
Once-off events (no more than two consecutive days operation) and component/s (per component) attached to a fixed registered (not Class 4) premises.						
Class 1 and 2.	N		$72.00	**$74.00**	**$2.00**	**2.78%**
Class 3.	N		$36.00	**$37.00**	**$1.00**	**2.78%**
Not for profit organisations - all classes.	N		No Charge	**No Charge**	**$0.00**	**0.00%**
Short term registrations (less than 12 months - Note new approval fee does not apply), temporary and mobile food premises that are not "once off" events or components of a fixed registered premises, components of notified (Class 4) premises.						
Registrations for a period of up to 3 months.	N		1/4 annual renewal fee	**1/4 annual renewal fee**		
Registrations for a period of 3 to 6 months.	N		1/2 annual renewal fee	**1/2 annual renewal fee**		

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Registrations for a period of more than 6 months will be treated as a 12 month registration.	N		Full annual renewal fee	**Full annual renewal fee**		
Re-inspection Fee (temp and mobile food premises).	N		$72.00	**$74.00**	**$2.00**	**2.78%**
PRESCRIBED ACCOMMODATION PREMISES						
Commercial						
Renewals						
Premises accommodating not more than 5 persons	N	GST Free	$288.00	**$296.00**	**$8.00**	**2.78%**
Additional fee for each additional person than can be accommodated in excess of 5	N	GST Free	$14.50	**$15.00**	**$0.50**	**3.45%**
New Registrations						
Application fee	N	GST Free	$144.00	**$148.00**	**$4.00**	**2.78%**
Registration fee	N	GST Free	Pro-rata of renewal fee	**Pro-rata of renewal fee**		
Transfers	N	GST Free	$144.00	**$148.00**	**$4.00**	**2.78%**
Not For Profit						
Renewals						
Premises accommodating not more than 5 persons	N	GST Free	$144.00	**$148.00**	**$4.00**	**2.78%**
Additional fee for each additional person than can be accommodated in excess of 5	N	GST Free	$7.50	**$8.00**	**$0.50**	**6.67%**
New Registrations						
Application fee	N	GST Free	$72.00	**$74.00**	**$2.00**	**2.78%**
Registration fee	N	GST Free	Pro-rata of renewal fee	**Pro-rata of renewal fee**		
Transfers	N	GST Free	$72.00	**$74.00**	**$2.00**	**2.78%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
PREMISES PROVIDING PERSONAL SERVICES (Hairdressers, Beauty Salons, Ear Piercing, Tattooing, Skin Penetration)						
Renewals	N	GST Free	$187.00	**$192.00**	**$5.00**	**2.67%**
New Registrations						
Application fee	N	GST Free	$94.00	**$96.00**	**$2.00**	**2.13%**
Registration fee	N	GST Free	Pro-rata of renewal fee excluding low risk premises where the full renewal fee applies as registration is not subject to renewal.	**Pro-rata of renewal fee* excluding low risk premises where the full renewal fee applies as registration is not subject to renewal.**		
Transfer Fee	N	GST Free	$94.00	**$96.00**	**$2.00**	**2.13%**
Pro rata of renewal fee - Registration in Q1 = full renewal fee, Q2 = 3/4 of renewal fee, Q3 = 1/2 renewal fee, Q4 = 1/4 renewal fee						
If proprietor is a not for profit/charitable organisations above will be discounted by 50%. No current applicant are NFP						
OTHER FEES						
Overdue Registration Renewal Fee	N	GST Free	$144.00	**$148.00**	**$4.00**	**2.78%**
Waste Water System Approval	N	GST Free	$288.00	**$296.00**	**$8.00**	**2.78%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Refund of annual renewal of registration fee for registered premises that closes before expiry date	N		Business closes Q1 refund 3/4 renewal fee, Q2 refund 1/2 renewal fee, Q3 refund 1/4 renewal fee, Q4 no refund	**Business closes Q1 refund 3/4 renewal fee, Q2 refund 1/2 renewal fee, Q3 refund 1/4 renewal fee, Q4 no refund**		
Information/Service Fees						
Copy of Certificate of Analysis for person from whom sample obtained	N	Taxable	No Charge	**No Charge**	**$0.00**	**0.00%**
Copy of Registration Certificate - Only available to current proprietor	N	Taxable	$ 51.00	**$52.00**	**$1.00**	**1.96%**
Extract of premises register	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
Professional services (EHO) as requested						
Rate per hour	N	Taxable	$ 144.00	**$148.00**	**$4.00**	**2.78%**
RECREATION						
Multi-purpose Sporting Facilities - Casual Fees						
Victoria Park	N					
Commercial per hour	N	Taxable	$276.05	**$282.95**	**$6.90**	**2.50%**
Concession 1 per hour	N	Taxable	$81.80	**$83.85**	**$2.05**	**2.51%**
Concession 2 per hour	N	Taxable	$37.85	**$38.80**	**$0.95**	**2.51%**
Concession 3 per hour	N	Taxable	No Charge	**No Charge**	**$0.00**	**0.00%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Victoria Park Sherrin Stand Change Rooms (per session 3 hr maximum)						
Commercial	N	Taxable	$274.05	**$280.90**	**$6.85**	**2.50%**
Concession 1	N	Taxable	$85.90	**$88.05**	**$2.15**	**2.50%**
Concession 2	N	Taxable	$37.85	**$38.80**	**$0.95**	**2.51%**
Concession 3	N	Taxable	No Charge	**No Charge**	**$0.00**	**0.00%**
Casual Sports Ground A Hire - Bastow Reserve 1, Fletcher Reserve 1, Yambla Reserve, Ramsden Street Reserve, Fairfield Park Reserve, Burnley Oval, W.T. Peterson, Loughnan Oval, Citizens Park Oval, Alphington Park Oval - per 3 hour session (pro-rata hour fee available)						
Commercial	N	Taxable	$332.30	**$340.60**	**$8.30**	**2.50%**
Concession 1	N	Taxable	$81.80	**$83.85**	**$2.05**	**2.51%**
Concession 2	N	Taxable	$29.65	**$30.40**	**$0.75**	**2.53%**
Concession 3	N	Taxable	No Charge	**No Charge**	**$0.00**	**0.00%**
Casual Sports Ground B Hire - Bastow Reserve 2, Fletcher Reserve 2, Coulson Reserve, Alfred Crescent Oval, Walker Street, Alain Bain Reserve, Atherton Reserve- per 3 hour session (pro-rata hour fee available)						
Commercial	N	Taxable	$168.70	**$172.90**	**$4.20**	**2.49%**
Concession 1	N	Taxable	$47.05	**$48.25**	**$1.20**	**2.55%**
Concession 2	N	Taxable	$15.85	**$16.25**	**$0.40**	**2.52%**
Concession 3	N	Taxable	No Charge	**No Charge**	**$0.00**	**0.00%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Casual Pavilion Hire - Alfred Crescent, Alphington, Burnley, Coulson, Fairfield, Gillon, Graham, Johnson, Ramsden, Ryans Reserve						
Commercial fee - per hour	N	Taxable	$110.45	**$113.20**	**$2.75**	**2.49%**
Concession 1 - per hour	N	Taxable	$32.70	**$33.50**	**$0.80**	**2.45%**
Concession 2 - per hour	N	Taxable	$26.20	**$26.85**	**$0.65**	**2.48%**
Concession 3 - per hour	N	Taxable	$19.95	**$20.45**	**$0.50**	**2.51%**
Casual Hire - Stanton Street Hall (Table Tennis)						
Commercial fee - per hour	N	Taxable	$110.45	**$113.20**	**$2.75**	**2.49%**
Concession 1 - per hour	N	Taxable	$32.70	**$33.50**	**$0.80**	**2.45%**
Concession 2 - per hour	N	Taxable	$26.20	**$26.85**	**$0.65**	**2.48%**
Concession 3 - per hour	N	Taxable	$19.95	**$20.45**	**$0.50**	**2.51%**
Key Bond for all sporting facilities - Casual	N	GST Free	$102.25	**$104.80**	**$2.55**	**2.49%**
Key Bond for all sporting facilities - Seasonal	N	GST Free	$445.80	**$456.95**	**$11.15**	**2.50%**
Casual Hire - Tennis, Netball,Basketball Court - New Fee						
Commercial Per hour			$29.30	**$30.05**	**$0.75**	**2.56%**
Concession 1			$14.65	**$15.00**	**$0.35**	**2.39%**
Concession 2			$5.86	**$6.00**	**$0.14**	**2.39%**
Concession 3			No charge	**No charge**	**No charge**	**No charge**
Note: Concession 1 = Non Yarra Based - Not For Profit Community Organisations & Yarra Based Private Schools						

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Concession 2 = Registered Not for profit Yarra Community Groups and sporting clubs						
Concession 3 = Yarra based State and Catholic primary schools						
Pavilions - Seasonal Fee Per Team						
Category A: Graham, Johnson, Coulson, Ramsden, Fairfield, Burnley, Alfred Cres, Fitzroy Grandstand, and Gillon						
Senior Team	N	Taxable	$435.60	**$446.50**	**$10.90**	**2.50%**
Junior Team	N	Taxable	$322.10	**$330.15**	**$8.05**	**2.50%**
Category B: Yambla, Citizens, Bain and Alphington, George Knott						
Senior Team	N	Taxable	$218.80	**$224.25**	**$5.45**	**2.49%**
Junior Team	N	Taxable	$161.55	**$165.60**	**$4.05**	**2.51%**
Sportsgrounds - Seasonal Fee Per Team						
Turf Cricket: Loughnan, Citizens (Summer Turf Wicket)						
Senior Team	N	Taxable	$3,312.90	**$3,395.70**	**$82.80**	**2.50%**
Cricket Synthetic						
Senior Team	N	Taxable	$1,329.25	**$1,362.50**	**$33.25**	**2.50%**
Junior Team	N	Taxable	$353.80	**$362.65**	**$8.85**	**2.50%**
Football						
Senior Team	N	Taxable	$1,120.65	**$1,148.65**	**$28.00**	**2.50%**
Junior Team	N	Taxable	$609.40	**$624.65**	**$15.25**	**2.50%**
Soccer						
Senior Professional Team SeniorNPL/ FV Senior State League 1 (fenced facility)	N	Taxable	$4,386.50	**$4,496.15**	**$109.65**	**2.50%**
Senior Team FV NPL & State 1 Reserves, State League 2, and below/ VicSoccer	N	Taxable	$783.25	**$802.85**	**$19.60**	**2.50%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Junior Team	N	Taxable	$304.70	**$312.30**	**$7.60**	**2.49%**
Registered Yarra Sports Clubs out of season hire - New Fee						
Pre & Post Season Training (per session booked)	N			**$25.00**		
Practice Game	N			**$90.20**		
Permit to hire Park for Commercial Fitness Trainers						
Annual Licence Fee	N	GST Free	$302.65	**$310.20**	**$7.55**	**2.49%**
CONSTRUCTION MANAGEMENT SUPPORT UNIT						
Counter Fast Track Assessment Fee	N	GST Free	$100.00	**$120.00**	**$20.00**	**20.00%**
Permit Inspections - New Fee						
Inspection - per inspection	N	Taxable	$147.85	**$151.55**	**$3.70**	**2.50%**
Private single dwelling and local shop traders.	N	Taxable	$263.30	**$269.90**	**$6.60**	**2.51%**
Inspection - per inspection Commercial – includes house modules.	N	Taxable	$449.10	**$460.35**	**$11.25**	**2.51%**
Inspection - per inspection Out of hours - Minimum	N	Taxable	$175.75	**$180.20**	**$4.45**	**2.53%**
Out of Hours Permit	N	GST Free	$175.75	**$180.20**	**$4.45**	**2.53%**
Asset Protection Permit						
Permit - Works up to $10k			no fee	**no fee**		
Permit - Works between $10,001 and $500K Application Fee	N	Taxable	$241.00	**$247.00**	**$6.00**	**2.49%**
Permit - Works more than $501K Application Fee	N	Taxable	$725.15	**$743.30**	**$18.15**	**2.50%**
*Additional drainage inspection charges may apply						

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Vehicle Crossing Permit						
Permit - Private Single Dwelling Vehicle Crossing	N	GST Free	$449.10	**$460.35**	**$11.25**	**2.51%**
Permit - Commercial/Industrial Vehicle Crossing	N	GST Free	$663.50	**$680.10**	**$16.60**	**2.50%**
Profile Design Service	N	Taxable	$351.75	**$360.55**	**$8.80**	**2.50%**
Road / Footpath Occupation Permit						
Permit - work area / public protection occupation	N	GST Free	$81.10	**$83.15**	**$2.05**	**2.53%**
Occupancy Fee - per sq. metre per week Private single dwelling and local shop trader	N	Taxable	$4.90	**$5.00**	**$0.10**	**2.04%**
Occupancy Fee - per sq. metre per week Commercial License/ Occupancy	N	Taxable	$8.95	**$9.15**	**$0.20**	**2.23%**
Permit - Plant and Equipment - per day Private single dwelling and local shop traders.	N	GST Free	$155.50	**$159.40**	**$3.90**	**$0.03**
Permit - Plant and Equipment - per day Commercial No road closure	N	Taxable	$263.30	**$269.90**	**$6.60**	**$0.03**
Plant and Equipment Permit - Commercial – Local road Full road closure	N	Taxable	$400.00	**$410.00**	**$10.00**	**$0.03**
Skip Bin Permit						
Permit - Skip placement - per day unmetered	N	GST Free	$23.00	**$23.55**	**$0.55**	**2.39%**
Permit - Skip placement - per day metered	N	GST Free	$62.35	**$63.90**	**$1.55**	**2.49%**
Permit - Container placement - per day	N	GST Free	$133.65	**$137.00**	**$3.35**	**2.51%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Filming & Commercial Still Photography Permit						
Application fee - Commercial Profit Making (non refundable)	N	Taxable	$100.00	**$102.50**	**$2.50**	**2.50%**
Commercial Profit Making-Film/Ad Producers-Major impact: Permit	N	Taxable	$1,220.25	**$1,250.75**	**$30.50**	**2.50%**
Filming (incl ads/still photography) inspection (Mon to Fri)	N	Taxable	$117.20	**$120.15**	**$2.95**	**2.52%**
Filming inspection (incl ads/still photography) - per inspection Out of hours	N	Taxable	$449.50	**$460.75**	**$11.25**	**2.50%**
Permit - Commercial Profit Making - Minor impact/ small budget productions (incl films & ads)	N	Taxable	$408.50	**$418.70**	**$10.20**	**2.50%**
Permit - Student Filming (including still photography)	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
Permit - Non Profit Making Filming (including still photography)	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
Road / Footpath Openings						
Consent (RMA 2004) *^						
Consent fee - minimum*	Y	GST Free	Adopt Statutory fee	**Adopt Statutory fee**	**$0.00**	**0.00%**
Inspection - per inspection	N	Taxable	$147.85	**$151.55**	**$3.70**	**2.50%**
Inspection - per inspection Out of hours - Minimum	N	Taxable	$449.10	**$460.35**	**$11.25**	**2.51%**
Road reinstatement (See notes)						
Road - deep lift asphalt/concrete/bluestone (per square metre) (minimum charge $800)	N	GST Free	$306.75	**$314.40**	**$7.65**	**2.49%**
Road - asphalt/concrete <100mm (per square metre) (minimum charge $500)	N	GST Free	$204.50	**$209.60**	**$5.10**	**$0.02**
Footpath - residential - asphalt (as per YSD33 RAF)	N	GST Free	$184.05	**$188.65**	**$4.60**	**$0.02**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
less than 60mm (per square metre) (minimum charge $500)						
Footpath - industrial - asphalt / concrete (as per YSD33 IAF & CF) greater than 60mm & less than equal to 100mm (per square metre) (minimum charge $800)	N	GST Free	$255.65	**$262.05**	**$6.40**	**2.50%**
Footpath - industrial - concrete with asphalt surface (as per YSD33 ICAF) <=170mm (per square metre) (minimum charge $800)	N	GST Free	$286.30	**$293.45**	**$7.15**	**2.50%**
Traffic Management	N	GST Free	$511.25	**$524.05**	**$12.80**	**2.50%**
Parking sensor removal/reinstatement (up to 10)	N	Taxable	$1,022.50	**$1,048.06**	**$25.56**	**2.50%**
Additional sensors greater than 10	N	Taxable	$102.25 per sensor	**$102.25 per sensor**	**$0.00**	**0.00%**
Notes:						
** Areas greater than 40m² or greater than 30 lineal metres Council may consider a reduced charge*						
**^ In accordance with the Road Management Act 2004*						
CHILD CARE						
Late Fee- Children's Services						
Late Fee for Vac Care, ASC, LDC, Kinder.	N	GST Free	$25.55	**$26.20**	**$0.65**	**2.54%**
			1.33 per minute	1.33 per minute	**0**	**0.00%**
Outside School Hours Care						
After School Care Fee - Regular	N		$17.40	**$17.85**	**$0.45**	**2.59%**
After School Care Fee - Regular	N		18.40	**$18.85**	**$0.45**	**2.45%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
After School Care Fee - Casual	N		20.45	**$20.95**	**$0.50**	**2.44%**
After School Care Fee - Casual	N		20.95	**$21.45**	**$0.50**	**2.39%**
After School Care Fee - Curriculum Day	N		48.05	**$49.25**	**$1.20**	**2.50%**
After School Care Fee - Curriculum Day	N		49.30	**$50.55**	**$1.25**	**2.54%**
After School Care Fee - Curriculum Half Day	N		27.60	**$28.30**	**$0.70**	**2.54%**
After School Care Fee - Curriculum Half Day	N		28.30	**$29.00**	**$0.70**	**2.47%**
After School Care Fee - End of Term	N		23.50	**$24.10**	**$0.60**	**2.55%**
After School Care Fee - End of Term	N		24.15	**$24.75**	**$0.60**	**2.48%**
After School Care Fee - End of Year	N		26.60	**$27.25**	**$0.65**	**2.44%**
After School Care Fee - End of Year	N		27.30	**$28.00**	**$0.70**	**2.56%**
Vacation Care Fee - All Day	N		53.15	**$54.50**	**$1.35**	**2.54%**
Vacation Care Fee - All Day	N		54.7	**$56.05**	**$1.35**	**2.47%**
Vacation Care Excursion Fee - All Day	N		63.9	**$65.50**	**$1.60**	**2.50%**
Vacation Care Excursion Fee - All Day	N		67.5	**$69.20**	**$1.70**	**2.52%**
Long Day Care						
One to Four Days (per Day)	N	GST Free	$116.05	**$118.95**	**$2.90**	**2.50%**
One to Four Days (per Day)	N	GST Free	119.1	**$122.10**	**$3.00**	**2.52%**
Pre School 3 Year Olds						
1 Session per Term	N	GST Free	$255.10	**$261.50**	**$6.40**	**2.51%**
1 Session per Term	N	GST Free	403.06	**$413.15**	**$10.09**	**2.50%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Health Care Card Holders						
Health Care 1 session per term	N	GST Free	$188.65	**$193.35**	**$4.70**	**2.49%**
Pre School 4 Year Olds						
July to December	N	GST Free				**0.00%**
January to June	N	GST Free	$390.10	**$399.85**	**$9.75**	**2.50%**
Occasional child care						
OCC Casual	N	GST Free	$11.25	**$11.55**	**$0.30**	**2.67%**
OCC Member	N	GST Free	$7.15	**$7.35**	**$0.20**	**2.80%**
Concession	N	GST Free	$4.30	**$4.40**	**$0.10**	**2.33%**
10 OCC sessions	N	GST Free	$77.70	**$79.65**	**$1.95**	**2.51%**
25 OCC sessions	N	GST Free	$194.30	**$199.15**	**$4.85**	**2.50%**
Occasional Care Connie Benn	N	GST Free	$28.65	**$29.35**	**$0.70**	**2.44%**
Occasional Care Connie Benn Concession	N	GST Free	$10.20	**$10.45**	**$0.25**	**2.45%**
Youth Services						
Teenage Holiday Programs	N	Taxable	$19.95	**$20.45**	**$0.50**	**2.51%**
Teenage Holiday Programs - Concession	N	Taxable	$3.60	**$3.70**	**$0.10**	**2.78%**
Hire of Meeting Rooms - Connie Benn Centre						
Concessional Rate Half Day	N	Taxable	$31.45	**$32.25**	**$0.80**	**2.54%**
Concessional Rate Full Day	N	Taxable	$52.40	**$53.70**	**$1.30**	**2.48%**
Commercial Rate Half Day	N	Taxable	$104.80	**$107.40**	**$2.60**	**2.48%**
Commercial Rate Full Day	N	Taxable	$188.65	**$193.35**	**$4.70**	**2.49%**
Community Kitchen						
Concessional Rate Half Day	N	Taxable	$41.90	**$42.95**	**$1.05**	**2.51%**
Concessional Rate Full Day	N	Taxable	$73.35	**$75.20**	**$1.85**	**2.52%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Commercial Rate Half Day	N	Taxable	$104.80	**$107.40**	**$2.60**	**2.48%**
Commercial Rate Full Day	N	Taxable	$188.65	**$193.35**	**$4.70**	**2.49%**
Training Room						
Concessional Rate Half Day	N	Taxable	$52.40	**$53.70**	**$1.30**	**2.48%**
Concessional Rate Full Day	N	Taxable	$104.80	**$107.40**	**$2.60**	**2.48%**
Commercial Rate Half Day	N	Taxable	$104.80	**$107.40**	**$2.60**	**2.48%**
Commercial Rate Full Day	N	Taxable	$188.65	**$193.35**	**$4.70**	**2.49%**
Consultation Room						
Concessional Rate per hour	N	Taxable	$31.45	**$32.25**	**$0.80**	**2.54%**
Concessional Rate Full Day	N	Taxable	$83.85	**$85.95**	**$2.10**	**2.50%**
Commercial Rate per hour	N	Taxable	$41.90	**$42.95**	**$1.05**	**2.51%**
Commercial Rate Full Day	N	Taxable	$157.20	**$161.15**	**$3.95**	**2.51%**
Playgroup Room 2						
Concessional Rate per 2 hour session	N	Taxable	$41.90	**$42.95**	**$1.05**	**2.51%**
Commercial Rate per hour	N	Taxable	$31.45	**$32.25**	**$0.80**	**2.54%**
Commercial Rate Full Day	N	Taxable	$157.20	**$161.15**	**$3.95**	**2.51%**
Front Room						
Concessional Rate Half Day	N	Taxable	$20.95	**$21.45**	**$0.50**	**2.39%**
Concessional Rate Full Day	N	Taxable	$52.40	**$53.70**	**$1.30**	**2.48%**
Commercial Rate Half Day	N	Taxable	$31.45	**$32.25**	**$0.80**	**2.54%**
Commercial Rate Full Day	N	Taxable	$104.80	**$107.40**	**$2.60**	**2.48%**
Foyer Room (evening and weekend hire only)						
Concessional Rate Half Day	N	Taxable	$62.90	**$64.45**	**$1.55**	**2.46%**
Concessional Rate Full Day	N	Taxable	$104.80	**$107.40**	**$2.60**	**2.48%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Commercial Rate Half Day	N	Taxable	$83.85	**$85.95**	**$2.10**	**2.50%**
Commercial Rate Full Day	N	Taxable	$157.20	**$161.15**	**$3.95**	**2.51%**
Groups auspiced by Council business units	N	GST Free	No charge	**No charge**	**$0.00**	**0.00%**
MATERNAL & CHILD HEALTH						
Vaccine						
Immunisation - vaccinations	N	GST Free	Fee varies with Vaccine	**Fee varies with Vaccine**	**$0.00**	**0.00%**
Vaccine						
Immunisation - alternative vaccinations	N	GST Free	Fee varies with Vaccine	**Fee varies with Vaccine**	**$0.00**	**0.00%**
Vaccine						
Infant screening program 0 to 4 years	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
New/Existing Mothers Screening program (Infants 0 to 4 years)	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
General parenting advice & support	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
Assessment & referral service	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
Outreach for geographically isolated young mothers	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**
Outreach for young mothers of Koori/different ethnic backgrounds	N	GST Free	No Charge	**No Charge**	**$0.00**	**0.00%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
PLANNING/SUBDIVISION						
Amendments to Planning Scheme						
Request to amend planning scheme - a) considering a request to amend a planning scheme; and b) taking action required by Division 1 of Part 3 of the Act; and c) considering any submissions which do not seek a change to the amendment; and d) if applicable, abandoning the amendment	Y	GST Free	$2,871.60	**$2,871.60**	**$0.00**	**0.00%**
Consideration of submissions to Amendment and reference to panel*:	Y	GST Free				
a) up to and including 10 submissions which seek a change to an amendment and where necessary referring the submissions to a panel;	Y	GST Free	$14,232.70	**$14,232.70**	**$0.00**	**0.00%**
b) 11 to (and including) 20 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	Y	GST Free	$28,437.60	**$28,437.60**	**$0.00**	**0.00%**
c) Submissions that exceed 20 submissions which seek a change to an amendment, and where necessary referring the submissions to a panel	Y	GST Free	$38,014.40	**$38,014.40**	**$0.00**	**0.00%**
Adoption of an Amendment	Y	GST Free	$453.10	**$453.10**	**$0.00**	**0.00%**
Approval of an Amendment	Y	GST Free	$453.10	**$453.10**	**$0.00**	**0.00%**
Amendments under 20A	Y	GST Free	$906.10	**$906.10**	**$0.00**	**0.00%**
Amendments under 20(4)	Y	GST Free	$3,763.80	**$3,763.80**	**$0.00**	**0.00%**

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Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Under section 96A(4)(a) of the Act: The sum of the highest of the fees which would have applied if separate applications were made and 50% of each of the other fees which would have applied if separate applications	Y					
For an agreement to a proposal to amend or end an agreement under section 173 of the Act	Y		$620.30	**$620.30**	**$0.00**	**0.00%**
For the first 12 months from commencement of the regulations (13 October 2016), the fees for planning scheme amendments will be charged at 50% of the fees set out in regulations	Y					
Applications for permits Reg 9 Type of Permit Application						
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**
Reg 9 SINGLE DWELLINGS To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the cost of development is:						
Class 2≤ $10,000	Y	GST Free	$195.10	**$195.10**	**$0.00**	**0.00%**
Class 3 >$10,001 - $100,000	Y	GST Free	$614.10	**$614.10**	**$0.00**	**0.00%**
Class 4 >$100,001 - $500,00	Y	GST Free	$1,257.20	**$1,257.20**	**$0.00**	**0.00%**
Class 5 >$500,001 - $1,000,000	Y	GST Free	$1,358.30	**$1,358.30**	**$0.00**	**0.00%**
Class 6> $1,000,001 - $2,000,000	Y	GST Free	$1,459.50	**$1,459.50**	**$0.00**	**0.00%**
Reg 9 VICSMART Applications						
Class 7 ≤ $10,000	Y	GST Free	$195.10	**$195.10**	**$0.00**	**0.00%**

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Class 8 >$10,000	Y	GST Free	$419.10	**$419.10**	**$0.00**	**0.00%**
Class 9 VICSMART application to subdivide or consolidate land	Y	GST Free	$195.10	**$195.10**	**$0.00**	**0.00%**
Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	Y	GST Free	$195.10	**$195.10**	**$0.00**	**0.00%**
Reg 9 Other Development						
Class 11 < $100,000	Y	GST Free	$1,119.90	**$1,119.90**	**$0.00**	**0.00%**
Class 12 >$100,001 - $1,000,000	Y	GST Free	$1,510.00	**$1,510.00**	**$0.00**	**0.00%**
Class 13 > $1,000,001 - $5,000,000	Y	GST Free	$3,330.70	**$3,330.70**	**$0.00**	**0.00%**
Class 14 > $5,000,001 - $15,000,000	Y	GST Free	$8,489.40	**$8,489.40**	**$0.00**	**0.00%**
Class 15 > $15,000,001 - $50,000,000	Y	GST Free	$25,034.60	**$25,034.60**	**$0.00**	**0.00%**
Class 16 >$50,000,001		GST Free	$56,268.30	**$56,268.30**	**$0.00**	**0.00%**
Reg 9 Subdivision						
Class 17 Subdivide an existing building	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**
Class 18 Subdivide land into 2 lots	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**
Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**
Class 20 Subdivide land (per 100 lots created)	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**
Class 21 To: a) create, vary a restriction within the meaning or the Subdivision Act 1988, or b) Create or remove a right of way; or c) Create, vary or remove an easement other than a right of way; or d) Vary or remove a condition in the nature of	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
an easement (other than right of way) in a Crown grant						
Class 22 A permit not otherwise provided for in the regulation	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**
Certification						
Reg 6 Certification of a plan of subdivision	Y	GST Free	$170.50	**$170.50**	**$0.00**	**0.00%**
Reg 7 Alteration of a plan under section 10 (2) of the Act (Any instance where Council requires a change to the plan to make it suitable for certification whether it be conditioned on the permit or prior)	Y	GST Free	$108.40	**$108.40**	**$0.00**	**0.00%**
Revised Plans Amend an application for a permit after notice has been given - Reg 12						
Reg 12 a) Under section 57A(3)(a) of the Act the fee to amend an application for a permit after notice is given is 40% of the application fee for that class of permit set out in the Table at regulation 9 c) If an application to amend an application for a permit or amend an application to amend a permit has the effect of changing the class of that permit to a new class, having a higher application fee set out in the Table to regulation 9, the applicant must pay an additional fee being the difference the original class of application and the amended class of permit	Y	GST Free	40% of application fee for that class of application	**$0.00**	**$0.00**	**0.00%**
Other Applicable Statutory Fees						
Reg 15 Application for Certificate of Compliance	Y	GST Free	$317.90	**$317.90**	**$0.00**	**0.00%**

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Reg 18 Where a planning scheme specifies that a matter must be done to the satisfaction of a responsible authority, Minister, public authority or municipal council Including lodging plans to comply if the first submission to Council was unsatisfactory	Y	GST Free	$317.90	**$317.90**	**$0.00**	**0.00%**
Planning schedule of permit application revision fees under section 57a - Reg 12 Type of Permit Application						
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Reg 12 SINGLE DWELLINGS To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the cost of development is:						
Class 2. Less than $10,000	Y	GST Free	$78.00	**$78.00**	**$0.00**	**0.00%**
Class 3 - More than $10,000 and not more than $100,000	Y	GST Free	$245.60	**$245.60**	**$0.00**	**0.00%**
Class 4 - More than $100,000 and not more than $500,000	Y	GST Free	$502.90	**$502.90**	**$0.00**	**0.00%**
Class 5 - More than $500,000 and not more than $1,000,000	Y	GST Free	$543.30	**$543.30**	**$0.00**	**0.00%**
Class 6 - More than $1,000,000 and not more than $2,000,000	Y	GST Free	$583.80	**$583.80**	**$0.00**	**0.00%**
Reg 12 OTHER DEVELOPMENT To develop land (incl single dwelling per lot) if the estimated cost of development is:						
Class 11. Less than $100,000	Y	GST Free	$448.00	**$448.00**	**$0.00**	**0.00%**

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Class 12 - More than $100,000 and not more than $1,000,000	Y	GST Free	$604.00	**$604.00**	**$0.00**	**0.00%**
Class 13 - More than $1,000,000 and not more than $5,000,000	Y	GST Free	$1,332.30	**$1,332.30**	**$0.00**	**0.00%**
Class 14 - More than $5,000,000 and not more than $15,000,000	Y	GST Free	$3,395.80	**$3,395.80**	**$0.00**	**0.00%**
Class 15 - More than $15,000,000 and not more than $50,000,000	Y	GST Free	$10,013.80	**$10,013.80**	**$0.00**	**0.00%**
Class 16 - More than $50,000,000	Y	GST Free	$22,507.30	**$22,507.30**	**$0.00**	**0.00%**
Reg 12 SUBDIVISION						
Class 17 To subdivide an existing building (other than a class 9 permit)	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Class 18 To subdivide land into two lots (other than a class 9 or class 17 permit)	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Class 20 To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	Y	GST Free	$514.40 per 100 lots created	$514.40 per 100 lots created	**$0.00**	**0.00%**
Class 21 To: a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or b) create or remove a right of way; or c) create, vary or remove an easement other than a right of way; or d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Class 22 A permit not otherwise provided for in the regulation	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Reg 11 Permit Amendment Fees						
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or to change any or all of the conditions	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**
Reg 11 SINGLE DWELLINGS To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the estimated cost of any additional development is:						
Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit - Less than $10,000	Y	GST Free	$195.10	**$195.10**	**$0.00**	**0.00%**
Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $10,000 and not more than $100,000	Y	GST Free	$614.10	**$614.10**	**$0.00**	**0.00%**
Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $100,000 and not more than $500,000	Y	GST Free	$1,257.20	**$1,257.20**	**$0.00**	**0.00%**
Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $500,000	Y	GST Free	$1,358.30	**$1,358.30**	**$0.00**	**0.00%**
Reg 11 VICSMART Applications which meet the VicSmart criteria						
Class 7 Amendment to a Class 7 permit - if the estimated cost of any additional development is less than $10,000	Y	GST Free	$195.10	**$195.10**	**$0.00**	**0.00%**
Class 8 Amendment to a Class 8 permit - if the estimated cost of any additional development is more than $10,000	Y	GST Free	$419.10	**$419.10**	**$0.00**	**0.00%**
Class 9 Amendment to a Class 9 permit - Subdivide or consolidate land	Y	GST Free	$195.10	**$195.10**	**$0.00**	**0.00%**

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Class 10 Amendment to a Class 10 permit (other than a class 7, class 8 or class 9 permit)	Y	GST Free	$195.10	**$195.10**	**$0.00**	**0.00%**
Reg 11 Other Development						
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - Less than $100,000	Y	GST Free	$1,119.90	**$1,119.90**	**$0.00**	**0.00%**
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - More than $100,000 and not more than $1,000,000	Y	GST Free	$1,510.00	**$1,510.00**	**$0.00**	**0.00%**
Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - More than $1,000,000	Y	GST Free	$3,330.70	**$3,330.70**	**$0.00**	**0.00%**
Reg 11 Subdivision						
Class 14 - Class 19 Amendments	Y	GST Free	$1,286.10	**$1,286.10**	**$0.00**	**0.00%**
Reg 8 Recertification						
Reg 8 Recertification of a plan of subdivision	Y	GST Free	$135.10	**$135.10**	**$0.00**	**0.00%**
Reg 12 Revised Plans Amend an application for an amendment to a permit after notice has been given						
a) Under section 57A(3)(a) of the Act the fee to amend an application for a permit after notice is given is 40% of the application fee for that class of permit set out in the Table at regulation 9 c) If an application to amend an application for a permit or amend an application to amend a permit has the effect of changing the class of that permit to a new class, having a higher application fee set out in the Table to regulation 9, the applicant must pay an additional fee being the difference the original class of application and the amended d class of permit	Y	GST Free	40% of application fee for that class of application	**$0.00**	**$0.00**	**0.00%**

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
OTHER APPLICABLE STATUTORY FEES						
Reg 16 For an agreement to a proposal to amend or end an agreement under S173 of the Act	Y	GST Free	$643.00	**$643.00**	**$0.00**	**0.00%**
Reg 18 Where a planning scheme specifies that a matter must be done to the satisfaction of a responsible authority, Minister, public authority or municipal council Including lodging plans to comply if the first submission to Council was unsatisfactory	Y	GST Free	$317.90	**$317.90**	**$0.00**	**0.00%**
Reg 12 Planning schedule of permit amendment revision fees under Section 57A Type of Permit Amendment						
Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or To change any or all of the conditions	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Reg 12 SINGLE DWELLINGS To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the estimated cost of any additional development is:						
Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit - Less than $10,000	Y	GST Free	$78.40	**$78.40**	**$0.00**	**0.00%**

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City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $10,000 and not more than $100,000	Y	GST Free	$245.60	**$245.60**	**$0.00**	**0.00%**
Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $100,000 and not more than $500,000	Y	GST Free	$502.90	**$502.90**	**$0.00**	**0.00%**
Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit - More than $500,000	Y	GST Free	$543.30	**$543.30**	**$0.00**	**0.00%**
Reg 12 Other Development						
Class 10 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - Less than $100,000	Y	GST Free	$448.00	**$448.00**	**$0.00**	**0.00%**
Class 11 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - More than $100,000 and not more than $1,000,000	Y	GST Free	$604.00	**$604.00**	**$0.00**	**0.00%**
Class 12 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit - More than $1,000,000	Y	GST Free	$1,332.30	**$1,332.30**	**$0.00**	**0.00%**
Reg 12 SUBDIVISION						
Class 14 Amendment to a Class 17 permit - To subdivide an existing building (other than a class 9 permit)	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Class 15 Amendment to a Class 18 permit - To subdivide land into two lots (other than a class 9 or class 17 permit)	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Class 16 Amendment to a Class 19 permit - To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Class 17 Amendment to a Class 20 permit - To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	Y	GST Free	$514.4 per 100 lots created	**$514.4 per 100 lots created**	**$0.00**	**0.00%**

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Class 18 Amendment to a Class 21 permit - To: a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or b) create or remove a right of way; or c) create, vary or remove an easement other than a right of way; or d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Class 19 Amendment to a Class 22 permit - A permit not otherwise provided for in the regulation	Y	GST Free	$514.40	**$514.40**	**$0.00**	**0.00%**
Other fees						
Application for certificate of compliance	Y	GST Free	$306.70	**$306.70**	**$0.00**	**0.00%**
Application for a planning certificate	Y	GST Free	$20.90 (hard copy) or $7.00 (Electronic)	**$20.90 (hard copy) or $7.00 (Electronic)**	**$0.00**	**0.00%**
Determination whether anything is to Council's satisfaction	Y	GST Free	$306.70	**$306.70**	**$0.00**	**0.00%**
Request to extend expiry date of a permit	N	Taxable	$ 440.00	**$460.00**	**$20.00**	**4.55%**
Request to amend a permit / plans - Secondary Consent (other than under s.72)	N	Taxable	$ 525.00	**$550.00**	**$25.00**	**4.76%**
Property enquiry	N	Taxable	$ 260.00	**$270.00**	**$10.00**	**3.85%**
Advertising Letters and Notices (5 or more notices)	N	Taxable	$5.75	**$6.00**	**$0.25**	**4.35%**
On site notices	N	Taxable	$ 65.00	**$70.00**	**$5.00**	**7.69%**
Notice in a Newspaper	N	Taxable	$1,187.75	**$1,217.45**	**$29.70**	**2.50%**
Plans to comply with Condition 1 of the permit. Second and subsequent assessments.	N	Taxable	$ 185.00	**$200.00**	**$15.00**	**8.11%**
Public Photocopier (per copy)	N	GST Free	Standard Fee	**Standard Fee**		

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Plan photocopying (larger than A3)	N	Taxable	Standard Fee	**Standard Fee**		
BUILDING CONTROL/REGULATION						
Lodgement Fees (building work permit)						
Value $5,000 and greater	Y	GST Free	Adopt Statutory fee	**Adopt Statutory fee**		
Building permit levy for a Building greater than $10,000 (statutory fee) - Residential Only	Y	GST Free	cost x 0.00128	cost x 0.00128		
Certificate S327 (incl. Flood Certificate)	Y	GST Free	Adopt Statutory fee	**Adopt Statutory fee**		
Property information request (incl Solicitor 's request fee) (statutory Fee) (incl inspections owner/builder projects)	Y	GST Free	Adopt Statutory fee	**Adopt Statutory fee**		
BUILDING PERMIT FEES **Class 1 & 10**						
Demolish - detached dwelling	N	Taxable	$700.00	**$717.50**	**$17.50**	**2.50%**
Demolish - attached dwelling	N	Taxable	$800.00	**$820.00**	**$20.00**	**2.50%**
Demolish - commercial building	N	Taxable	$900 min $500	**$900 min $500**	**$0.00**	**0.00%**
Swimming Pools	N	Taxable	$700.00	**$717.50**	**$17.50**	**2.50%**
Fences (Class 10 Structure)	N	Taxable	$500.00	**$512.50**	**$12.50**	**2.50%**
Carports, Garages, Shed etc. (Class 10 Structure)	N	Taxable	$700.00	**$717.50**	**$17.50**	**2.50%**
Alterations & Additions - Up to $10,000	N	Taxable	$700.00	**$717.50**	**$17.50**	**2.50%**
Alterations & Additions - $10,001 - $20,000	N	Taxable	$900.00	**$922.50**	**$22.50**	**2.50%**
Alterations & Additions - $20,001 - $100,000	N	Taxable	$1,200.00	**$1,230.00**	**$30.00**	**2.50%**
Alterations & Additions - $100,001- $300,000	N	Taxable	$1,500.00	**$1,537.50**	**$37.50**	**2.50%**
Alterations & Additions - $300,001- $400,000	N	Taxable	$2,000.00	**$2,050.00**	**$50.00**	**2.50%**

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Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
New dwellings : single	N	Taxable	$1,800.00	**$1,845.00**	**$45.00**	**2.50%**
New dwellings : 2 attached	N	Taxable	$2,000.00	**$2,050.00**	**$50.00**	**2.50%**
New Multiple Class 1 developments (Quotation)	N	Taxable	$1800/unit	**$1800/unit**	**$0.00**	**0.00%**
Class 2, 3, 4, 5, 6, 7, 8 and 9						
Miscellaneous commercial work e.g. remove hydrant hose	N	Taxable	$500.00	**$512.50**	**$12.50**	**2.50%**
Up to $30,000	N	Taxable	$800.00	**$820.00**	**$20.00**	**2.50%**
$30,001 - $100,000	N	Taxable	$1,500.00	**$1,537.50**	**$37.50**	**2.50%**
$100,001 - $300,000	N	Taxable	$2,000.00	**$2,050.00**	**$50.00**	**2.50%**
$300,001 - $500,000	N	Taxable	$3,000.00	**$3,075.00**	**$75.00**	**2.50%**
Class 2 (Residential fit outs)	N	Taxable	$1,000.00	**$1,025.00**	**$25.00**	**2.50%**
Over $500,000 (quotation based on consulting building surveyors schedule)	N	Taxable	Quotation + 10%	**Quotation + 10%**		
Extension of permit/application 3 /6/ 12 months	N	Taxable	$400/$500/$600	**$410/$512/$615**	**0**	**2.50%**
Miscellaneous						
Building Record search Class 1 & 10	N	GST Free	$97.55	**$100.00**	**$2.45**	**2.51%**
Building Record search Class 2 - 9	N	GST Free	$164.30	**$168.40**	**$4.10**	**2.50%**
Consent & Report applications (other than demolition)	Y	GST Free	Adopt Statutory fee	**Adopt Statutory fee**		
Report and consent advertising	Y	Taxable	$98.75	**$101.20**	**$2.45**	**2.48%**
Consulting charge out rate p/hr i.e. dilapidation surveys	N	Taxable	$203.70	**$208.80**	**$5.10**	**2.50%**
Variation to Building Permit (change of details)	N	Taxable	$300.00	**$307.50**	**$7.50**	**2.50%**
Variation to Building Permit (amended documentation)	N	Taxable	$500 min	**$512 min**	**-$100.00**	**2.50%**

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Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Additional Occupancy Permits	N	Taxable	$140.20	**$154.00**	**$13.80**	**9.84%**
Siting Approval Public Entertainment Fast Track Assessment Fee (<10 business days notice)	N	Taxable	$100.00	**$110.00**	**$10.00**	**10.00%**
Siting Approval Public Entertainment – 1 Structure	N	Taxable	$400.00	**$410.00**	**$10.00**	**2.50%**
Siting Approval Public Entertainment – 2-5 Structures	N	Taxable	$500.00	**$512.50**	**$12.50**	**2.50%**
Siting Approval Public Entertainment – 6-9 Structures	N	Taxable	$600.00	**$615.00**	**$15.00**	**2.50%**
Siting Approval Public Entertainment – 10+ Structures	N	Taxable	$700.00	**$717.50**	**$17.50**	**2.50%**
Public Entertainment Permits Fast Track Fee Assessment Fee (<10 business days notice)	N	Taxable	$200.00	**$205.00**	**$5.00**	**2.50%**
Public Entertainment Permits (temporary) Site up to 1,000m² (Max. 5 structures 200 sq.m ea.)	N	Taxable	$700.00	**$717.50**	**$17.50**	**2.50%**
Public Entertainment Permits (temporary) Site 1,001 m² to 5,000m² (Max. 5 structures 200 sq.m ea.)	N	Taxable	$800.00	**$820.00**	**$20.00**	**2.50%**
Public Entertainment Permits (temporary) Site 5,001 m² to 10,000m² (Max. 5 structures 200 sq.m ea.)	N	Taxable	$1,500.00	**$1,537.50**	**$37.50**	**2.50%**
Public Entertainment Permits (temporary) Site 10,001m²+ (Max.10 structures 200 sq.m ea.)	N	Taxable	$2,000.00	**$2,050.00**	**$50.00**	**2.50%**
Public Entertainment Permits (temporary) additional structures over limit (per additional structure)	N	Taxable	$100.00	**$102.50**	**$2.50**	**2.50%**
Liquor Licence Reports (desktop check from scale drawings supplied by applicant - up to 500m2 of building)	N	Taxable	$843.30	**$864.40**	**$21.10**	**2.50%**
Liquor Licence Reports (site check and measure up to 500m2 of building)	N	Taxable	$1,204.80	**$1,234.90**	**$30.10**	**2.50%**
Change of Use/Combined Allotment Statements	N	Taxable	$755.70	**$774.60**	**$18.90**	**2.50%**

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Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
A1 Copies - per copy	N	Taxable	$16.35	**$16.75**	**$0.40**	**2.45%**
A3 Copies - per copy	N	Taxable	$1.90	**$1.95**	**$0.05**	**2.63%**
A4 Copies - per copy	N	Taxable	$0.85	**$0.85**	**$0.00**	**0.00%**
Emergency work/cost recovery	N	Taxable	Cost + 20%	**Cost + 20%**		
Additional Consulting Services re Building Permits	N	Taxable	Quotation + 10%	**Quotation + 10%**		
Final Inspection - (Class 1 & 10) Lapsed Building Permit - No Works	N	Taxable	$389.90	**$399.65**	**$9.75**	**2.50%**
Final Inspection - (Class 2 - 9) Lapsed Building Permit - No Works	N	Taxable	$538.90	**$552.35**	**$13.45**	**2.50%**
Inspection - per inspection	N	Taxable	$196.40	**$201.30**	**$4.90**	**2.49%**
Inspection - per inspection (out of hours)	N	Taxable	$405.50	**$415.65**	**$10.15**	**2.50%**
Computation checking	N	Taxable	Quotation + 10%	**Quotation + 10%**		
Certification fee	N	Taxable	Building Permit fee x 350% with a minimum fee of $3,896.75 - Refer C.O.W	**Building Permit fee x 350% with a minimum fee of $3,896.75 - Refer C.O.W**	**$0.00**	**0.00%**
Adjoining Property Owners Details (3 or more/search)	N	Taxable	$52.65	**$53.95**	**$1.30**	**2.47%**
Alternative Solution/ Dispensation/ Change of Use determination	N	Taxable	$694.30 for first determination + $69.55 per additional item	**$694.30 for first determination + $69.55 per additional item**	**$0.00**	**0.00%**
HIRE OF TOWN HALLS						
Hourly hire - FULL (min 3 hourly hire)	N	Taxable	$250.00	**$256.00**	**$6.00**	**2.40%**
Hourly hire - CONCESSION (min 3 hourly hire)	N	Taxable	$120.00	**$123.00**	**$3.00**	**2.50%**
Kitchen Use Only - per day	N	Taxable	$265.00	**$272.00**	**$7.00**	**2.64%**

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Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Balcony	N	Taxable	$420.00	**$430.00**	**$10.00**	**2.38%**
Security Deposit	N	GST Free	minimum of $1000	**minimum of $1000**	**$0.00**	**0.00%**
Town Hall PLI Insurance Community	N	Taxable	$82.00	**$84.00**	**$2.00**	**2.44%**
Late Booking Fee	N	Taxable	$46.00	**$47.00**	**$1.00**	**2.17%**
Late Booking Change Administration Fee	N	Taxable	$20.00	**$21.00**	**$1.00**	**5.00%**
Sound Technician	N	Taxable	$50.00	**$51.00**	**$1.00**	**2.00%**
Hire of Sound System * requires sound technician	N	Taxable	$200.00	**$205.00**	**$5.00**	**2.50%**
Hire of Inbuilt Projector	N	Taxable	$150.00	**$154.00**	**$4.00**	**2.67%**
Hire of Portable Projector	N	Taxable	$50.00	**$51.00**	**$1.00**	**2.00%**
Hire of Piano	N	Taxable	$150.00	**$154.00**	**$4.00**	**2.67%**
Site Induction (additional)	N	Taxable	$0.00	**$80.00**	**$80.00**	**100.00%**
After Hours Call-Out Fee per hour	N	Taxable	$0.00	**$80.00**	**$80.00**	**100.00%**
COMMUNITY HALLS						
Small Community Spaces (library meeting rooms, Williams Reserve Community Room, Hugo Wertheim Room, Radio Room)						
Hourly hire - FULL (min 3 hourly hire)	N	Taxable	$31.00	**$32.00**	**$1.00**	**3.23%**
Hourly hire - CONCESSION (min 3 hourly hire)	N	Taxable	$5.00	**$6.00**	**$1.00**	**20.00%**
Groups auspiced by Council business units	N	Taxable	NO CHARGE	**NO CHARGE**	**$0.00**	**0.00%**
Security Deposit	N	Taxable	minimum of $100	**minimum of $100**	**$0.00**	**0.00%**
Community Hall PLI Insurance Community	N	Taxable	$31.00	**$32.00**	**$1.00**	**3.23%**
After Hours Call-Out Fee per hour	N	Taxable	$0.00	**$80.00**	**$80.00**	**100.00%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Medium Sized Community Spaces (Loughnan Hall, Mark Street Hall, Richmond Senior Citizens Centre, The Stables)						
Hourly hire - FULL (min 3 hourly hire)	N	Taxable	$58.00	**$60.00**	**$2.00**	**3.45%**
Hourly hire - CONCESSION (min 3 hourly hire)	N	Taxable	$20.00	**$21.00**	**$1.00**	**5.00%**
Groups auspiced by Council business units	N	GST Free	NO CHARGE	**NO CHARGE**	**$0.00**	**0.00%**
Security Deposit	N	GST Free	minimum of $100	**minimum of $100**	**$0.00**	**0.00%**
Community Hall PLI Insurance Community	N	Taxable	$31.00	**$32.00**	**$1.00**	**3.23%**
After Hours Call-Out Fee per hour	N	Taxable	$0.00	**$80.00**	**$80.00**	**100.00%**
Large Community Spaces (Collingwood Senior Citizens Centre, Edinburgh Gardens Community Room, Studio 1, Community Space at Bargoonga Nganjin)						
Hourly hire - FULL (min 3 hourly hire)	N	Taxable	$66.00	**$68.00**	**$2.00**	**3.03%**
Hourly hire - CONCESSION (min 3 hourly hire)	N	Taxable	$23.00	**$24.00**	**$1.00**	**4.35%**
Groups auspiced by Council business units	N	Taxable	NO CHARGE	**NO CHARGE**	**$0.00**	**0.00%**
Security Deposit	N	GST Free	minimum of $100	**minimum of $100**	**$0.00**	**0.00%**
Community Hall PLI Insurance Community	N	Taxable	$31.00	**$32.00**	**$1.00**	**3.23%**
Sound Technician	N	Taxable	$50.00	**$51.00**	**$1.00**	**2.00%**
After Hours Call-Out Fee per hour	N	Taxable	$0.00	**$80.00**	**$80.00**	**100.00%**
Performance Spaces (Richmond Theatrette)						
Per Hour - FULL	N	Taxable				
Per Hour - CONCESSION	N	Taxable				
Day Rate- FULL	N	Taxable	$1,020.00	**$1,045.00**	**$25.00**	**2.45%**

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Day Rate - CONCESSION	N	Taxable	$561.00	**$575.00**	**$14.00**	**2.50%**
7 Day Rate- FULL	N	Taxable	$5,100.00	**$5,230.00**	**$130.00**	**2.55%**
7 Day Rate - CONCESSION	N	Taxable	$2,550.00	**$2,613.00**	**$63.00**	**2.47%**
Security Deposit	N	GST Free	minimum of $200	**minimum of $200**	**$0.00**	**0.00%**
Community Hall PLI Insurance Community	N	Taxable	$31.00	**$32.00**	**$1.00**	**3.23%**
PARKS AND OPEN SPACE						
SITE FEES, OCCUPATION CHARGES & OTHER USAGE CHARGES						
Site fee for use of Parks, Reserve or Rotunda - Full	N	Taxable	$158.50	**$162.00**	**$3.50**	**2.21%**
Site fee for use of Parks, Reserve or Rotunda - Concession	N	N/A	NO CHARGE	**NO CHARGE**	**$0.00**	**0.00%**
Occupation of public land (roads, footpaths etc) for events - Full	N	Taxable	$3.60 for every 5m2	**$3.70 for every 5m2**	**$0.10**	**2.78%**
Occupation of public land (roads, footpaths etc) for events - Concession	N	Taxable	$0.9 for every 5m2	**$1.00 for every 5m2**	**$0.00**	**0.00%**
Power (per day)	N	Taxable	$102.25	**$105.00**	**$2.75**	**2.69%**
Open Space PLI Insurance Community	N	Taxable	$30.65	**$32.00**	**$1.35**	**4.40%**
Event Inspection Charge	N	Taxable	$0.00	**$240.00**	**$240.00**	**100.00%**
Fairfield Amphitheatre						
Day Rate - Full	N	Taxable	$357.90	**$367.00**	**$9.10**	**2.54%**
Day Rate - Concession	N	Taxable	$112.45	**$115.00**	**$2.55**	**2.27%**
Power	N	Taxable	$102.25	**$105.00**	**$2.75**	**2.69%**
Kiosk	N	Taxable	$92.00	**$94.00**	**$2.00**	**2.17%**
Change Rooms	N	Taxable	$92.00	**$94.00**	**$2.00**	**2.17%**
Bond	N	GST Free	From $100	**From $100**	**$0.00**	**0.00%**
Burnley Circus Site						
Day Rate - Full (performance/event day)	N	Taxable	$971.40	**$996.00**	**$24.60**	**2.53%**

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Day Rate - Full (non performance/event day)	N	Taxable	$153.40	**$157.00**	**$3.60**	**2.35%**
Day Rate - Concession	N	Taxable	NO CHARGE	**NO CHARGE**	**$0.00**	**0.00%**
Power (per day)	N	Taxable	$102.25	**$105.00**	**$2.75**	**2.69%**
Bond	N	GST Free	UP T0 $4,000	**UP T0 $4,000**	**$0.00**	**0.00%**
PERMITS						
Event Application Fee	N	Taxable	$61.35	**$63.00**	**$1.65**	**2.69%**
Event Permit Application Fee for events of 500 or more persons or with significant structures or risks, as assessed by council officer, less than 12 weeks prior to event	N	Taxable	$0.00	**$250.00**	**$250.00**	**100.00%**
Market Permit (One Off fee) - Full	N	Taxable	$409.00	**$419.00**	**$10.00**	**2.44%**
Market Permit (One Off fee) - CONCESSION	N	Taxable	$163.60	**$168.00**	**$4.40**	**2.69%**
Minor Sound Permit	N	Taxable	$51.15	**$52.50**	**$1.35**	**2.64%**
Event Permit - Up to 100 persons with no structures and minimum risks						
Small Event Permit (per event day) - FULL	N	Taxable	$107.35	**$110.05**	**$2.70**	**2.52%**
Small Event Permit (per event day) - CONCESSION	N	GST Free	NO CHARGE	**NO CHARGE**	**$0.00**	**0.00%**
Event Permit - 100 persons 500 or with minimal structures and risks						
Medium Event Permit (per event day) - FULL	N	Taxable	$265.85	**$272.00**	**$6.15**	**2.31%**
Medium Event Permit (per event day) - CONCESSION	N	Taxable	$107.35	**$110.00**	**$2.65**	**2.47%**
Event Permit -500 or more persons or with significant structures or risks, as assessed by council officer						
Major Event Permit (per event day) - FULL	N	Taxable	$460.15	**$471.00**	**$10.85**	**2.36%**
Major Event Permit (per event day) - CONCESSION	N	Taxable	$112.45	**$115.00**	**$2.55**	**2.27%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
YARRA LEISURE CENTRES						
Casual Entry						
Adult Swim	N	Taxable	$6.90	**$7.10**	**$0.20**	**2.90%**
Concession Swim	N	Taxable	$3.80	**$4.20**	**$0.41**	**10.67%**
Child Swim	N	Taxable	$3.50	**$3.60**	**$0.10**	**2.86%**
Family Swim	N	Taxable	$15.80	**$16.20**	**$0.40**	**2.53%**
Adult Swim, Spa & Sauna	N	Taxable	$13.10	**$13.50**	**$0.40**	**3.05%**
Swim Upgrade to S/S/S	N	Taxable	$6.20	**$6.40**	**$0.20**	**3.23%**
Swim Upgrade to S/S/S Concession	N	Taxable	$3.40	**$3.90**	**$0.50**	**14.71%**
Swim, Spa & Sauna (concession)	N	Taxable	$7.20	**$8.10**	**$0.90**	**12.58%**
Locker	N	Taxable	$3.00	**$3.00**	**$0.00**	**0.00%**
10 x Locker	N	Taxable	$27.60	**$30.00**	**$2.40**	**8.70%**
City of Yarra Pensioner Swim	N	GST Free				
Spectator	N	GST Free	$2.00	**$2.00**	**$0.00**	**0.00%**
Bulk Tickets						
10 Adult Swims	N	Taxable	$62.10	**$63.90**	**$1.80**	**2.90%**
10 Concession Swim	N	Taxable	$34.20	**$37.80**	**$3.60**	**10.53%**
25 Adult Swims	N	Taxable	$138.00	**$142.00**	**$4.00**	**2.90%**
25 Adult Swims Concession	N	Taxable	$76.00	**$84.00**	**$8.00**	**10.53%**
10 Child Swims	N	Taxable	$31.50	**$32.40**	**$0.90**	**2.86%**
25 Child Swims	N	Taxable	$70.00	**$72.00**	**$2.00**	**2.86%**
10 Swim, Spa, Sauna & Steam	N	Taxable	$117.90	**$121.50**	**$3.60**	**3.05%**

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Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
10 Swim, Spa, Sauna & Steam Concession	N	Taxable	$64.80	**$72.90**	**$8.10**	**12.50%**
25 Swim, Spa, Sauna & Steam	N	Taxable	$262.00	**$270.00**	**$8.00**	**3.05%**
25 Swim, Spa, Sauna & Steam Concession	N	Taxable	$144.00	**$162.00**	**$18.00**	**12.50%**
10 Group Fitness	N	Taxable	$151.20	**$154.80**	**$3.60**	**2.38%**
10 Group Fitness Concession	N	Taxable	$82.80	**$92.70**	**$9.90**	**11.96%**
25 Group Fitness	N	Taxable	$336.00	**$344.00**	**$8.00**	**2.38%**
25 Group Fitness Concession	N	Taxable	$184.00	**$206.00**	**$22.00**	**11.96%**
Lane Hire						
Commercial Lane Hire 25 metres	N	Taxable	$48.00	**$49.20**	**$1.20**	**2.50%**
Community Groups Lane Hire 25 Metres	N	Taxable	$38.40	**$39.40**	**$1.00**	**2.60%**
Commercial Lane Hire 50 metres	N	Taxable	$63.40	**$65.00**	**$1.60**	**2.52%**
Community Groups Lane Hire 50 Metres	N	Taxable	$50.70	**$52.00**	**$1.30**	**2.56%**
Commercial Lane Hire Learn to Swim Pool	N	Taxable	$14.60	**$15.00**	**$0.40**	**2.74%**
Community Groups Lane Hire Learn to Swim Pool	N	Taxable	$12.30	**$12.30**	**$0.00**	**0.00%**
Commercial Pool Hire 25 metres	N	Taxable	$218.70	**$224.20**	**$5.50**	**2.51%**
Community Groups Pool Hire 25 Metres	N	Taxable	$175.00	**$179.40**	**$4.40**	**2.51%**
Commercial Pool Hire 50 metres	N	Taxable	$370.80	**$380.10**	**$9.30**	**2.51%**
Community Groups Pool Hire 50 Metres	N	Taxable	$296.70	**$304.10**	**$7.40**	**2.49%**
Commercial Pool Hire Learn to Swim Pool	N	Taxable	$40.00	**$41.00**	**$1.00**	**2.50%**
Community Groups Pool Hire Learn to Swim Pool	N	Taxable	$32.00	**$32.80**	**$0.80**	**2.50%**
Monthly Debit Fees						
Joining Fee	N	Taxable	$99.00	**$99.00**	**$0.00**	**0.00%**
Full (fortnightly)**	N	Taxable	$47.10	**$48.30**	**$1.20**	**2.55%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Full Concession (fortnightly)**	N	Taxable	$25.90	**$29.00**	**$3.11**	**11.99%**
Full Student (fortnightly)**	N	Taxable	$43.80	**$43.80**	**$0.00**	**0.00%**
Off Peak (fortnightly)**	N	Taxable	$42.40	**$43.50**	**$1.10**	**2.59%**
Off Peak Concession (fortnightly)**	N	Taxable	$23.30	**$26.10**	**$2.80**	**12.02%**
Off Peak Student (fortnightly)**	N	Taxable	$38.10	**$39.10**	**$1.00**	**2.62%**
Aquatic (fortnightly)**	N	Taxable	$31.70	**$32.50**	**$0.80**	**2.52%**
Aquatic Concession (fortnightly)**	N	Taxable	$17.40	**$19.50**	**$2.11**	**12.10%**
Aquatic Student (fortnightly)**	N	Taxable	$26.10	**$27.40**	**$1.30**	**4.98%**
Family 2 people (fortnightly)**	N	Taxable	$85.50	**$87.70**	**$2.20**	**2.57%**
Family 3 people (fortnightly)**	N	Taxable	$97.10	**$99.60**	**$2.50**	**2.57%**
Family 4 people (fortnightly)**	N	Taxable	$108.00	**$110.70**	**$2.70**	**2.50%**
Family 2 people Concession (fortnightly)**	N	Taxable	$47.00	**$52.60**	**$5.61**	**11.93%**
Family 3 people Concession (fortnightly)**	N	Taxable	$53.40	**$59.80**	**$6.40**	**12.00%**
Family 4 people Concession (fortnightly)**	N	Taxable	$59.40	**$66.40**	**$7.00**	**11.78%**
50 plus (fortnightly)**	N	Taxable	$42.50	**$43.50**	**$1.00**	**2.35%**
Yarra Triathlon (fortnightly)**	N	Taxable	$56.30	**$57.70**	**$1.40**	**2.49%**
Yarra Triathlon Concession (fortnightly)**	N	Taxable	$31.00	**$34.60**	**$3.61**	**11.63%**
Yarra Triathlon Student (fortnightly)**	N	Taxable	$49.10	**$51.50**	**$2.40**	**4.89%**
Corporate (fortnightly)**	N	Taxable	$42.50	**$43.50**	**$1.00**	**2.35%**
Yarra Youth (fortnightly)**	N	Taxable	$22.70	**$23.30**	**$0.60**	**2.64%**
Two Week Trial	N	Taxable	$67.60	**$69.30**	**$1.70**	**2.51%**
Two Week Trial Concession	N	Taxable	$37.20	**$41.60**	**$4.40**	**11.83%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Two Week Trial Student	N	Taxable	$61.00	**$62.40**	**$1.40**	**2.30%**
Program Classes						
Group Fitness	N	Taxable	$16.80	**$17.20**	**$0.40**	**2.38%**
Group Fitness (Concession)	N	Taxable	$9.20	**$10.30**	**$1.10**	**11.96%**
Group Fitness - 90 minute class	N	Taxable	$23.30	**$24.10**	**$0.80**	**3.43%**
Group Fitness - 90 minute class (Concession)	N	Taxable	$12.80	**$14.40**	**$1.60**	**12.50%**
Gym						
Gym, Swim, Spa, Sauna & Steam	N	Taxable	$25.60	**$25.60**	**$0.00**	**0.00%**
Gym Concession	N	Taxable	$14.10	**$15.40**	**$1.30**	**9.22%**
LLLS Casual Fee	N	Taxable	$8.20	**$8.40**	**$0.20**	**2.44%**
LLLS Casual Fee Concession	N	Taxable	$4.50	**$5.00**	**$0.50**	**11.11%**
10 x LLLS Casual Fee	N	Taxable	$82.00	**$84.00**	**$2.00**	**2.44%**
10 x LLLS Casual Fee Concession	N	Taxable	$45.00	**$50.00**	**$5.00**	**11.11%**
25 x LLLS Casual	N	Taxable	$205.00	**$210.00**	**$5.00**	**2.44%**
25 x LLLS Casual Concession	N	Taxable	$112.50	**$125.00**	**$12.50**	**11.11%**
LLLS Joining Fee	N	Taxable	$45.10	**$46.30**	**$1.20**	**2.66%**
Gym over 60's	N	Taxable	$5.40	**$5.60**	**$0.20**	**3.70%**
Personal Training						
½ hr (Casual)	N	Taxable	$58.90	**$58.90**	**$0.00**	**0.00%**
½ hr (Member)	N	Taxable	$49.60	**$49.60**	**$0.00**	**0.00%**
1 hr (Casual)	N	Taxable	$95.40	**$95.40**	**$0.00**	**0.00%**
1 hr (Member)	N	Taxable	$76.30	**$76.30**	**$0.00**	**0.00%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
10 Visit Pass Casual – ½ Hr	N	Taxable	$530.10	**$530.10**	**$0.00**	**0.00%**
10 Visit Pass Member – ½ Hr	N	Taxable	$446.40	**$446.40**	**$0.00**	**0.00%**
10 Visit Pass Casual – 1 Hr	N	Taxable	$858.60	**$858.60**	**$0.00**	**0.00%**
10 Visit Pass Member – 1 Hr	N	Taxable	$686.70	**$686.70**	**$0.00**	**0.00%**
Tennis Courts (Per Hour)						
Peak	N	Taxable	$29.30	**$30.10**	**$0.80**	**2.73%**
Off Peak	N	Taxable	$24.60	**$25.20**	**$0.60**	**2.44%**
Peak Concession	N	Taxable	$16.10	**$18.10**	**$2.00**	**12.42%**
Off Peak Concession	N	Taxable	$13.50	**$15.10**	**$1.60**	**11.85%**
Member Peak (Member)	N	Taxable	$22.30	**$22.90**	**$0.60**	**2.69%**
Member Off Peak (Member)	N	Taxable	$16.70	**$17.10**	**$0.40**	**2.40%**
Occasional Care (previously titled Crèche)						
Occasional Care - Casual	N	GST Free	$11.25	**$11.55**	**$0.30**	**2.67%**
Occasional Care - Concession Casual	N	GST Free	$4.30	**$4.40**	**$0.10**	**2.33%**
Occasional Care - 10 sessions	N	GST Free	$77.70	**$79.65**	**$1.95**	**2.51%**
Occasional Care - 25 sessions	N	GST Free	$194.30	**$199.15**	**$4.85**	**2.50%**
Swim Lessons						
Start Up Fee (All Aquatic Programs)	N	Taxable	$30.70	**$31.50**	**$0.80**	**2.61%**
Swim Lessons Child - per lesson	N	GST Free	$18.00	**$19.00**	**$1.00**	**5.56%**
Child - Concession per lesson	N	GST Free	$9.90	**$11.40**	**$1.50**	**15.15%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
One on One Lessons	N	Taxable	$51.20	**$52.50**	**$1.30**	**2.54%**
Two on One Lessons	N	Taxable	$92.00	**$94.50**	**$2.50**	**2.72%**
Swim Lesson Child Fortnightly Debit**	N	GST Free	$28.40	**$30.00**	**$1.60**	**5.63%**
Swim Lesson Child - Concession Fortnightly Debit**	N	GST Free	$15.60	**$18.00**	**$2.40**	**15.38%**
School Lessons	N	GST Free	$9.00	**$9.50**	**$0.50**	**5.56%**
School Lessons Concession	N	GST Free	$5.40	**$5.70**	**$0.30**	**5.56%**
District Squad (fortnightly)**	N	GST Free	$29.20	**$30.00**	**$0.80**	**2.74%**
Pre-State Squad (fortnightly)**	N	GST Free	$42.60	**$44.50**	**$1.90**	**4.46%**
State Squad (fortnightly)**	N	GST Free	$54.70	**$57.50**	**$2.80**	**5.12%**
National Squad (fortnightly)**	N	GST Free	$65.50	**$68.80**	**$3.30**	**5.04%**
District Squad Concession (fortnightly)**	N	GST Free	$16.10	**$18.00**	**$1.90**	**11.80%**
Pre-State Squad Concession (fortnightly)**	N	GST Free	$23.40	**$26.70**	**$3.30**	**14.10%**
State Squad Concession (fortnightly)**	N	GST Free	$30.10	**$34.50**	**$4.40**	**14.64%**
Programs - Myotherapy						
½ hr (Member)	N	Taxable	$50.10	**$51.40**	**$1.30**	**2.59%**
½ hr (Casual)	N	Taxable	$59.90	**$61.40**	**$1.50**	**2.50%**
1 hr (Member)	N	Taxable	$90.50	**$92.80**	**$2.30**	**2.54%**
1 hr (Casual)	N	Taxable	$103.60	**$106.20**	**$2.60**	**2.51%**
Yarra Triathlon Programs						
Yarra Triathlon Squads	N	Taxable	$17.40	**$17.90**	**$0.50**	**2.87%**
Yarra Triathlon Squads - Concession	N	Taxable	$9.60	**$10.70**	**$1.10**	**11.46%**
10 x Yarra Triathlon Squads	N	Taxable	$156.60	**$161.10**	**$4.50**	**2.87%**
10 x Yarra Triathlon Squads – Concession	N	Taxable	$86.40	**$96.30**	**$9.90**	**11.46%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
25 x Yarra Triathlon Squads	N	Taxable	$348.00	**$358.00**	**$10.00**	**2.87%**
25 x Yarra Triathlon Squads – Concession	N	Taxable	$192.00	**$214.00**	**$22.00**	**11.46%**
Two Week Trial	N	Taxable	$80.80	**$82.80**	**$2.00**	**2.48%**
Two Week Trial Concession	N	Taxable	$44.40	**$49.70**	**$5.30**	**11.94%**
Two Week Trial Student	N	Taxable	$70.00	**$74.50**	**$4.50**	**6.43%**
Miscellaneous						
Replacement RFID band/key fob (New fee)	N	Taxable	$6.00	**$6.00**	**$0.00**	**0.00%**
Lost Locker RFID key fob	N	Taxable	$10.60	**$10.90**	**$0.30**	**2.83%**
Shower	N	Taxable	$3.70	**$3.80**	**$0.10**	**2.70%**
BURNLEY GOLF COURSE						
9 Holes - Adult	N	Taxable	$20.50	**$21.00**	**$0.50**	**2.44%**
9 Holes - Concession/Junior	N	Taxable	$15.40	**$15.80**	**$0.40**	**2.60%**
18 Holes - Adult	N	Taxable	$26.10	**$26.80**	**$0.70**	**2.68%**
18 Holes - Concession/Junior	N	Taxable	$20.00	**$20.50**	**$0.50**	**2.50%**
9 Holes - Weekend	N	Taxable	$21.50	**$22.10**	**$0.60**	**2.79%**
18 Holes Weekend	N	Taxable	$27.60	**$28.30**	**$0.70**	**2.54%**
1 Hour Lesson	N	Taxable	$118.40	**$121.40**	**$3.00**	**2.53%**
1/2 Hour Lesson	N	Taxable	$58.50	**$60.00**	**$1.50**	**2.56%**
6 Lesson Voucher	N	Taxable	$291.90	**$299.20**	**$7.30**	**2.50%**
Clinic	N	Taxable	$118.40	**$121.40**	**$3.00**	**2.53%**
Mini Clinic	N	Taxable	$21.00	**$21.50**	**$0.50**	**2.38%**
Buggy Hire	N	Taxable	$5.20	**$5.40**	**$0.20**	**3.85%**
9 Hole Cart Hire	N	Taxable	$27.10	**$27.80**	**$0.70**	**2.58%**

DRAFT BUDGET

Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
9 Hole Single Cart Hire	N	Taxable	$18.50	**$18.90**	**$0.40**	**2.16%**
18 Hole Cart Hire	N	Taxable	$45.10	**$46.30**	**$1.20**	**2.66%**
18 Hole Single Cart Hire	N	Taxable	$30.50	**$31.30**	**$0.80**	**2.62%**
Practice Fees	N	Taxable	$3.80	**$3.90**	**$0.10**	**2.63%**
Competition Fees	N	Taxable	$4.20	**$4.30**	**$0.10**	**2.38%**
Hire Set	N	Taxable	$15.00	**$15.40**	**$0.40**	**2.67%**
ENGINEERING PLANNING						
Traffic Surveys (counts) - classified counts	N	GST Free	$255.65	**$262.05**	**$6.40**	**2.50%**
Parking signs - sign changes	N	Taxable	$189.15	**$193.90**	**$4.75**	**2.51%**
Drainage Fees (Levy)						
0 - 400m²	N	GST Free	$12.05	**$12.35**	**$0.30**	**2.49%**
401 - 500m²	N	GST Free	$15.75	**$16.15**	**$0.40**	**2.54%**
501 - 600m²	N	GST Free	$19.95	**$20.45**	**$0.50**	**2.51%**
601 - 700m²	N	GST Free	$21.45	**$22.00**	**$0.55**	**2.56%**
701 - 800m²	N	GST Free	$23.60	**$24.20**	**$0.60**	**2.54%**
801 - 900m²	N	GST Free	$25.15	**$25.80**	**$0.65**	**2.58%**
901 - 1000m²	N	GST Free	$26.20	**$26.85**	**$0.65**	**2.48%**
1001m² + (negotiable fee)	N	GST Free	$26.20	**$26.85**	**$0.65**	**2.48%**
WASTE MANAGEMENT						
Compost Bins 220lt BMW	N	Taxable	$35.80	**$37.00**	**$1.20**	**3.35%**
Hungry Bin	N	Taxable	$286.30	**$294.00**	**$7.70**	**2.69%**
Worm Farms RELN	N	Taxable	$86.90	**$89.00**	**$2.10**	**2.42%**
Garbage 80lt MGB	N	GST Free	$112.45	**$115.50**	**$3.05**	**2.71%**
Garbage 120lt MGB	N	GST Free	$148.25	**$152.00**	**$3.75**	**2.53%**
Garbage 240lt MGB	N	GST Free	$265.85	**$272.50**	**$6.65**	**2.50%**

DRAFT BUDGET

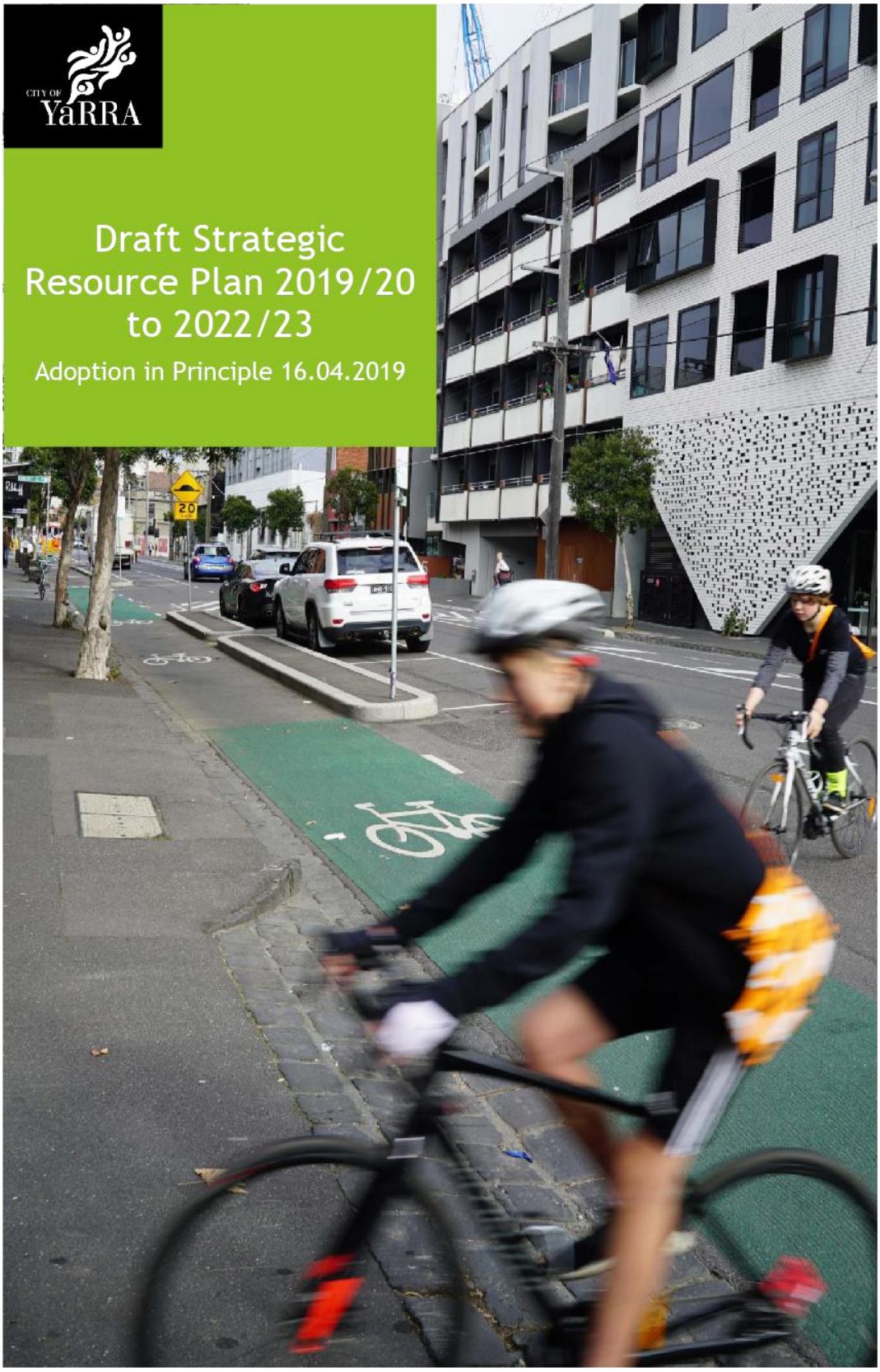
Attachment 1 - Draft Budget 2019-20 Adoption in Principle

City of Yarra Draft 2019/20 Budget – Adoption in Principle

Fees and Charges Description	Statutory Fee (Y/N)	GST Status	2018/19 Adopted Fee	2019/20 Proposed Fee	$ Change	% Change
Residential and Commercial (and Multi-Unit Developments per unit/apartment) MRB 120lt plus 80lt MGB	N	GST Free	$184.05	**$189.00**	**$4.95**	**2.69%**
Relocation of Street Litter Bins	N	Taxable	$475.45	**$488.00**	**$12.55**	**2.64%**
Green Mobile Garbage Bin (GMGB)	N	GST Free	$112.45	**$115.25**	**$2.80**	**2.49%**
URBAN AGRICULTURE						
Footpath/nature strip garden permit fee	N	Taxable	$20.00	**$20.00**	**$0.00**	**0.00%**
Footpath/nature strip planter box yearly rental fee	N	Taxable	$55.00	**$55.00**	**$0.00**	**0.00%**
Footpath/nature strip planter box yearly rental fee - concession	N	Taxable	$27.50	**$27.50**	**$0.00**	**0.00%**

DRAFT BUDGET

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle



Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Comprehensive Income Statement
For the four years ended 2022-23

	2019-20	2020-21	2021-22	2022-23
	$'000	$'000	$'000	$'000
Income				
Rates and charges	112,465	116,373	120,581	124,793
Statutory fees and fines	32,935	33,435	33,935	34,435
User fees	32,330	33,330	34,330	35,330
Grants - operating	12,541	12,422	12,733	13,051
Grants - capital	2,432	2,860	7,070	580
Contributions - monetary	4,300	4,300	4,300	4,300
Contributions - other	397	400	400	400
Net gain (or loss) on disposal of property, infrastructure, plant and equipment	180	160	190	210
Other income	2,836	3,336	3,836	4,336
Total income	**200,416**	**206,616**	**217,375**	**217,435**
Expenses				
Employee costs	87,115	89,375	91,663	93,996
Materials and services	72,959	75,283	77,743	80,187
Depreciation and amortisation	22,800	23,300	23,800	24,300
Bad and doubtful debts	4,000	4,000	4,000	4,000
Borrowing costs	2,035	1,980	1,876	1,692
Other expenses	0	0	0	0
Total expenses	**188,909**	**193,938**	**199,082**	**204,174**
Surplus/(deficit) for the year	**11,507**	**12,678**	**18,294**	**13,260**
Other comprehensive income				
Items that will not be reclassified to surplus or deficit in future periods				
Net asset revaluation increment/(decrement)	52,204	0	52,465	0
Share of other comprehensive income of associates and joint ventures	0	0	0	0
Items that may be reclassified to surplus or deficit in future periods				
Nil				
Total comprehensive result	**63,711**	**12,678**	**70,759**	**13,260**

The above comprehensive income statement should be read in conjunction with the accompanying other information.

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Balance Sheet
For the four years ended 2022-23

	2019-20	2020-21	2021-22	2022-23
	$'000	$'000	$'000	$'000
Assets				
Current assets				
Cash and cash equivalents	78,532	71,030	58,146	53,822
Trade and other receivables	13,340	12,175	11,078	10,047
Other financial assets	0	0	0	0
Inventories	107	107	107	107
Non-current assets classified as held for sale	0	0	0	0
Other assets	1,014	1,014	1,014	1,014
Total current assets	**92,992**	**84,326**	**70,345**	**64,990**
Non-current assets				
Trade and other receivables	235	235	235	235
Property, infrastructure, plant and equipment	1,975,669	1,995,364	2,075,779	2,089,883
Intangible assets	0	0	0	0
Total non-current assets	**1,975,904**	**1,995,599**	**2,076,014**	**2,090,118**
Total assets	**2,068,896**	**2,079,925**	**2,146,359**	**2,155,109**
Liabilities				
Current liabilities				
Trade and other payables	9,283	9,283	9,283	9,283
Trust funds and deposits	10,906	10,906	10,906	10,906
Provisions	13,209	13,209	13,209	13,209
Interest-bearing liabilities	1,250	33,808	4,110	4,303
Total current liabilities	**34,648**	**67,206**	**37,508**	**37,701**
Non-current liabilities				
Provisions	1,398	1,398	1,398	1,398
Other Liabilities	3,230	2,830	2,430	2,030
Interest-bearing liabilities	41,280	7,472	33,245	28,942
Total non-current liabilities	**45,908**	**11,700**	**37,073**	**32,370**
Total liabilities	**80,556**	**78,906**	**74,581**	**70,071**
Net assets	**1,988,340**	**2,001,019**	**2,071,778**	**2,085,038**
Equity				
Accumulated surplus	660,506	670,056	685,322	695,576
Reserves	1,327,834	1,330,962	1,386,455	1,389,461
Total Equity	**1,988,340**	**2,001,019**	**2,071,778**	**2,085,038**

The above balance sheet should be read in conjunction with the accompanying other information.

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Statement of Changes in Equity
For the four years ended 2022-23

2019-20	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year	1,924,629	652,209	1,246,875	25,545
Surplus/(deficit) for the year	11,507	11,507	-	-
Net asset revaluation increment/(decrement)	52,204	-	52,204	-
Transfers to other reserves	-	(4,300)	-	4,300
Transfers from other reserves	-	1,090	-	(1,090)
Balance at end of the financial year	**1,988,340**	**660,506**	**1,299,079**	**28,755**

2020-21	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year	1,988,340	660,506	1,299,079	28,755
Surplus/(deficit) for the year	12,678	12,678	-	-
Net asset revaluation increment/(decrement)	0	-	-	-
Transfers to other reserves	0	(4,300)	0	4,300
Transfers from other reserves	0	1,172	-	(1,172)
Balance at end of the financial year	**2,001,018**	**670,056**	**1,299,079**	**31,883**

2021-22	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year	2,001,018	670,056	1,299,079	31,883
Surplus/(deficit) for the year	18,294	18,294	-	-
Net asset revaluation increment/(decrement)	52,465	-	52,465	-
Transfers to other reserves	0	(4,300)	0	4,300
Transfers from other reserves	0	1,272	-	(1,272)
Balance at end of the financial year	**2,071,777**	**685,321**	**1,351,544**	**34,911**

2022-23	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year	2,071,777	685,321	1,351,544	34,911
Surplus/(deficit) for the year	13,260	13,260	0	0
Net asset revaluation increment/(decrement)	0	-	-	0
Transfers to other reserves	0	(4,300)	0	4,300
Transfers from other reserves	0	1,294	0	(1,294)
Balance at end of the financial year	**2,085,037**	**695,576**	**1,351,544**	**37,917**

The above statement of changes in equity should be read with the accompanying other information.

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Statement of Cash Flows
For the four years ended 2022-23

	2019-20 Inflows/ (Outflows) $'000	2020-21 Inflows/ (Outflows) $'000	2021-22 Inflows/ (Outflows) $'000	2022-23 Inflows/ (Outflows) $'000
Cash flows from operating activities				
Rates and charges	111,340	115,209	119,376	123,545
Statutory fees and fines	31,288	31,763	32,238	32,713
User fees	32,330	33,330	34,330	35,330
Grants - operating	12,541	12,422	12,733	13,051
Grants - capital	2,432	2,860	7,070	580
Contributions - monetary	4,300	4,300	4,300	4,300
Contributions - other	397	400	400	400
Other receipts	2,836	3,336	3,836	4,336
Employee costs	(87,115)	(89,375)	(91,663)	(93,996)
Materials and services	(73,359)	(75,683)	(78,143)	(80,587)
Other payments	0	0	0	0
Net cash provided by/(used in) operating activities	**36,991**	**38,562**	**44,477**	**39,673**
Cash flows from investing activities				
Payments for property, infrastructure, plant and equipment	(31,334)	(43,345)	(52,100)	(38,754)
Proceeds from sale of property, infrastructure, plant and equipment	530	510	540	560
Net cash provided by/(used in) investing activities	**(30,804)**	**(42,835)**	**(51,560)**	**(38,194)**
Cash flows from financing activities				
Finance costs	(2,035)	(1,980)	(1,876)	(1,692)
Proceeds from borrowings	0	0	32,500	0
Repayment of borrowings	(1,195)	(1,250)	(36,425)	(4,110)
Net cash provided by/(used in) financing activities	**(3,230)**	**(3,230)**	**(5,801)**	**(5,802)**
Net increase (decrease) in cash and cash equivalents	2,957	(7,503)	(12,884)	(4,324)
Cash and cash equivalents at the beginning of the financial year	75,575	78,532	71,030	58,146
Cash and cash equivalents at the end of the financial year	**78,532**	**71,029**	**58,146**	**53,822**

The above statement of cash flows should be read with the accompanying other information

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Statement of Capital Works
For the four years ended 2022-23

	2019-20 $'000	2020-21 $'000	2021-22 $'000	2022-23 $'000
Property				
Land	0	0	0	0
Land improvements	0	0	0	0
Total land	0	0	0	0
Buildings	9,485	22,135	30,809	14,347
Total buildings	9,485	22,135	30,809	14,347
Total property	**9,485**	**22,135**	**30,809**	**14,347**
Plant and equipment				
Plant, machinery and equipment	2,702	2,347	2,392	2,791
Fixtures, fittings and furniture	0	0	0	0
Computers and telecommunications	1,709	1,367	1,047	1,029
Library books	0	0	0	0
Total plant and equipment	**4,411**	**3,714**	**3,439**	**3,820**
Infrastructure				
Roads	9,163	8,762	8,906	10,297
Bridges	20	430	0	0
Footpaths and cycleways	0	0	0	0
Drainage	0	0	0	0
Recreational, leisure and community facilities	0	0	0	0
Waste management	70	75	90	100
Parks, open space and streetscapes	3,731	4,629	5,144	5,737
Lanes	1,099	1,050	1,068	1,045
Street furniture	535	535	360	360
Urban Design/Retail Strips	761	1,054	1,240	1,803
Transport Management	2,059	962	1,045	1,246
Total infrastructure	**17,438**	**17,496**	**17,852**	**20,588**
Total capital works expenditure	**31,334**	**43,345**	**52,100**	**38,755**
Represented by:				
New asset expenditure	1,153	10,593	10,584	3,456
Asset renewal expenditure	23,895	27,959	27,581	24,143
Asset expansion expenditure	0	0	0	0
Asset upgrade expenditure	6,286	4,793	13,935	11,155
Total capital works expenditure	**31,334**	**43,345**	**52,100**	**38,755**
Funding sources represented by:				
Grants	2,432	2,860	7,070	580
Contributions	1,090	1,172	1,272	1,294
Council cash	27,811	39,313	43,758	36,881
Borrowings	0	0	0	0
Total capital works expenditure	**31,334**	**43,345**	**52,100**	**38,755**

The above statement of capital works should be read with the accompanying other information.

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Statement of Human Resources
For the four years ended 2022-23

	2019-20 $'000	2020-21 $'000	2021-22 $'000	2022-23 $'000
Staff expenditure				
Employee costs - Operating	86,177	88,412	90,675	92,982
Employee costs - Capital	939	963	988	1,014
Total staff expenditure	**87,116**	**89,375**	**91,663**	**93,996**
	FTE	FTE	FTE	FTE
Staff numbers				
Employees	854.3	859.3	864.3	869.3
Total staff numbers	**854.3**	**859.3**	**864.3**	**869.3**

The above statement of human resources should be read with the accompanying other information.

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Other Information
For the four years ended 2022-23

1. Summary of planned capital works expenditure

2019-20	Total	Asset Expenditure Types				Total	Funding Sources			
		New	Renewal	Expansion	Upgrade		Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	0	0	0	0	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0	0	0	0	0
Total land	0	0	0	0	0	0	0	0	0	0
Buildings	9,485	650	5,169	0	3,666	9,485	1,369	0	8,116	0
Heritage Buildings	0					0				
Building improvements	0	0	0	0	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0	0	0	0	0
Total buildings	9,485	650	5,169	0	3,666	9,485	1,369	0	8,116	0
Total property	**9,485**	**650**	**5,169**	**0**	**3,666**	**9,485**	**1,369**	**0**	**8,116**	**0**
Plant and equipment										
Heritage plant and equipment	0	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	2,702	0	2,702	0	0	2,702	0	0	2,702	0
Fixtures, fittings and furniture	0	0	0	0	0	0	0	0	0	0
Computers and telecommunications	1,709	210	1,499	0	0	1,709	0	0	1,709	0
Library books	0	0	0	0	0	0	113	0	-113	0
Total plant and equipment	**4,411**	**210**	**4,201**	**0**	**0**	**4,411**	**113**	**0**	**4,298**	**0**
Infrastructure										
Roads	9,163	195	8,968	0	0	9,163	550	0	8,613	0
Bridges	20	0	20	0	0	20	0	0	20	0
Footpaths and cycleways	0	0	0	0	0	0	0	0	0	0
Drainage	0	0	0	0	0	0	0	0	0	0
Recreational, leisure and community facilities	0	0	0	0	0	0	0	0	0	0
Waste management	70	0	70	0	0	70	0	0	70	0
Parks, open space and streetscapes	3,731	98	3,633	0	0	3,731	0	1,090	2,641	0
Lanes	1,099	0	1,099	0	0	1,099	0	0	1,099	0
Street furniture	535	0	535	0	0	535	0	0	535	0
Urban Design/Retail Strips	761	0	200	0	561	761	0	0	761	0
Transport Management	2,059	0	0	0	2,059	2,059	400	0	1,659	0
Total infrastructure	**17,437**	**293**	**14,525**	**0**	**2,620**	**17,437**	**950**	**1,090**	**15,397**	**0**
Total capital works expenditure	**31,334**	**1,153**	**23,895**	**0**	**6,286**	**31,334**	**2,432**	**1,090**	**27,811**	**0**

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Other Information
For the four years ended 2022-23

1. Summary of planned capital works expenditure

2020-21	Total	Asset Expenditure Types				Total	Funding Sources			
		New	Renewal	Expansion	Upgrade		Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	0	0	0	0	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0	0	0	0	0
Total land	0	0	0	0	0	0	0	0	0	0
Buildings	22,135	10,025	8,598	0	3,513	22,135	2,300	0	19,835	0
Heritage Buildings	0					0			0	
Building improvements	0	0	0	0	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0	0	0	0	0
Total buildings	22,135	10,025	8,598	0	3,513	22,135	2,300	0	19,835	0
Total property	**22,135**	**10,025**	**8,598**	**0**	**3,513**	**22,135**	**2,300**	**0**	**19,835**	**0**
Plant and equipment										
Heritage plant and equipment	0	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	2,347	55	2,292	0	0	2,347	0	0	2,347	0
Fixtures, fittings and furniture	0	0	0	0	0	0	0	0	0	0
Computers and telecommunications	1,367	0	1,367	0	0	1,367	0	0	1,367	0
Library books	0	0	0	0	0	0	0	0	0	0
Total plant and equipment	**3,714**	**55**	**3,659**	**0**	**0**	**3,714**	**0**	**0**	**3,714**	**0**
Infrastructure										
Roads	8,762	30	8,732	0	0	8,762	560	0	8,202	0
Bridges	430	0	430	0	0	430	0	0	430	0
Footpaths and cycleways	0	0	0	0	0	0	0	0	0	0
Drainage	0	0	0	0	0	0	0	0	0	0
Recreational, leisure and community facilities	0	0	0	0	0	0	0	0	0	0
Waste management	75	0	75	0	0	75	0	0	75	0
Parks, open space and streetscapes	4,629	332	4,297	0	0	4,629	0	1,172	3,457	0
Lanes	1,050	0	1,050	0	0	1,050	0	0	1,050	0
Street furniture	535	0	535	0	0	535	0	0	535	0
Urban Design/Retail Strips	1,054	0	584	0	470	1,054	0	0	1,054	0
Transport Management	962	152	0	0	810	962		0	962	0
Total infrastructure	**17,496**	**514**	**15,703**	**0**	**1,280**	**17,496**	**560**	**1,172**	**15,764**	**0**
Total capital works expenditure	**43,345**	**10,593**	**27,959**	**0**	**4,793**	**43,345**	**2,860**	**1,172**	**39,313**	**0**

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Other Information
For the four years ended 2022-23

1. Summary of planned capital works expenditure

2021-22	Total	Asset Expenditure Types				Total	Funding Sources			
		New	Renewal	Expansion	Upgrade		Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	0	0	0	0	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0	0	0	0	0
Total land	0	0	0	0	0	0	0	0	0	0
Buildings	30,809	9,182	9,117	0	12,510	30,809	6,500	0	24,309	0
Heritage Buildings	0					0			0	
Building improvements	0	0	0	0	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0	0	0	0	0
Total buildings	30,809	9,182	9,117	0	12,510	30,809	6,500	0	24,309	0
Total property	**30,809**	**9,182**	**9,117**	**0**	**12,510**	**30,809**	**6,500**	**0**	**24,309**	**0**
Plant and equipment										
Heritage plant and equipment	0	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	2,392	0	2,392	0	0	2,392	0	0	2,392	0
Fixtures, fittings and furniture	0	0	0	0	0	0	0	0	0	0
Computers and telecommunications	1,047	0	1,047	0	0	1,047	0	0	1,047	0
Library books	0	0	0	0	0	0	0	0	0	0
Total plant and equipment	**3,439**	**0**	**3,439**	**0**	**0**	**3,439**	**0**	**0**	**3,439**	**0**
Infrastructure										
Roads	8,906	0	8,906	0	0	8,906	570	0	8,336	0
Bridges	0	0	0	0	0	0	0	0	0	0
Footpaths and cycleways	0	0	0	0	0	0	0	0	0	0
Drainage	0	0	0	0	0	0	0	0	0	0
Recreational, leisure and community facilities	0	0	0	0	0	0	0	0	0	0
Waste management	90	0	90	0	0	90	0	0	90	0
Parks, open space and streetscapes	5,144	1,102	4,042	0	0	5,144	0	1,272	3,872	0
Lanes	1,068	0	1,068	0	0	1,068	0	0	1,068	0
Street furniture	360	0	360	0	0	360	0	0	360	0
Urban Design/Retail Strips	1,240	0	560	0	680	1,240	0	0	1,240	0
Transport Management	1,045	300	0	0	745	1,045	0	0	1,045	0
Total infrastructure	**17,852**	**1,402**	**15,026**	**0**	**1,425**	**17,852**	**570**	**1,272**	**16,010**	**0**
Total capital works expenditure	**52,100**	**10,584**	**27,581**	**0**	**13,935**	**52,100**	**7,070**	**1,272**	**43,758**	**0**

Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Other Information
For the four years ended 2022-23

1. Summary of planned capital works expenditure

2022-23	Asset Expenditure Types					Funding Sources				
	Total	New	Renewal	Expansion	Upgrade	Total	Grants	Contributions	Council Cash	Borrowings
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property										
Land	0	0	0	0	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0	0	0	0	0
Total land	0	0	0	0	0	0	0	0	0	0
Buildings	14,347	1,087	4,080	0	9,180	14,347	0	0	14,347	0
Heritage Buildings	0					0			0	
Building improvements	0	0	0	0	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0	0	0	0	0
Total buildings	14,347	1,087	4,080	0	9,180	14,347	0	0	14,347	0
Total property	**14,347**	**1,087**	**4,080**	**0**	**9,180**	**14,347**	**0**	**0**	**14,347**	**0**
Plant and equipment										
Heritage plant and equipment	0	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	2,791	0	2,791	0	0	2,791	0	0	2,791	0
Fixtures, fittings and furniture	0	0	0	0	0	0	0	0	0	0
Computers and telecommunications	1,029	0	1,029	0	0	1,029	0	0	1,029	0
Library books	0	0	0	0	0	0	0	0	0	0
Total plant and equipment	**3,820**	**0**	**3,820**	**0**	**0**	**3,820**	**0**	**0**	**3,820**	**0**
Infrastructure										
Roads	10,297	180	10,117	0	0	10,297	580	0	9,717	0
Bridges	0	0	0	0	0	0	0	0	0	0
Footpaths and cycleways	0	0	0	0	0	0	0	0	0	0
Drainage	0	0	0	0	0	0	0	0	0	0
Recreational, leisure and community facilities	0	0	0	0	0	0	0	0	0	0
Waste management	100	0	100	0	0	100	0	0	100	0
Parks, open space and streetscapes	5,737	1,724	4,013	0	0	5,737	0	1,294	4,443	0
Lanes	1,045	0	1,045	0	0	1,045	0	0	1,045	0
Street furniture	360	0	360	0	0	360	0	0	360	0
Urban Design/Retail Strips	1,803	0	608	0	1,195	1,803	0	0	1,803	0
Transport Management	1,245	465	0	0	780	1,245	0	0	1,245	0
Total infrastructure	**20,587**	**2,369**	**16,243**	**0**	**1,975**	**20,587**	**580**	**1,294**	**18,713**	**0**
Total capital works expenditure	**38,754**	**3,456**	**24,143**	**0**	**11,155**	**38,754**	**580**	**1,294**	**36,880**	**0**

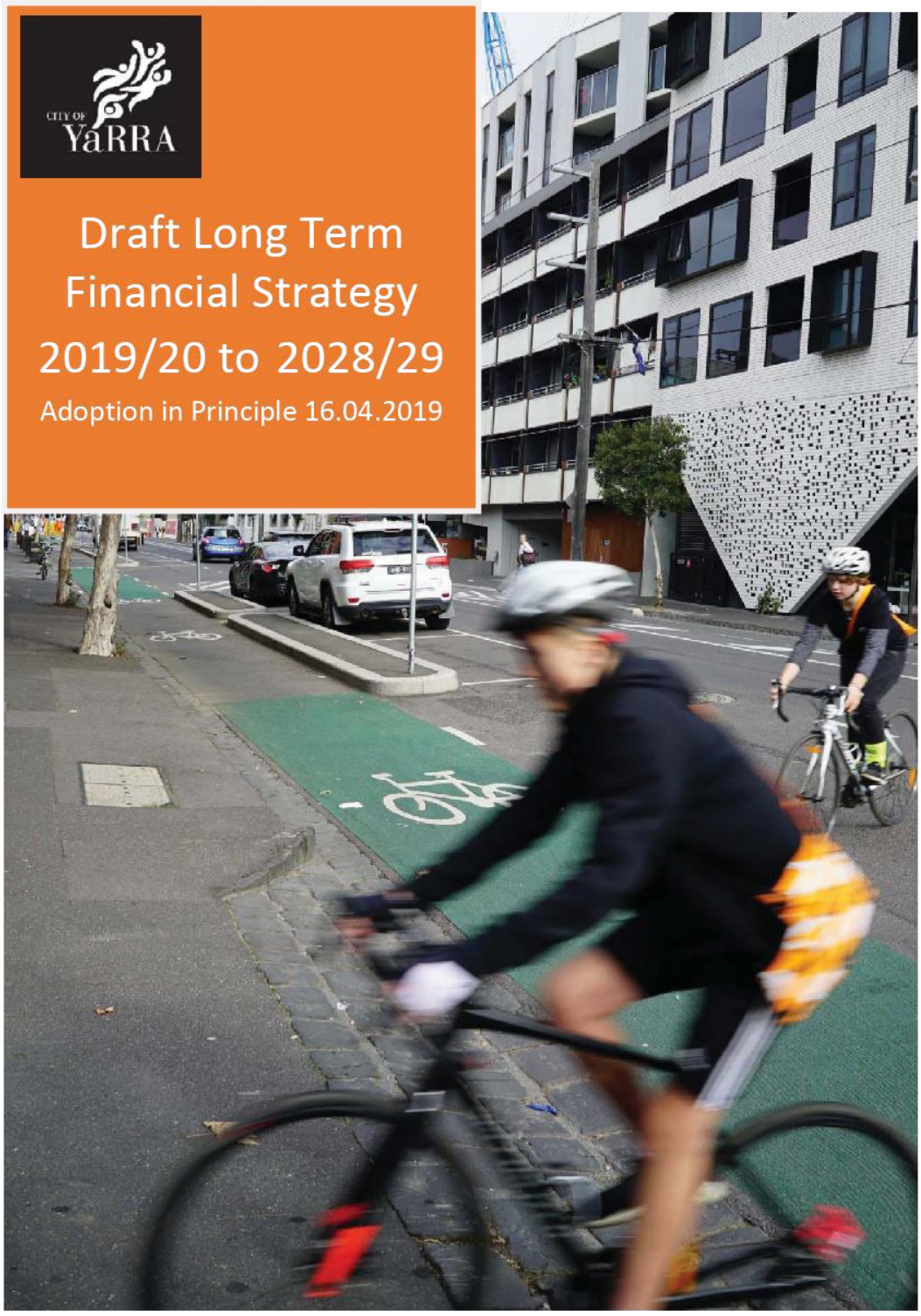
Attachment 2 - Draft SRP 2019-20 to 2022-23 Adoption in Principle

Other Information
For the four years ended 2022-23

2. Summary of planned human resources expenditure

	2019-20 $'000	2020-21 $'000	2021-22 $'000	2022-23 $'000
CEO Division				
Permanent - Full time	5,135	5,267	5,401	5,538
Permanent - Part time	1,529	1,568	1,608	1,649
Casual & Temp	704	722	741	759
Total	7,368	7,557	7,750	7,947
Corporate, Business and Financial Services				
Permanent - Full time	13,406	13,751	14,101	14,459
Permanent - Part time	2,161	2,217	2,273	2,331
Casual & Temp	1,921	1,970	2,021	2,072
Total	17,488	17,937	18,395	18,862
Community Wellbeing				
Permanent - Full time	15,119	15,507	15,903	16,307
Permanent - Part time	8,757	8,982	9,211	9,445
Casual & Temp	2,595	2,662	2,730	2,799
Total	26,471	27,151	27,843	28,551
Planning and Placemaking				
Permanent - Full time	8,616	8,837	9,063	9,293
Permanent - Part time	1,442	1,479	1,517	1,555
Casual & Temp	140	144	147	151
Total	10,198	10,460	10,727	10,999
City Works and Assets				
Permanent - Full time	17,706	18,177	18,641	19,114
Permanent - Part time	4,674	4,794	4,916	5,041
Casual & Temp	3,211	3,294	3,378	3,463
Total	25,591	26,265	26,934	27,619
Total staff expenditure	**87,116**	**89,375**	**91,662**	**93,995**
	FTE	FTE	FTE	FTE
CEO Division				
Permanent - Full time	40.0	41.0	42.0	43.0
Permanent - Part time	9.9	9.9	9.9	9.9
Casual & Temp	8.6	8.6	8.6	8.6
Total	58.4	59.4	60.4	61.4
Corporate, Business and Financial Services				
Permanent - Full time	133.0	134.0	135.0	136.0
Permanent - Part time	22.5	22.5	22.5	22.5
Casual & Temp	10.2	10.2	10.2	10.2
Total	165.7	166.7	167.7	168.7
Community Wellbeing				
Permanent - Full time	185.7	186.7	187.7	188.7
Permanent - Part time	82.3	82.3	82.3	82.3
Casual & Temp	23.7	23.7	23.7	23.7
Total	291.8	292.8	293.8	294.8
Planning and Placemaking				
Permanent - Full time	77.8	78.8	79.8	80.8
Permanent - Part time	8.0	8.0	8.0	8.0
Casual & Temp	3.0	3.0	3.0	3.0
Total	88.8	89.8	90.8	91.8
City Works and Assets				
Permanent - Full time	192.0	193.0	194.0	195.0
Permanent - Part time	35.7	35.7	35.7	35.7
Casual & Temp	22.0	22.0	22.0	22.0
Total	249.7	250.7	251.7	252.7
Total staff numbers	**854.3**	**859.3**	**864.3**	**869.3**

Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle



Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

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Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

1. INTRODUCTION

Council's Long Term Financial Strategy (LTFS) has been reviewed and updates the strategy adopted by Council in 2018-19.

Key parameters of the LTFS are detailed below:

- Annual rates increase at the current Essential Services Commission (ESC) rate cap level (2.50%) for the duration of the LTFS;
- All other revenue is based on 2018-19 forecasts;
- Recurrent expenditure held at 2018-19 levels, excluding contract price adjustments and employee agreement increase;
- Efficiency target of $500k recurrent expenditure savings is built into each year.
- Liquidity ratio is above 1.4, except for Year 2 due to the interest only loan of $32.5m becoming a current liability for one year only.
- Capital replacement ratio is lifted above or equal to 1.5 from Year 2.

The LTFS document is updated annually as part of the budget preparation process. It is subject to ongoing review and may be updated during the budget year if and when required.

2. OBJECTIVE

Council prepares a LTFS over a 10 year period to provide financial management and guidance to support service delivery and the capital works program. This document outlines the key assumptions and provides an overview of each key element of the LTFS.

Strong financial management will allow Council to:

- maintain delivery of Council services to the community;
- allow for timely renewal of Council assets;
- provide a reasonable level of funding for asset upgrades, new assets and new initiatives;
- have sufficient cash liquidity to meet operational requirements and to respond to any unexpected financial pressures; and
- achieve and maintain low risk financial sustainability ratings.

3. MANAGEMENT OF THE LTFS

The LTFS is managed within a framework of key financial indicators together with profiled cash management. These items are drawn together to provide a strategy for the long-term sustainability and solvency of Council's operation.

Each year, the financial assumptions are reviewed, and a number of amendments have been required for new projects happening within Yarra such as the Depot relocation, participation in the Melbourne Renewal Energy Project, and the new proposed school and stadium at North Fitzroy.

Rate capping continues to reduce Council's total potential revenue over the timespan of the LTFS and Council has less control via rates to respond to unexpected financial pressures. Council also has a $32.5m interest only loan due to be repaid in 2020-21, and it is anticipated that Council will need to borrow funds to repay this loan.

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A critical element of the assumptions is the allocated expenditure to the Capital Works Program. The LTFS assumes 100% of the capital program will be delivered in each year.

The LTFS includes a set of financial principles that provide guidance for Council's financial strategy. These are detailed in Appendix 1 – Financial Strategy Principles.

Council also uses a range of financial sustainability ratios provided by the Victorian Auditor-General's Office (VAGO) and by Local Government Victoria (LGV) to ensure the long term financial sustainability of Council.

The key lead indicators are:

- Liquidity Ratio
- Renewal Gap
- Net Result
- Indebtedness

Other indicators are:

- Debt Commitment
- Self-Financing
- Unrestricted Cash
- Capital Replacement

Descriptions of each of these indicators together with the target range sought is provided in Appendix 2 – Key Financial Indicator Definitions.

4. FINANCIAL POSITION BACKGROUND

Council's current financial position (predicted 30 June 2019) is on track to exceed budget and in general, Council is performing satisfactorily against benchmark ratio levels established by the Auditor General.

In addition to on-going delivery of established Council services and program of Council asset renewals, Council also receives a variety of requests from the community for new services, expanded service delivery, asset upgrades and new community assets. Council currently has a very limited capacity in discretionary funds to respond to these needs.

Council borrowed funds in November 2014 via the Local Government Funding Vehicle (LGFV) bond sponsored by the Municipal Association of Victoria. This seven year loan of $32.5 million provided funding for a call on the defined benefit superannuation liability, purchase of 345 Bridge Rd, purchase of the Connie Benn Centre operations, and an energy performance contract. This loan is an interest only fixed term loan and will require refinancing in 2020-21. An additional loan of $13.5 million was drawn down in 2016-17 to fund the construction of Bargoonga Nganjin, North Fitzroy Library. This loan is funded on a principal and interest basis and will be repaid by the end of the LTFS.

5. 2019-20 BUDGET POSITION

The 2019-20 Operating Budget supports many services to the community and also provides cash that is used to help fund Council's current and future Capital Works Program. The Capital Works Program is critical to Council's ability to maintain, enhance and build assets that meet community needs and underpin the delivery of Council services.

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At the adoption of the 2017/18 Budget, Council introduced a liquidity ratio target of 1.4, to be achieved by 30 June 2021 (end of year 2 of this LTFS). The previous LTFS achieved this target by reducing capital spend in the short term. With the interest only loan of $32.5m becoming a current liability in 2020/21m, the 1.4 liquidity ratio is unable to be achieved due to this reclassification. Excluding the reclassification of the loan, the liquidity ratio would be 1.5 (after accounting for restricted cash requirements), and Council exceeds the target in 2019/20.

5.1 CASH HOLDINGS

Council's total cash holding at 30 June 2018 was $51.1 million, of which $11.2 million was restricted for use on commitments such as the open space reserve, grants commission funding received early, and capital works projects carried over into 2019-20.

For the 2018-19 budget year in progress, Council is forecasting for a cash balance at 30 June 2019 of approximately $75.6m, of which around $25.5m will be again restricted for open space reserve and operating and capital grants carried forward. A large portion of this is a $17.5m grant for the relocation of the Fitzroy Depot. This money is anticipated to be received in 2018/19, however the majority of the spend will occur in years 2020/21 and 2020/22. Council will be required to hold onto these funds for that future spend.

For the 2019/20 budget year (the first year of the LTFS), the end of year cash balance at 30 June 2020 is expected to be $78.5 million (assuming 100% capital budget spend), of which $25.9m will be restricted for future projects.

5.1.1 WORKING CAPITAL

Council's working capital, as measured by a liquidity ratio of current assets divided by current liabilities is forecast to be 2.64 at the end of the 2018/19 budget year in progress. This ratio is higher than the previous LTFS budgeted ratio of 1.3, due to the significant grant funding Council is anticipating to receive in 2018/19 for the Fitzroy Depot relocation which it will be required to hold until the project is completed, as well as additional grant funds for the Wellington St Bike Lane works.

Under this LTFS, the liquidity ratio will is budgeted to be 2.68 at the end of 2019-20 (the first year of the LTFS) and again this is high due to the spend of the Depot project not scheduled to be completed until 2020-21 and 2021-22.

The ratio drops to 1.25 in 2020-21 due to Council's $32.5m interest only loan becoming a current liability in that year. It is due to be repaid via refinancing in 2021-22.

Council's restricted cash working capital ratio continues to be tight, as this LTFS achieves additional spend on capital works to lift the capital replacement ratio on VAGO's low risk sustainability indicator to 1.5.

5.1.2 OPEN SPACE RESERVE

An Open Space Reserve exists for the purpose of holding contributions received as Public Open Space Levies triggered by property development. These funds are available to be acquitted on eligible open space capital works projects.

This LTFS includes the forecast balance in the reserve from 2018-19 of approximately $5.3m, and assumes Council will continue to build up funds in the Reserve in order to potentially acquire land for open space. Whilst Council is working with the State Government to identify and create new open spaces in Yarra, no specific Council funded acquisitions are currently proposed. Council will however utilise some of the reserve for eligible open space capital works projects during each year.

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6. STRATEGIC ACTIONS

In drafting this LTFS a number of strategies have been implemented to seek to build a more complete picture of Council's financial position and to provide better alignment with Council's goals.

6.1 IMPROVING COUNCIL'S WORKING CAPITAL

Council's working capital was coming off a very low base and has improved due to strong revenue growth and a disciplined approach to expenditure by Council. A reduced capital works program over the past two years has also assisted with improving Council's working capital and liquidity ratio. Council will be required to keep a close eye on its restricted cash ratio, ensuring that reserve funds continue to be cash backed. Nonetheless, additional revenue opportunities and expenditure savings will continue to be sought, including the recurrent efficiency dividend that applies to each year of the LTFS.

6.2 ACQUISITION OF NEW PUBLIC OPEN SPACE

Council has a stated goal of seeking to acquire land for new public open space. Since 2016-17, the LTFS has aligned the acquisition of strategic open space assets with rationalisation of surplus Council assets and asset sales income. This is still a goal in the medium to long term, and could be achieved through leasing or partnerships with external parties such as the State Government. As per 5.1.2, the open space reserve is beginning to grow in value.

6.3 RATE CAPPING

For the 2016-17 budget year, a rate capping scheme (the Fair Go Rates System) was introduced by the Victorian Government, with the scheme administered by the Essential Services Commission (ESC). Under this scheme the Minister for Local Government will declare the applicable rate cap for each budget year ahead of the period in which Council must prepare and adopt its annual budget.

The Minister for Local Government has declared the rate cap level for 2019-20 at 2.50%. This follows rate caps of 2.25% in 2018-19, and 2% in 2017-18.

In the LTFS, is assumed that the rate capping scheme will remain in place for the duration of the LTFS.

If the rate cap increases are less than predicted and additional revenue sources are not available, Council may be required to cease provision of some services, reduce service levels, reduce the capital works program, or undertake some combination of these actions.

6.4 LOAN BORROWINGS

The introduction of rate capping as well as debt required to be repaid in the short term, has had a significant impact on the LTFS and challenged Council's financial position. Existing debt is serviced by a $32.5 million interest only loan, due to be repaid in 2021-22 and a $13.5 million principal and interest loan due to be repaid by the end of this 10 year LTFS.

The LTFS includes refinancing of the $32.5 million interest only loan when it becomes due in 2021-22, with the refinanced loan to be on a principal and interest basis, which will ultimately allow for the retirement of this debt over 10 years. The $13.5 million loan is to be repaid on a principal and interest term and will be fully redeemed by the end of the LTFS.

The Victorian Auditor-General has indicated through its recommendation on financial ratios that Indebtedness (Non-current liabilities/Own sourced revenue) above 40% places Council in the medium risk category and 60% in the high risk category. The indebtedness ratio is expected to be 26.3% at the end of the current 2018-19 budget year. It will improve to 24.7% at the end of year 1 (2019-20) and will further improve steadily throughout the life to the LTFS to reduce the risk to Council.

In the early years of the LTFS, further borrowing may need to occur to provide Council with contingency funds should the need arise, e.g. a further call on the Defined Benefit Superannuation obligation.

6.5 MOTOR VEHICLE FLEET – OWNERSHIP/LEASING

Council's motor vehicle fleet (comprising passenger cars, utility vehicles and trucks) is currently partially purchased and managed directly by Council, and partially leased. As a result, an annual capital allocation is required to pay for the changeover cost for a portion of the Council owned and managed part of the fleet. For 2019-20 (LTFS year 1), the net capital allocation for all vehicles is approximately $1.3 million.

The overall size of the Council motor vehicle fleet, and the mix of Council owned versus leased vehicles is subject to ongoing review and adjustment, with the guiding principle being providing lowest overall cost to Council whilst maintaining Council service levels at the required standards.

6.6 COUNCIL PROPERTY

Council recently adopted the Property Strategy 2018, which provides a holistic framework for the management of all Council property assets and establishes guiding principles for the alignment of Council's property portfolio with its future community and service delivery requirements.

The strategy includes a classification and assessment framework to guide Council decision making with regards to property.

6.7 FEES AND CHARGES POLICY

It is proposed that Council adopt a Fees and Charges Policy that provides guidance (specific to each fee/charge category and user group) about how fees and charges will be set in the Schedule of Fees and Charges in each annual Council budget. The Fees and Charges Policy will take account of cost of service provision and objectives for the level of subsidy, cost recovery or return on investment for each service and user group as appropriate and aligned with Council objectives. Compliance with competitive neutrality requirements will also be considered where applicable.

It is anticipated a fees and charges policy will be developed in 2019 for implementation in the 2020/21 financial year.

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6.8 NEW POPULATION AND DEVELOPMENT

Yarra is experiencing growth in population and households as outlined in Table 1.

Table 1 – CITY OF YARRA FORECAST POPULATION AND HOUSEHOLDS

	Year			
	2016	2021	2026	2031
Total Population	92,610	103,830	113,705	122,022
Pop. in private dwellings	90,637	101,520	111,047	119,018
Households	42,593	47,486	51,884	56,024
Average household size	2.13	2.14	2.14	2.12
Change in population				
Net change (5 years)		11,220	9,875	8,317
Average annual change		2.3%	1.8%	1.4%
Change in households				
Net change (5 years)		4,894	4,397	4,140
Average annual change		2.2%	1.8%	1.5%

Source: *Victoria in Future 2016*

Growth in number of households is expected to be an average of 2.3% p.a. through to 2021, and then grow at the slightly lower average annual rate of 1.8% for the five years to 2026.

The LTFS provides for some growth in labour costs to accommodate the increased population and dwellings being serviced. Requirements to fulfil statutory obligations or increased customer demand can no longer realistically be delivered within the existing workforce allocation, and some upwards movement will be required.

6.9 ENHANCED DEBTOR MANAGEMENT

A significant task to improve debt management is being undertaken by the organisation, as directed by Council in the adoption of the 2017/18 budget. This involves the review of historical debt across all aspects of Council's operations.

6.10 LEGAL FEES

An allocation has been made within the LTFS to accommodate estimated legal fees required for the normal operations of Council, and in relation to legal services required for specific legal cases involving Council.

6.11 ASSET RENEWAL, NEW AND UPGRADE EXPENDITURE

Information from Council's Asset Management Plans determines Council's capital expenditure priorities.

As part of the preparation of this LTFS the cost of works has been indexed to reflect the future cost of works in years 2-10 of the LTFS.

This LTFS indicates that funds available for new asset and asset upgrade capital expenditure and new initiatives in operations will be approximately $7.5 million in 2019-20 and then increments significantly in future years. Renewal of assets is prioritised to ensure financial sustainability. Council is hoping to introduce a Developer Contribution Plan which will contribute towards capital works projects. If this is approved by the Minister for Planning, the LTFS will be updated to reflect the budgeted contributions and the capital projects associated with the plan.

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7. KNOWN MATTERS TO BE QUANTIFIED

7.1 FUTURE INITIATIVES

A number of other key initiatives have also been identified as having potential for significant impact on the LTFS but are unquantified at this time. These include:

- Fitzroy Town Hall precinct – master planning for future use and associated capital works
- Vere Street, Abbotsford precinct including Soldiers and Sailors Hall – master planning for future use and associated capital works
- Sustainability and Environment initiatives
- Open Space Strategy review (including open space contributions review)
- Development Contributions Plan

For each of these initiatives, there is no provision in the LTFS future years for the program of works that may potentially arise.

7.2 CONTINGENT LIABILITIES

A number of issues have been identified that have the potential to result in a significant financial impact on Council. As these issues are uncertain no specific allowance within the LTFS has been made. These matters include:

- Future calls from the Local Government Defined Benefits Scheme.
- Costs associated with changes arising from the reform of the HACC service and NDIS.

The LTFS will be updated as required to incorporate these matters when additional information is obtained in relation to these or any other matters.

8. OPERATING ACTIVITIES

The LTFS statement of financial performance related to the operating activities of Council is presented in Table 2.

Table 2 - FINANCIAL PERFORMANCE ($'000)

	FC Actual 2018-19 $'000	Budget 2019-20 $'000	Budget 2020-21 $'000	Budget 2021-22 $'000	Budget 2022-23 $'000	Budget 2023-24 $'000	Budget 2024-25 $'000	Budget 2025-26 $'000	Budget 2026-27 $'000	Budget 2027-28 $'000	Budget 2028-29 $'000
	FC Actual	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10
REVENUES											
Rates - general	108,531	112,465	116,373	120,581	124,793	129,109	133,534	138,069	142,717	147,482	152,366
Statutory fees and fines	32,521	32,935	33,435	33,935	34,435	34,935	35,435	35,935	36,435	36,935	37,435
User fees	31,030	32,330	33,330	34,330	35,330	36,330	37,330	38,330	39,330	40,330	41,330
Grants-Operating	12,798	12,541	12,422	12,733	13,051	13,377	13,712	14,054	14,406	14,766	15,135
Grants-Capital	20,340	2,432	2,860	7,070	580	590	600	610	620	630	640
Contributions - OSR	4,500	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,300
Contributions - Other	418	397	400	400	400	400	400	400	400	400	400
Net gain/(loss) on disposal of PP&E	205	180	180	190	210	720	195	195	190	195	150
Other income	3,775	2,836	3,336	3,836	4,336	4,836	5,336	5,836	6,336	6,836	7,336
TOTAL INCOME	214,116	200,416	206,616	217,375	217,435	224,597	230,841	237,729	244,734	251,874	259,092
EXPENSES											
Employee Costs	82,211	87,115	89,375	91,663	93,996	96,378	98,803	101,279	103,305	105,371	107,478
Materials & services	73,904	72,959	75,283	77,743	80,187	82,691	85,259	87,390	89,575	91,814	94,109
Depreciation & amortisation	22,696	22,800	23,300	23,800	24,300	24,800	25,300	25,800	26,300	26,800	27,300
Bad and doubtful debts	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Borrowing costs	1,963	2,035	1,980	1,876	1,892	1,498	1,296	1,084	862	630	466
Other expenses	-	-	-	-	-	-	-	-	-	-	-
TOTAL EXPENSES	184,774	188,909	193,938	199,082	204,174	209,365	214,658	219,553	224,042	228,615	233,354
Net (Surplus) /Deficit	29,342	11,507	12,678	18,294	13,260	15,233	16,184	18,176	20,693	23,259	25,738
Other comprehensive income	-	-	-	-	-	-	-	-	-	-	
Net asset reval increment	-	52,204	-	52,465	-	52,727	-	52,991	-	53,256	-
Comprehensive result (surplus)/deficit	29,342	63,711	12,678	70,759	13,260	67,960	16,184	71,167	20,693	76,515	25,738

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OPERATING ACTIVITIES REVENUE

RATE REVENUE

Council no longer has unrestricted control over its rate revenue, as it is limited in future years by the direction imposed by the Minister for Local Government under rate capping. Current estimates of rate revenue are outlined in Table 3.

Table 3 - RATES ESTIMATES ($'000)

	Year 1 2019-20	Year 2 2020-21	Year 3 2021-22	Year 4 2022-23	Year 5 2023-24	Year 6 2024-25	Year 7 2025-26	Year 8 2026-27	Year 9 2027-28	Year 10 2028-29
General rates raised	111,235	115,143	119,252	123,463	127,780	132,204	136,739	141,388	146,153	151,036
Bridge Rd special rate	157	157	157	157	157	157	157	157	157	157
Supplementary rates	1,100	1,100	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Other rate revenue & offsets	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)
Totals	**112,465**	**116,373**	**120,581**	**124,793**	**129,109**	**133,534**	**138,069**	**142,717**	**147,482**	**152,366**

Supplementary Rates are additional rate income raised as a result of growth in new or extended properties or by change of land use under the planning scheme.

FEES AND CHARGES

Fees and Charges assist Council to offset the cost of some service delivery directly with user payment rather than funding through rates income.

Statutory Charges are not within Council's control and therefore may not in general reflect movements in Council costs. Some statutory costs are indexed at the Consumer Price Index (CPI), whereas others (e.g. statutory planning charges) are not indexed but rather adjusted on an ad hoc basis by the State Government.

PARKING REVENUE

Parking revenue is a reflection of the statutory charges established by the State Government and also reflects the growing pressure on parking space within the City. Parking revenue can be influenced by many external factors such as economic conditions, clearway policy, fuel prices, and other State Government projects such as DDA tram stops, bike lanes etc. A conservative approach to growth in this revenue source has been applied, recognising that it will continue to grow. The LTFS estimates of parking revenue are shown in Table 4.

Table 4 - PARKING REVENUE ESTIMATES ($'000)

	Year 1 2019-20	Year 2 2020-21	Year 3 2021-22	Year 4 2022-23	Year 5 2023-24	Year 6 2024-25	Year 7 2025-26	Year 8 2026-27	Year 9 2027-28	Year 10 2028-29
Parking Revenue	32,935	33,435	33,935	34,435	34,935	35,435	35,935	36,435	36,935	37,435

Council's total income from parking enforcement, permits and parking meter income is significant at $32.93 million in 2019-20 (year 1 of LTFS), being approximately 16.4% of total Council revenue in 2019-20.

Council is reliant on Fines Victoria to collect its outstanding fine revenue, and they are currently experiencing difficulty in delivering those revenue outcomes to Council. This may have an unfavourable impact on Council's cash position if debts are not collected within statutory timeframes.

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GOVERNMENT GRANTS - OPERATING

These grants are received from Commonwealth and State Governments in support of programs. The largest grant is the Victorian Grants Commission allocation of Commonwealth money. Council's entitlement to the Victorian Grants Commission is an "as of right" entitlement and no significant shift in allocation is expected. Any increase will relate to changes in Yarra's population.

INTEREST INCOME

Interest income is based on predicted cash flow, cash balances and CPI.

GAIN ON SALE OF ASSETS

An amount of $0.2 million has been allowed for gain on sale of assets in 2019-20, largely reflecting that disposal values achieved for Council fleet vehicles generally exceed the written-down value of the vehicles. This amount is not expected to grow over the lifetime of the LTFS, with on-going review and rationalisation of the fleet mix.

OPERATING ACTIVITIES EXPENSES

EMPLOYEE COSTS

Employee benefits include all labour related expenditure, including agency staff. Employee costs are largely governed by Council's Enterprise Bargaining Agreement. For years 2-10 an estimate has been provided that is based on predicted average weekly earnings increases. No allowance has been made been made in the LTFS for possible further contributions to a top-up call from the Local Government Defined Benefits Scheme (Vision Super).

CONTRACTS

Contract costs generally increase in excess of the CPI, reflecting the growth in average weekly wages and material costs.

MATERIALS AND SERVICES

These relate to a range of goods and services including utilities, insurance, consultants, legal fees, telecommunications and maintenance.

A permanent reduction of $500,000 (in real terms) for expenditure on materials and services is included in each year as an efficiency dividend, with the reduction to be maintained in real terms as a recurrent saving throughout the entire duration of the LTFS.

Legal fees are a significant component of material and services, and these costs are often outside Council's control. Increased development pressure is also generating increases in legal costs associated with VCAT appeals, and the need for adjustments to the Yarra Planning Scheme.

Council's contribution to community through its annual and service grants is a component of this cost.

The State Government also imposes a Waste Levy on Council to encourage enhanced environmental practice across the State and historically has been increasing at around 10% per annum.

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DEPRECIATION

Depreciation is forecast to increase by approximately 2% p.a. over the duration of the LTFS.

DOUBTFUL DEBTS

Bad and doubtful debts expenses are being held at the same level across the timeframe of the LTFS.

9. CAPITAL WORKS EXPENDITURE

Council's long term capital works plan incorporated into the LTFS is shown in Table 5.

Table 5 – ESTIMATED CAPITAL EXPENDITURE ($'000)

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Renewal	23,895	27,959	27,581	24,143	24,514	26,795	28,987	31,025	31,935	30,668
Upgrade & New	7,439	15,386	24,519	14,611	12,636	11,065	9,611	8,422	8,165	10,586
Total	31,334	43,345	52,100	38,754	37,150	37,860	38,598	39,447	40,100	41,254

Note that Years 2 & 3 includes the Depot relocation project.

Asset renewal includes improvements that bring existing assets to a current equivalent standard or performance capability. For example, replacement of an aged kitchen to current design standards. Upgrade of an asset is restricted to an increase in asset capacity.

Annual review of the classification of expenditure between operating and capital for both budgeting and actual expenditure recording is undertaken.

An asset revaluation is undertaken every two years, in accordance with Accounting Standard requirements.

ASSET RENEWAL CAPITAL WORKS

Asset renewal has been incorporated within the LTFS in accordance with the adopted asset management plans. These include:

- Roads
- Buildings
- Open Space
- Drainage
- Information Systems

Asset renewal expenditure has been indexed accordingly for the asset type.

Renewal expenditure has been reduced to reflect the move to leasing of motor vehicles.

NEW AND UPGRADE CAPITAL WORKS

The new assets and asset upgrade portions of the capital works program have been based on assessments undertaken for the 2019-20 budget preparation.

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10. FINANCIAL POSITION

The LTFS statement of Council's financial position is presented in Table 6.

Table 6 - FINANCIAL POSITION ($'000)

BALANCE SHEET	FC Actual 2018-19 $'000	Budget 2019-20 $'000	Budget 2020-21 $'000	Budget 2021-22 $'000	Budget 2022-23 $'000	Budget 2023-24 $'000	Budget 2024-25 $'000	Budget 2025-26 $'000	Budget 2026-27 $'000	Budget 2027-28 $'000	Budget 2028-29 $'000
	FC Actual	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10
Current Assets											
Cash and cash equivalents	75,575	78,532	71,030	58,146	53,822	53,314	53,275	54,709	58,017	63,854	71,244
Trade and other receivables	14,568	13,340	12,175	11,078	10,047	9,085	8,192	7,370	6,619	5,940	5,336
Other Financial Assets	0	0	0	0	0	0	0	0	0	0	0
Inventories	107	107	107	107	107	107	107	107	107	107	107
Non Current assets classified as held for sale	0	0	0	0	0	0	0	0	0	0	0
Other Assets	1,014	1,014	1,014	1,014	1,014	1,014	1,014	1,014	1,014	1,014	1,014
Total Current Assets	**91,264**	**92,992**	**84,326**	**70,345**	**64,990**	**63,520**	**62,589**	**63,200**	**65,756**	**70,916**	**77,701**
Non -Current Assets											
Trade and other receivables	235	235	235	235	235	235	235	235	235	235	235
Property, plant and equipment ,infrastructure	1,915,281	1,975,669	1,995,364	2,075,779	2,089,883	2,154,610	2,166,821	2,232,259	2,245,057	2,311,263	2,324,866
Intangible assets	0	0	0	0	0	0	0	0	0	0	0
Total Non-Current Assets	**1,915,516**	**1,975,904**	**1,995,599**	**2,076,014**	**2,090,118**	**2,154,845**	**2,167,056**	**2,232,494**	**2,245,292**	**2,311,498**	**2,325,101**
Total Assets	**2,006,780**	**2,068,896**	**2,079,925**	**2,146,359**	**2,155,109**	**2,218,366**	**2,229,644**	**2,295,695**	**2,311,048**	**2,382,413**	**2,402,802**
Current Liabilities											
Trade and other payables	9,283	9,283	9,283	9,283	9,283	9,283	9,283	9,283	9,283	9,283	9,283
Trust funds and deposits	10,906	10,906	10,906	10,906	10,906	10,906	10,906	10,906	10,906	10,906	10,906
Provisions	13,209	13,209	13,209	13,209	13,209	13,209	13,209	13,209	13,209	13,209	13,209
Interest bearing loans and borrowings	1,176	1,250	33,808	4,110	4,303	4,505	4,717	4,939	3,453	3,616	3,787
Other Liab											
Total Current Liabilities	**34,574**	**34,648**	**67,206**	**37,508**	**37,701**	**37,903**	**38,115**	**38,337**	**36,851**	**37,014**	**37,185**
Non-Current Liabilities											
Provisions	1,398	1,398	1,398	1,398	1,398	1,398	1,398	1,398	1,398	1,398	1,398
Other Liab	3,630	3,230	2,850	2,430	2,030	1,630	1,230	830	430	430	430
Interest bearing loans and borrowings	42,549	41,280	7,472	33,245	28,942	24,437	19,720	14,781	11,328	6,015	495
Total Non-Current Liabilities	**47,577**	**45,908**	**11,700**	**37,073**	**32,370**	**27,465**	**22,348**	**17,009**	**13,156**	**7,843**	**2,323**
Total Liabilities	**82,151**	**80,556**	**78,906**	**74,581**	**70,071**	**65,368**	**60,463**	**55,346**	**50,007**	**44,857**	**39,508**
Net Assets	**1,924,629**	**1,988,340**	**2,001,019**	**2,071,778**	**2,085,038**	**2,152,998**	**2,169,181**	**2,240,349**	**2,261,041**	**2,337,556**	**2,363,294**
Equity											
Accumulated surplus	652,209	660,506	670,056	685,321	695,576	712,558	725,492	742,418	759,861	779,870	802,488
Reserves	1,272,420	1,327,834	1,330,962	1,386,455	1,389,461	1,440,438	1,443,688	1,497,929	1,501,179	1,557,685	1,560,805
Total Equity	**1,924,629**	**1,988,340**	**2,001,019**	**2,071,778**	**2,085,038**	**2,152,998**	**2,169,181**	**2,240,349**	**2,261,041**	**2,337,556**	**2,363,294**

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ASSETS

RECEIVABLES

Current receivables (net) are budgeted to be $13.3 million at the end of 2019-20 (LTFS year 1).

INVENTORIES AND ASSETS HELD FOR SALE

The remaining current asset items have been left at budgeted 2018-19 levels, except for cash which is based on the outcomes of the expected cash flow.

PROPERTY, INFRASTRUCTURE AND PLANT AND EQUIPMENT

Property, infrastructure and plant and equipment is based on estimates for additions and disposals net of depreciation. An escalation factor of 0.5% has been allowed every two years from 2018-19 for the asset revaluation increment.

OTHER RECEIVEABLES

Non-current receivables have been kept at budgeted 2018-19 levels.

Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

LIABILITIES

PAYABLES

Payables are budgeted to be $9.3 million at the end of 2019-20 (LTFS year 1) and remain stable across the LTFS.

TRUST FUNDS

Trust funds are budgeted to be $10.9 million at end 2019-20 and remain stable across the LTFS.

EMPLOYEE PROVISIONS (CURRENT AND NON-CURRENT)

Employee provisions are budgeted to be $10.9 million at end 2019-20 and remain stable across the LTFS.

INTEREST BEARING LOANS AND BORROWINGS

Loans are based on repayment schedules for two loans of $32.5 million and $13.5 million. The $32.5 million interest only loan will be repaid by re-borrowing $32.5 million, with the new loan financed in 2020-21 on a principal and interest basis. The $13.5 million loan will be fully repaid by the end of the LTFS.

OPEN SPACE RESERVE

The open space reserve is forecast to be have some eligible projects funded from the reserve, with the balance remaining in the reserve and being fully cash backed. This will continue through the 10-year period.

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11.CASH FLOW

The LTFS statement of Council's cash flow is presented in Table 7.

Table 7 - CASH FLOWS ($'000)

	FC Actual 2018-19 $'000	Budget 2019-20 $'000	Budget 2020-21 $'000	Budget 2021-22 $'000	Budget 2022-23 $'000	Budget 2023-24 $'000	Budget 2024-25 $'000	Budget 2025-26 $'000	Budget 2026-27 $'000	Budget 2027-28 $'000	Budget 2028-29 $'000
	FC Actual	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10
Cash Flows from operating activities											
Receipts											
Rates	107,446	111,340	115,209	119,376	123,545	127,818	132,199	136,688	141,290	146,007	150,842
Statutory Fees & Fines	30,895	31,288	31,763	32,238	32,713	33,188	33,663	34,138	34,613	35,088	35,563
User Fees	31,030	32,330	33,330	34,330	35,330	36,330	37,330	38,330	39,330	40,330	41,330
Grants Operating	12,796	12,541	12,422	12,733	13,051	13,377	13,712	14,054	14,406	14,766	15,135
Grants Capital	20,340	2,432	2,860	7,070	580	590	600	610	620	630	640
Contributions - OSR	4,500	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,300
Contributions - Other	418	397	400	400	400	400	400	400	400	400	400
Other Receipts	3,775	2,836	3,336	3,836	4,336	4,836	5,336	5,836	6,336	6,836	7,336
	211,200	197,464	203,620	214,282	214,255	220,840	227,539	234,357	241,295	248,357	255,547
Payments											
Payments to employees	(82,211)	(87,115)	(89,375)	(91,663)	(93,996)	(96,376)	(98,803)	(101,279)	(103,305)	(105,371)	(107,478)
Payments for mat & serv	(70,504)	(73,359)	(75,683)	(78,145)	(80,567)	(83,091)	(85,659)	(87,790)	(89,975)	(91,814)	(94,109)
Other Payments	-	-	-	-	-	-	-	-	-	-	-
	(152,715)	(160,474)	(165,058)	(169,808)	(174,562)	(179,467)	(184,462)	(189,069)	(193,280)	(197,185)	(201,588)
Net cash provided by (used in) operating activities	58,485	36,991	38,562	44,477	39,673	41,373	43,078	45,288	48,016	51,172	53,959
Cash Flows from investing activities											
Payments for property,plant and equipment,infrastructure	(31,296)	(31,334)	(43,345)	(52,100)	(38,754)	(37,150)	(37,860)	(38,598)	(39,447)	(40,100)	(41,254)
Proceeds from sale of PP&E	405	530	510	540	560	1,070	545	545	540	545	500
Net cash provided by (used in) investing activities	(30,891)	(30,804)	(42,835)	(51,560)	(38,194)	(36,080)	(37,315)	(38,053)	(38,907)	(39,555)	(40,754)
Cash Flows from financing activities											
Finance Costs	(1,963)	(2,035)	(1,980)	(1,876)	(1,692)	(1,498)	(1,296)	(1,084)	(862)	(630)	(466)
Proceeds from borrowings	0	0	0	32,500	0	0	0	0	0	0	1
Repayment of borrowings	(1,142)	(1,195)	(1,250)	(36,425)	(4,110)	(4,303)	(4,505)	(4,717)	(4,939)	(5,150)	(5,350)
Net cash provided by (used in) financing activities	(3,105)	(3,230)	(3,230)	(5,801)	(5,802)	(5,801)	(5,801)	(5,801)	(5,801)	(5,780)	(5,815)
Net increase (decrease) in cash and cash equivalents	24,489	2,957	(7,503)	(12,884)	(4,324)	(508)	(39)	1,434	3,307	5,838	7,390
Cash and cash equivalents at the beginning of financial year	51,086	75,575	78,532	71,030	58,146	53,822	53,314	53,275	54,709	58,017	63,854
Cash and cash equivalents at end of financial year	75,575	78,532	71,030	58,146	53,822	53,314	53,275	54,709	58,017	63,854	71,244

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12.KEY INDICATORS

Key financial indicators for the duration of the LTFS are shown in Table 8, with definitions for the indicators included in Appendix 2. Graphical representations of these indicators are shown in the following sub-section. The appendix contains suggested long term target ratios for Yarra; the targets have been developed considering the Victorian Auditor General's financial sustainability risk guidance, as well as the Local Government Performance Reporting Framework (LGPRF) Targets.

Table 8 - Projected Key Financial Indicators

	VAGO Low Risk	LGPRF Target Range	Yarra Target	FC Actual 2018-19	Year 1 2019-20	Year 2 2020-21	Year 3 2021-22	Year 4 2022-23	Year 5 2023-24	Year 6 2024-25	Year 7 2025-26	Year 8 2026-27	Year 9 2027-28	Year 10 2028-29
Net Result (Net result/Total Rev)	>0%	N/A	>5%	13.7%	5.7%	6.1%	8.4%	6.1%	6.8%	7.0%	7.6%	8.5%	9.2%	9.9%
Adj. underlying result (Net Result/Total Rev) - Adj for Capex funding	>5%	(20%) - 20%	>5%	2.4%	2.5%	2.8%	3.4%	3.9%	4.7%	5.0%	5.7%	6.6%	7.4%	8.2%
Liquidity (Current Assets/Current Liabilities)	>1.0	1.0-4.0	>1.4	2.64	2.68	1.25	1.88	1.72	1.68	1.64	1.65	1.78	1.92	2.09
Unrestricted Cash (Unrestricted Cash/Current Liabilities)	N/A	10%-300%	>100%	118%	121%	58%	86%	67%	69%	60%	61%	63%	70%	81%
Debt Commitment (Int & Principal Repayments/Rate Rev)	N/A	0%-20%	<5%	3%	3%	3%	32%	5%	4%	4%	4%	4%	4%	4%
Internal Financing (Net Operating Cash Flow/Net Capex)	>100%	N/A	>100%	189%	120%	90%	86%	104%	115%	115%	119%	123%	129%	132%
Indebtedness (Total Non-Current Liab/Own Sourced Rev)	<40%	2%-70%	<40%	26%	25%	6%	19%	16%	13%	10%	8%	6%	3%	1%
Capital Replacement (Cash Flows for Capex/Depn)	>1.5	N/A	>1.5	1.38	1.37	1.86	2.19	1.59	1.50	1.50	1.50	1.50	1.50	1.51
Renewal Gap (Renewal Spend/Depn)	>1.0	0.40-1.30	>1.0	1.03	1.05	1.20	1.16	1.14	1.11	1.18	1.12	1.18	1.19	1.12

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Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

APPENDIX 1 – FINANCIAL STRATEGY PRINCIPLES

The Financial Strategy Principles provide the framework for the development of Council's Long Term Financial Strategy, and annual Budget development. The principles enable consistent and informed decision-making by Council.

The Financial Strategy Principles are outlined below:

Balanced and Sustainable Budget

Council will:

- Implement a sustainable budget and conservative financial strategy that caters for short and long-term requirements.
- Maximise the level of grants and subsidies received from Victorian and Commonwealth governments to achieve a better share of government taxes for the community.
- Debt servicing and debt redemption will be maintained within the financial capacity of Council reflected in a cap on indebtedness of less than 40%.
- Direct funds from asset sales to the purchase of new, upgrade assets or re-establishment of working capital.
- Trust Funds and Statutory Reserves will be fully cash backed at 30 June each year.

Asset management

Council will (when funding is available):

- Provide well-maintained community assets that are fit for their purpose and provide best possible community benefit. Council will commit an appropriate level of expenditure on asset renewal and give priority to asset renewal over new assets.
- Ensure that the community has access to required community infrastructure, located to meet community needs within a framework of city wide priorities and designed with regard to current and future needs.
- Fund capital expenditure in a prudent, ethical and responsible manner. Council will seek and accept external funding contributions to a project where the acceptance of the funding will not compromise Council's principles or objectives.
- Manage, acquire and dispose of property in the best interest of the community. Council recognises the importance of efficient use of property holdings over the long term to support community wellbeing.

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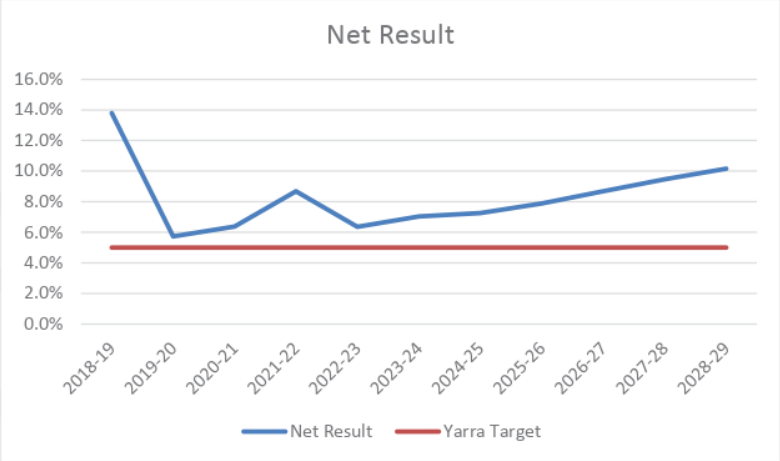
Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

APPENDIX 2 – KEY FINANCIAL INDICATORS

Indicator	Description	Long Term Target Range for Yarra
Net Result	This measures how much of each dollar collected as revenue translates to net result. A positive result indicates a surplus, and the larger the percentage, the stronger the result. Net Result Total Revenue VAGO High Risk = less than negative 10% Medium Risk = Negative 10% to zero Low Risk = Greater than 0%  Council's net result is high in 2018-19 due to grants funds forecast to be received for the Depot relocation - $17.5m, and Wellington St Bike Lane - $1.5m. It peaks again in 2021-22 due to grant funding for Edinburgh Gardens and Fitzroy Grandstand projects.	More than 5%

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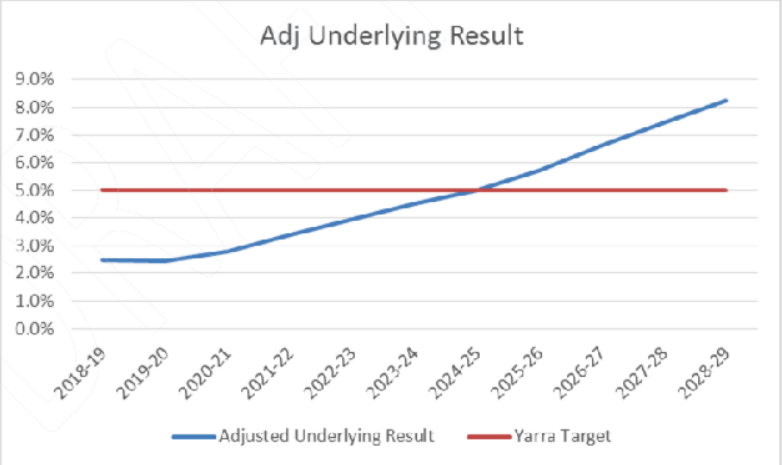
Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

Indicator	Description	Long Term Target Range for Yarra
Adjusted Underlying Result	An indicator of Council's ability to generate surplus in the ordinary course of business excluding non-recurrent capital grants, non-monetary asset contributions, and other contributions used to fund capital works. A surplus or increasing surplus suggests an improvement in the operating position. Adjusted underlying surplus Adjusted underlying revenue VAGO High Risk = less than 0% Medium Risk = 0% - 5% Low Risk = Greater than 5%  	More than 5%

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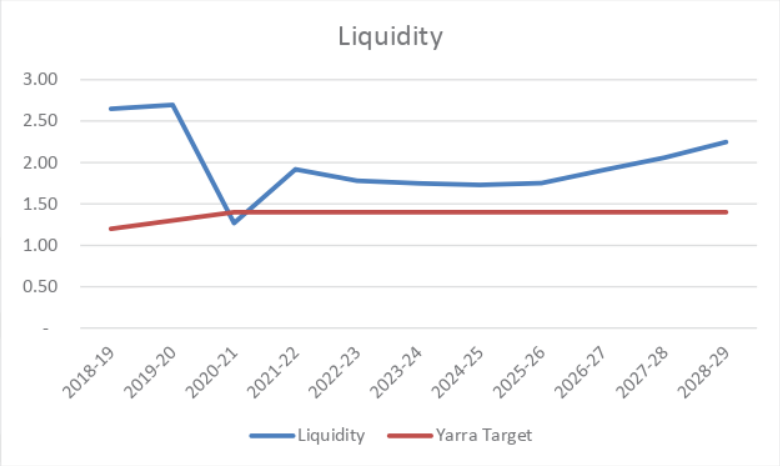
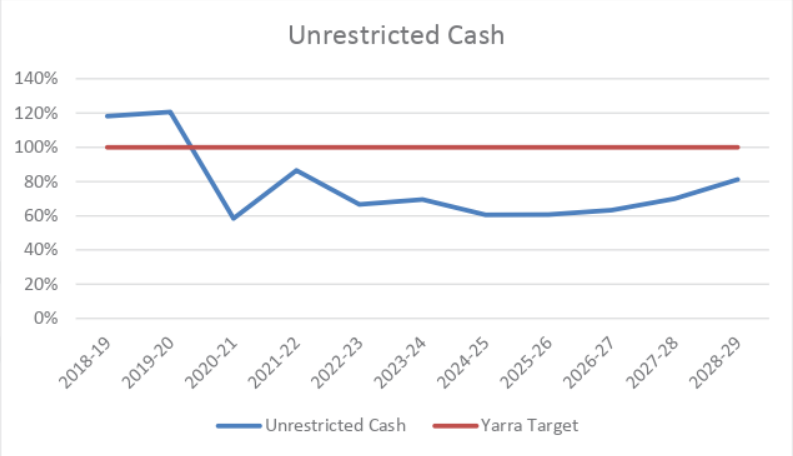
Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

Indicator	Description	Long Term Target Range for Yarra
Liquidity	Measures Council's ability to pay existing liabilities in the next 12 months. A ratio greater than 1.0 means there are more cash and liquid assets than short-term liabilities. Current assets Current liabilities VAGO High Risk = less than 75% Medium Risk = 75% to less than 100% Low Risk = greater than 100%  Council has high cash holdings in the early years of the LTFS due to the grant funding received in advance for the Depot relocation project. It ratio decreases in 2020-21 due to the reclassification of the $32.5m loan to a current liability in that year as it is due to be repaid in 2021-22.	Greater than 1.4

Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

Indicator	Description	Long Term Target Range for Yarra
Unrestricted Cash	To assess Council's freely available cash level. Unrestricted cash Current liabilities LGV Expected Target: 10% to 300% Local Government Performance and Reporting Indicators No VAGO guidance  Council's unrestricted cash is an indicator that will require monitoring over the life of the LTFS.	Greater than 100%

Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

Indicator	Description	Long Term Target Range for Yarra
Debt Commitment	To identify Council's debt redemption strategy. Interest & principal repayments Rate Revenue Debt redemption includes loan and finance lease principal and interest as a percentage of rate revenue LGV Expected Target: 0% to 20% Local Government Performance and Reporting Indicators The spike in 2021-22 is due to Council's $32.5M loan being repaid in that year.	Less than or =5%

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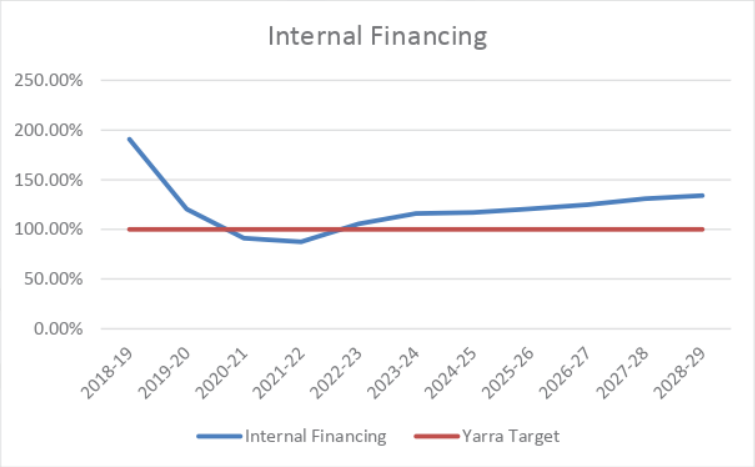
Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

Indicator	Description	Long Term Target Range for Yarra
Internal Financing	Assesses Council's ability to finance capital works using cash generated by its operating cash flows. The higher the percentage, the greater the ability Council has to finance capital works from its own funds. Net operating cash flows Underlying revenue VAGO High Risk Less than 75% Medium Risk 75% - 100% Low Risk = Greater than 100%  The reason for the high result in 2018/19 is due to the $17.5m of grant funding for the Depot relocation project being received in that year. Council's internal financing is an indicator that will require monitoring over the life of the LTFS.	Greater than 100%

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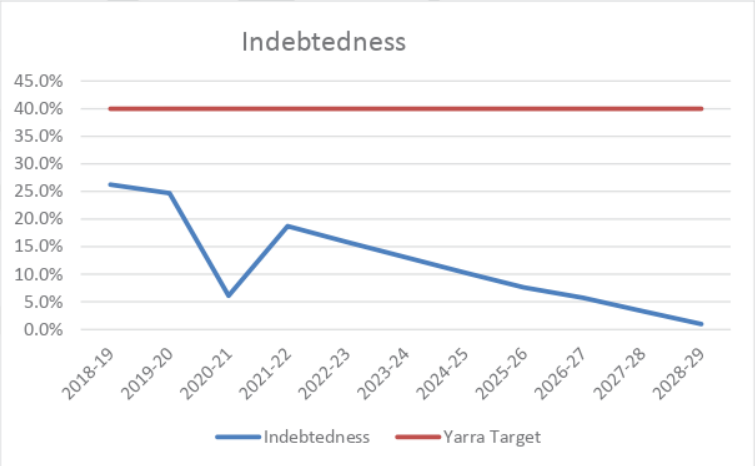
Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

Indicator	Description	Long Term Target Range for Yarra
Indebtedness	Measures Council's ability to pay the principal and interest on borrowings, as and when they fall due, from the funds it generates. The lower the ratio, the less revenue Council is required to use to repay its debt. Non-current liabilities Own sourced revenue The higher the percentage the less able to cover non-current liabilities from revenue generated by Council VAGO High Risk = more than 60% Medium Risk = 40% - 60% Low Risk = less than 40%  Again, the downward spike is due to the reclassification of the interest only loan to a current liability in 2020-21.	Less than 40%

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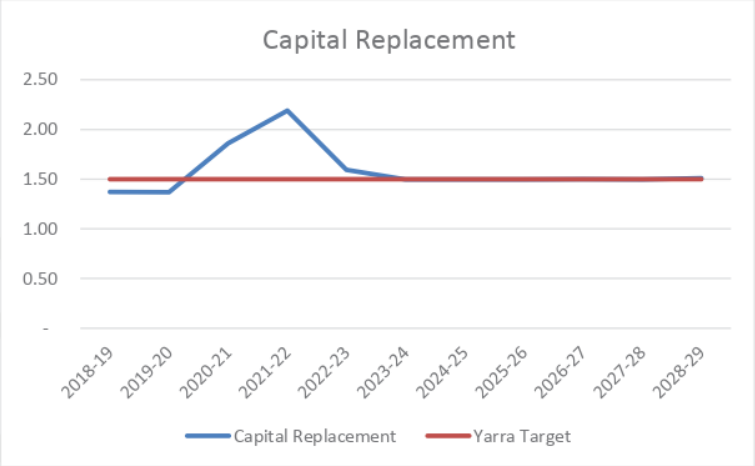
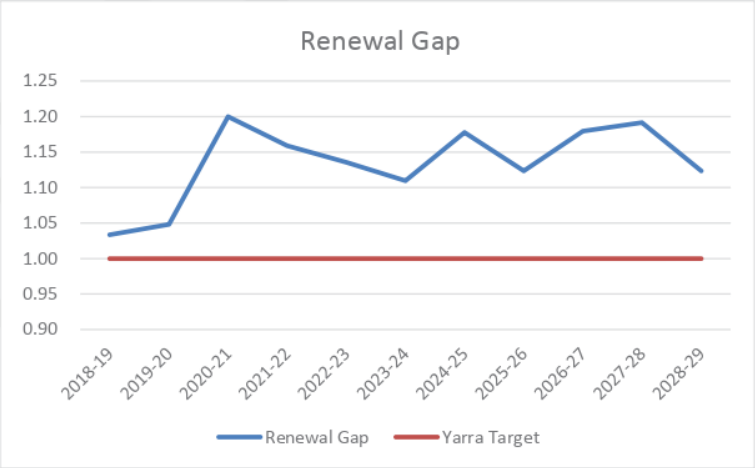
Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

Indicator	Description	Long Term Target Range for Yarra
Capital Replacement	This ratio compares the rate of spending on capital works with depreciation. A ratio of less than 1.0 means that capital spend is not keeping pace with the consumption of Council's assets. Capital expenditure Depreciation VAGO High Risk Less than 1.0 Medium Risk 1.0-1.5 Low Risk >1.5  The spikes in 2020-21 & 2021-22 are due to the spending of the Depot relocation project, as well as the delivery of the Edinburgh Gardens and Fitzroy Grandstand projects.	Greater than 1.5

Attachment 3 - Draft LTFS 2019-20 to 2028-29 Adoption in Principle

Indicator	Description	Long Term Target Range for Yarra
Renewal Gap	This ratio compares the rate of spending on Council's existing assets through renewing, restoring, and replacing existing assets with depreciation. A ratio of less than 1.0 means that renewal spend is not keeping pace with the consumption of Council's existing assets. Asset renewal expenditure Depreciation A percentage greater than 100 indicates that Council is maintaining its existing assets. If there has been a past gap in renewal a percentage of greater than 100 is desirable. VAGO High Risk = less than 0.5 Medium Risk = 0.5-1.0 Low Risk = >1.0  	Greater than 1.0

Target ranges have been assessed with reference to the VAGO and Local Government Performance and Reporting Indicators.

11.2 Development of Climate Emergency Plan

Executive Summary

Purpose

On 18 December 2018 Council resolved to *"rename the Community Greenhouse Action Plan a Climate Emergency Plan in light of scientific advice that we have just 12 years to dramatically reduce greenhouse gas emissions before runaway climate change*".

Council also requested "*to receive a further report from officers in March providing further detail on implications of what a Climate Emergency Plan will entail*". This report responds to this request from Council.

Key Issues

Financial Implications

There are no direct financial implications of this report to continue development of the Climate Emergency Plan. However, to achieve the scale and speed required of the Climate Emergency Plan, investment of significant resources is likely. Details of this will be further identified as the Climate Emergency action plan is developed.

PROPOSAL

Climate emergency is a growing global movement that seeks to dramatically accelerate climate action to an emergency response by invoking mass-mobilisation of people and practices.

Based on the consultation, engagement and research to date, officers have been able to define the proposed direction and scope of the Plan, as well as the timeframe for its development.

There is a clear expectation that Yarra's first Climate Emergency Plan should reflect a turning point in Council's response to climate action, create transformational change and set an example for a leading edge plan and action that other Councils can follow.

The Plan will provide the high-level direction for how the organisation will deliver a transformational climate emergency response at appropriate scale and speed through bold leadership and strategic and innovative collaboration.

The proposed scope of the Climate Emergency Plan is expected to cover key strategic priorities, objectives and opportunities through:

(a) Municipal wide actions Council can influence, including generating mass mobilisation of community action;

(b) Actions to reduce emissions in Councils own operations;

(c) Strategic advocacy, utilising spheres of influence to enact change in higher levels of government, and

(d) Adaptation to prepare the municipality for the worst impacts of climate change to ensure liveability of people and place.

Officers will continue to develop the climate emergency plan, including consultation of key internal and external stakeholders.

A consultation draft Climate Emergency Plan is expected to be submitted to Council for endorsement to public exhibition in August 2019, with the final Climate Emergency Plan anticipated for endorsement by Council in either December 2019 or February 2020.

11.2 Development of Climate Emergency Plan

Trim Record Number: D19/56110
Responsible Officer: Director Planning and Place Making

Purpose

1. On 18 December 2018 Council endorsed to *"rename the Community Greenhouse Action Plan a Climate Emergency Plan in light of scientific advice that we have just 12 years to dramatically reduce greenhouse gas emissions before runaway climate change"*

2. Councillors also requested "*to receive a further report from officers in March providing further detail on implications of what a Climate Emergency Plan will entail*". This report responds to this request from Council.

Background

3. Yarra recognises that climate change is an extraordinary crisis, and a meaningful and effective response will require action by all levels of government, including local councils.

4. According to the latest report from the world's leading scientists who together make up the *Intergovernmental Panel on Climate Change (IPCC)*, which states:

    (a) We are already seeing the consequences of 1°C of global warming through more extreme weather, rising sea levels, among other changes;

    (b) Every extra bit of warming matters. [Global] warming of 1.5°C or higher increases the risk associated with long-lasting or irreversible changes, such as the loss of some ecosystems and more frequent extreme weather events. Coral reefs would decline by 70-90 percent with global warming of 1.5°C, whereas virtually all (> 99 percent) would be lost with 2°C;

    (c) Limiting warming to 1.5°C is possible, but doing so would require unprecedented changes. Global net human-caused emissions of carbon dioxide (CO2) would need to fall by about 45 percent by 2030; and

    (d) The decisions we make today are critical in ensuring a safe and sustainable world for everyone, both now and in the future.

    https://www.ipcc.ch/2018/10/08/summary-for-policymakers-of-ipcc special-report-on-global-warming-of-1-5c-approved-by-governments/

5. Clearly the window for significant and effective action is fast closing, with just a decade to act to avoid the worst impacts of climate change. While possible, this would require urgent and unprecedented change.

6. Council's declaration of Climate Emergency and development of a Climate Emergency Plan seeks to embark on this change.

7. Climate emergency is a growing global movement that seeks to dramatically accelerate climate action to an emergency response by invoking mass-mobilisation of people and practices.

8. Governments and individuals around the world are making Climate Emergency Declarations in an attempt to mobilise society-wide resources at emergency scale and speed to act against climate change.

9. In February 2017, Yarra was one of the first Councils in the world to make a Climate Emergency Declaration endorsing that *"we are in a state of climate emergency that requires urgent action by all levels of government, including by local councils"*.

10. There are now over 400 Councils across the world who have declared a climate emergency.

11. Within these emerging Climate Emergency Declarations there are various interpretations of what a climate emergency response looks like.

12. Officers have embarked on extensive research to determine the direction of Yarra's Climate Emergency response and identify the most strategic opportunities and urgent actions which should be delivered through the Climate Emergency Plan. This includes:

    (a) Incorporation of scientific advice from IPCC, Commonwealth Science and Industrial Research Organisation (CSIRO), the Bureau of Meteorology (BoM) and other reputable scientists;

    (b) Research and collaboration on various Climate Emergency responses, including consultation with Darebin City Council and attendance at local government workshops;

    (c) Internal consultation with key stakeholders on opportunities for climate emergency response by Council; and

    (d) Collection of external consultation from Community Greenhouse Action Plan and Yarra Environment Strategy consultation, including online and face-to-face-surveys, and consultation with key Advisory Committees.

13. A workshop was also held with Yarra Councillors and the Executive Management Team convened in March 2019 to better understand and articulate what climate emergency response means in the Yarra context and available mechanisms and resourcing for stronger action.

14. On 4 April, Council held a Community Forum on Climate Change with guest speakers, Dr Karl Braganza (Bureau of Meteorology) and Dr Fiona Armstrong (Climate and Health Alliance) with approximately 150 community members in attendance.

Climate Emergency Plan Direction and Scope

15. Officers are now well underway in the process of developing Yarra's first Climate Emergency Plan.

16. Based on the consultation, engagement and research to date, officers have been able to define the proposed direction and scope of the Plan, as well as the timeframe for its development.

17. Yarra's Climate Emergency response should reflect a turning point in Councils response to climate action, create the transformational change needed, and set an example for a plan and actions that other Councils can follow.

18. The Plan will provide the high-level direction for how the organisation will deliver a climate transformational emergency response at appropriate scale and speed, through key strategic priorities, objectives and opportunities.

19. The Plan is expected to include a long-term target/s, with a short-term action plan tackling the most impactful and immediate areas of the climate emergency.

20. The Plan will look to:

    (a) Lead transformational change: including strong advocacy and mass mobilisation of citizens;

    (b) Embody bold leadership: to act with urgency and conviction. Only through courageous and visionary leadership will Councils response be able to meet the scale and speed required, and

    (c) Enhance strategic and innovative collaboration; Council must seek to take others on a journey of transformational change by enhancing strategic and innovative collaboration with others. Council also has a unique role to facilitate collaboration amongst others to unite under a common cause.

21. To achieve the scale and speed required of the Climate Emergency Plan, investment of significant resources is likely. Details of this will be further identified as the Climate Emergency Plan is developed.

22. The proposed scope of the Climate Emergency Plan is expected to cover:

    (a) Municipal wide actions Councils can influence, including generating mass mobilisation of community action;

    (b) Actions to reduce emissions in Councils own operations;

    (c) Strategic advocacy, utilising spheres of influences to enact change in higher levels of government; and

    (d) Adaptation to prepare the municipality for the worst impacts of climate change to ensure liveability of people and place.

    Timeline for Climate Emergency Plan

23. Development of the Climate Emergency Plan will continue, with further internal and key external stakeholder engagement occurring throughout.

24. A consultation draft Climate Emergency Plan is expected to be completed and submitted to Council for endorsement to public exhibition in August 2019.

25. Public exhibition is expected to include broad consultation and direct engagement with key stakeholders and Advisory Committees.

26. Following public exhibition community feedback will be collected and required amendments will be made to the draft Climate Emergency Plan.

27. A final Climate Emergency Plan (including action plan) is anticipated to be submitted to Council for consideration for endorsement either in December 2019 or February 2020.

    Interim Climate Emergency actions

28. Due to the urgent nature of climate emergency, Council will continue to respond to the emergency as the Plan is being developed.

29. Yarra's first ever Climate Emergency Forum was held in April 2019. Further community climate emergency events are planning to continue in 2019, including Yarra's first 'Sustainability Ideas to Actions' workshop, to be held on 14 May 2019 which links directly to Yarra's 2019 Community Grants Program.

30. Additionally, the Yarra Solar Bulk Buy, partnered with Yarra Energy Foundation (YEF), launched in March 2019, will continue to be promoted and expanded.

31. In anticipation of the need for urgent action, funding for the below items have been included in the 2019/20 draft budget consideration process:

    (a) Climate Emergency Officer. This role would lead the Plan implementation and rollout of key actions;

    (b) Building Optimisation Officer. This role will actively manage and optimise existing energy use and greenhouse emission reductions of Council buildings;

    (c) Sustainable Yarra Hubs. This aims to enhance the way information is accessed to engage and mobilise Yarra citizens around sustainability and climate emergency; and

    (d) Sustainable network forums. This will build and support sustainability and climate emergency champions in Yarra by enhancing their knowledge, skills and effectiveness.

External Consultation

32. Community consultation occurred as part of the Greenhouse Action Plan and Yarra Environment Strategy consultation in 2018, including; online and face-to-face surveys, future group workshops and engagement with key Advisory Committees.

33. The City of Darebin and other local Councils have additionally been consulted regarding climate emergency and the expectations around development of a Climate Emergency Plan.

34. Key external stakeholders, including the Yarra Energy Foundation, Yarra Environment Advisory Committee (YEAC) and Yarra Climate Action Now (YCAN) will continue to be consulted during the ongoing development of the Climate Emergency Plan.

35. Public exhibition of the consultation draft Climate Emergency Plan will provide additional consultation opportunities at an optimal point of the Plan development.

Internal Consultation (One Yarra)

36. Internal consultation on Yarra's Climate Emergency response and development of the Plan has occurred with key areas of Council, and Yarra Councillors.

37. Internal consultation will continue with existing internal stakeholder through the development of the detailed action plan.

Financial Implications

38. There are no direct financial implications of this report to continue development of the Climate Emergency Plan for this financial year (2018/19).

39. However, to achieve the scale and speed of actions required of the Climate Emergency Plan, future investment of significant resources will be required. There are four budget bids in the proposed 19/20 budget (see paragraph 31). There will need to be other investment of resources over a number of years across many aspects as part of an approved Action Plan.

40. Both short and long-term financial implications will be identified as the Plan is developed and articulated in the Climate Emergency Plan draft.

Economic Implications

41. Future climate change is anticipated to be a significant risk for economic development in Australia, and Yarra.

42. The Climate Emergency Plan would likely increase the focus on how to support businesses in Yarra respond and adapt to climate change, and provide the means to reduce their energy costs.

Sustainability Implications

43. The continued development of a Climate Emergency Plan has strong sustainability implications, in seeking to provide a transformational change in addressing climate change locally, and being one of a handful of Councils worldwide to have such a plan.

44. The Climate Emergency Plan itself is likely to have strong sustainability benefits by increasing the focus and urgency of reducing greenhouse emissions with the municipality.

45. The intention of the Climate Emergency Plan to invoke transformational change through mass mobilisation of community will likely have a positive flow on effect for additional sustainability actions.

46. Bold leadership and advocacy by Yarra may also support additional mobilisation of other levels of government and organisations to take more urgent action.

47. The inclusion of Climate Adaptation consideration in a Climate Emergency Plan would also likely elevate the response to this issue by Council.

Social Implications

48. Vulnerable people are often the most at risk of climate change, especially extreme heat and storm events are likely to be experienced more frequently in Yarra in the future. An increased focus on climate change adaptation under a climate emergency response would need to review the impacts of climate change on different social elements of the Yarra community and how to reduce these.

49. The Climate Emergency Plan itself will likely include a review of community emissions reduction, potential climate impacts and future program opportunities to target different social elements within Yarra. To effectively reduce emissions, all sectors of the Yarra community would need to be engaged and supported.

Human Rights Implications

50. There are significant human rights implications of not taking urgent action to mitigate climate change, and respond to the effects being felt by Yarra citizens. Climate change impacts are not likely to be felt by all Yarra citizens equitably, rather they are likely to be disproportionally felt by vulnerable citizens in Yarra.

51. Additionally, Climate Change has world-wide Human Rights implications. Inaction, or ineffective action to reduce world-wide greenhouse emissions to below a 1.5°C temperature increase will have catastrophic impacts. This will be disproportionally felt by *'disadvantaged and vulnerable populations'*.

Communications with CALD Communities Implications

52. Project management of the Climate Emergency Plan includes a Communications and Engagement Plan, reviewed by the Communications Team to ensure it meets corporate expectations.

Council Plan, Strategy and Policy Implications

53. The development of Climate Emergency Plan responds to Council Plan Strategy *3.3 Leads in sustainable energy policy and deliver programs to promote carbon neutral initiatives for the municipality.*

54. Further, the development of the Climate Emergency Plan will respond to Councils commitments under the Global Compact of Mayors for Climate and Energy, to "*Develop [Municipal] Action Plans for both climate change mitigation and adaptation (climate resilience) within 3 years of becoming a signatory"* (March 2020).

Legal Implications

55. There are no known legal implications in receiving this report.

Other Issues

56. Health and wellbeing of the broad community in respect to climate change.

Options

57. There are no other options identified.

Conclusion

58. There is a clear expectation that Yarra's first Climate Emergency Plan should reflect a turning point in Councils response to climate action, create transformational change and set an example for a plan and action that other Councils can follow.

59. The Plan will provide the high-level direction for how the organisation will deliver a transformational climate emergency response at appropriate scale and speed through key strategic priorities, objectives and opportunities.

60. The plan will seek to:

    (a) Lead transformational change: including strong advocacy and mass mobilisation of citizens;

    (b) Embody bold leadership: to act with urgency and conviction. Only through courageous and visionary leadership will Councils response be able to meet the scale and speed required; and

    (c) Enhance strategic and innovative collaboration; Council must seek to take others on a journey of transformational change by enhancing strategic and innovative collaboration with others. Council also has a unique role to facilitate collaboration amongst others to unite under a common cause.

61. To achieve the scale and speed required of the Climate Emergency Plan, investment of significant resources is likely. Details of this will be further identified as the Climate Emergency action plan is developed.

62. The proposed scope of the Climate Emergency Plan is expected to cover:

    (a) Municipal wide actions Council can influence, including generating mass mobilisation of community action;

    (b) Actions to reduce emissions in Councils own operations;

    (c) Strategic advocacy, utilising spheres of influence to enact change in higher levels of government; and

    (d) Adaptation to prepare the municipality for the worst impacts of climate change to ensure liveability of people and place.

63. Officers will continue to develop the Climate Emergency Plan, including consultation of key internal and external stakeholders.

64. A consultation draft Climate Emergency Plan is expected to be submitted to Council for endorsement to public exhibition in August 2019.

65. A final Climate Emergency Plan is anticipated to be completed for endorsement by Council either in December 2019 or February 2020.

RECOMMENDATION

1. That Council:

    (a) note the officers report on the progress of the development of a Climate Energy Plan;

    (b) note the Climate Emergency Plan will reflect a turning point in Councils response to climate action;

    (c) note that the Climate Emergency Plan will seek to lead transformational change, embody bold leadership and enhance strategic and innovative collaboration;

    (d) note that to achieve the scale and speed required of the Climate Emergency Plan, investment of significant resources will be required and that details of this will be further identified as the Climate Emergency action plan is developed;

    (e) note the four budget bids in the 19/20 budget, being for a Climate Emergency Officer, a Building Optimisation Officer, Sustainable Yarra Hubs and for Sustainable Network Forum activities;

    (f) note that due to the urgent nature of climate emergency, Council will need to continue to respond to the emergency as the Plan is being developed;

    (g) note that a consultation draft Climate Emergency Plan is expected to be submitted to Council for endorsement for public exhibition in August 2019; and

    (h) note the final Climate Emergency Plan is anticipated to be completed for endorsement by Council either in December 2019 or February 2020 following consideration of submissions.

CONTACT OFFICER: **Michael Oke**
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Attachments
There are no attachments for this report.

11.3 Appointment of Councillor to Council Committees

Trim Record Number: D19/55940
Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To appoint councillors to the casual vacancies on a number of Council Committees triggered by the resignation of former Councillor Mike McEvoy.

Background

2. Following his resignation, Mr McEvoy's final day as a Councillor was Friday 5 April 2019. His resignation creates a casual vacancy on Council which will be filled in accordance with the provisions of the Local Government Act 1989. This process is likely to take four to six weeks, and potentially longer if a by-election becomes necessary.

3. At his resignation, Mr McEvoy was a member of one Special Committee, seven Advisory Committees and was appointed to two external organisations as Council's delegate (one of which was as a substitute). It is now timely to consider what to do with each of these vacancies.

4. Following the swearing in of a new Councillor to the casual vacancy triggered by Mr McEvoy's resignation, a further report will be presented, at which time Council may determine to alter the committee appointments to enable the new Councillor to join one or more Committees, or determine to await the next opportunity at the Ceremonial Council Meeting on 28 November 2019.

Internal Development Approvals Committee (a Special Committee)

5. The Internal Development Approvals Committee has the power to consider planning applications which require formal consideration (and an opportunity for community consultation) but do not require referral to the Council; consider planning applications where there is substantial non-compliance with Council policy and guidelines or involve planning applications which are subject to more than five objections; and determine on town planning applications received pursuant to the provisions of the Planning and Environment Act 1987.

6. All Councillors are appointed to the Internal Development Approval Committee, with membership for each meeting comprising three Councillors as rostered. No immediate resolution is required at this time, and Council will be presented with a further report at the first meeting following the swearing in of the new Councillor.

Arts Advisory Committee (an Advisory Committee)

7. The role of the Arts Advisory Committee is to provide a formal mechanism for Council to consult with key stakeholders, seek specialist advice and enable community participation in arts and cultural planning and development. There are two subcommittees, the Visual Arts Panel (which provides advice on the management of the arts collection and public art) and the Room to Create Panel (which provides advice on Yarra's creative infrastructure).

8. The Arts Advisory Committee Terms of Reference requires the appointment of two Councillors, so the appointment of an additional Councillor (to join Cr Bosler) is required.

Bicycle Advisory Committee (an Advisory Committee)

9. The Bicycle Advisory Committee provides the local community with an opportunity to provide regular input to Council on bicycle infrastructure and policy development in Yarra.

10. The Bicycle Advisory Committee Terms of Reference requires the appointment of one or more Councillors, which is satisfied by Cr Fristacky's continuing membership. The appointment of an additional Councillor is not required, but officers advise that the Committee is best served if two Councillors are appointed as the diversity in viewpoints add significant value, and it provides a backup in the event a Councillor is unavailable.

Environment Advisory Committee (an Advisory Committee)

11. The Environment Advisory Committee is a community committee representing interests pertaining to climate change and other local environmental issues to provide advice to Council on action towards these issues by Council, including effective implementation of the Yarra Environment Strategy.

12. The Environment Advisory Committee Terms of Reference requires the appointment of one or more councillors, which is satisfied by Cr Stone's continuing membership. The appointment of an additional Councillor is not required, but officers advise that the Committee is best served if two Councillors are present as the content area is wide and the input and advice to Councillors is invaluable. Further, the Committee has a Waste and Recycling Sub Committee, which Mr McEvoy served as chairperson.

Finance Committee (an Advisory Committee)

13. The Finance Committee is an information sharing committee to assist Councillors in carrying out their duties and to gather an understanding of Council's financial position on a monthly basis. The desired purpose of the Committee is to allow interested Councillors to have a greater understanding of the financial detail that constitutes the monthly accounts.

14. While the Committee still exists and comprises the Mayor and all other Councillors, this function is now incorporated into the program of fortnightly Councillor Briefing Sessions. As a result, the Committee is no longer active and no further meetings are scheduled in 2019. It is intended to allow the Committee to sunset at the Ceremonial Meeting in November 2019, so no resolution by Council is required.

Performance Review Subcommittee (an Advisory Committee)

15. The role of the Committee is to oversee the performance management process for the Chief Executive Officer and to present a report to Council to enable it to satisfy its obligation to conduct an annual review of the performance of its Chief Executive Officer in accordance with section 97A(1) of the Local Government Act 1989.

16. All Councillors are appointed to the Performance Review Subcommittee. No immediate resolution is required, and Council will be presented with a further report at the first meeting following the swearing in of the new Councillor.

Yarra Community Awards Committee (an Advisory Committee)

17. The role of the Committee is to determine recipients of the Yarra Community Awards.

18. The Yarra Community Awards Committee Terms of Reference requires the appointment of three Councillors, so the appointment of an additional Councillor (to join Cr Bosler and Cr Nguyen) is required.

Yarra Health and Wellbeing Plan Advisory Committee (an Advisory Committee)

19. The role of the Committee is to oversee the development and monitoring of the Municipal Public Health Plan.

20. The Yarra Health and Wellbeing Plan Advisory Committee Terms of Reference requires the appointment of two Councillors for different wards, so the appointment of an additional Councillor (to join Cr Nguyen) is required.

Metropolitan (Local Government) Waste Management Forum (an External Organisation)

21. The Metropolitan (Local Government) Waste Management Forum is a local government sector organisation to develop, support and promote waste reduction and recycling programs.

22. As a member, Council is required to appoint both a primary member and a substitute member to the organisation. Cr Fristacky remains the substitute member, but Mr McEvoy was the primary member, a Councillor must now be appointed in that role. If Cr Fristacky is appointed as the primary member, then an additional Councillor must be appointed as the substitute.

Metropolitan Transport Forum (an External Organisation)

23. The Metropolitan Transport Forum develops recommendations pertaining to transport in Melbourne, with particular emphasis on advocating for improved public transport.

24. As a member, Council is required to appoint both a primary member and a substitute member to the organisation. Cr Fristacky remains the primary member, but as Mr McEvoy was the substitute member, a Councillor must now be appointed in that role.

External Consultation

25. No external consultation has been conducted in the development of this report.

Internal Consultation (One Yarra)

26. In preparing this report, the responsible staff member for each affected committee has been consulted and provided advice regarding the need (or otherwise) to appoint a Councillor to the casual vacancy.

Financial Implications

27. There are no financial implications arising from this report.

Economic Implications

28. There are no economic implications arising from this report.

Sustainability Implications

29. There are no sustainability implications arising from this report.

Social Implications

30. There are no social implications arising from this report.

Human Rights Implications

31. There are no human rights implications arising from this report.

Communications with CALD Communities Implications

32. There has been no communication with culturally and linguistically communities has been undertaken in the development of this report.

Council Plan, Strategy and Policy Implications

33. The effective operation of advisory committees supports Council's processes, in providing advice and assistance in the development of the Council Plan, Strategies and Policies.

Legal Implications

34. The appointment of members to Council Committees is a matter for Council and there are no legal implications of not making an appointment or of making an appointment contrary to the individual committee terms of reference.

35. The appointment of delegates to external organisations is governed by the rules of those organisations, but in each case set out in this report, Council's interests are protected by the presence of a substitute representative, and Council is free to determine whether or not it wishes to appoint another representative.

Other Issues

36. There are no other issues arising from this report.

Options

37. As an alternative to the officer's recommendation, Council may determine to leave the casual vacancies unfilled until such time as the new Councillor is sworn in. The consequence of this decision is that it increases the likelihood of meeting postponements or cancellations due to a Councillor being unavailable, and places a greater obligation on those Councillors in relation to the workload associated with serving a committee, including the preparation and presentation of Delegates Reports.

Conclusion

38. Officers recommend that Council appoint new representatives to five Advisory Committees and two external organisations.

39. A further report will be presented to Council following the appointment of a new Councillor which will provide an opportunity to make further changes to Committee memberships.

RECOMMENDATION

1. That Council appoint the following Councillors to each of the following committees for the remainder of the 2018/2019 Council year:
   (a) Cr _____ to the Arts Advisory Committee;
   (b) Cr _____ to the Bicycle Advisory Committee
   (c) Cr _____ to the Environment Advisory Committee
   (d) Cr _____ to the Yarra Community Awards Committee; and
   (e) Cr _____ to the Yarra Health and Wellbeing Plan Advisory Committee.
2. That Council appoint the following Councillors to each of the following organisations as its delegate for the remainder of the 2018/2019 Council year:
   (a) Cr _____ to the Metropolitan (Local Government) Waste Management Forum, with Cr Fristacky as the substitute; and
   (b) Cr Fristacky to the Metropolitan Transport Forum, with Cr _____ as the substitute.

CONTACT OFFICER: **Rhys Thomas**
TITLE: **Senior Governance Advisor**
TEL: **9205 5302**

Attachments
There are no attachments for this report.

11.4 Proposed Motions for MAV State Council 2019

Trim Record Number: D19/56530
Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To adopt and approve motions for submission to the Municipal Association of Victoria (MAV) State Council to be held on 17 May 2019.

Background

2. Council has in recent years successfully submitted a number of motions to MAV State Councils.
3. Council has generally been represented at MAV State Councils by the nominated Council delegate (currently Cr Searle) or the substitute delegate (currently Cr Fristacky), in order to present the Council's motions. The State Council also provides an opportunity to meet with Councillors from across Victoria and exchange information, learn of issues being addressed by other local governments and identify opportunities to learn from others to improve Council's responses.

Consultation

4. Invitations have been extended to all Councillors to propose suggested motions for consideration by Council for submission to the peak state body.

Financial Implications

5. There are no financial implications associated with this report.

Economic Implications

6. There are no economic implications associated with this report.

Sustainability Implications

7. There are no sustainability implications associated with this report.

Social Implications

8. Attendance at the MAV State Council provides an excellent opportunity for Yarra Councillor/s to meet with other Councillors from around the state and to become acquainted with the range of local government programs, projects and processes.

Human Rights Implications

9. There are no Human Rights implications associated with this report.

Communications with CALD Communities Implications

10. There are no CALD Community implications associated with this report.

Council Plan, Strategy and Policy Implications

11. The proposed motions are consistent with Council's established policy position on the relevant subjects.

Legal Implications

12. There are no legal issues concerned with attendance by Councillors at the State Council.

Other Issues

13. None applicable.

Options

14. None applicable.

Conclusion

15. It is recommended that Council endorse the attached motions for submission to the MAV State Council on 17 May 2019.

RECOMMENDATION

1. That Council:
   (a) endorse the following motions (**Attachments 1-2**) for submission to the Municipal Association of Victoria State Council, 17 May 2019:
      (i) Gambling reform; and
      (ii) Victorian State Local Government Agreement.

CONTACT OFFICER: **Rhys Thomas**
TITLE: **Senior Governance Advisor**
TEL: **9205 5302**

Attachments
1⇩ Gambling Reform - Motion for MAV State Council
2⇩ Victorian State Local Government Agreement - Motion for MAV State Council

Attachment 1 - Gambling Reform - Motion for MAV State Council

MAV
MUNICIPAL ASSOCIATION OF VICTORIA

FORM

MAV State Council Meeting

GAMBLING REFORM
Submitted by: *Yarra City Council*
MOTION: That the Municipal Association of Victoria: 1. makes gambling reform one of its key advocacy pillars noting that Victorians lose more than $2.7 billion a year to pokies and that most of this expenditure is associated with harm. 2. calls on the State Government to: (a) introduce a stronger Responsible Gambling Code of Conduct to include: (i) stronger focus on venue and staff responsibility to reduce levels of gambling harm by offering assistance to people displaying signs they are being harmed by gambling, as is the case under laws in New Zealand and Switzerland; (ii) mandatory breaks and maximum daily limits on gambling time; (iii) prohibition on inducements to gamble such as gifts or offering free food and drink (excluding water) and instead encourage gamblers to take a break going to other parts of the venue for food and drink; (iv) requiring venues to assist research projects approved by the Office of Liquor, Gaming and Racing (OLGR); (v) no service of food or drinks at the machines. (b) reduce opening hours for pokies venues to include mandatory 2am - 9am shutdown. (c) ban losses disguised as wins as recommended by the Victorian Commission for Gambling and Liquor Regulation (VCGLR), noting this feature is already banned in Queensland and Tasmania.
RATIONALE: In Victoria, pokies venues are required to abide by a Responsible Gambling Code of Conduct. This sets minimum compliance standards aimed at reducing harm from gambling. The present Code is considered weak with evidence of venues engaging in activities targeting gamblers to continue gambling and increase their losses. The Alliance for Gambling Reform of Victorian Councils has requested Councils to argue for strengthening of the Code through inclusion of the above matters aimed to protect the vulnerable from predatory activities.

Note: Motions must be submitted by **one council but may be supported by other councils. The council submitting the motion will need to supply written confirmation from any council(s) listed as supporting the motion. All relevant background information in support of the motion should be included in the space provided for the rationale and not in attachments. **The motion and rationale should be no longer than one page.***

Attachment 2 - Victorian State Local Government Agreement - Motion for MAV State Council

MAV
MUNICIPAL ASSOCIATION OF VICTORIA

FORM

MAV State Council Meeting

VICTORIAN STATE LOCAL GOVERNMENT AGREEMENT
Submitted by: *Yarra City Council*
MOTION: That the Municipal Association of Victoria report to members on the Victorian State Local Government Agreement (VSLGA) signed by the Premier and Minister for Local Government with the MAV on 10 September 2014, on the stipulated monitoring of its implementation and evaluation of its performance, including as regards: 1. annually maintaining and reviewing a register of working committees and plans to support the VSLGA; 2. providing six monthly written feedback on the successes and failures of parties working in accordance with the VSLGA; 3. meeting quarterly with the Minister for Local Government on the successes and failures of parties working in accordance with the VSLGA; 4. the Minister for Local Government writing annually to Cabinet colleagues reminding them of their obligation to adhere to the VSLGA.
RATIONALE: The Agreement was revised in 2014 to be a more effective document with provisions on disseminating information about the Agreement and its aims to support improved communications and coordination between State and Local Government levels. Feedback is sought on whether the VSLGA objectives are being achieved and whether the Agreement should be further revised.

Note: Motions must be submitted by **one council but may be supported by other councils. The council submitting the motion will need to supply written confirmation from any council(s) listed as supporting the motion. All relevant background information in support of the motion should be included in the space provided for the rationale and not in attachments. **The motion and rationale should be no longer than one page.***

11.5 Report on Assemblies of Councillors

Trim Record Number: D19/50597
Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To provide a report on Assemblies of Councillors.

Background

2. The *Local Government Act* 1989 (The Act) requires that …"The Chief Executive Officer must ensure that the written record of an Assembly of Councillors is, as soon as practicable:
   (a) reported at an ordinary meeting of the Council; and
   (b) incorporated in the minutes of that Council meeting…..".
3. This report includes all Assemblies of Councillors reported to the Governance Department at the cut-off date that have not already been reported to Council. Assemblies held prior to the cut-off date that are not included here will be included in the next report to Council.

Consultation

4. Not applicable.

Financial Implications

5. Not applicable.

Economic Implications

6. Not applicable.

Sustainability Implications

7. Not applicable.

Social Implications

8. Not applicable.

Human Rights Implications

9. Not applicable.

Communications with CALD Communities Implications

10. Not applicable.

Council Plan, Strategy and Policy Implications

11. Not applicable.

Legal Implications

12. The Act requires the above information be reported to a formal Council Meeting and also be recorded into the Minutes of the Council.

Other Issues

13. Not applicable.

Options

14. Nil.

Conclusion

15. That Council formally note and record the Assemblies of Councillors report as detailed in ***Attachment 1*** hereto.

RECOMMENDATION

1. That Council formally note and record the Assemblies of Councillors report as detailed in ***Attachment 1*** hereto.

CONTACT OFFICER: **Mel Nikou**
TITLE: **Administration Officer - Governance Support**
TEL: **9205 5158**

Attachments
1⇩ Record of Assemblies of Councillors - April 2019

Attachment 1 - Record of Assemblies of Councillors - April 2019

Record of Assemblies of Councillors

Report cut-off	5 April 2019
Council Meeting	16 April 2019

This report includes all Assemblies reported to the Governance Department at the cut-off date that have not already been reported to Council. Assemblies held prior to the cut-off date that are not included here will be included in the next report to Council.

Assembly	Attendance	Matters considered	Disclosures
Workshop – Climate Emergency Plan 14/03/2019 6.00pm	**Councillors** • Cr Danae Bosler • Cr Mi-Lin Chen Yi Mei • Cr Misha Coleman • Cr Jackie Fristacky • Cr Mike McEvoy • Cr Daniel Nguyen • Cr James Searle • Cr Amanda Stone **Officers** • Ivan Gilbert • Bruce Phillips • Diarmuid McAlary • Chris Leivers • Gracie Karabinis • Lucas Gosling • Michael Oke • Courtney Deans • Kelly Heffer	1. Climate Emergency P:lan – Background Information and Presentation	Nil

Attachment 1 - Record of Assemblies of Councillors - April 2019

Assembly	Attendance	Matters considered	Disclosures
Councillors Briefing 18/03/2019 6.30pm	**Councillors** • Cr Danae Bosler • Cr Mi-Lin Chen Yi Mei • Cr Misha Coleman • Cr Jackie Fristacky • Cr Daniel Nguyen • Cr James Searle • Cr Amanda Stone **Officers** • Ivan Gilbert • Bruce Phillips • Diarmuid McAlary • Chris Leivers • Lucas Gosling • Stewart Martin • Damien Patterson • Lisa Coffa • Mary Osman • Craig Lupton • Simon Exon	1. Presentation - North East Link Project and opportunity for questions 2. Proposal to review the allocation of public road space for parking for discussion purposes 3. Holistic Waste System Trial 4. Statutory Planning Delegations 5. City of Yarra Biodiversity Strategy 6. Review Forward Report 7. Agenda Review 8. VCAT Activity	Nil
Business Advisory Group 21/03/2019 8.00am	**Councillors** • Cr Jackie Fristacky • Cr Daniel Nguyen **Officers** • Simon Osbourne • Esther Kennedy • Lisa Rodrigus	1. Better Approvals Project 2. Annual Retail Audit 3. Vacancy Rates 4. Re-imagine Victoria Street	Nil

Attachment 1 - Record of Assemblies of Councillors - April 2019

Assembly	Attendance	Matters considered	Disclosures
Workshop – Queens Parade Amendment C231 26/03/2019 6.00pm	**Councillors** • Cr Misha Coleman • Cr Jackie Fristacky • Cr Mike McEvoy • Cr Daniel Nguyen • Cr James Searle • Cr Amanda Stone **Officers** • Bruce Phillips • David Walmsley • Leonie Kirkwood • Amanda Haycox • Richa Swarup	1. Amendment is works in progress 2. Process aspects going forward 3. Built form issues – explanation and modelling done to date 4. Balancing heritage and development potential 5. Calibrating the amendment to seek a reasonable balance 6. Relevant metropolitan planning scheme provisions	Nil
Councillors Briefing 01/04/2019 6.30pm	**Councillors** • Cr Danae Bosler • Cr Chen Yi Mei • Cr Misha Coleman • Cr Jackie Fristacky • Cr Mike McEvoy • Cr Daniel Nguyen • Cr James Searle • Cr Amanda Stone **Officers** • Vijaya Vaidyanath • Ivan Gilbert • Bruce Phillips • Diarmuid McAlary • Chris Leivers • Emily Holden	1. Leisure Centre Masterplan and Burnley Golf Course – Presentation 2. Climate Emergency Plan Development Update 3. Draft 2019/20 Budget SRP and LTFS Documents 4. Confidential Matter 5. Review Forward Report Schedule 6. Agenda Review	Nil

11.6 626 Heidelberg Road, Alphington - Planning Application No. PLN17/0703.01 - Section 72 Amendment

Executive Summary

Purpose

1. This report provides Council with an assessment of an application to amend Planning Permit PLN17/0703 at 626 Heidelberg Road, Alphington against the provisions of the Alphington Paper Mill Development Plan 2016 and the Yarra Planning Scheme.

Key Issues

2. The key issue for Council in considering the proposal relate to consistency with the Development Plan.

3. Other key planning considerations include:
   (a) Clause 15.01 – Urban Environment;
   (b) Clause 22.05 – Interface Uses Policy;
   (c) Clause 22.10 – Built Form and Design Policy;
   (d) Clause 43.04 – Schedule 11 to the Development Plan Overlay;
   (e) Clause 52.06 – Car Parking; and
   (f) Clause 58 – Apartment Guidelines.
4. Also relevant is Council's determination in October 2018 regarding the Community Facilities.

Financial Implications

5. None at this stage. However, there is a risk for a challenge of any decision Council makes at the Victorian Civil and Administrative Tribunal.

Submissions

6. The application is exempt from notification pursuant to the Development Plan Overlay. No submissions have been received in relation to the amendment.

Key Recommendations

7. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported.

CONTACT OFFICER: **Amy Hodgen**
TITLE: **Coordinator Statutory Planning**
TEL: **9205 5330**

11.6 626 Heidelberg Road, Alphington - Planning Application No. PLN17/0703.01 - Section 72 Amendment

Trim Record Number: D18/221037
Responsible Officer: Manager Statutory Planning

Proposal:	Section 72 Amendment to make various modifications to permit conditions and the original plans.
Existing use:	Vacant land (Former Amcor Paper Mill)
Applicant:	Alpha APM No 2 Pty Ltd
Zoning / Overlays:	Mixed Use Zone Development Plan Overlay – Schedule 11 Environmental Audit Overlay Heritage Overlay (HO70)
Date of Application:	7 December 2018
Application Number:	PLN17/0703.01

Background

1. At the Special Council meeting on 29 May 2018, Council resolved to issue a Planning Permit PLN17/0703 for:

   (a) *Use and Development of the land for a mixed use development containing dwellings, supermarkets, shops, food and drink premises, office (including medical centre), restricted recreation facility (gym), childcare centre, education centre (primary school) and place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 Road generally in accordance with the Development Plan.*

2. The permit PLN17/0703, which is subject to the current amendment request, was subsequently issued on 5 June 2018 subject to a suite of permit conditions. This included various conditions that were either added or modified at the Special Council meeting. A copy of the resolution has been included as an attachment to this report. The permit conditions will be discussed as relevant in this report.

3. Plans addressing the permit conditions had not been provided prior to this current application.

   Community Facilities

4. At its meeting on Tuesday, 2 October 2018, Council considered a possible revised layout to the community infrastructure within the Village Alphington Development and resolved the following (inter alia):

   (a) That Council, having noted Proposal 2 (being a *possible revised layout*) provide a preliminary comment that:

      (i) the indoor multi-purpose court is considered beneficial compared to the open court area; and

      (ii) the general configuration of the possible revised layout is broadly supportable subject to modifications, which will be further discussed later within this report; and

   (b) That Alpha Nominees be advised that:

      (i) the above resolution is based on the submission of schematic plans only, and the comments provided in this resolution are preliminary comments only to a formal

statutory planning process regarding the community facility components that would be vested in Yarra City Council, and

(ii) that a formal Council decision would be required based on the submission of necessary town planning plans, and other required documentation, that also show any other consequential changes to the plans determined by Council in June 2018.

(c) That Alpha Nominees be advised that any formal proposed changes to the community facilities (and other consequential changes) will require a complete town planning submission which can be processed in accordance with the statutory planning process and further, that the decision of that planning process will be determined by the full Council.

5. The revised potential layout for the Community Facilities presented at the Council meeting on 2 October 2018 has now been formalised as part of the current application. This will be discussed in greater detail later within this report.

Section 50 Amendment

6. On 10 April 2019, this application was amended (at the request of the applicant) via Section 50 of the *Planning and Environment Act* 1987 to retain a number of the conditions as per the wording of the original planning permit. As outlined in the proposal description, it is sought to amend various conditions to enable staging of the proposed development. The application initially sought to amend further conditions to allow staging, however following feedback from Council officers, this has been refined to the conditions now contained within the proposal description. The Section 50 Amendment also included a request to delete Condition 61 of the permit as it is repeat of Condition 60. This is also supported and reflected in the proposal description in this report.

Planning History

7. The subject site and surrounds has an extensive history. Of relevance, the Alphington Paper Mill Development Plan (Parts 1 & 2) was endorsed on 27 May 2016 in accordance with 3.0 of Schedule 11 to the Development Plan Overlay. This is the first Development Plan that has been prepared and endorsed for the site since the Development Plan Overlay Schedule 11 was introduced into the Yarra Planning Scheme on 18 July 2013.

8. Since the Alphington Paper Mill Development Plan was endorsed, a number of planning permits have been issued in accordance with the Development Plan. These were detailed within the original report. Planning permits and current applications for land immediately surrounding the subject site are discussed in this report within the surrounds description.

The Proposal

9. The current amendment application seeks to make various changes to the decision plans considered in the original application. This will also result in deletion and modification of a number of conditions within the planning permit. These will be discussed as relevant through the report.

10. The permit preamble will generally remain unchanged, except for the inclusion of ‘use of the land for serviced apartments’ and removal of reference to ‘use of land for a medical centre’ with these uses and being added and deleted respectively as part of the current amendment application.

11. In addition to changes to permit conditions as a result of the amended plans, the permit applicant is also seeking the following changes to the current conditions:

(a) Amendments to the following conditions to allow staging of the development to be considered; Conditions 5, 8, 19, 23, 24, 58-59, 63-64, 68-69;

(b) Deletion condition 61 as a repeat of condition 60;

(c) Remove the Village Square from the landscape concept plan set, with details to be resolved via a separate design process; and

(d) Modify the operating hours for the retail/shop uses within Condition 43 to allow the larger supermarket to operate between 6am – 12 midnight. Condition 43 current allows operation Monday to Sunday 6.00am to 10.00pm.

12. A comparison between the proposed uses (and area/size) from the original application and the current amendment is provided in the table below:

Land Use	**Original**	**Proposed**
Supermarket x 2	6,065 sqm	5,797 sqm
Specialty Retail	4,134 sqm	4,062 sqm
Food and Drink	2,286 sqm	337 sqm
Office	3,412 sqm	9,196 sqm
Childcare Centre	120 children	unchanged
Gymnasium	1,928 sqm	892sqm
Medical Centre	15 practitioners (2,366 sqm)	N/A
Primary School (Years 5 & 6)	300 students & 12 staff	unchanged
Place of Assembly	1700 sqm	957 sqm
Community Centre	300sqm	459 sqm
Sports Pavilion	300 sqm	N/A
Netball Court	Approx. 950sqm	N/A
Multi-purpose Court	N/A	865 sqm
Dwellings	281 dwellings (34 x 1 bed, 163 x 2 bed, 84 x 3 bed)	313 (43 x 1 bed, 257 x 2 bed, 13 x 3 bed
Serviced Apartments	N/A	40

13. A summary of the original and proposed car parking and bicycle allocation is provided in the table below:

	Original	**Proposed**
Car Parking		
Visitor	453	461
Resident	387	504
Staff	61	53
TOTAL	**901**	**1018**
Bicycle Parking		
Visitor	38	216
Resident	274	313
Staff	110	56
Students	62	38
Serviced Apt	N/A	4
TOTAL	**484**	**627**

14. As illustrated above, both the car parking and bicycle facilities have increased since the previous application, however the distribution of spaces has changed.

15. The road to the east (Latrobe Avenue) has been relabelled as Mills Boulevard and the southern access lane has been named as Nelmoore Lane.

Commercial and Community facilities

16. A summary of changes to the commercial component of the proposed development at each level is provided below:

Basement 1

(a) The basement level has been reduced in size providing 112 car spaces (227 spaces previously), of which 48 spaces are allocated as 'staff' and 6 spaces as disabled parking;

(b) 118 bicycle spaces and end of trip facilities have been added to this level (none previously);

(c) A 100kL rainwater tank is provided (previously 60kL);

Lower ground floor

(d) Car parking area increased, with subsequent reduction to the retail space within the south-east corner;

(e) 402 car spaces (287 car spaces previously) and 356 bicycle spaces (110 previously);

(f) Shop tenancies reduced from 1,744sqm to 480sqm and food and drink premises (245sqm) deleted;

(g) Car park entrance introduced to Nelmoore Lane (southern access lane) closer to Mills Boulevard (formally Latrobe Avenue);

Ground floor

(h) The ground floor layout is similar to the original design however the food and drink premises have been replaced with 'shops';

(i) A serviced apartment lobby has been added facing Heidelberg Road;

(j) A commercial tenancy has been added to the south-west corner in lieu of the car park entrance to the lower levels (which is now at the Lower ground floor);

(k) Single finished floor level (FFL) of RL32.50 (previously RL31.86 and RL32.50), except for the shop at the north-east corner, which has a FFL of RL31.61 (Previously RL31.86) connecting with the footpath level at this point;

(l) School bicycle storage cage accommodating 38 bicycles located beneath the stairs leading to the first floor concourse;

(m) 88 bicycle spaces depicted along the adjacent public realm (previously 38 bicycle spaces);

Level 1

(n) Car parking area has increased with 275 car spaces (previously 201 car spaces);

(o) Two dwellings added facing the Outer Circle Mews;

(p) School relocated from Heidelberg Road to the centre of the site, west of the Village Square;

(q) Community centre (place of assembly) shifted to Heidelberg Road;

(r) Second community centre/ pavilion enlarged and shifted further to the east, with direct connection to the place of assembly;

(s) Enclosed multi-purpose court introduced with a double height roof, immediately west of the community pavilion;

(t) First floor terrace redesigned with a more linear form extending the length of the Village Square;

(u) Food and drink premises to the north-east corner replaced with an office tenancy;

(v) School bicycle storage (64 bicycles) removed;

(w) 157 bicycle spaces removed, with bicycle spaces no longer proposed on this level;

(x) Gymnasium reduced in area and courtyard deleted;

(y) Residential storage (132 cages) units deleted;

Level 2

(z) Car parking area has increased with 229 car spaces (Previously 196 spaces);

(aa) Two dwellings added facing Outer Circle Mews;

(bb) Sports pavilion and netball court deleted;

(cc) Upper level of the school relocated to centrally within the site (above the relocated lower level) immediately east of the multiple purpose court;

(dd) Eight serviced apartments added along the Heidelberg Road between the residential apartments and the office tenancies, all fronting Heidelberg Road with amenities and back of house services on the southern side of an internal corridor;

(ee) Office tenancy to the south-east enlarged around the existing void area;

Level 3

(ff) Childcare centre removed (relocated to Level 5) and replaced with greater office area;

(gg) Level 2 of the school relocated to the centre of the site, directly above the level below;

(hh) Level 2 of the serviced apartments facing Heidelberg Road, directly above the level below. 15 rooms provided along a double loaded corridor, 8 rooms fronting Heidelberg Road and 7 rooms facing south;

(ii) Office tenancy to the south-east enlarged around the existing void area;

Level 4

(jj) Level 3 of the school relocated to the centre of the site, directly above the level below;

(kk) Void spaces to the office tenancies on the levels below are shown;

(ll) Level 3 of the serviced apartments facing Heidelberg Road, directly above the level below with an identical floor layout;

Level 5

(mm) This is a new level to the eastern commercial component of the site;

(nn) Level 4 of the office tenancy in the north-east corner;

(oo) Level 4 of the serviced apartments facing Heidelberg Road, directly above the level below with an identical floor layout;

(pp) Void space to the school Level 3 below;

(qq) Childcare centre located above the office in the south-east corner with an outdoor area of 759sqm extending along Mills Boulevard and wrapping around the southern side of the building facing Nelmoore Lane;

Level 6

(rr) This is a new level to the eastern commercial component of the site;

(ss) Level 5 of the office tenancy in the north-east corner;

(tt) Level 5 of the serviced apartments facing Heidelberg Road, directly above the level below with an identical floor layout;

(uu) Level 4 of the school with an outdoor space immediately to the west (above the multipurpose court on Level 1), with an area of 811sqm;

Level 7

(vv) This is a new level to the eastern commercial component of the site;

(ww) Level 5 of the school, directly above the level below, with a void space above the school outdoor area; and

(xx) Level 6 of the serviced apartments facing Heidelberg Road, directly above the level below with an identical floor layout.

Residential Apartments

17. Details of the changes that have occurred to the residential component of the development is proposed below:

    (a) The dwellings within the podium facing Heidelberg Road are largely unchanged with the exception for relocating the 2-bed dwelling from the western to the eastern end of the corridor;

    (b) Internal corridor widths to all residential towers has been increased from a minimum of 1.54m to 1.8m;

    (c) Separation between the residential apartments (Sculptural Building) from the commercial component to the east has increased from 3.14m to 11m, with a subsequent reduction between the east and west towers (Sculptural Building and the Living Matrix) from 20.65m to 14.69m;

    (d) To levels above the podium, the separation between the western tower (Living Matrix) and the northern tower (Urban Anchor) has reduced from a minimum of 12.4m to 12m and the separation between the eastern tower (Sculptural Building) and the northern tower (Urban Anchor) has reduced from 17.05m to 15.33m;

    (e) The setback of the Living Matrix from the southern boundary has reduced from between 8.4m and 10.75m to between 3.3m and 7.4m;

    (f) The southern setback of the Sculptural Building has increased from between 4m and 9.6m to between 5.19m and 11.64m;

    (g) The residential lobby/common area has been relocated from the Sculptural Building to the Living Matrix at the podium level;

    (h) A greater provision for balconies has been provided to the Living Matrix; and

    (i) A residential roof terrace has been added above the serviced apartments directly accessible from the residential apartment building facing Heidelberg Road (Urban Anchor).

Materials and Design

18. The materials and the design detail has been modified as follows:

Heidelberg Road

19. Along Heidelberg Road the revised elevation introduces:

    (a) Glass blocks and display cabinets have been introduced within the ground level along the supermarket interface;

    (b) The metal screen (associated with the school) along Heidelberg Road has been deleted and replaced with a glass brick screen (associated with the serviced apartments;

    (c) Brick snap cladding in lieu of the glazed louvers to the podium of the western residential component (Precinct 2A); and

    (d) The upper levels associated with the Urban Anchor residential building have replaced the brick snap cladding with an operable metal screen.

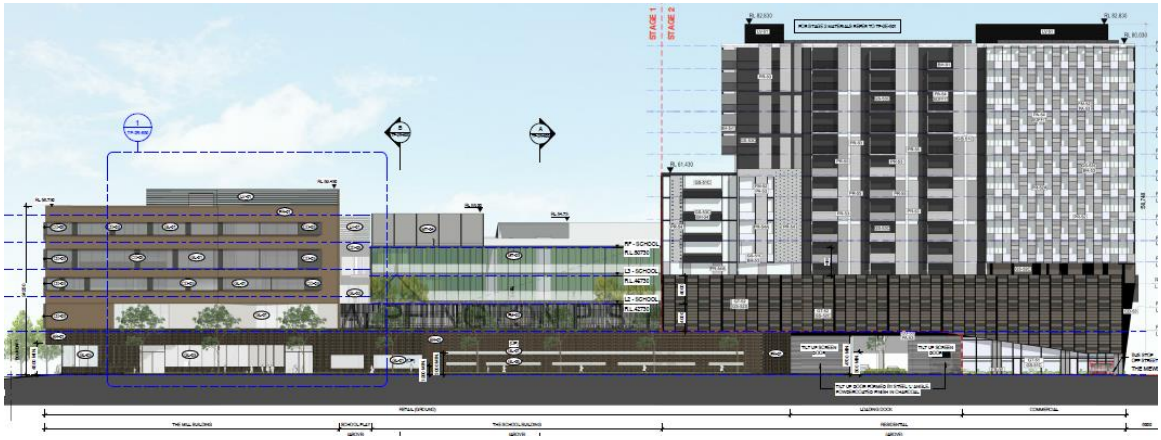


Figure 1: Original Heidelberg Road (north) elevation

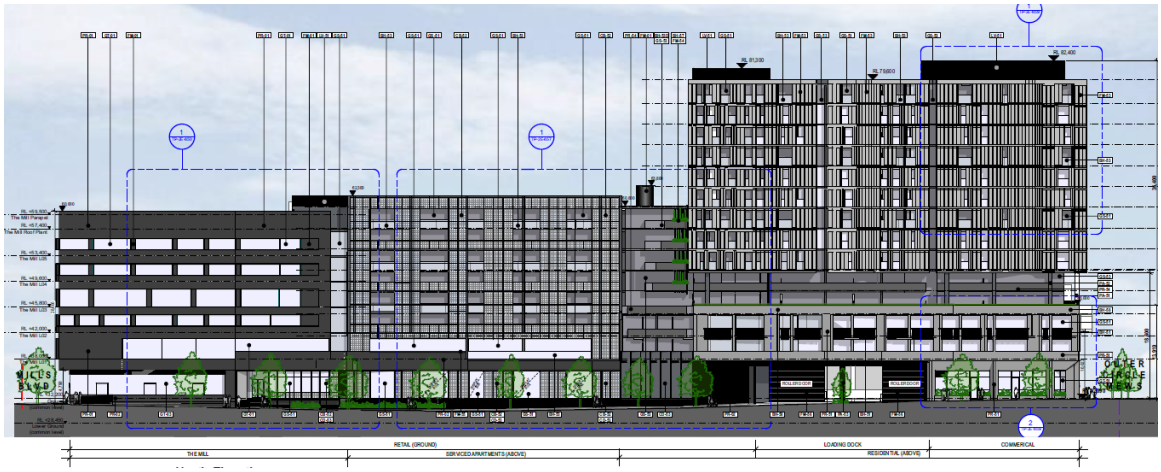


Figure 2: Heidelberg Road (north) elevation

Outer Circle Mews

20. Along the Outer Circle Mews, the metal batten podium screen has been replaced with brick snap cladding, matching the revised Heidelberg Road podium.

21. The timber-look cladding and glazing to southern portion of the Living Matrix Building has been replaced with the extension of the perforated metal screen for the northern section and concrete form liner walls with projecting glass balustrade balconies for the remainder of this elevation.

22. The external feature stair, which was proposed to be constructed with a metal balustrade with strip lighting has been replaced with a steel plate balustrade with strip lighting no longer proposed.

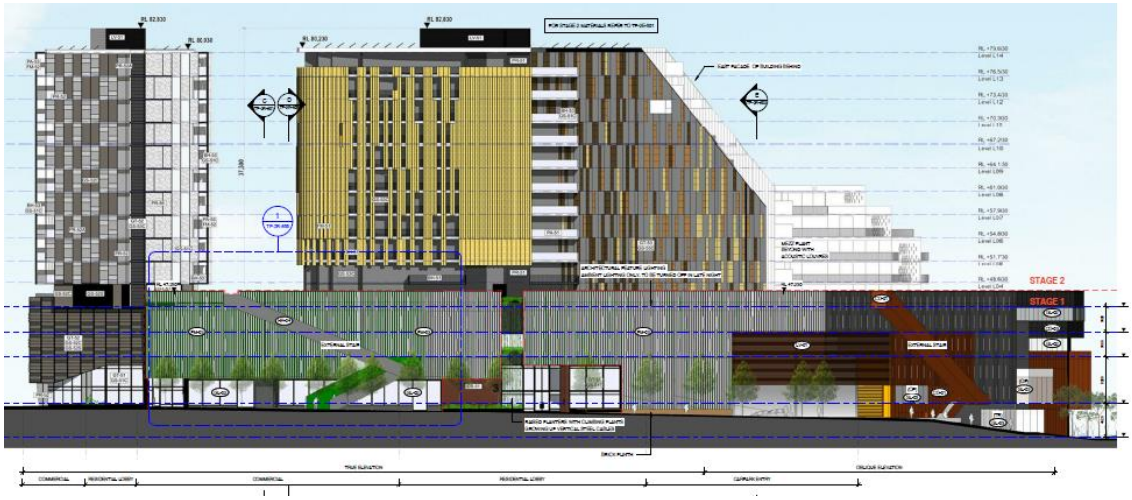


Figure 3: Original Outer Circle Mews (West) elevation

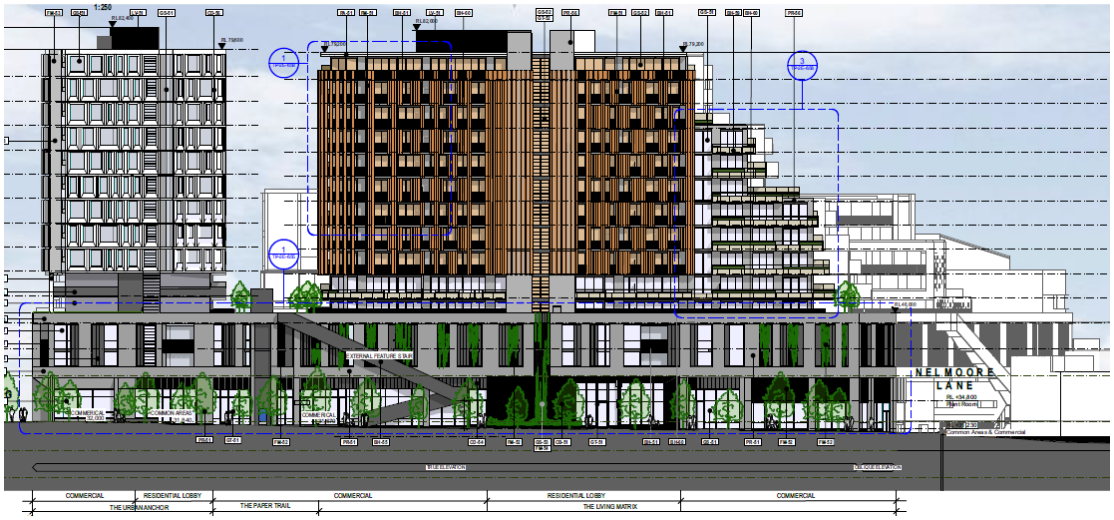


Figure 4: Proposed Outer Circle Mews (West) elevation

Southern Access Lane (Nelmoore Lane)

23. The metal batten cladding to the western portion of the podium facing Nelmoore is proposed to be replaced with concrete form liner but matching the proportions and cut-out design of the podium along the Outer Circle Mews and Heidelberg Road.

24. The podium treatment to the western end of Heidelberg Road has been continued along the Outer Circle Mews and the western portion of Nelmoore Lane.

25. The weathered metal cladding that was proposed to be used for the external stair case and the lower levels of the Machinery Hall Building has been deleted.

26. The feature stairs are now to be constructed in a steel plate, matching the external stair case along the Outer Circle Mews.

27. The Machinery Hall building to be composed of brick snap cladding in lieu if the weathered metal cladding and composite aluminium cladding.

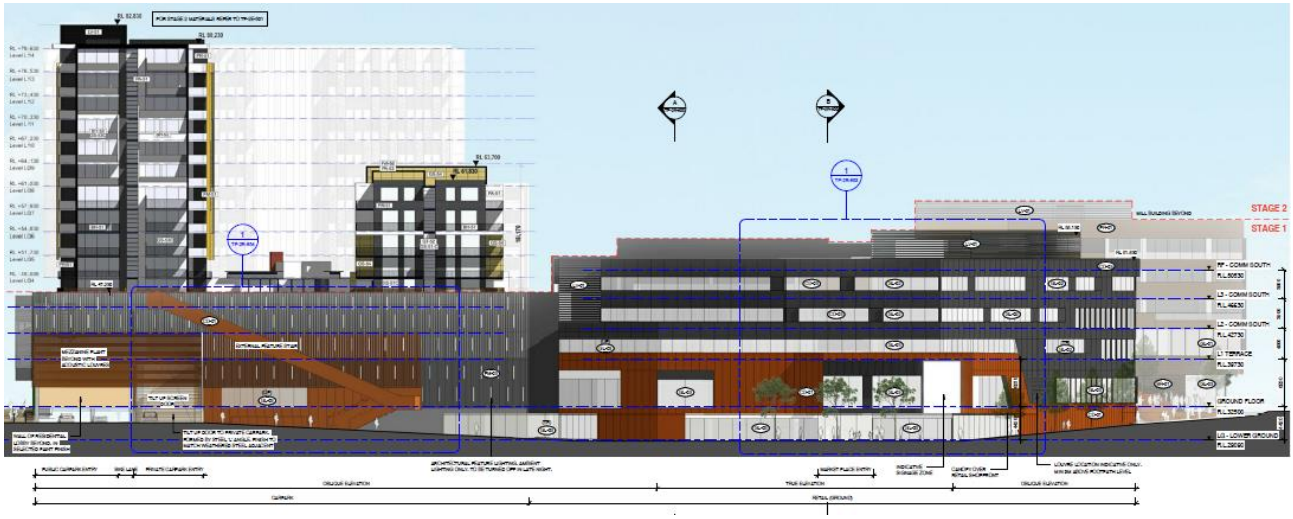


Figure 5: Original Nelmoore Lane (southern) elevation

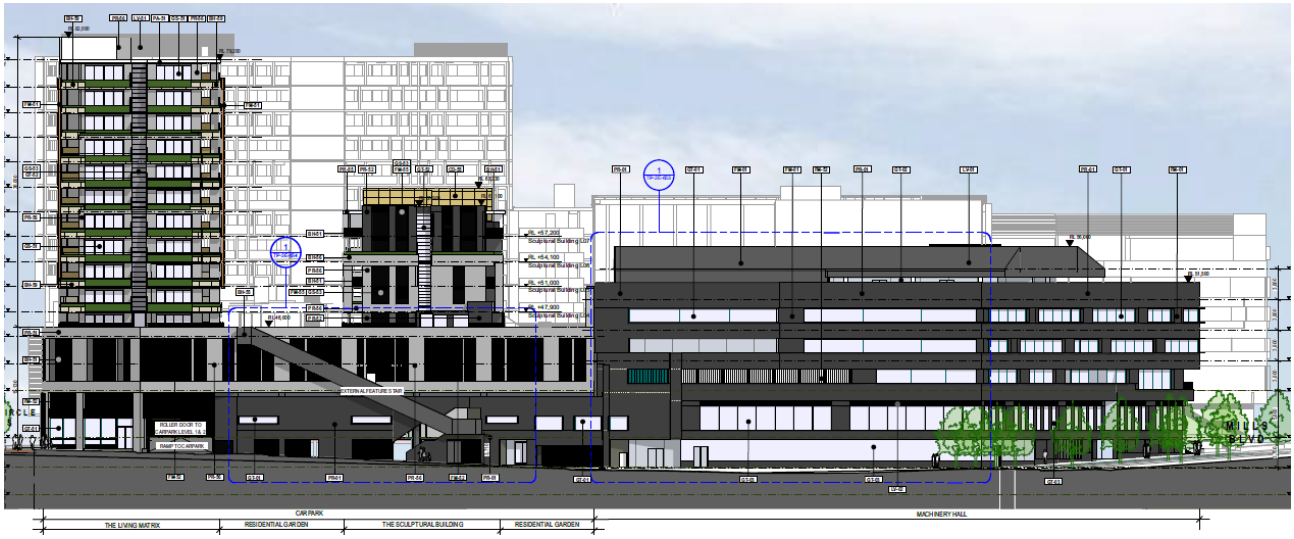


Figure 6: Proposed Nelmoore Lane (southern) elevation

Mills Boulevard (formally Latrobe Street)

28. The brick snap cladding is proposed to continue along the eastern elevation of the Machinery Hall Building in lieu of the weather metal cladding and composite aluminium cladding.

29. The brick snap cladding is also proposed to the ground level fascia as it extends behind the Village Square. This is to replace the weathered metal previously proposed for this section.

30. The school building, setback behind the first floor terrace will comprise curtain glazing with exposed steel fins. Steel cabling will be provided to the top northern section of the eastern elevation.

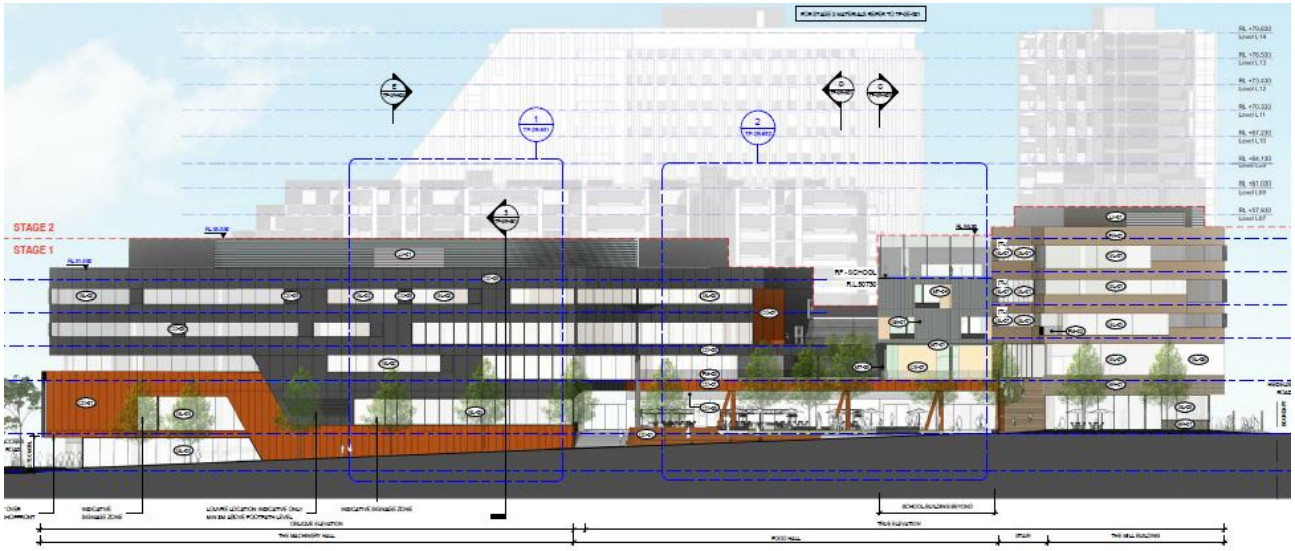


Figure 7: Original Mills Boulevard (Eastern) elevation

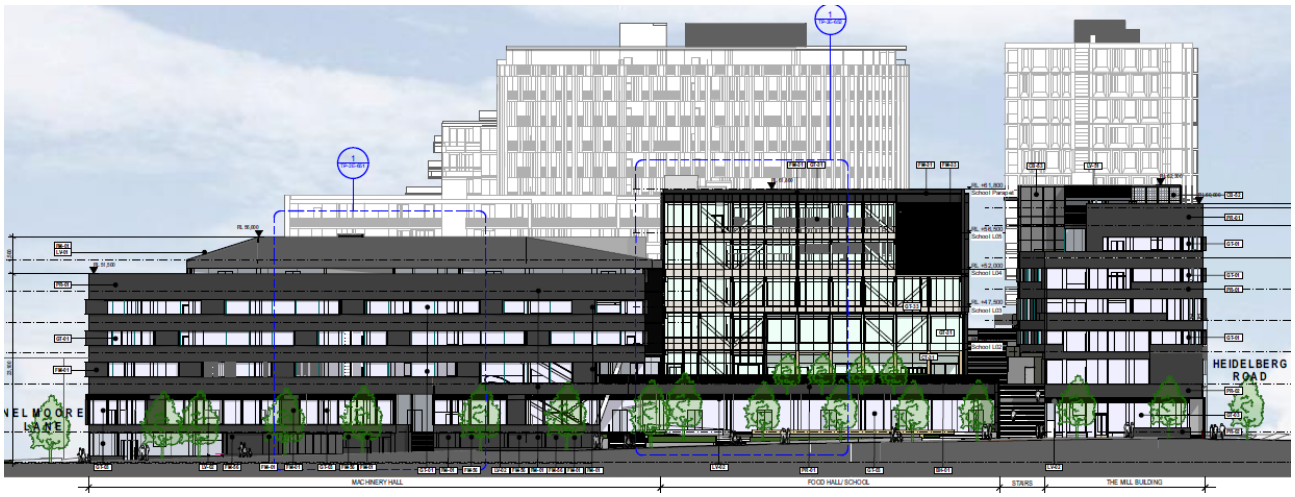


Figure 8: Proposed Mills Boulevard (Eastern) elevation

Existing Conditions

Subject Site

31. The existing conditions of the site have not changed since the original application. Extracts from the original report are contained below:

    (a) *The subject site is an irregular shaped site with a frontage to Heidelberg Road of 163.85m, Latrobe Avenue of 171.71 and an overall area of 2.066ha. The site also has secondary frontages to an access road to the south and a pedestrian mews (outer circle mews) to the west;*

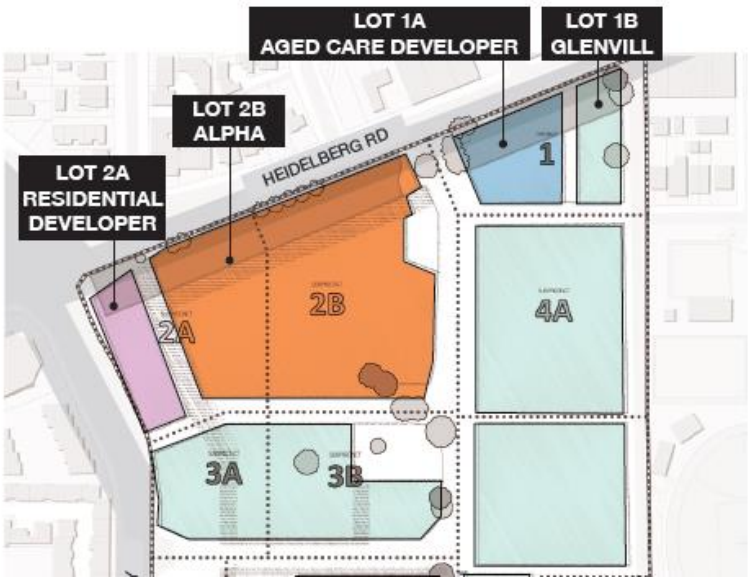


Figure 9: Subject site shown in orange

(b) *The northern portion of the site previously contained Building F6 (the Machine Room), however that has since been demolished under Planning Permit PLN16/0178 and is now vacant; and*

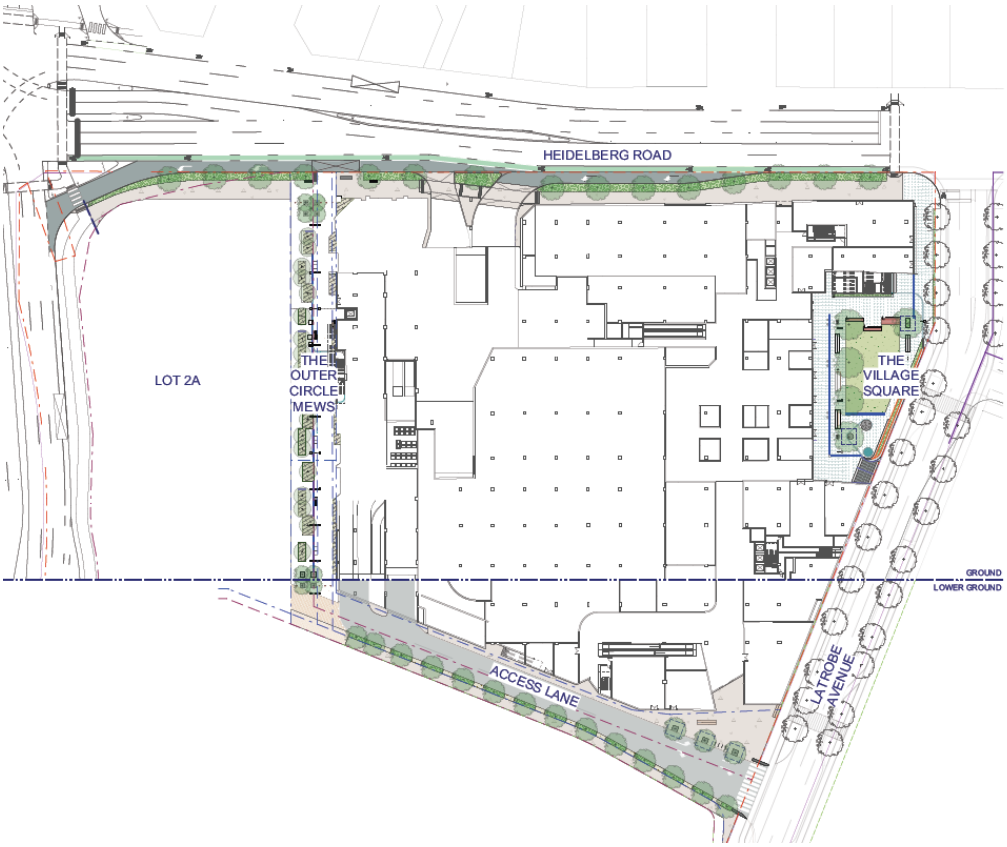


Figure 10: Subject site and surrounding street interfaces

(c) *A Section 173 Agreement (Instrument no. AN278787R) is registered on Title. This agreement contains Owner obligations that prior to the issue of an occupancy permit for Stage 2B (which includes the subject site), the owner must enter into an agreement to provide affordable housing on the subject land to an accredited Housing association, to be provided at a rental not less than 20% below the market rental for similar sized dwellings.*

Surrounding Land

32. The former Alphington Paper Mill site is a large former industrial site of approximately 16.5ha in area. It is bounded by Heidelberg Road to the north, Parkview Road to the east, Chandler Highway to the west and the Yarra River to the south. The current application relates specifically to Precinct 2B as highlighted on the map below:

Figure11: Amcor site

33. Since the original permit was issued, the surrounding land within the former Amcor site has continued to develop as described below:

East

34. The following description was provided within the original application and is still relevant:

(a) *Latrobe Street is immediately to the east of the site. This is an existing road that runs through the Amcor site. This road is to be redesigned and reconstructed as part of the overall redevelopment of the Amcor site;*

(b) *On the eastern side of Latrobe Avenue are the Gateway and Park Precincts. The Gateway Precinct (Lots 1A & 1B shown on figure 1) faces Heidelberg Road with the Park Precinct (Lot 4A and beyond) located further to the south, separated by a private road. Both precincts extend between Latrobe Avenue and Parkview Road; and*

(c) *The Gateway precinct contains two sub-precincts, known as 1A and 1B. Sub-precinct 1A comprises the western section of the precinct and is situated on the corner of Latrobe Avenue and Heidelberg Road.*

A planning application (PLN17/0743) has been received for an 8 storey aged care facility comprising a total of 144 beds (Refer to image below). Vehicular access is to be provided from the private road to the south.

35. Since the previous report, Planning Permit PLN17/0272 has been approved and plans have been endorsed. Construction is expected to commence within the coming months.

West

36. To the west of the site, extending to Chandler Highway is the balance of Precinct 2A. At the time of the original permit was issued, there was a pending VCAT hearing lodged for Council's Failure to Determine planning application PLN17/0978 within the Statutory 60 day timeframe.

37. On 8 November 2018, VCAT directed that a planning permit be issued allowing:

    (a) *In accordance with the endorsed plans:*

        (i) *Construction of two or more dwellings on a lot under clause 32.04-6;*

        (ii) *Construction of a building or the construction or carrying out works under clause 43.01-1; and*

        (iii) *Reduction of the car parking requirement under clause 52.06-3.*

38. The approved development allows an apartment building between 5 and 17 storeys including townhouse-style dwellings and apartments. Communal open space provided to the podium and car and bicycle parking at ground floor and basement levels. Townhouses are to extend along the western side of the Outer Circle Mews adjacent to the subject site. Amended plans addressing the permit conditions have not yet been submitted for endorsement.

South

39. To the south of the site is the Artisan Precinct. A planning application (PLN18/0173) is currently being assessed for the construction of a four storey development containing 97 dwellings and 9 food and drink premises at ground level. On the north-east corner of this precinct is the Artisan Park, which contributes toward the overall 4.5% public open space contribution.

North

40. Since the original application, there have not been any notable changes to land to the north. The description as contained within the original report is still applicable and provided below:

    (a) *Heidelberg Road is immediately north of the subject site and forms the boundary between Yarra and Darebin City Councils. On the northern side of Heidelberg Road is a self-storage facility within a single level building.*

Planning Scheme Provisions

Zoning

41. The subject site is included within the Mixed Use Zone.

42. Pursuant to clause 32.04-2 (Table of uses), the following applies:

    (a) A 'dwelling' is a Section 1 – no permit required use;

    (b) The following proposed Section 1 uses require a planning permit because they exceed the associated area condition contained within Section 1:

        (i) Food & drink premises (as the leasable floor area exceeds 150sqm);

        (ii) Office (as the leasable floor area exceeds 250sqm);

        (iii) Shop (as the leasable floor area exceeds 150sqm);

    (c) The following proposed uses are Section 2 – permit required uses:

        (i) Retail premises (other than food & drink premises and shop);

        (ii) Place of Assembly (other than art gallery, carnival, circus, museum or place of worship);

        (iii) Leisure and recreation (includes restricted recreation facility);

    (d) The following proposed uses fall into Section 2 as 'any other use not in Section 1 or 3:

(i) Accommodation (includes serviced apartments, does not include dwellings);

(ii) Education centre; and

(iii) Childcare centre.

43. Pursuant to clause 32.04-6, a permit is required to construct two or more dwellings on a lot. An apartment development of five or more storeys, excluding a basement, must meet the requirements of clause 58.

44. Pursuant to clause 32.04-8, a permit is required to construct a building or construct or carry out works for a use in Section 2 of clause 32.04-2.

Overlays

Development Plan Overlay, Schedule 11 – Amcor Site, Heidelberg Road, Alphington

45. Pursuant to Clause 43.04-1, a planning permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

46. As outlined in the history section earlier, the Alphington Paper Mill Development Plan was endorsed on 27 May 2016.

Heritage Overlay

47. Heritage Overlay HO70 is site specific to 626 Heidelberg Road - Australian Paper Mills. The overlay covers all land west of Latrobe Avenue within the former paper mill site.

48. Pursuant to clause 43.01-1, a permit is required to demolish a building, to construct a building and to construct or carry out works. The Schedule to the Heritage Overlay indicates external paint controls apply to HO70.

49. As identified earlier, the subject site is devoid of all buildings and structures, having already removed these under Planning Permit PLN16/0178.

Environmental Audit Overlay

50. Pursuant to 45.03-1, before a sensitive use (residential use, child care, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works associated with a sensitive use commences, either:

(a) A certificate of environmental audit must be issued for the land in accordance with Part IXD of the *Environment Protection Act 1970; or*

(b) An environmental auditor appointed under the *Environment Protection Act 1970* must make a statement in accordance with Part IXD of hat Act that the environmental conditions of the land are suitable for the sensitive use.

51. As the proposed development includes sensitive uses, the requirements of this overlay apply. A Statement of Environmental Audit has been issued for the land (EPA SO No. 8005354).

Particular Provisions

Clause 52.06 – Car Parking

52. Pursuant to Clause 52.06-2, before a new use commences, the required car parking spaces must be provided on the land. The following table identifies the car parking requirement under Clause 52.06-5 for the various proposed uses:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	43	1 space per dwelling	43	
Two-bedroom dwelling	257	1 space per dwelling	257	
Three-bedroom dwelling	13	2 spaces per dwelling	26	
Residential visitors	313 dwellings	1 space per 5 dwellings	62	
Office	9,875m^2	3.5 spaces per 100 m^2 of net floor area	345	
Supermarket (2 tenancies)	6,065 m^2	5 spaces per 100 m^2 of leasable floor area	303	
Shop	4,063 m^2	4 spaces per 100 m^2 of leasable floor area	162	
Food and Drink	337m^2	4 spaces per 100 m^2 of leasable floor area	13	
Childcare Centre	120 children	0.22 spaces to each child	26	
Primary School	300 students 12 employees	1 space to each employee of the maximum number of employees on site at any one time	12	
Community Centre (place of assembly)	300 patrons	0.3 spaces per patron	90	
Gymnasium	1,928 m^2	Not Specified	To the satisfaction of the RA	
Serviced apartments	40 rooms	Not Specified	To the satisfaction of the RA	
		Total:	**1,325 Spaces + Parking for Gymnasium & serviced apartments**	**1,018 spaces**

53. Pursuant to Clause 52.06-3, a permit is required to reduce the number of car spaces required under Clause 52.06-5, the application must be accompanied by a Car Parking Demand Assessment.

54. A permit is required to create or alter access to a road in a Road Zone Category 1. As Heidelberg Road is a Road Zone Category 1 road and it is proposed to create a new access, a permit is required under this provision. An application must be referred to the Road Corporation under Section 55 of the Act.

Clause 52.34 – Bicycle Facilities

55. Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage are provided on the land. The following table identifies the car parking requirement under Clause 52.34-3, the provision on site, and the subsequent reduction below the statutory requirement:

Proposed Use	Quantity/ Size	Development Plan Requirements / Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	313 dwellings	1 bicycle parking space per dwelling (as per development plan requirements)	313 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	31 visitor spaces.	
Gymnasium (Minor Sports and Recreation Facility)	8 staff	1 employee space per 4 employees	2 employee spaces	
	892sqm	1 visitor space to each 200sqm of net floor area	4 visitor spaces	
Office (other than specified in the table)	9,875 sqm	1 employee space to each 300sqm of net floor area if the net floor area exceeds 1000 sqm	33 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	10 visitor spaces.	
Primary School	300 students and 12 staff	1 space per 20 employees	1 space	
		1 space per 5 students over year 4	60 spaces	
Retail premises (other than specified in this table)	337 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	1 visitor spaces.	
Shop	4,063sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	7 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	8 visitor spaces.	
Bicycle Parking Spaces Total			**468 spaces - 313 resident / 60 employee spaces 78 visitor spaces 17 student spaces**	**313 resident / 56 employee spaces** **216 visitor spaces 38 students**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**6 showers / change rooms**	**6 showers / change rooms**

Clause 58 – Apartment Developments

56. This clause applies to an apartment development of five or more storeys, excluding a basement. A development should meet all the standards and must meet all the objectives.

57. The purpose of this clause is:

    (a) *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;*

(b) *To encourage apartment development that provides reasonable standards of amenity for existing and new residents; and*

(c) *To encourage apartment development that is responsive to the site and the surrounding area.*

General Provisions

58. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

59. The following SPPF provisions of the Scheme are relevant:

Clause 11.04-1 – Open Space Planning

60. The objective of this clause is:

(a) *To assist creation of a diverse and integrated network of public open space commensurate with the needs of the community.*

Clause 11.06-2 - Housing Choice

61. The objective of this clause is:

(a) *To provide housing choice close to jobs and services.*

62. Relevant strategies include:

(a) *Manage the supply of new housing in locations that will meet population growth and create a sustainable city;*

(b) *Facilitate increased housing in the established areas to create a city of 20 minutes neighbourhoods close to existing services, jobs and public transport;*

(c) *Support housing growth and diversity in defined housing change areas and redevelopment sites;*

(d) *Direct new housing to areas with appropriate infrastructure;*

(e) *Provide certainty about the scale of growth in the suburbs by prescribing appropriate height and site coverage provisions for different areas;*

(f) *Direct new housing and mixed0use development to urban renewal precincts and sites;*

(g) *Support new housing in activity centres and other places that offer good access to jobs, services and public transport;*

(h) Facilitate development that increased the supply of affordable and social housing in suburbs across Melbourne;

(i) Facilitate diverse housing that offers choice and meets changing household needs through:

(i) Provision of a greater mix of housing types;

(ii) Adaptable internal dwelling design; and

(iii) Universal design.

Clause 11.06-4 – Place and identity

63. The objective of this clause is:

(a) *To create a distinctive and liveable city with quality design and amenity.*

64. The relevant strategy:

(a) *Improve the design quality of public spaces and the interfaces between private development and the public domain.*

Clause 11.06-5 – Neighbourhoods

65. The objective of this clause is:

(a) *To create a city of inclusive, vibrant and healthy neighbourhoods that promote strong communities, healthy lifestyles and good access to local services and jobs.*

66. Relevant strategies include:

(a) *Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip of their home;*

(b) *Create mixed-use neighbourhoods at varying densities that offer more choice in housing, create opportunities for local businesses and jobs and deliver better access to services and facilities;*

(c) *Support a network of vibrant Neighbourhood Activity Centres;*

(d) *Create neighbourhoods that support safe community's and healthy lifestyles;*

(e) *Create neighbourhoods that enable and promote walking and cycling as part of daily life; and*

(f) *Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.*

Clause 13.03-1 – Use of contaminated and potentially contaminated land

67. The objective of this clause is:

(a) *To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.*

Clause 13.04 – Noise and Air

68. The objective of this clause is:

(a) *To assist the control of noise effects on sensitive land uses.*

69. The relevant strategy:

(a) *Ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.*

Clause 15.01.1 – Urban Design

70. The objective of this clause is:

(a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-2 – Urban Design Principles

71. The objective of this clause is:

(a) *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.*

72. This clause also states that planning must consider as relevant:

(a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017);*

(b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017); and*

(c) *Urban Design Charter for Victoria (Department of Planning and Community Development 2009).*

Clause 15.01-4 – Design for Safety

73. The objective of this clause is:

(a) *To improve community safety and encourage neighbourhood design that makes people feel safe.*

Clause 15.01-5 – Cultural Identity and Neighbourhood Character

74. The objective of this clause is:

(a) *To recognise and protect cultural identity, neighbourhood character and sense of place.*

Clause 15.02 – Sustainable Development

75. The objective of this clause is:

(a) *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 15.03 - Heritage

76. The objective of this clause is:

(a) *To ensure the conservation of places of heritage significance.*

Clause 16.01-1 – Integrated Housing

77. The objective of this clause is:

(a) *To promote a housing market that meets community needs.*

Clause 16.01-2 – Location of residential development

78. The objective of this clause is:

(a) *To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.*

Clause 16.01-3 – Housing opportunity areas

79. The objective of this clause is:

(a) *To identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*

Clause 16.01-4 – Housing Diversity

80. The objective of this clause is:

(b) *To provide for a range of housing types to meet increasingly diverse needs.*

Clause 16.01-5 – Housing affordability

81. The objective of this clause is:

(a) *To deliver more affordable housing closer to jobs, transport and services.*

Clause 17.01.1 - Business

82. The objective of this clause is:

    (a) *To encourage development which meets 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 18.01 – Integrated Transport

83. The objective of this clause is:

    (a) *To create a safe and sustainable transport system by integrating land-use and transport.*

Clause 18.02-1 – Sustainable personal transport

84. The objective of this clause is:

    (a) *To promote the use of sustainable personal transport.*

Clause 18.02-2 - Cycling

85. The objective of this clause is:

    (a) *To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.*

Clause 18.02-3 – Principal Public Transport Network

86. The objective of this clause is:

    (a) *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes in Metropolitan Melbourne.*

Clause 18.02-5 – Car parking

87. The objective of this clause is:

    (a) *To ensure an adequate supply of car parking that is appropriately designed and located.*

Local Planning Policy Framework (LPPF)

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.04 – Land Use

88. The relevant objectives of this clause are:

    (a) *Objective 1 To accommodate forecast increases in population:*

        (i) *Strategy 1.1 Ensure that new residential development has proper regard for the strategies applicable to the neighbourhood in question identified in clause 21.08;*

        (ii) *Strategy 1.2 Direct higher density residential development to Strategic Redevelopment Sites identified at clause 21.08 and other sites identified through any structure plans or urban design frameworks;*

    (b) *Objective 2 To retain a diverse population and household structure;*

        (i) *Support the provision of affordable housing for people of all abilities particularly in larger residential developments and on Strategic Redevelopment Sites; and*

    (c) *Objective 3 To reduce potential amenity conflicts between residential and other uses.*

Clause 21.04-2 – Activity Centres

89. The relevant objective and strategies of this clause is:

    (a) Objective 5 To maintain the long term viability of activity centres:

        (i) Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres;

(ii) *Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day; and*

(iii) *Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.*

Clause 21.04-3 – Industry, office and commercial

90. The objective of this clause is '*to increase the number and diversity of local employment opportunities*.'

Clause 21.04-4 – Community facilities, hospitals and medical services

91. The relevant objective and strategies of this clause is:

(a) *Objective 9 To provide community services that meet the needs of a diverse and changing community:*

(i) *Strategy 9.2 Consider opportunities for the appropriate provision of, or contribution towards, community facilities or services to support new residents, for large scale residential development proposals; and*

(b) *Objective 10 To provide accessible community services.*

Clause 21.04-5 – Parks, gardens and public open space.

92. The relevant objectives:

(a) *Objective 12 To establish a linked open space network; and*

(b) *Objective 13 To provide an open space network that meets existing and future community needs.*

Clause 21.05-1 Heritage

93. The relevant objective:

(a) *Objective 14 To protect and enhance Yarra's heritage places.*

Clause 21.05-2 – Urban design

94. The relevant objectives and strategies of this clause is:

(a) *Objective 16 To reinforce the existing urban framework of Yarra;*

(b) *Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development:*

(i) *Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*

a. *Significant upper level setbacks;*

b. *Architectural design excellence;*

c. *Best practice environmental sustainability objectives in design and construction;*

d. *High quality restoration and adaptive re-use of heritage buildings;*

e. *Positive contribution to the enhancement of the public domain; and*

f. *Provision of affordable housing; and*

(c) *Objective 18 To retain, enhance and extend Yarra's fine grain street pattern;*

(d) *Objective 20 To ensure that new development contributes positively to Yarra's urban fabric;*

(e) *Objective 21 To enhance the built form character of Yarra's activity centres; and*

(f) *Objective 22 To encourage the provision of universal access in new development.*

Clause 21.05-4 Public environment

95. The relevant objectives and strategies of this clause is:

    (a) Objective 28: To provide a public environment that encourages community interaction and activity:

        (i) Strategy 28.1 Encourage universal access to all new public spaces and buildings;

        (ii) Strategy 28.2 Ensure that buildings have a human scale at street level;

        (iii) Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment;

        (iv) Strategy 28.5 Require new development to make a clear distinction between public and private spaces;

        (v) Strategy 28.8 Encourage public art in new development; and

        (vi) Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.

Clause 21.06 - Transport

96. The relevant objectives of this clause is:

    (a) *To provide safe and convenient pedestrian and bicycle environments.*

    (b) *To facilitate public transport usage;*

    (c) *To reduce the reliance on the private motor car; and*

    (d) *To reduce the impact of traffic.*

Clause 21.07 – Environmental Sustainability

97. The relevant objectives of this Clause are:

    (a) *To promote environmentally sustainable development; and*

    (b) *To improve the water quality and flow characteristics of storm water run-off.*

Clause 21.08 – Neighbourhoods

Clause 21.08-6 – Fairfield and Alphington

98. Clause 21.08-6 identifies that '*the Heidelberg Road neighbourhood activity centre is on the boundary between the Cities of Yarra and Darebin. It is a small convenience centre, with limited furniture and home wares outlets and a small amount of office space.'*

99. *Implementation of the built form strategies at cause 21.05 includes:*

    (a) *Encouraging the redevelopment of the following strategic re-development sites in a way that contributes positively to the urban fabric and public domain of Yarra, and where subject to the Heritage Overlay, protects the heritage of the site and of the are:*

        (i) *Site 1 626 Heidelberg Road (AMCOR); and*

        (ii) *Site 2 224 – 252 Heidelberg Road.*

100. Figure 16; the built form character type identifies the subject site within a Main Road precinct, which seeks to:

    (a) *Maintain the hard urban edge of development; and*

    (b) *Reflect the fine grain of the subdivision pattern in building design where this exists along main roads.*

Relevant Local Policies

Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay

101. This policy applies to all new development included in a heritage overlay. The relevant objectives of this clause are:

    (a) *To conserve Yarra's natural and cultural heritage;*

    (b) *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance;*

    (c) *To retain significant view lines to, and vistas of, heritage places;*

    (d) *To preserve the scale and pattern of streetscapes in heritage places; and*

    (e) *To ensure that additions and new works to a heritage place respect the significance of the place.*

102. The design guidelines contained within the Development Plan addresses matters on heritage, therefore this policy will not be specifically referenced within the report.

Clause 22.05 – Interface Uses Policy

103. The objectives of this clause are:

    (a) *To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes; and*

    (b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

Clause 22.12 – Public Open Space Contribution

104. This policy applies to all residential proposals, mixed use proposals incorporating residential uses and proposals incorporating residential subdivision. The public open space contribution is to be in the form of a land contribution of 4.5 per cent (7,500m^2) of the total Alphington Paper Mills site. The proposed Public Open Space areas are nominated on Figure 27 on p.43 of the Development Plan. Alphington Square is nominated within the eastern portion of the subject site and is to measure 17m by 42m.

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

105. The relevant objectives of this clause are:

    (c) *To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended). Currently, these water quality performance objectives require:*

        (i) Suspended Solids - 80% retention of typical urban annual load;

        (ii) Total Nitrogen - 45% retention of typical urban annual load;

        (iii) Total Phosphorus - 45% retention of typical urban annual load;

        (iv) iv. Litter - 70% reduction of typical urban annual load; and

    (d) *To promote the use of water sensitive urban design, including stormwater re-use.*

Clause 22.17 – Environmentally Sustainable Development

106. This policy applies to residential development with more than one dwelling. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The Development Plan has specific environmental sustainability standards that will be referenced within the assessment section.

Other relevant documents

Alphington Paper Mill Development Plan (Parts 1 & 2).

107. Part 1 of the Development Plan (DP) contains design guidelines for each precinct. An assessment of the design guidelines for the Gateway Precinct is undertaken within this report.

108. Part 2 of the DP contains various supporting technical documents. Those relevant to the current application include:

    (a) ESD Strategy prepared by Cundall dated August 2015;

    (b) Traffic management Plan prepared by GTA Consultants dated 19 August 2015;

    (c) Integrated Transport Plan prepared by GTA Consultants dated 19 August 2015;

    (d) Preliminary Acoustic Assessment prepared by ARUP dated 21 August 2015; and

    (e) Conservation Management Plan prepared by Lovell Chen dated May 2014 (Re-Issued August 2015).

Advertising

109. The application was not advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)*. Pursuant to Clause 43.04-2, an application under any provision of the scheme which is generally in accordance with the development plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64 (1), (2) and (3) and the review rights of Section 82(1) of the Act.

Referrals

110. The application was referred to the following internal departments and external authorities and their recommendations are contained within the attachments to this report.

    External Referrals

111. The following referral authorities have provided comments:

    (a) VicRoads; and

    (b) Transport for Victoria (formally PTV).

    Internal Departments

112. The following internal referrals have been provided:

    (a) Open Space Unit;

    (b) Urban Design Unit (internal) for comments on public realm;

    (c) Environmental Sustainable Development (ESD) Advisor;

    (d) Engineering Services Unit;

    (e) Strategic Transport Unit;

    (f) City Works on the Waste Management Plan; and

    (g) City Works and Assets on the Community Facilities.

    External Consultants

113. The following external consultant referrals have been provided:

    (a) Urban Design (David Lock Associates);

    (b) Traffic Engineering (Traffix Group);

    (c) Acoustic Engineers (SLR Consulting); and

    (d) Wind Consultants (MEL Consultants).

114. Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

115. The primary considerations for this application are as follows:
    (a) Strategic justification;
    (b) Land Use;
    (c) Development Plan Design Guidelines:
        (i) Built Form;
        (ii) Connectivity & Interaction;
        (iii) Building layout & Design;
        (iv) Open space and landscape design;
        (v) Environmentally sustainable Design;
        (vi) Apartment Specific Guidelines;
    (d) Clause 58 (Apartment Developments);
    (e) Car parking, bicycle facilities and traffic generation;
    (f) Community facilities; and
    (g) Staging of the proposal.

Strategic Justification

116. The proposed amendments to the original scheme, while numerous, are not significant from a strategic planning sense. Overall the amended proposal provides a more resolved design for the site. As will be discussed, the amendments further enhance the appearance of this prominent site, contributing positively to the surrounding area in a manner consistent with the aspirations of the Development Plan (DP).

117. The development will maintain a mixture of uses albeit a greater provision of office space and a lesser provision for food and drink premises. The current amendment has also introduced serviced apartments. As will be discussed in greater detail, the proposed amended development will continue to make a positive contribution to the development of the former Amcor site and the wider Alphington Neighbourhood.

118. The proposed amendments maintain a similar standard of environmentally sustainable development, which will meet Council's sustainability aspirations subject to some further refinement, as will be discussed within the relevant section of the report.

119. A greater provision for car parking and bicycle parking is provided on site, with the amendment seeking to improve the safety of vehicle and bicycle movements. This will be discussed in greater detail within the relevant sections of this report.

120. Overall, the proposed amendments maintain a strong level of consistency with the State and local strategic policy guidance for this site.

Land use

121. As outlined in the original report, Section 3.6 (land uses) of the DP anticipates a significant proportion of non-residential uses within the Village Precinct as follows:

(a)	Commercial	7.650sqm – 11,500sqm
(b)	Community	1,250sqm – 6,800sqm
(c)	Retail (incl. supermarkets)	12,750sqm

122. While a larger proportion of office tenancies are proposed, the amended will continue to align with the non-residential use expectations for the site. The commercial activities, which includes the office and gymnasium at 10,088sqm, will still be within the anticipated range. The community facilities, also including the school and childcare centre will account for 7,308sqm. This exceedance is largely due to the floor area of the school increasing from 2,559sqm to 4,052sqm. While the floor area of the school has increased, the number of students and staff is unchanged. Therefore, the increase in floor area is attributed to an improvement to the facilities and amenities onsite, rather than an increase in intensity of the school. The slight increase in the anticipated community facilities is not expected to impact upon the functionality and distribution of uses. Additionally, while the childcare has been included within the community facilities category, given that it is anticipated to be commercially operated, the childcare centre could equally fit within the 'commercial' floor area expectations. Redistributing the 975sqm childcare centre to the 'commercial' activity would result in consistency with both the commercial and community floor area expectations.

123. The retail uses (including the food and drink premises, speciality shops and supermarket) at 10,197sqm also continue to be within the anticipated floor area for retail space.

124. As outlined in the original report and the planning controls section, a permit continues to be required for all the non-residential uses proposed, this includes the serviced apartments, which have been introduced as part of the current amendment. Also as identified within the original report, the food and drink premises, office and shops only trigger a planning permit as the 'as of right' floor areas nominated within the Mixed Use Zone are exceeded.

125. While the appropriateness of the majority of the uses proposed was already considered as part of the original application, further consideration needs to be given to the amendments proposed to the appropriate uses. Assessment of the serviced apartments is also required and how this new use will integrate with the overall development. The key policy consideration for new uses is contained within clause 22.05 (Interface Uses Policy) of the Scheme.

126. In the original application, it was identified that the dwellings within the podium may be impacted by noise from the loading bay for the commercial uses in the event that the loading bay doors are pervious. The applicant provided further acoustic advice with the current amendment that supported pervious doors (which allow the loading bay to be naturally ventilated). This has been reviewed by Council's acoustic consultant who have subsequently recommended that an Lmax assessment of noise from the trucks entering the loading bay be provided within the acoustic report. Furthermore post-construction of the loading bay noise is also recommended to demonstrate whether compliance with SEPP N-1 is achieved. Based on this advice, condition 1(k)(vii) will be deleted and a subsequent condition requiring Lmax assessment of the trucks and post-construction acoustic testing will be introduced.

127. On review of the amended plans, Council's external acoustic consultant also raised that the amended design presents a greater risk of nuisance from mechanic plant noise. For this reason they have also recommended that post-construction testing also be undertaken for the mechanical plant noise from the most affected sensitive receiver locations to demonstrate compliance with SEPP N-1. This will also be included as an additional condition on the amended permit.

128. The following paragraphs will consider each permit required use in turn.

Serviced Apartments

129. As outlined in the proposal description, it is sought to introduce 40 single-bedroom serviced apartments as part of the current amendment. It is understood that these are to be available for temporary accommodation for persons away from their normal place of residents thereby falling within the definition of a 'residential hotel'. External impacts generated by the serviced apartments would be comparable to a dwelling and as such would be expected to have little impact on the surrounding land-use. In regard to the impact of other uses on the serviced apartment, lower amenity expectations would be attributed to this activity given its temporary nature.

130. As will be discussed later within the report, there are potential overlooking opportunities and impacts on daylight and outlook associated with the proximity of the serviced apartments to the school building and outdoor playground, however given the temporary nature of the serviced apartments, the impact is considered acceptable and an adequately level of internal amenity will be received via the proposed 6.45m wide separation between the buildings.

131. Matters relating to car parking and traffic will be covered later within the report. The waste and loading facilities already proposed onsite are considered sufficient to support the proposed serviced apartments. Also various amenities and services are proposed on site for the serviced apartments (colour coded accordingly) including linen storage, a generous lobby facing Heidelberg Road, luggage room, conference room. Given the 24hour nature of the use, a condition will be included on the permit requiring a management plan for the serviced apartments to detail security procedures for guests.

132. Given that the acceptability of the design and layout is based upon the use of these rooms for serviced apartments of a temporary nature, it is necessary to ensure that they are not converted into conventional dwellings at a later date. Given that 'dwellings' are an as of right activity (thus would not require a planning permit for conversion), it is necessary to introduce a Section 173 Agreement requiring that the serviced apartments are maintained as temporary accommodation only. This will be added as a condition to the amended permit.

School

133. The relocation of the school to a more central location within the site does not create any unreasonable interface issues. The outdoor playground will now be separated from the residential uses (instead of directly adjoining), which will reduce the potential noise transfer impacts. The acoustic report submitted with the application has considered this interface and determined that the noise emissions would not be unreasonable. This advice was also accepted by Council's external acoustic consultants.

134. The outdoor area separation however measures at 5.2m from the balcony associated with the south-eastern corner apartments within the Urban Anchor building (illustrated in the image below). To ensure that the amenity of these apartments is not unreasonably impacts, a condition will require the sections of the outdoor playground within 9m of the balconies associated with these dwellings to be screened to a maximum height of 1.7m and maximum 25% transparency.

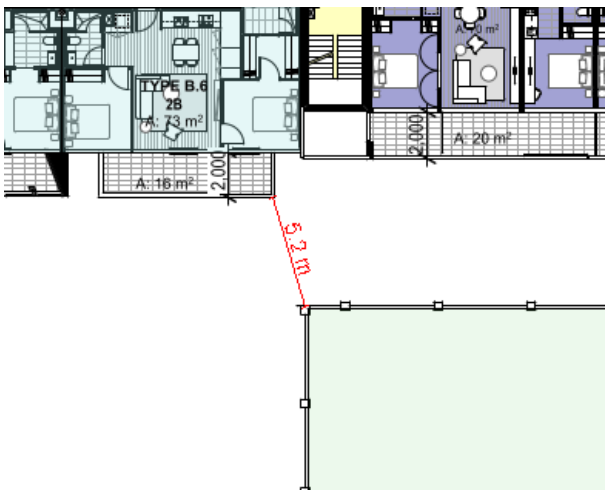


Figure 12: Distance between the Urban Anchor apartment and the outdoor playground

135. The balconies and habitable room windows associated with the serviced apartments will also be able to be overlooked from the school outdoor area, however given that this is temporary accommodation, the views between these areas are not considered to cause an unreasonable amenity impact.

136. The outdoor area to the school will have 9.8m high mesh fencing to the perimeter to prevent balls or other objects from escaping the school grounds. The south facing apartments to the Urban Anchor are not considered to be unreasonably affected by this screen, given none have a direct interface to the school.

137. The Sculptural Building has been relocated further to the west, resulting in a separation of 11.3m from the school outdoor area. This separation is considered sufficient to mitigate any unreasonable overlooking or visual bulk impacts.

138. Condition 15 of the planning permit required CO2 emissions testing within the school playground. This was included within the Council resolution as an amendment to the officer recommendation. The condition was included to respond to concerns for the health of the school children consequence to the direct interface of the school playground and Heidelberg Road and the potential health impacts from truck fumes and the like. In the current amendment, this potential concern has been addressed with the school now located more centrally within the development and shielded from Heidelberg Road by the Services apartments. As such, this condition is no longer considered needed and it is proposed to be deleted as part of the current amendment.

Childcare

139. The relocation of the childcare from L3 to L5 does not pose any additional amenity impacts. The other key changes to the childcare centre as part of the current amendment were the reduction in floor area from 1189sqm to 975sqm and an increase in the outdoor area from approximately 550sqm to 759sqm. It is understood this changes are largely driven by the regulations for indoor and outdoor space. The outdoor area has been located adjacent to the street interfaces and as such is not anticipated to generate any significant noise impacts on any proximate residential uses. .

140. The existing permit conditions relating to capacity (staff and children) and the hours of operation are not sought to be changed.

Office

141. As has been identified, the office area within the development is increasing, however the provision remains consistent with the expectations of the development plan. The general location of the office activity is also consistent with the approved development, which is not anticipated to create any offsite amenity impacts. The existing permit conditions relating to the hours of operation will be unchanged.

Retail/shop/food and drink premises.

142. The food and drink premises on the lower ground and ground floor levels have been replaced with shop tenancies as part of the current amendment, with the only remaining food and drink premise to be located on Level 1, situated to the south of the Level 1 terrace. This will have a floor area of 337sqm, a substantial reduction from the previous floor area of 2,286sqm. The reduction in food and drink offerings is considered acceptable on the basis that an acceptable retail offering would be maintained within the amended proposal through the provision of additional ‘shop’ tenancies.

143. Furthermore, there is proposed to be substantial food offerings provided within Precinct 3B (Artisan Precinct) immediately to the south of the site, with a total of 9 food and drink premises proposed as part of this precinct. These would be readily accessible for customers/staff and residents of the Village Precinct.

144. A condition was applied to the original planning permit restricting the total patrons to the food and drink premises to 1143 patrons. Given the significant reduction in the floor area, the patron capacity is no longer appropriate. In discussions with the permit applicant, this will be reduced to 170 patrons accordingly.

145. The hours for the food and drink premises and the shops (excluding the supermarket) will be unchanged by the current amendment. Noting that the food and drink premises are permitted to trade an additional hour (11pm rather than 10pm), the greater provision for 'shops' in lieu of 'food and drink' premises will have a lesser impact on late night trade.

146. Under the current planning permit, the supermarket hours would be regulated by the shops (i.e. 6am to 10pm). As part of the current amendment, the permit applicant has requested that the supermarkets be allowed to trade until 12middnight. The later trading hours are considered reflective of standard supermarket trading hours. Given that the supermarket is located within the ground level away from the residential component of the development, the extended operating hours are considered of little consequence. Also, customers numbers to the supermarkets between 10pm and 12middnight would be expected to be relatively low, thus would be unlikely to cause noticeable offsite amenity impacts such as patron noise or traffic impacts. A condition will be added to reflect the alternative hours for the supermarket uses.

147. The proposed amendments are not anticipated to significantly impact upon the delivery/loading arrangement associated with the retail component. The loading bays as approved will not be affected. An amended acoustic report was prepared to address the outstanding acoustic matters in relation to noise from the loading bay. These matters will be discussed later within this report.

Community Space/Place of Assembly

148. There is limited information on how the larger community spaces are to be used at this stage, the original application considered that these spaces may be used for music performance. This may still be the case. While the original report recommended a condition restricting all music and entertainment noise to be at background levels, the Council resolution was to allow noise above background level in addition to a revised acoustic report that would provide adequate acoustic treatment to the community spaces to enable live music/performance and protect the abutting residents. This has not been addressed within the acoustic report submitted with the amended application and will be retained as a condition of permit with respect to the updated report.

149. The reconfiguration of these spaces toward Heidelberg Road would create limited additional impacts. Regarding noise impacts, it is acknowledged however that there now be an apartment directly abutting the western wall of the community centre. This will need to be considered within a revised acoustic report pursuant to the existing planning permit conditions.

150. Further discussion regarding the community facilities will be provided later within this report.

Multi-purpose court

151. The multi-purpose court replaces the previously approved sports court. The major difference between the approved development and the current amendment is that the amendment is seeking to enclose the court. This significantly reduces the potential noise impacts from the sports court. In the initial report, potential noise impacts were identified in relation to the proximity of the court to the residential buildings to its west. Enclosing the court will significant reduce the noise emitted and enable the structure to be better acoustically treated to reduce the offsite noise impacts. The residential component has also been set back further from the court, further reducing the potential offset impacts.

152. The original planning permit included conditions (Condition 11(a)) requiring acoustic treatment of apartments in close proximity to the netball court to achieve specific targets. The acoustic report submitted with the application has addressed this, however Council's external acoustic consultant has recommended that in light of the new design, the external walls of the court should be treated to achieve reasonable external noise levels on apartment balconies. While this is more than the original permit sought to achieve, given that the multi-purpose court is now to be enclosed, it is reasonable for the multi-purpose court to be treated to achieve this level of amenity To ensure that this is adequately addressed, condition 11(a) of the original permit will be replaced with a condition requiring acoustic specifications of the

external walls to the multi-purpose court to achieve reasonable external noise levels on adjacent apartments.

153. Furthermore, as will be discussed under the assessment of the community facilities later in this report, enclosing the court will allow the court to be used for other purposes such as school concerts or presentation nights. Treating the exterior walls of the court will ensure that it can be also used for these purposes without unreasonable detriment to the adjacent residents. The original condition 11(f) as discussed for the community facilities above will be expanding to also include the potential impact for music performances within the multi-purpose court.

154. Another concern raised with the original design was the potential reverberation impacts from the court (e.g. ball bouncing) on the community space, which was located beneath the court in the original design. The revised plans have relocated the community facilities to the north of the court and separated by amenities. While the modifications to the layout would likely minimise the potential reverberation between these uses, there is a concern that structure borne noise may impact the commercial uses below, the offices on Level 2 and the adjacent school building. Condition 11(b) of the original permit will be updated and specifically reference potential structural borne sound on these surrounding uses.

    The original application did not provide details of lighting to the multipurpose court. To allow the court to be used in the evenings (particularly in winter months), condition 1(z), 27 and 35 of the original permit required for details of outdoor lighting and these be baffled from light spill to adjacent residential properties. The replacement of the outdoor court with an indoor facility addresses these concerns with this facility no longer needing separate light installations or baffling, with these able to be addressed via the internal fitout of the court. As such, condition 1(z), 27 and 35 are no longer necessary and can be deleted.

    Gym

155. The size of the gym has reduced from 1,928sqm to 892sqm, however the general location on Level 1 within the south-east corner of the site has not changed. The existing permit conditions will be retained on the planning permit, including the requirement for an operational management plan prior to commencement of the use. These conditions will ensure that any adverse amenity impacts can be appropriately managed.

156. The potential interface impacts of the gym in relation to noise reverberation such as through the dropping of weights on the surrounding office tenancies was considered in the original application and was to be addressed via an amended acoustic report pursuant to Condition 11(b). The revised acoustic report submitted with the application has not specifically addressed this, however given that the gym no longer directly abuts office tenancies, reverberation between uses is not expected to be an issue.

157. Council's acoustic consultants have also acknowledged the small gym proposed within the serviced apartments, however do not expected this to create any unreasonable amenity impacts. It would be expected that this could be adequately managed by the operators of the serviced apartments to minimise any impacts on their residents accordingly.

Development Plan Design Guidelines

Built Height

158. The DP suggests that buildings should be 14 storeys within Precinct 2A and 8 storeys within Precinct 2B. Unlike other areas within the DP, these heights are displayed as preferred rather than mandatory heights.

159. The original proposed includes two residential towers of 14 storeys in height to the west of the site (within Precinct 2B). The current amendment does not seek to modify the height of these approved buildings.

160. The current amendment however does propose to increase the height of the built form further to the east facing Heidelberg Road (within Precinct 2B). The Mill Building, which is on the corner of Heidelberg Road and Mills Boulevard (formally Latrobe Avenue) was approved at a height of 5 storeys. The current amendment seeks to increase this to 6 storeys. The increase in the height of the Mill Building continues to comply with the preferred heights in the DP, with the increased height contributing to the landmark qualities of this corner.

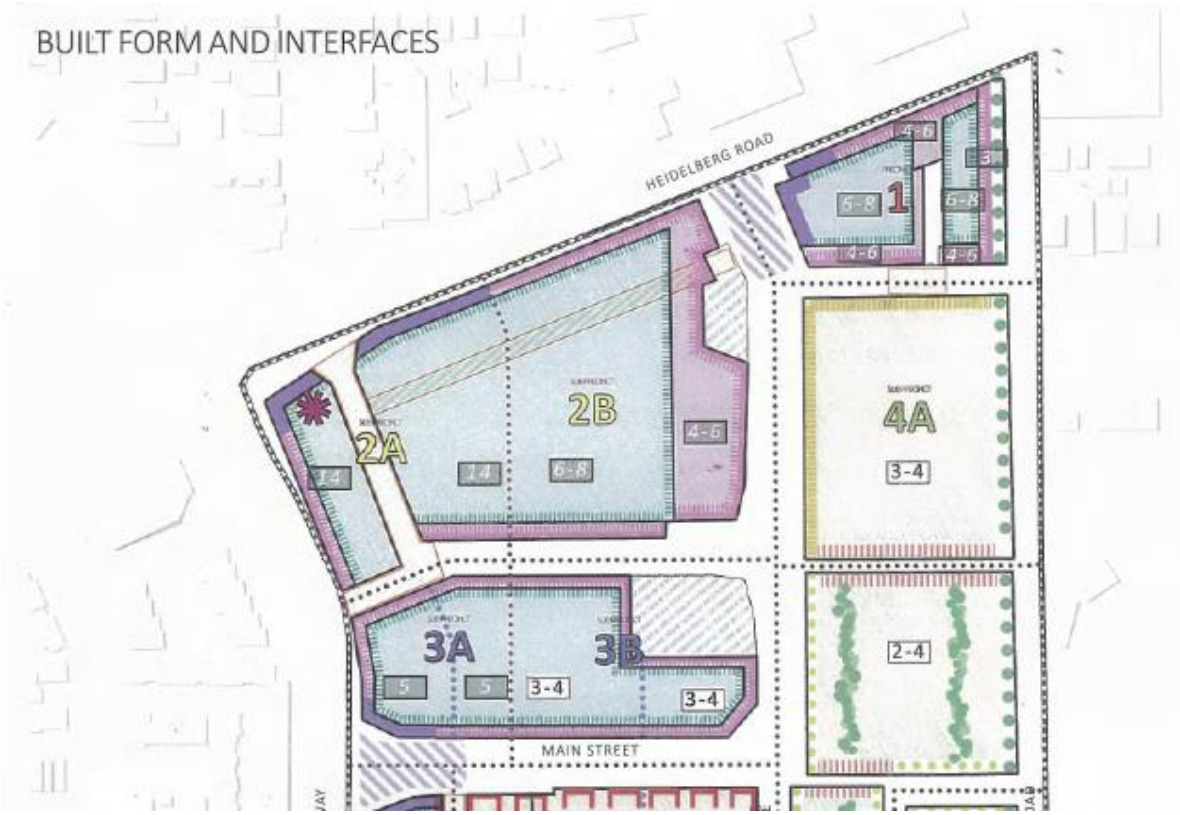
161. One of the key changes as part of the amendment is the infill of the void area along Heidelberg Road through the relocation of the school building. As part of the amendment it is proposed to introduce 7 storeys of serviced apartments above the ground floor retail component, resulting in an overall height of 8 storeys. This will continue to comply with the preferred height limited within the DP. Further discussion regarding setbacks is provided in the following section.

162. The school building, now located centrally within the site, will extend to a maximum of 7 storeys (inclusive of the lower commercial levels). This will fill in a void area proposed in the original scheme along Mills Boulevard. The proposed height of the school building complies with the preferred DP height of 8 storeys and is therefore considered acceptable.

163. The current amendment does not seek to modify the heights of the remaining buildings within the development.

Setbacks

164. The design guidelines for the Village Precinct suggest that built form should generally follow a podium tower typology extending to the property boundaries on all sides, with buildings above the podium to be set back. The guidelines also refer to the Built Form Treatment Plan (below). This plan indicates a podium treatment is to be provided along Heidelberg Road, Mills Boulevard (formally Latrobe Avenue) and the Nelmoore Lane to the south. The general requirements for the podium interface are *'to be built to the public realm interface at all levels'* with articulation to be provided through indented built form.



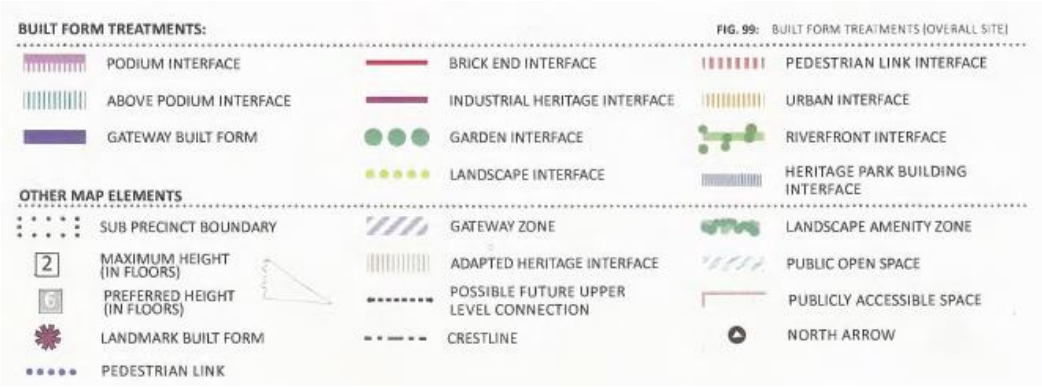


Figure 13: Built Form Treatment Plan (Figure 99) p. 111 of the DP

165. The Built Form and Interfaces Table also calls for a setback greater than 2.2m above the podium along Heidelberg Road, Mills Boulevard and Nelmoore Lane. Notably there is no podium/tower treatment required along the Outer Circle Mews (to the west).

166. The Urban Anchor building facing Heidelberg Road originally proposed a staggered setback from Heidelberg Road, with balcony setbacks at 0.8m at the western end and 2.2m to 3.6m for the remainder, with the exception for an irregular shaped apartment, which consisted of a balcony extending to the building line. The current amendment seeks to modify the design and layout of the tower form, which has resulted in variations to the setbacks. The comparison between the original and the proposed amended tower element is illustrated in the images below. The balcony towards the east will continue to extend to the podium line as per the approved design. While the mid-section of the tower will sit slightly closer to the street (2.5m compared to 3.6m), the western element will be more recessive (set back 2m compared to 0.8m). Overall, the variations to the upper level setbacks will not result in a significant impact to the overall prominence of the development. As will be discussed later in this report, the current amendment is a more resolved design than originally proposed that will contribute positively to the streetscape.

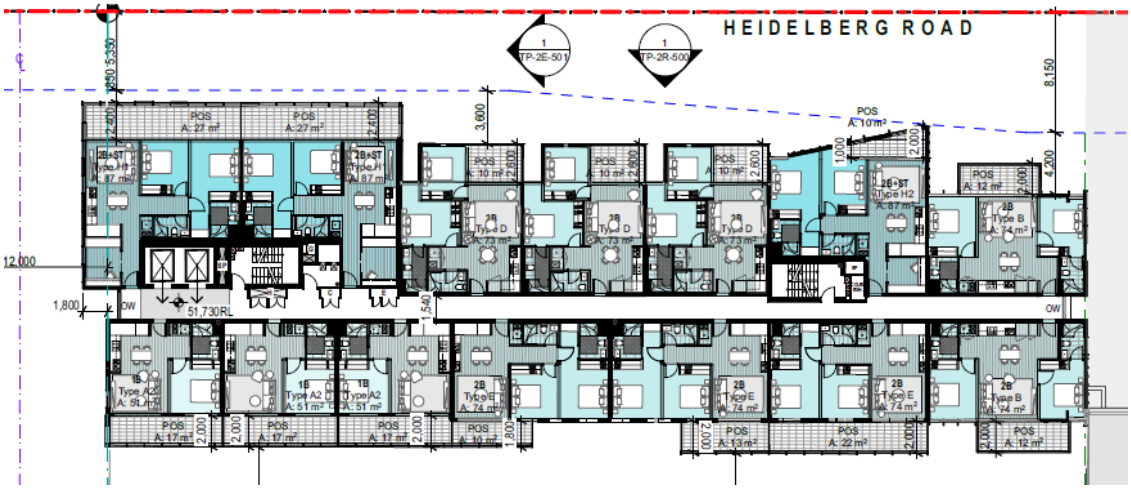


Figure 14: Original Level 5 of Urban Anchor (blue dashed line represents podium)

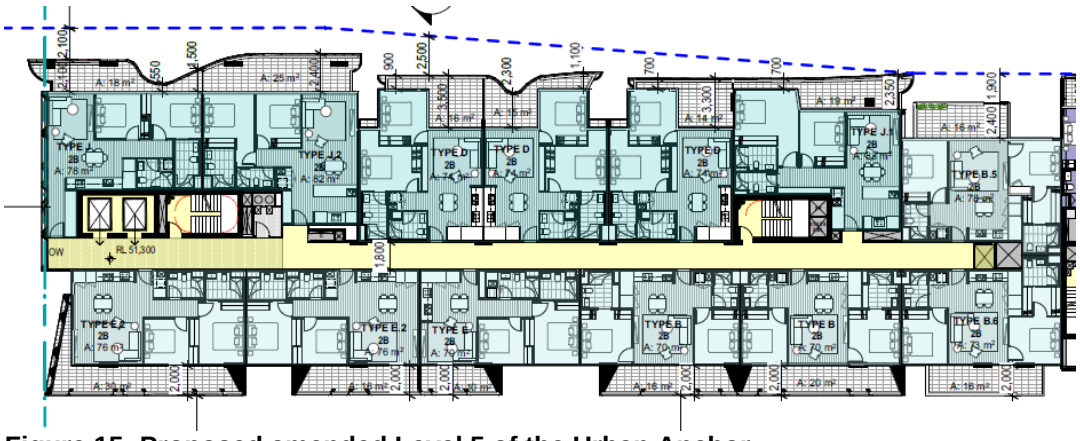


Figure 15: Proposed amended Level 5 of the Urban Anchor

167. In regard to the interface with the Mews, the original proposal sought to cantilever the upper levels of the Urban Anchor 1.8m into the Mews. This projection can be seen to the top left section of the original Level 5 plan above. The potential feeling of enclosure within the Outer Circle Mews was raised with this design and in response, conditions 1(a) and (b) were added to the permit requiring the following:

    (a) *Levels 4 and 5 of the Urban Anchor to be set back a minimum of 2.2m from the western side of the podium; and*

    (b) *Levels 6 and above of the Urban Anchor to project no further west than the podium.*

168. In response to these conditions, the building line of Levels 3 and 4 of the Urban Anchor has been set back 2.2m from the western side of the podium (with the balcony of the north-west apartment on Level 3 extending to the podium). To Levels 5 and above, the building proposes to extend to the lane, with the exception of a small section of the northern balcony which also projects into the laneway. This can be seen in the top left corner of the proposed Level 5 plan above. While the recessive levels have been applied to Levels 3 and 4 rather than 4 and 5, the impact is the same, which was to create a shadow line to distinguish the podium from the upper levels. This is achieved through the current design response and is considered acceptable.

169. The proposed small projection of the northern balcony into the Mews, whilst not strictly meeting condition 1(b) of the original planning permit, is not considered detrimental to the public realm experience within the laneway with this smaller projecting presenting as an architectural feature creating visual interest without dominating the laneway as raised in the original design. It is further noted that Council's external urban design advisors have also not raised concern with the proposed alternative response to Conditions 1(a) and (b). It is therefore recommended that these conditions are deleted based on the current design proposed.

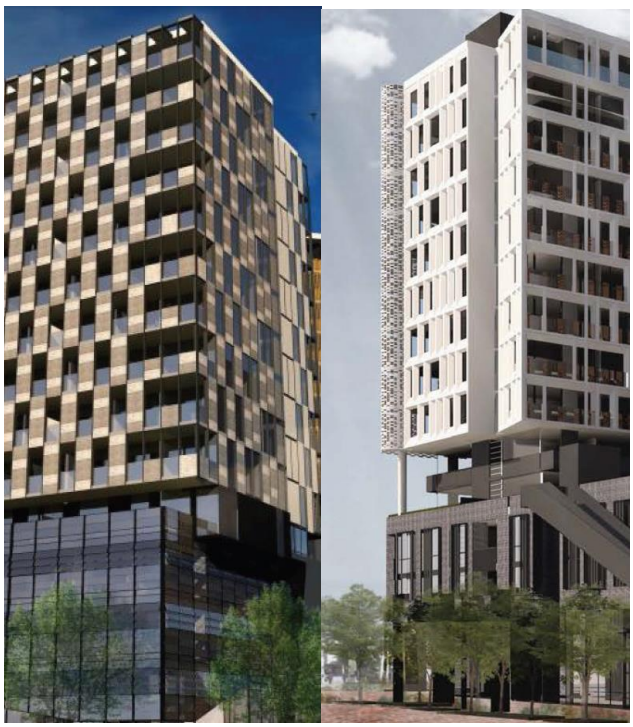


Figure 16: Original proposal (left) viewed from north-west with entire northern section projected over the Outer Circle Mews. Current amended proposal (right) viewed from the south-west with projected to vertical screen along the north-west edge of the building.

170. The Living Matrix building further to the south adjacent to the Outer Circle Mews was approved with a setback between1.8m and 4.2m from the Outer Circle Mews (inclusive of balconies). At level 3, the proposed amendment seeks to reduce the minimum setback marginally to 1.65m to the balcony edge. The minimum setback to the levels above is to be 1.9m to the core and balcony edges and 4.3m to the face of the building. While the setbacks to these levels are marginally greater, the southern portion of the building will appear closer consequent to the introduction of additional balconies. However, the southern portion of the living matrix has been treated with a different material and a greater stepping down to the south, which will mitigate against the appearance of increased visual bulk from this section. The comparison between the approved and proposed amended elevations to the Living Matrix building are illustrated in the images below.

Figure 17: Original Living Matrix Building viewed from the north-west

Figure 18: Proposed Amended Living Matrix Building viewed from the south-west

171. The revised treatment of the Living Matrix is considered acceptable, noting also that there is no requisite upper level setback along the Outer Circle Mews. Furthermore, the modified setbacks of this building have not been raised as a concern by Council's external urban design consultants.

172. As described in the proposal section, the southern setbacks of the Living Matrix are to be reduced from Nelmoore Lane, whilst the southern setbacks to the Sculptural Building are to be increased. The setbacks to both buildings are still significantly greater than the preferred 2.2m setback contemplated within the DP.

173. As mentioned above, the amendment proposes to infill the Heidelberg Road frontage with an 8 storey form. While this complies with the preferred 8 storey height limit in the DP, the building does not provide the preferred 2.2m setback to levels above 6 storeys. Notwithstanding this, it is considered to result in an appropriate design response for the Heidelberg Road streetscape as is also confirmed by Council's external urban design consultant, who stated that:

    (a) *'…setting back the upper two floors 2.2m would achieve little in terms of the visual presence of the overall family of buildings given the substantial width of Heidelberg Road and the scale of neighbouring buildings. Further, it is considered that setting back the upper levels would detract from the coherent architectural quality of the building form and will contribute to an effective transition in scale between its neighbours, as sought by the DP.'*

174. For the reasons put forward by the external urban design consultants, the variation to the preferred upper level setback to this element is considered acceptable. Furthermore, there are no perceivable amenity impacts as a result of this exceedance such as overshadowing or visual bulk. The proposed design is therefore considered acceptable.

175. The proposed school building, relocated to the centre of the site, whilst 7 storeys, does not require upper level setbacks given that the building is proposed to be located centrally within the site, well recessed from the podium level and street boundaries.

Street wall height

176. The design guidelines stipulate a preferred street wall height of up to three storeys for Precinct 2A, which may be higher along Heidelberg Road. The preferred street wall height for Precinct 2B is between 4 and 6 storeys. As identified previously, the Built Form Treatment Plan does not indicate that a podium/tower form is to be provided along the Outer Circle Mews.

177. The podium height within Precinct 2A (western end) along Heidelberg Road is maintained as 3 storeys with a comparable height in metres to the approved scheme. The height of the podium along the Outer Circle Mews and Nelmoore Lane to the south is proposed to be reduced by 1.23m from RL47.23 to RL46. While the original podium height was approved as proposed, the external urban design advice to the original application had recommended that the height of the podium along these elevations be reduced to achieve a more pedestrian scale within the adjacent streetscapes. However this advice was not followed as the original podium height was generally consistent with the DP. Furthermore, it was unclear whether reducing the podium height would increase the dominance of the upper levels and impact the cohesion with the remaining podium along Nelmoore Lane within Precinct 2B. The amended proposal however demonstrates that the changes to the podium height will continue to have a comfortable relationship with the upper levels and the balance of the Nelmoore Lane elevation. On this basis, the lowered podium height is considered an improved outcome along the western and southern streetscapes and is therefore supported.

Floor heights

178. The design guidelines suggest that residential floors should have a minimum 3m floor to floor height and commercial floors should have a minimum 4m floor to floor height. The floor to floor heights of the residential component are unchanged at 3.1m (to achieve a 2.7m high floor to ceiling height). The commercial floors are also unchanged at 3.9m.

179. The ground floor to floor heights have been reduced slightly from 6.2m to 5.8m, however these are still substantially greater than the preferred minimum of 4m. The school proposes floor to floor heights of 4.5m, increased from 4m. On review of the section drawings, this appears to be a result of thicker slab depths between levels. The increase in floor to floor height is considered inconsequential.

180. In the original proposal, the floor to floor heights of the community facilities were 3.4m. Concern was raised with the potential adaptability of these spaces and subsequently a condition was placed on permit required these be increased to a minimum of 3.9m to match the other commercial uses within the development. The current amendment exceeds this condition by increasing the floor to floor height of these spaces to 4m. This condition is no longer needed in reference to the amended plans and can be deleted.

181. The indoor multipurpose court has a triple height ceiling. As the original court was open air, the ceiling height has not previously been considered. The proposed floor to ceiling height is considered typical of an indoor sports court to enable effective use for ball games and the like.

Roof forms

182. The design guidelines encourage consideration of the composition of roof forms to creating a legible and visually appealing silhouette. The amended proposal continues to comprise a collection of buildings of different scales, forms materials and finishes. This creates variation between the buildings, contributing to a legible and visually appealing silhouette as sought by the design guidelines.

Built Form Articulation

183. The design guidelines encourage modulated building forms with vertical and horizontal breaks in the massing. Flat and continuous facades should also be avoided where they repeat the same form without variation or create a single horizontal form.

184. While the original proposal was considered to be generally consistent with this design guideline, concern was raised with the design treatment to the Urban Anchor building.

Various permit conditions were added to the permit in order to address these concerns. The current amendment however has made significant improvements with respect to the design treatment and now presents a high quality, well resolved design response. This will be discussed in greater detail later within the report.

Corner lots

185. The design objective encourages façade treatments that address both streets and provide design treatments that emphasis the corner, including building up to the lot line.

186. In the original application, concern was raised in relation to the western elevation of the Urban Anchor facing the Outer Circle Mews. The original proposal featured an extensive textured concrete wall spanning the full height of the upper levels. Given the high visibility of this wall, condition k(iii) was added requiring the replacement of the decorative precast concrete cladding with a high quality material and finish. The amended proposal however has addressed this concern, with this elevation now comprising extensive window glazing sitting within projecting white frames. The improvement to this elevation is illustrated in the original and proposed western elevations of the Urban Anchor provided below.

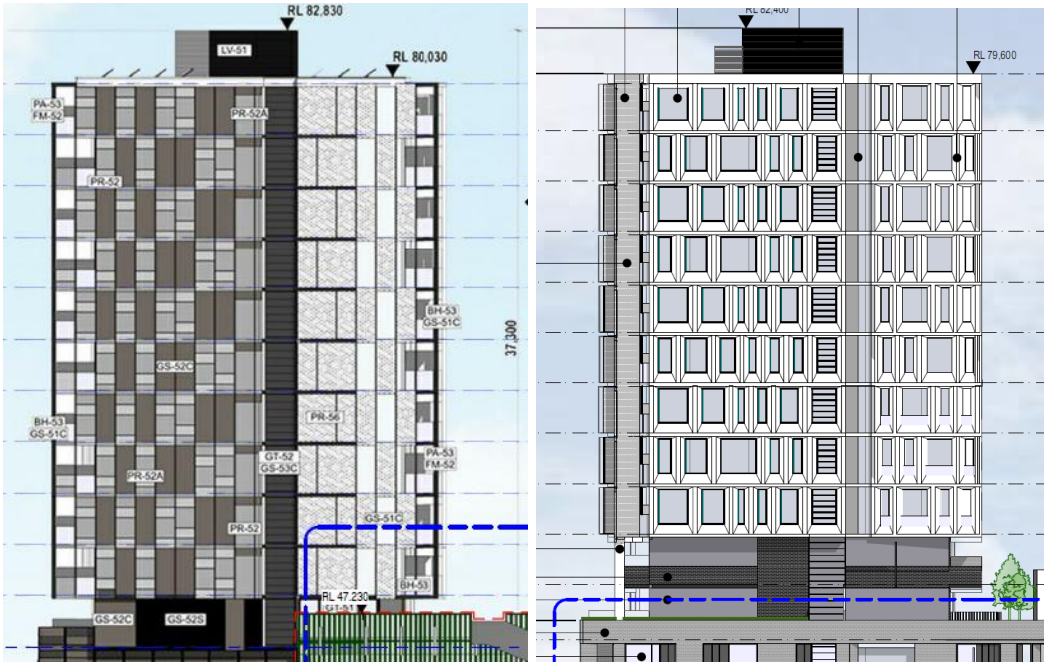


Figure 19: Western elevation of the Urban Anchor, original (left) and proposed (Right)

187. The remaining buildings within the proposed development will continue to provide a well resolved design response to all visible sides to ensure that buildings present 'in the round' and address all street frontages.

Wind protection

188. The design guidelines state that for higher built form, proposals should demonstrate that building forms and articulation will mitigate adverse wind conditions at street level, public spaces, balconies and adjoining properties. A desktop wind assessment was undertaken as part of the original application. This was reviewed by Council's external wind consultants who raised a number of concerns that were subsequently included as conditions of permit for an amended wind assessment report (condition 13).

189. The applicant has submitted a revised wind report in response to condition 13 of the permit and reflecting the proposed amendments. The wind report uses two configurations to test wind study locations, Configuration 1, which represents the proposed development surrounded by existing conditions and Configuration 2, which tests the proposed development and likely future development over the next 5 years.

190. The report has been reviewed by Council's external wind consultants who have indicated that Council officers need to turn their mind to which configuration is to be accepted as the base test, with the results currently showing mixed reliance on both configurations.

191. At the time of writing this report none of the adjacent lots have endorsed plans. As the final design of these sites is still to be confirmed, there is risk associated with relying on the potential future conditions to satisfy minimum comfort criteria. However, equally, it is important that future conditions are considered to ensure wind comfort levels will still be met. Disregarding all future development of the adjoining sites is likely to place an unreasonable burden on future developments to achieve acceptable wind comfort levels. For these reasons, it is recommended that minimum comfort levels are achieved for both configurations. This will be reflected in a revised condition accordingly.

192. In addition to determining which configuration is to be accepted, Council's Wind Consultants have also recommend that the wind tunnel test needs to be updated to address the following:

    (a) Level 1 terrace to achieve sitting criterion where outdoor dining is proposed;

    (b) Level 4 Childcare terrace to achieve areas of standing and sitting criteria, reflecting the type of activities proposed in the various locations within the terrace;

    (c) 'walking' rather than 'fast walking' used as the minimum acceptable criterion; and

    (d) Clarification of the sensor location for Location 3 i.e. whether it was shifted into the recessed entrance.

193. Condition 13 of the permit will be updated to reflect the latest wind report submitted and include the above items which will need to be addressed by way of condition before the development can commence.

Building separation & overshadowing

194. A 12m separation or greater is encouraged in the design guidelines, taking into account orientation, building positioning, solar access, overshadowing, outlook, facade length and alignments between the buildings requiring more distance.

195. As outlined in the proposal description, the building separation distances between the proposed residential towers has decreased slightly, however a minimum separation of 12m will still be met. The only exception to this is the terraces at podium level between the Urban Anchor and the Living Matrix buildings. This was also the case with the original design, which provided a separation of 11.4m. This was considered acceptable on the basis that these affected apartments were on the podium level only and therefore would not result in any adverse amenity impacts. The current amendment seeks to reduce the separation to 9.5m between balconies. This is still considered a sufficient separation to mitigate potential amenity impacts such as overlooking or loss of daylight, additionally, the adjacent residential apartments have also been offset from one another, further minimising any additional potential impacts from the proximity.

196. As part of the current amendment, the proposed multipurpose court and school will abut the residential podium, extending 17m in height above the podium finished floor level. However, 9.8m of this is comprises a metal chain fence (associated with the school outdoor play area) rather than a solid wall. Nonetheless, this structure is substantially taller than approved netball court and sports pavilion under the original scheme, which extended 1.85m and 5.43m above the podium finished floor level respectively.

197. To mitigate the potential amenity impacts associated with the increase in height, the sculptural building has been shifted to the west, thereby increasing the separation from 3.45m to 11m to the balcony edge at podium level and 11.3m to the levels above. This separation, whilst not quite achieving the preferred 12m distance is sufficient to ameliorate potential amenity impacts such as overshadowing, overlooking and visual bulk.

198. The separation between the school building and the serviced apartments is much more modest with a distance of 6.45m proposed. While this is almost half the preferred separation, it is adequate on the basis that the serviced apartments are intended to be used for temporary accommodation only. Impacts such as overshadowing and overlooking are not as important unlike for dwellings. The separation proposed will provide an adequate level of daylight to the serviced apartments noting also that approximately half of this interface is to the semi permeable mesh fence, which would allow natural light to penetrate through to the south-facing serviced apartments. For these reasons, the separation is considered acceptable.

Connectivity & Interaction;

Public/Private Interaction

199. The design guidelines refer to the Connectivity and Interaction Plan, which is found at pp. 102 and 103 of the Development Plan. Of relevance, this promotes:

    (a) Urban legibility and public access to and through the site;

    (b) Street level interface treatments to contribute to high levels of pedestrian amenity and safety;

    (c) Provide safe and convenient vehicular and pedestrian access;

    (d) Minimise the impact of vehicles on public space where practical; and

    (e) Support the preferred neighbourhood character sought by the site masterplan for each individual precinct and the place as a whole.

200. The pedestrian connectivity plan at Figure 94 of the DP identifies that pedestrian priority routes extend along all sides of the site (refer to image below). There is also an east-west connection that is shown toward the north of the site. This is identified also as a publically accessible space.

Figure 20: Pedestrian Connectivity (Figure 94) p. 102 of the DP

201. The current amendment maintains the pedestrian connectivity through the site. Specifically, the through-connection from Mills Boulevard to the Outer Circle Mews via the podium communal courtyard (the Paper Trail). This is to be publically accessible.

202. In the assessment of the original application, concern was raised in relation to the poor interface treatment along Heidelberg Road at street level contrary to the DP, which directs active uses that contribute to the public realm. To address this concern, condition 1(c) was added to the permit requiring full height glazing along the Heidelberg Road frontage to the supermarket. The applicant has proposed an alternative response to this condition. Rather than providing clear glazing into the supermarket, it is proposed to provide a mixture of glass bricks and display cabinets to increase the activation along this elevation. The original treatment and current proposed amendment are shown in the images below:

Figure 21: Original Heidelberg Road elevation

Figure 22: Proposed amended Heidelberg Road elevation

203. While the treatment to Heidelberg Road is an improvement to the original proposal, it is not considered to sufficiently address the concern in relation to street level activation. The advice from Council's external urban design consultant was that at least 3 of the 5 display cabinets be replaced with full height glazing. This is considered a reasonable compromise and will be reflected in an updated condition.

204. The applicant has submitted a management plan for the display boxes as part of the current amendment. Given that two of the display boxes would be retained, this is still relevant. The management plan was referred to Council's Arts and Culture Department to review. They have recommended that either an art curator is engaged to manage the display boxes or alternatively that the facility partner with a gallery or artist run space. Information also needs to be provided to ensure that there is a sufficient budget allocated to create the works, which will depend on the frequency of the change over time.

205. In the event that a curator is engaged, the following three stage process is recommended:

    (a) A brief to be developed and open for artists' submissions, or by invitation to a group of shortlisted artists;

    (b) The concept design submissions will be assessed by Council's Visual Arts Panel or project specific panel and one artist may be successfully selected to proceed to commission round; and

    (c) The artist may be engaged for a further design stage or proceed straight to commission, however a fixed budget will be established and the artist contracted to deliver the project within this set fee.

206. A condition will be included on the amended permit requiring an updated Art Management Plan to address the above items.

Ground floor level

207. The design guidelines state that the ground floor should be designed to provide convenient access from the adjacent public realm. This design guideline is to be met. The amended proposal continues to provide multiple entrances into the building, contributing to the pedestrian permeability through the site. The majority of entrance points are provided at-grade, contributing to the ease of movement and inclusion through the site.

208. As part of the current amendment, the level of commercial activation to the south-east section of the site is reduced. An opportunity to improve the level of activation to the southern end of Mills Boulevard has been identified by Council's external urban design consultants. They have suggested providing a commercial lobby entrance to the southern end of Mills Boulevard, noting that the finished floor level of the lift lobby is similar to the natural ground level along Mills Boulevard. While this is likely to result in the loss of car spaces, it is considered that these could be relocated within the lower basement level. Also recommended by the urban design consultants is to provide clear glazing to the bicycle store along Mills Boulevard. The suggestions are reflected in the diagram below as taken from their advice. These suggestions will improve the street level accessibility to the lower ground level and activation consistent with the design guidelines, thereby offsetting the loss of activation from the reduction of the retail floor space to this corner. The recommendations will be reflected through additional conditions.

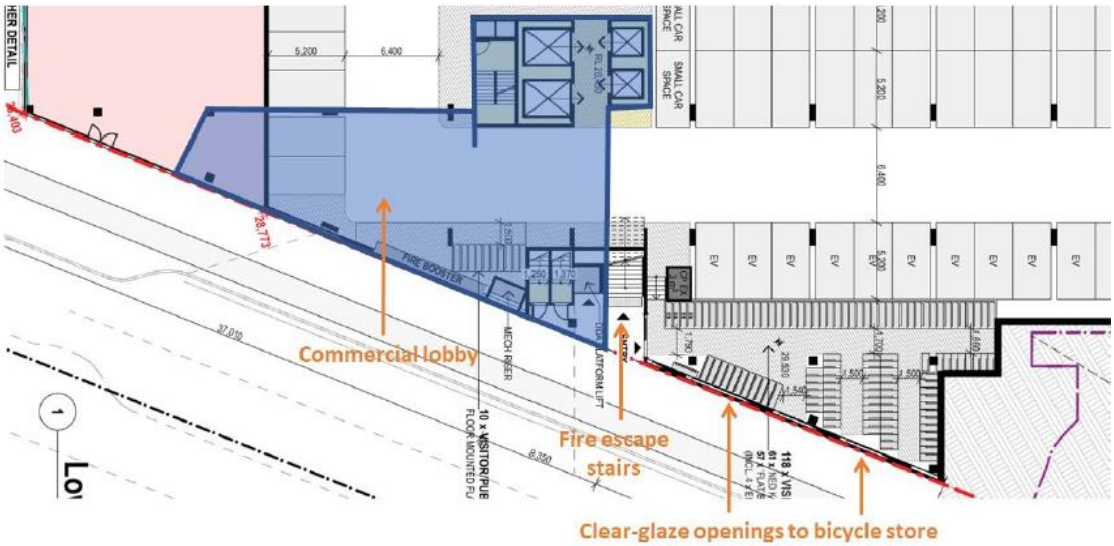


Figure 23: Recommendations from DLA advice for additional activation

209. Council's external urban design consultants queried the intended use of a narrow terrace as shown along the north of the Mill Building adjacent to Heidelberg Road. The applicant has explained that this was to enable to level above to create a 'shadow' above the ground level. However in achieving this design outcome, the proposal creates a poor outcome within the streetscape. The terrace is at a higher level and separated from the footpath by a solid balustrade resulting in a poor interface to the streetscape as illustrated in the images below. A condition is subsequently recommended requiring the glazing line associated with the shop in the north-east corner (the Mill Building) to extent to the line of the building above, subsequently deleting the elevated terrace.

Figure 24: North-west ground level treatment of the Mill Building to Heidelberg Road

Entry definition

210. The design guidelines state that common entrances for apartments should be well lit, transparent and in a visually prominent location. This design guideline continues to be met with the provision for two residential lobby entrances located along the Mews (unchanged as part of the current amendment). The lobbies continue to be generous in size and offer a high level of visibility via full height glazing to the Mews. Public lighting is also proposed to be installed along the Mews, which would assist in illuminating the entrances to the lobbies.

Building layout & Design;

Internal Amenity

211. The design guidelines seek to avoid privacy screening to habitable rooms, particularly main living areas. Borrowed light or ventilation is also to be avoided.

212. The proposed layout and design of the amended proposal continues to minimise the need for privacy screening. All residential buildings exceed a separation distance of 9m, thus meeting the minimum ResCode threshold for overlooking. The only privacy screening required is to the terraces associated with the podium level apartments. All habitable room windows will continue to have an outlook to the internal terraces.

213. All habitable room windows continue to have direct access to natural light, with none relying on borrowed light or ventilation. Condition 1(bb) was included on permit requiring a notation that all habitable rooms are fitted with an operable window. While the apartment layouts on TP-2E-804 have been updated to show operable windows, these appear to only show sliding doors. This has been raised as a concern by Council's ESD advisor. Whilst sliding doors are helpful for ventilation when occupants are home, they are generally cannot be used for when an occupant is not home (in case of break-ins), or in the event of light rain. As such a condition 1(bb) of the original planning permit will be updated to require all habitable windows to be fitted with an operable window (in addition to sliding doors).

Overlooking

214. The design guidelines encourage direct overlooking to habitable rooms and private open space is to be avoided. The amended proposal does not crease any new overlooking opportunities. As discussed above, the separation distances between apartment buildings is sufficient to mitigate unreasonable overlooking opportunities.

215. Planning permit 1(cc) however was added to the original planning permit to require details of screening devices between abutting balconies. A notation has been added to the left hand side of the Apartment Types Plan TP-2E-804 that 1.8m high opaque glass screening devices are proposed between balconies. This will adequately prevent unreasonable overlooking opportunities and addresses the permit condition.

Acoustic Treatments

216. The design guidelines require acoustic treatments to be provided to comply with the Preliminary Acoustic Assessment within Volume 2 of the DP.

217. The Preliminary Acoustic assessment states that acoustic treatments would be required for development within 20m from Heidelberg Road. The recommended design sound levels for houses and apartments near major roads are 35-40L_{Aeq} dB(A) for living areas and 30-40L_{Aeq} dB(A) for sleeping areas near busy roads.

218. An acoustic report was submitted with the original application, however this did not satisfactorily demonstrate that the above targets would be met. At the advice of Council's acoustic consultant, condition 11(e) was added to the permit requiring:
    (a) Targets of 40dBA, Leq16h in living rooms and 35dBA Leq8hr in bedrooms met for traffic noise along Heidelberg Road.

219. A revised report was submitted with the current amendment application addressing this condition. This report has been reviewed by Council's acoustic consultants who confirm that the glazing appears likely to achieve these internal noise targets.

220. Acoustic treatments for noise generated by the specific have been discussed within the assessment of the land uses.

Design Detail

221. The design guidelines suggest that designs should be contemporary and demonstrate design excellence. A distinctive architectural response for landmark built form and within the gateway zone, commensurate with the prominence and scale is also encouraged.

222. Concern was raised with the overly busy and repetitive northern elevation of the Urban Anchor within the original application. Various conditions were added to the planning permit seeking to improve this elevation, including:

    (a) *Decorative screens to the western portion of the northern façade associated with the Urban Anchor applied more irregularly and with variation in sizes, including operable sections. (Condition 1(d)).*

223. The treatment of the Urban Anchor has been redesigned as part of the current amendment, improving its overall treatment to the street. The façade has been simplified and appears substantially less “busy’ than the original design. It is proposed to apply a patterned screen to the façade, which is divided into three modules through two vertical rebates. The screen detailing is intended to emulate a hit a miss brick pattern, as illustrated on TP-2E-659. Responding to Condition 1(a), the screen is to be operable, which will contribute toward a dynamic and interesting façade as sought by the condition. As this condition has been met, it is no longer needed on the amended permit.

224. The amended façade has also introduced a slight curvature to the screen, similar to a curtain. The undulation of the screen adds to the visual interest and a complimentary contrast to the more rectilinear forms along the remainder of the Heidelberg Road elevation.

225. The western elevation of the Urban Anchor has also been amended. Rather than repeating the screening along this elevation, the current amendment proposed a more open, but complementary design of glazing with projecting window frames. This treatment extends for the entire western elevation, replacing the pre-cast concrete wall previously proposed for the southern section of this wall. The design response to this elevation complements the northern elevation, however also provides some visual relief and variation. It is further noted that this treatment will be similar in appearance to the 8 storey apartment building currently under construction at the eastern end of the site (Precinct 1B) on the corner of Parkview Avenue and Heidelberg Road. This will assist in tying the overall façade together and is considered an appropriate response to the streetscape.

226. While not required by conditions, the current amendment also seeks to modify the southern portion of the Living Matrix building along the Outer Circle Mews. The approved design involved a sheer form with a sloping roof line toward the south. The elevation was to comprise glazing and timber-look cladding/spandrels. The current amendment proposes a more tiered design, incorporating projecting balconies, and a more noticeable stepping down toward the south. The proposed amended design response to the Living Matrix is considered well resolved and will also improve the internal amenity of these apartments by increasing the balcony areas.

227. Another notable change within the current amendment is to the podium treatment within Precinct 2A along Heidelberg Road, the Mews and the rear access lane. The approved development proposed a louvered glazed screen to Heidelberg Road and an aluminium batten screen to the Mews and Nelmoore Lane. While the design detail was generally accepted, concern was raised in relation to the level of passive surveillance and activation to the Mews. Condition 1(f) was subsequently added to the permit requiring *the podium carpark to be sleeved with apartments for the full length of the Outer Circle Mews, apartment from the area accommodating the stair well.*

228. The current amendment seeks to provide a more solid and continuous façade treatment to the western end of Heidelberg Road, the Outer Circle Mews and the rear access lane. The façade. This is to comprise of 'midnight blue' brick cladding with inset openings to Heidelberg Road and the Mews and a concrete formliner finish to Nelmoore Lane. The revised treatment of the podium is consistent with the design guidelines which encourage the lower levels to present a more solid street wall with indented balconies. In this regard, the amended proposal is considered to align with the DP.

229. In response to Condition 1(f), the amendment introduces two additional dwellings on both Levels 1 and 2 to the south of the residential lift cores. The remaining sections of the podium are proposed to be treated with a feature screen with climbing plants.

230. While the current amendment increases the level of activation along the laneway, it does not meet the condition. The applicant has advised that extending apartments to the full length of the podium levels has significant implications on the car park layout and would require a substantial number of car spaces to be removed. Council's External Urban Design Consultants have suggested that given that apartment sleeving is of considerable greater value at Level 1 than Level 2, it would be appropriate to relocate that least some of the apartment floor area facing the Mews at Level 2 to Level 1, thereby improvement the activation whilst maintaining the number of car parking spaces. This is considered a reasonable compromise and will be facilitated through an update to Condition 1(f).

231. While the design detail of the commercial/retail precinct (Precinct 2B) was considered acceptable within the original scheme, the current amendment introduces a number of changes driven by the relocation of the school building and introduction of the serviced apartments. The school building will be most prominent along Mills Boulevard between the Mill Building and the Machinery Hall, setback behind the Village Square. The design treatment of this building continues the rectilinear forms of other buildings within the Village Precinct, however presents a lighter-weight façade to Mills Boulevard consistent of curtain glass walls with exposed mullions. The design approach of providing a more light weight form between to largely solid elements is considered well balanced and ensures that the collection of buildings will continue to sit comfortably beside one another.

232. The relocation of the school and the introduction of the serviced apartments has resulted in a substantially more resolved elevation to Heidelberg Road as illustrated in the images below. The revised Heidelberg elevation shows a much greater level of cohesion both in materials and form. Furthermore, whilst not specifically referring to Heidelberg Road, Council's external urban design consultant is satisfied that in the amended design - *'There is a clear and bespoke design intent behind each building, which will give them an individual identity, while the use of thematic materials will tie them together into a coherent precinct.'*

Materials & Finishes

233. The design guidelines encourage high quality materials that will age gracefully, generally in muted tines with large expanses of highly reflective surfaces to be avoided. A material palette drawn from industrial heritage of the site, including natural concretes and render, face brickwork, steel and unfinished timber is also encouraged.

234. On review of the materials and finishes, Council's Urban Design consultant advised that '*the proposed façade design and materials generally represent an improved response to the DP compared with the approved proposal'* and also *'the proposed materials largely reflect the industrial heritage of the site, but have been used in a contemporary manner'*

235. In the original proposal, concern was raised with the yellow colour proposed to the screen on the Living Matrix building. It was suggested that a more subdued finish such as copper or bronze is required given the subservient location of this building off the main road. This was reflected in condition 1(k)(vi) of the permit. This condition has been addressed with the

elevation now proposed to be composed of bronze-coloured screens and glazing. However, the thumbnail on TP-2E-803 has not been updated and still refers to FM-51 as a metal screen 'golden colour or similar'. While Condition 1(k)(vi) has been met, a condition will require FM-51 on TP-2E-803 to be updated accordingly.

236. In the original scheme, concern was raised with the materials and finishes treatment of the Urban Anchor. The colour schedule indicated that the building would be treated with a variety of white and grey finishes, rather than the more 'earthy' tones as depicted in the renders. The extensive use of grey finishes was considered to have a lacklustre appearance, with the latter more aligned with the industrial heritage (e.g. orange brick from the former buildings on the site). The 'checker board' application of the different colours and finishes also considered to contribute to the business of the façade. This resulted in the following two conditions in the permit:

    (a) *Brick snap cladding (PR-53) to the eastern side of the urban anchor be finished in a brown shade similar to shown on the perspective. (condition 1(k)(v)); and*

    (b) *Material FM-53 within the western portion of the Urban Anchor to be a simple cream colour. (Condition 1(k)(vi)).*

237. It should be clarified that the above conditions intended to refer to the eastern and western ends of the northern elevation, rather than the elevations themselves.

238. As previously identified, the current amendment seeks to significantly change the design detailing and material treatment of the Urban Anchor. Now as current proposed, the materials and finishes of the Urban Anchor is consider to present an elegant and visually interesting design response. While the amended proposal would not meet condition 1(k)(v), it is no longer considered necessary when balanced with the mixture of materials proposed to the rest of the Heidelberg Road façade.

Figure 25: Proposed Heidelberg Road elevation – Urban Anchor Building

239. As illustrated in the image above, the provision for a white material will provide a comfortable contrast to the mixture of more 'earthy' materials now proposed along Heidelberg Road, particularly the 'midnight blue' brick cladding to the base and the 'rustic tan' brick cladding to the Mills building on the corner of Latrobe Street. The lighter material also provides an appealing contrast with the bronze material finish proposed to the Living Matrix building to the south.

240. It is appropriate that an off-white (surfmist) rather than a stark white has been used for the Urban Anchor building. This more muted white tone ensures that the building sits comfortably along the streetscape and will complement the material palette and avoids an overly strong contrast to the range of materials within the façade. The 'hit and miss' brick pattern to the screen also contributes to the visual interest of the façade and breaks down the potential solidity of what could otherwise be an overwhelming extent of wall.

241. As discussed above, the proposed podium to the western portion of the site (Precinct 2A) has been amended to provide a more robust base to the building, consistent with the DP. This is also supported by Council's external urban designers who opined that *'the rhythm and use of brickwork in the 'Urban Anchor' podium frontage to Heidelberg Road response better to the DP'* also that '*the architectural treatment of the western and southern edges of the podium car park has been substantially improved, with metal battens replaced by masonry wall clad in brick snaps and with punched openings, achieving the 'street rhythm' sought by the DP.* The only change to materials that has been recommended by the urban design consultants was that PR-56 (concrete with formliner) proposed to the podium levels along Nelmoore Lane be replaced with PR-51 (Midnight blue, stretcher bond, brick snaps) consistent with the Outer Circle Mews podium. This recommendation will ensure a high quality podium treatment is provided to all elevations and will be included as a condition on the amended permit accordingly.

242. The proposed red/copper metal finish to the lower levels of the Machinery Hall has been deleted from the amended proposal. A greater provision of glazing has also been added to the southern end of the eastern elevation at Level 1. The removal of this material is considered inconsequential to the overall design, with an acceptable presentation maintained.

243. Other notable changes to the materials and finishes includes the school building, which as previously identified, proposes a curtain glass wall with exposed spandrels. The materials and finishes of this elevation has similarities to the 1954 boiler house located further to the south of the site. These visual connections to the heritage elements of the site is consistent with the DP.

244. The serviced apartments to Heidelberg Road present a glass brick façade screen with recessed balcony openings to the rooms. The use of glass bricks to the façade is considered a contemporary take on a typically mid-20th century material. It will also add to an interesting mixture of materials along the Heidelberg Road elevations.

Car Parking and Bikes

245. The design guidelines refer to the Integrated Transport Plan. This plan includes initiatives to encourage sustainable travel behaviours such as:

    (a) Provision for bicycle end of trip facilities

    (b) Car parking at lower rates; and

    (c) Green travel planning.

246. Further discussion regarding the car parking provision is provided later within this report.

247. A Green Travel Plan (GTP) was submitted with the original application, however Council's Strategic Transport Unit and Council's external traffic engineers had recommended further improvements. These were reflected in Condition 74 of the planning permit. An amended GTP was submitted with the current application in response to the amendments and the permit condition. While the GTP was considered generally acceptable, Council's Strategic Transport Unit have recommended a larger provision of employee bicycle parking and end of trip facilities, which should be included in the GTP. This will be conditioned accordingly. Further discussion regarding bicycle parking provision is provided later within this report.

Mail and building services

248. The design guidelines seek to design building services to be visually unobtrusive, screened or located away from active street frontage zones wherever possible. Mail collection points should also be secure, weather protected and close to the main building entrances.

249. The site services are largely unchanged in the current amendment, other than the inclusion of more specific details. The amendment does not create situations where building services would be more visually prominent along the street frontages. As such, the design guidelines for building services will continue to be met.

250. While the mail collection points appear to still be available within the residential lobby areas, the notations have fallen off the amended plan set. To ensure that these are still adequately provided for, a condition will require mail collection points to be clearly depicted on the plans.

Open space and landscape design;

Streets and publically accessible spaces

251. The design guidelines state that the Heidelberg Road frontage should provide for wide footpaths and generous public arrival zones at gateway locations with high quality public space. The guidelines also refer to the Landscape Concept Plan, which is at section 4.0 of Part 1 of the DP.

252. A landscape concept plan was submitted with the original application for all publically accessible areas. This was reviewed by Council's Open Space and Urban Design Units who provided a number of comments and recommendations with respect to each area. These were translated into permit conditions for a revised landscape plan. A revised landscape plan was submitted with the current application and has been reviewed again by Council's Open Space team. An assessment against the current conditions and any new items is discussed in the following sections.

Heidelberg Road frontage

253. Condition 17(d) of the planning permit required the following amendments to the original design in respect to the Heidelberg Road frontage:

    (a) *Minimum footpath width of 3m;*

    (b) *Remove continuous landscape strip;*

    (c) *Introduce bicycle hoops and seating between street trees;*

    (d) *Retaining wall relocated at the kerb side edge;*

    (e) *Remove brick paving extending from the Outer Circle Mews;*

    (f) *Tree species to consider impact from future location of power lines and infrastructure; and*

    (g) *Ensure/demonstrate the tree within the splitter island adjacent to the vehicle entrance does not impact on sight lines.*

254. Conditions (a), (b), (c), (e) and (g) above have been met in the amended plans. In relation to Condition (d), it appears that this condition is largely redundant due to the change in footpath levels resulting in similar levels between the road and the footpath and thus avoiding the need for retaining walls. However to confirm this, Council's Open Space Unit and Urban Design Unit have requested more comprehensive levels and grading information as well as sections.

255. While Condition (e) has been met, Council's Open Space Unit has identified that there is still a residual garden bed reflective of the Outer Circle Mews style along Heidelberg Road. It is requested that this larger garden bed be removed. This will be included as an updated condition accordingly.

256. In relation to condition (f), while there are notes on the landscape plan reflecting the condition, the location of power lines and other services still needs to be resolved. If power lines are to be underground, the alignment and depth will also need to be known to adequately assess the impact on tree planting, including the details of tree species, soil volumes, tree pit sizes and spacing.

257. Council's urban design unit have included additional items that are not related to the existing permit conditions or the proposed amendments and therefore cannot to be included as conditions are part of the amended plans.

258. Additional garden beds appear to have been introduced along the Heidelberg Road frontage on the architectural plans adjacent the eastern end of the supermarket, the serviced apartment lobby and west of the terrace. No details of this landscaping is included on the landscape plans. Concern is also raised in relation to the durability and maintenance of landscaping in this location. This has also been raised by Council's external urban design consultant. It is recommended that this be removed from the architectural plans, however, in the event that landscaping is desired, greater detail of this landscaping is required to be provided on the landscaping plans, which also addresses the durability and maintenance concerns. This will be reflected in the updated conditions.

Outer Circle Mews

259. Condition 17(e) of the planning permit required the following amendments to the original design in respect to the Outer Circle Mews:

    (i) *The cluster of four trees at each end of the Mews replaced with a single tree;*

    (ii) *Avoid small 'left over' spaces between street furniture and garden beds;*

    (iii) *Small garden beds or vertical garden planting along the eastern edge;*

    (iv) *Greater detail of the windscreens e.g. materials, porosity;*

    (v) *Provision of BMX coping/deterrents to street furniture; and*

    (vi) *Colour variation applied to the brick plinths and pavements.*

260. Council's Open Space Unit were satisfied that Condition (ii) above had been met, in regard to (iv) to (vi), more information is needed to confirm that these conditions are met. In response to Condition (iii), Water sensitive urban design beds have been provided within this location. Council's Open Space Unit have requested further information is proposed on the system and its broader connections. This condition will be updated accordingly.

261. Condition (i) has not been met, the cluster of four trees at either end of the Mews has been retained on the plans. The intent of the condition was to ensure that vegetation can successfully grow in the confined area. To ensure that the intention of the condition is met, Council's Open Space Unit have suggested that more information is provided around the species to confirm whether the area is capable of supporting the four trees as proposed. This will be reflected through an amended condition.

Southern Access Lane (Nelmoore Lane)

262. Condition 17(f) of the planning permit required the following amendments to the original design in respect to Nelmoore Lane:

    (a) *Further tree planting at the north/east edge (triangular space);*

    (b) *Minimum 1.5m planting width for street trees; and*

(c) *Doors to the Back of House storage area to not open outward onto the footpath.*

263. While Council's Open Space Unit was satisfied that the above conditions had been met, the redesign of this interface has raised additional comments, specifically:

(a) Concern was raised that sightlines from the mall entrance on the lower ground level west of the shop would be obstructed, however the elevations on T-2E-653 indicate that the adjacent shop will be fitted with clear glazing (GT-03) and therefore this is not anticipated to be an issue;

(b) Comprehensive levels and grading details are requested. This will be conditioned accordingly;

(c) Dimension of the pinch point along the footpath is required to demonstrate a minimum 2.5m wide path is provided along Nelmoore Lane. This will be conditioned accordingly;

(d) Improved landscape treatment within the triangular space to the south-east of the Machinery Hall created by the current amendment, including:

(i) Provision of furniture to include seating with backs and armrests that can cater for grouping of people;

(ii) Introduce low planting and garden beds; and

(iii) Ensure bicycle hoops are a minimum of 900mm from the kerb line (when perpendicular to the road alignment).

Level 1 Terrace

264. Condition 17(g) of the planning permit required the following amendments to the original design in respect to the Level 1 terrace:

(a) *Provision for medium sized trees in larger planter boxes;*

(b) *Inclusion of softer materials e.g. timber; and*

(c) *Seating to be provided in clusters.*

265. Council's Open Space Unit are satisfied that conditions (a) and (b) have been met. Insufficient detail has been provided of the Level 1 terrace to confirm that seating has been provided in clusters and has requested that more information be provided, including seating capacity. Council's Urban design Unit have also requested the following additional details:

(a) architectural canopies to be shown in plan and section;

(b) comprehensive levels and grading information;

(c) a clear drainage strategy (including raised planter);

(d) Slope of the synthetic grass mount to be correctly referenced as1:3 (rather than 1:20) on section drawing TP-LAN-L1-703 (Rev 3);

(e) Tree species and available soil volumes nominated; and

(f) Ensure trees are suitably offset from the edges of planters.

266. The above matters will be addressed through amended conditions.

Paper trail

267. Condition 17(h) of the planning permit required the following amendments to the original design in respect to the Level 1 terrace:

    (a) *Further tree planting along the southern and eastern edge of the residential gardens.*

268. Council's Open Space Unit are satisfied that this condition has been met.

Village Square

269. The applicant has requested that the conditions relating to the Village Square (condition 17(i)) are deleted to allow details to be resolved via a separate process. The landscape architects are working with relevant Council officers to prepare designs for all future public open space areas. It is reasonable that the Village Square follows this same process, however to ensure timely delivery of the park, alternative conditions will be required to ensure that the design concept is prepared prior to the commencement of works and that prior to the occupation, substantial completion of the park is carried out, with bonds or bank guarantees organised for the balance of works and maintenance period. These additional conditions will be included on permit accordingly. The condition will also be updated to reflect the latest round of comments from Council's Open Space and Urban Design Units.

Communal Open Space

270. The design guidelines encourage the provision of communal open space on roof areas. The proposed amendment retains the podium roof communal terrace for the Sculptural Building and the Living Matrix. A new area of communal open space is also proposed to the Level 8 roof top (above the serviced apartments) directly accessible from the Urban Anchor. Landscaping details of this level have not been provided within the landscape plans. This will be included as a condition accordingly.

271. Further discussion regarding the communal open space areas is provided within the assessment of clause 58 later in this report.

Private Open Space

272. The design guidelines recommend private open space in accordance with Clause 55 of the Scheme. At the time the DP was prepared, the open space requirements in Clause 55 were for an 8sqm balcony with a minimum dimension of 1.6m. Since the DP controls were created, Clause 55.07 (apartment developments of 4 storeys or less), and Clause 58 (apartment developments of 5 storeys or more) was introduced. It is noted that the private open space requirements are the same in both clauses and are as follow:

Dwelling Size	**Min area**	**Min dimensions**
Studio/1 bedroom	8sqm	1.8m
2 bedroom	8sqm	2m
3 or more bedroom	12sqm	2.4m

273. In the original application however, the private open space areas were erroneously assessed against the requirements for the Gateway Precinct, which require a minimum 6sqm for one or two bedroom dwellings and minimum 10sqm for three or more bedroom dwellings. This is preferably to have a northern orientation and 2m minimum internal dimension. As can be seen, assessment against these guidelines increased the expectations for minimum dimensions for single bedrooms but reduced the minimum expectations for balcony area.

274. In the original application, the balcony sizes were considered generally acceptable, however it was recommended that south and north facing balconies to the Urban Anchor achieve a minimum dimension of 2m. This was reflected in the permit conditions 1(dd) and (ee) respectively. The amended plans have met condition 1(dd), however condition 1(ee) is not met for all apartments on the northern side of the Urban Anchor, specifically those within the podium 1 and 2. It is noted however those none compliant apartments are associated with one bedroom dwellings.

275. Having regard to Clause 55.07/Clause 58 and also that additional communal open space has been provided for the Urban Anchor apartments on Level 8, it is considered reasonable that condition 1(ee) be amended to allow balconies associated with one bedroom dwellings to achieve a minimum dimension of 1.8m to a minimum area of 8sqm. This will be updated in the condition accordingly.

Environmentally Sustainable Design;

Material re-use

276. As discussed within the original application, the proposed development does not propose to re-use existing materials on site noting also the existing buildings on the site have already been demolished and removed from the site.

277. As an alternative, Council's ESD advisor recommended that recycled materials be used. This was to be reflected in an amended SMP pursuant to Condition 9(h)(i) and (l) which required in turn:

    (a) *Use of recycled materials e.g. insulation;*

    (b) *Recycled content for concrete and steel; and*

    (c) *FSC certified sustainable or recycled timber for all timber uses where ever possible on site.*

278. An amended SMP was submitted with the application, however this has not satisfactorily addressed these conditions as confirmed by Council's ESD Advisor.

279. In relation to Condition 9(h), the revised SMP only commits to the use of one recycled material. Given the magnitude of the proposal and the volume of materials to be used, commitment to recycled materials for several of the more significant items is sought as outlined subsequently in conditions 9(i) and (l).

280. Commitments to use recycled concrete and steel need to be substantiated to satisfactorily address condition 9(i). This condition will subsequently be retained on the amended permit.

281. While the SMP notes engineering timber will be certified, given the project appears likely to be constructed in reinforced concrete, there is no commitment to utilise the timber as per the intent of the condition. As such, this condition will also be retained on the amended permit accordingly.

Solar access and passive energy efficiency

282. The design guidelines seek to minimise the number of indoor and outdoor living areas with a southerly orientation. The layout of the apartment buildings is largely unchanged, however as a result of reconfiguration of apartment layouts and an increased setback from the western boundary, there is now three less south-facing apartment than the original proposal. As such, the current amendment reflects a slight improvement to the original design.

283. The guidelines also require that ESD compliance is achieved at planning application stage through to architectural and landscape designs consistent with or exceeding the requirements of the ESD technical reports. The endorsed ESD strategy within Part 2 of the DP relies heavily on the UDIA EnviroDevelpment tool. The endorsed report commits to meeting all UDIA EnviroDevelopemt Criteria and all SDAPP best practice standards.

284. In the original application, concern was raised with the heat gain from exposed north, east and west glazing. This was sought to be addressed via Condition 1(g) which calls for external shading devices to be provided. This condition has not been satisfactorily met within the revised proposal. Council's ESD advisor has recommended that further testing be undertaken to demonstrate the effectiveness of shading at the summer solstice for north-facing glazing at noon, east-facing glazing at 10am and west-facing glazing at 2pm. This will be reflected through amended conditions.

285. Council's ESD advisor also made a number of recommendations to the original proposal, the following of which were subsequently translated into permit conditions:

    (a) *Separate water metering for all major common area uses, tenancies and dwellings (Condition 9(e));*

    (b) *Comprehensive commissioning and tunning of all major appliances and building services (condition 9(f)); and*

    (c) *Environmental Management Plan Monitor and control activities undertaken during construction (condition 9(g))*.

286. The above conditions have been subsequently met within the amended proposal. This has also been confirmed by Council's ESD advisor.

287. On review of the amended SMP, Council's ESD advisor has made note of additional matters that will need to be addressed by way of conditions, these can be summarised as follows:

    (a) 'Published' BESS Report required for endorsement;

    (b) All *'items to be marked on floorplans'* within the BESS report need to be clearly shown on the drawings including clotheslines;

    (c) Preliminary Section J/NABERS energy modelling referenced in the BESS report to be submitted; and

    (d) Lighting power density should be provided to minimum 2019 NCC standards.

Water Cycle Management

288. The design guidelines refer to the Water Cycle Management section of the ESD and services technical reports. The guidelines also encourage green roofs for areas exceeding 100sqm.

289. In the original application, concern was raised that the MUSIC model provided heavily relied on proprietary SPEL stormwater product filtering runoff from approximately 14,180sqm of roof, road and paved areas as well as 8,072sqm of roof connected to 110kL of rainwater storage for toilet flushing. Council's ESD advisor was not supportive of this approach as it cannot ensure that urban stormwater quality objectives of best practice can be met. It was subsequently requested that evidence be provided that these products are effective in local Victoria conditions, or alternatively a different approach is used. This was to be addressed in an amended SMP report pursuant to Condition 9(d) of the permit. No information has been provided and as such this condition remains outstanding and will be retained on the amended permit.

290. The original planning permit also identified a discrepancy in the size of the rainwater storage between the SMP and MUSIC models. This has been satisfactorily addressed, with the SMP now correctly referencing the rainwater storage as 100kL.

291. Condition 9(k) of the planning permit also requires the provision for stormwater retention within open space areas. Council's ESD advisor has advised that this has not been sufficiently addressed. While the landscape plans indicate raingardens within the Village Square and Level 3 Podium, additional details (including cross-sectional diagrams) are still required.

Heritage Interpretation

292. A Wayfinding and Interpretation Strategy was submitted with the original application. While this was largely supported, Condition 21 sought the following amendments to be made:

    (a) *Heritage interpretation signage within the Paper Trail for the metal inlay; and*

    (b) *Provision for further details regarding the heritage interpretation and wayfinding elements e.g. steel paving inlay to vertical element transition*.

293. These condition have not yet been met and will be retained on the amended permit accordingly.

Apartment Specific Guidelines

Design treatment for common areas

294. The design guidelines encourage external lighting and seek to minimise concealment points. In response to this, condition 25 of permit requires a detailed lighting plan to be provided, which includes provision for lighting of residential entrances. This will be retained on the amended permit. The proposed amendments otherwise do not create any new concealment points or areas of safety concern.

295. The design guidelines also seek to minimise the length of common area internal corridors and encourage natural light and ventilation. In the original scheme concern was raised in relation to the narrowness of the internal corridors, which was to be addressed by Condition 1(ff) by requiring common corridor widths of the commercial buildings to achieve a minimum width of 1.8m. This has been achieved within the current amendment and as such the condition is no longer required and will be deleted. The internal corridors will also continue to receive access to natural light and ventilation.

Parking and driveways

296. The design guidelines encourage car parking within basements, or otherwise it should be sleeved with habitable or active uses. Car park entrances should be visually recessive and located generally in accordance with site guidelines.

297. The location of car parking within the site is largely unchanged, situated within both basement, ground and podium levels. The ‘sleeving’ of the car parking along the Mews has been discussed earlier within this report and subsequent a condition is recommended that greater provision for apartments on Level 1 is accommodated through a condition of permit.

298. The amended plans extend the carparking within Level 1 further to the east, which has caused an increased visibility of the carparking along the Nelmoore Lane in lieu of commercial floor area. The external urban design advice has suggested extending the commercial area further to the west to sleeve the eastern section of the car park from Nelmoore Lane. This however is not considered necessary as outlined in red in the image below, the area of the visible car park sits two storeys above the street level at this point so would not be noticeable at street level.

Figure 26: Machinery Hall building southern elevation (car park area in red)

299. While it might be visible from the Artisan park on the southern side of Nelmoore Lane, given that the levels below and above provide activate interfaces, this level of car parking would not have a significant impact on the appearance of the building from this distance. On this basis, no further conditions have been recommended.

300. The access from Heidelberg Road is maintained as per the original application. The access points of Nelmoore Lane have shifted slightly to reduce potential conflicts, however continue to be generally consistent with the preferred access points. Access arrangements are discussed in greater detail with the traffic and car parking assessment later within the report.

Waste management and loading areas

301. The amendment does not propose to alter the waste management and loading bay arrangements. These were considered under the original application and were generally considered satisfactory. An updated Waste Management Plan has been prepared reflecting the amendments to the proposal. This has been reviewed by Council's City Works Unit who deem this to be acceptable. The conditions will be updated to reference the latest report.

302. Given the extensive loading bay activity anticipated from the proposed uses on the site, condition 70 of the existing permit requires a loading bay management plan to be submitted prior to occupation of the building. This condition will be retained on the amended permit.

Clause 58 (Apartment Developments)

303. These guidelines apply to apartment developments of 5 storeys or greater.

Standard D1 – Urban Context

304. Matters relating to urban context have been covered within the assessment of the DP earlier in the report.

Standard D2 – Residential Policies

305. The amended proposal continues to be consistent with the applicable residential policies as covered earlier in this report.

Standard D3 – Dwelling diversity

306. The proposed amendment maintains a mix of dwelling types and sizes. While the amendment seeks to further increase the proportion of 2 bedroom dwellings to 83% (previously 58%), this continues to be acceptable on the basis that the wider Amcor site is to contain predominately 3 and 4 bedroom townhouses. Also, the layout and design of the apartments would facilitate consolidation of apartments in the event that there was a demand for larger dwelling types. Overall this standard continues to be met.

Standard D4 - Infrastructure

307. The proposed amendments would not further impact upon the existing infrastructure. Previously approved building services, such as a substation and rainwater tanks continue to be shown on the plans.

Standard D5 – Integration with the street

308. Integration with the abutting streetscapes has been discussed within the DP assessment earlier within this report.

Standard D6 – Energy Efficiency

309. The proposed amendments do not have a noticeable impact on the energy efficiency of the approved development as previously assessed. However, Condition 1(g) of the approved development required additional external shading system to be applied to all east, west and north facing facades of the Urban Anchor and Living Matrix. This condition has not been satisfactorily met within the amended proposal. Council's ESD advisor has advised that the shading continues to be lacking and not obviously effective. To further assess the effectiveness of the glazing, Council's ESD advisor has requested typical façade details indicating the effectiveness of the shading at the Summer Solstice for east-facing glazing at 10am, north-facing glazing at noon and west-facing glazing at 3pm. It is recommended that this further testing be carried out within an amended SMP report, this will be added to the amended permit.

310. An amended SMP was required pursuant to Condition 9 of the permit to include a sample of dwellings demonstrating that NatHERS annual cooling loads do not exceed the 21MJ/MJ threshold (Moorabbin area). This detail has been provided within the SMP submitted with the current amendment and deemed acceptable by Council's ESD Advisor.

311. Further discussion regarding the energy efficiency of the development was provided within the DP assessment.

Standard D7 - Communal open space

312. This standard requires developments with greater than 40 dwellings to provide a minimum of 2.5sqm of communal open space per dwelling or 250sqm, whichever the lesser. In the case of the subject site, the lesser is 250sqm. The original proposal comfortably met this requirement with a communal open space area of approximately 1,250sqm above the podium. However it was identified that this was not readily accessible to the Urban Anchor Building with condition 1(rr) of the issued permit requiring *'access to the communal podium terrace provided to all residents of the development (i.e. including the urban anchor)'.* In response to this condition, the current amendment has introduced a separate communal roof garden to service the Urban Anchor building. This is located on Level 8 above the serviced apartments and is directly accessible from the common corridor at Level 8 of the Urban Anchor. The roof top garden is approximately 540sqm, also meeting the minimum communal open space requirements.

313. The location and design of the communal open space to the podium was assessed under the original application. While the width of this area has reduced from 20.65m to 15.2m, it continues to be a usable area and appropriately located. To address potential overlooking into the podium level apartments, Condition 1(gg) was added to the permit requiring '*Fencing to podium level apartments to be 1.7m high wand a minimum of 25% transparency.'* Material notation BH-60 has been added to the plans and elevations which indicates the fencing to these apartments is to be 1.7m high timber fence with maximum 25% transparency. This satisfactorily meets this condition and therefore this condition is no longer required.

314. The location and design of the communal roof terrace that has been introduced for the Urban Anchor building is consistent with Standard B7. Passive surveillance will be provided to the terrace from the east-facing windows of the Urban Anchor from Levels 9 to 13. To protect the privacy of the adjacent apartments on Level 8, the communal terrace provides generous planter areas adjacent to the east-facing windows to facilitate both a visual and physical separation from these windows. The landscape plans submitted however do not include this area. A condition will be added to the amended permit requiring landscaping details of the Level 8 communal terrace to be provided.

Standard D8 – Solar Access to communal open space

315. The standard encourages communal outdoor open space to be located on the northern side of a building if appropriate. It also seeks to ensure that at least 50 per cent, or 125sqm, whichever the lesser, of the primary outdoor open space area receives a minimum two hours of sunlight a day between 9am and 3pm on 21 June.

316. This was comfortably met in the original application, with solar access between 12pm and 2pm ranging between 232sqm to 569sqm as illustrated in the images below.

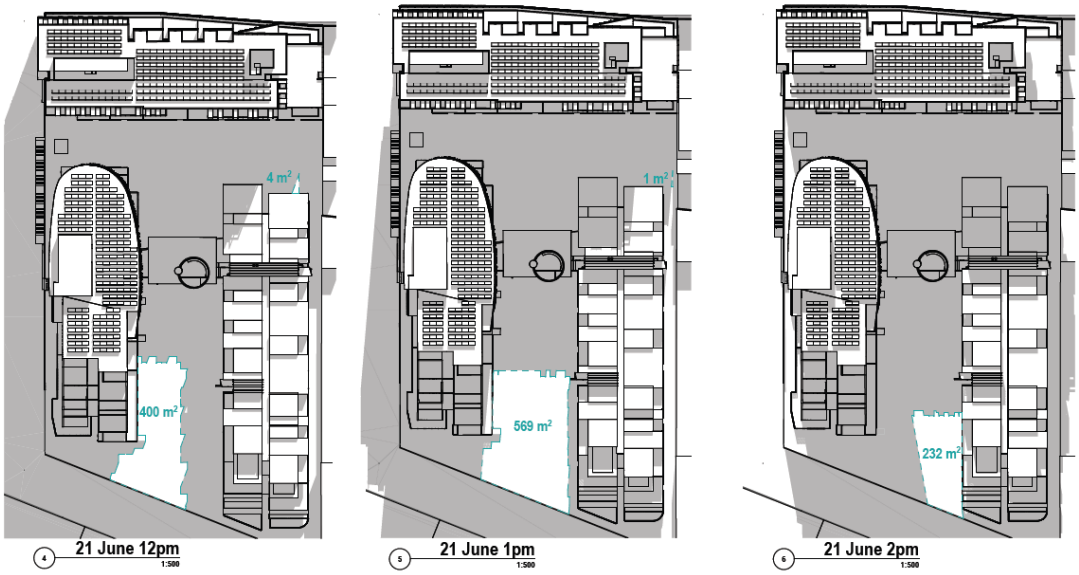


Figure 27: original proposal solar access

317. The amount of solar access will not be reduced under the current amendment, however the areas of solar access will be shared between the east and west sides of the Sculptural building due to the relocation of the Sculptural building further to the west. As illustrated in the images below, the Standard continues to be met with between 252sqm and 441sqm of solar access maintained between 12pm and 2pm on the podium terrace.

Figure 28: Amended proposal solar access

318. The Level 8 terrace introduced as part of the current amendment provides a high level of solar access between 9am and 2pm at the Winter solstice, with a minimum area of 487sqm available with solar access.

Standard D9 - Safety

319. The proposed amendments do not affect the safety and security of residents and properties as previously assessed. However, as discussed earlier, additional conditions are recommended to the amended proposal to further improve the passive surveillance at street level.

Standard D10 – Landscaping

320. The proposed amendments seek to increase the provision of landscaping on the site. This has been further assessed within the landscaping discussion within the DP.

Standard D11 - Access

321. The access arrangements are discussed within the assessment of the DP as well as the car parking section below.

Standard D12 – Parking location

322. This standard continues to be met. The amendments maintain a similar level of accessibility to the car parking areas as the approved development. This is further discussed within the car parking section below.

Standard D13 – Integrated water and stormwater management

323. These matters have been discussed previously within the DP assessment of Water Cycle Management.

Standard D14 – Building Setbacks

324. The DP contains specific setback requirements, which have been discussed earlier within the report.

Standard D15 – Internal Views

325. Internal views have been discussed within the DP assessment previously.

Standard D16 – Noise impacts

326. As identified in the assessment of the original application, the proposed development is not located in proximity to noise generating areas as listed under this standard. However, a revised acoustic report has been provided in accordance with the DP requirements as has been discussed earlier within this report.

Standard D17 – Accessibility Objective

327. This standard requires at least 50 percent of dwellings to have:

(a) *Clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;*

(b) *Clear path with a minimum width of 1.2m connecting a dwelling entry to the main bedroom, an adaptable bathroom and living area;*

(c) *Main bedroom with access to an adaptable bathroom; and*

(d) *At least one adaptable bathroom meeting Design A and B within Table D4 contained within the Standard.*

328. A revised clause 58 compliance table was provided with the amendment application confirming that the accessibility standard has been met for 94% of dwellings within the development, comfortably exceeding the requirement for 50% compliance.

Standard B18 – Building entry and circulation

329. This standard encourages visible and identifiable entrances, safe, functional and efficient layout of internal areas and internal communal areas with adequate access to daylight and ventilation. These matters have all been discussed under the relevant design guidelines within the DP assessment.

Standard D19 – Private Open space

330. Private open space has been discussed with the DP assessment earlier within this report.

Standard D20 - Storage

331. The standard encourages each dwelling to have convenient access to usable and secure storage space in accordance with Table D6 (below).

Table D6 Storage

Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

332. The original proposal provided 281 individual storage cages within the residential car parking area. These have been deleted as part of the current amendment. Notwithstanding this, the storage requirements continue to be met for each apartment. As illustrated in the Clause 58 compliance table submitted with the amendment application, the majority of apartments will achieve or exceed the minimum storage requirements. This is with the exception of Apartment Type B3, which while providing 9.5sqm of storage within the apartment, provides a total of 12.7sqm storage. This affects two apartments within the development. While only a small non-compliance, to ensure the minimum storage expectations for all dwellings are met, a condition will be added to the amended permit requiring Standard D20 to be met for all dwellings within the development.

Standard D21 – Common Property

333. This standard states that developments should clearly delineate public, communal and private areas. Common property should also be functional and capable of efficient management.

334. The common property areas within the development continue to meet this objective as per the original application.

Standard D22 – Site services

335. Site services and mailbox locations have been discussed earlier within the assessment of the DP design guidelines.

Standard D23 – Waste and Recycling

336. These matters have previously been discussed under the DP Design Guidelines.

Standard D24 – Functional Layout

Bedrooms

337. Table D7 within Standard D24 states that the main bedroom should have minimum dimensions of 3.4m x 3m with remaining bedrooms of 3m x 3m. The clause 58 compliance table and the annotations on the apartment layouts continue to demonstrate compliance with these standards.

Living areas

338. Table D8 within Standard D24 specifies a minimum area of 10sqm and width of 3.3m be provided for single bedroom dwellings, and for two or more bedroom dwellings; a minimum area of 12sqm and minimum width of 3.6m. This is to exclude kitchen and dining areas. The original application indicated that this standard would be met for all apartment types, however this was not shown on the individual apartment layouts. Based on officer calculations, it appeared that Apartment Types E, G, H and J would fail to achieve the minimum width and area requirements. This was subsequently addressed through Condition 1(hh) of the planning permit which required these apartment types to demonstrate compliance.

339. The living room layouts have been amended in the current amendment, with revised apartment layouts demonstrating that all apartments will meet the minimum area requirements. However, these do not clearly show that the minimum widths will also be met. Condition 1(hh) will therefore be amended to require this to be confirmed on the apartment layout types.

Standard D25 – Room depth

340. This Standard discourages single aspect rooms exceeding a room depth of 2.5m times the ceiling height. The floor to ceiling heights to living rooms are 2.7m, thus room depths should not exceed 6.75m.The standard states however, that this can be increased to a depth of 9m for open plan habitable rooms, provided that the kitchen is the furthest from the window and the ceiling is at least 2.7m.

341. The amended plans continue to meet this standard. The Clause 58 table indicates that the majority of the living room depths range from 4.6m to 6.5m with the exception of apartment Types D (7.3m), J1 and J2 (both 8.2m). In these cases however, the kitchen is located the furthest from the window, and therefore the room depth achieves the standard (i.e. less than 9m).

Standard D26 – Windows

342. This standard requires all habitable room windows to have a window to an external wall of a building. This continues to be the case for all bedrooms and main living spaces. In the original application, there was concern raised in relation to Apartment Type H, which contained 'study nooks' receiving only borrowed light from the corridor of the main living area. Given the limited natural light that would penetrate these areas, and the small living areas provided for these dwellings, it was considered that this area would be more beneficial to the internal amenity if accommodated as part of the larger open plan living, kitchen and dining area. This was to be addressed by Condition 1(ii) of the permit.

343. The amended proposal however no longer proposes this layout type. The individual layout types now clearly demonstrate direct access to a window for all habitable rooms. While apartment Type A.6 will provide a small study nook, this is much more integrated with the main living area and will receive an acceptable level of daylight.

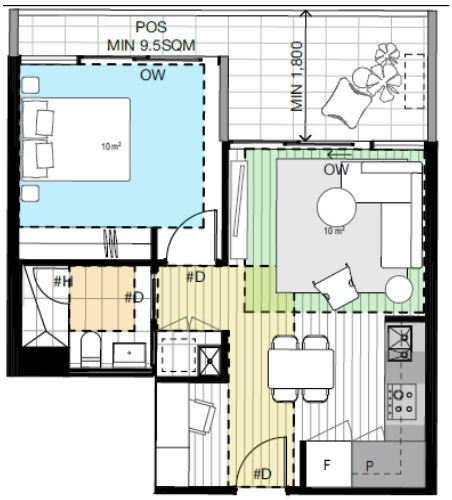


Figure 29: Apt Type A.6

344. Two of the new apartment types (Type D & L) however include a second bedroom that receives daylight from a smaller area. Standard D26 states that this secondary area should be a minimum width of 1.2m and a maximum depth of 1.5 times the width, measured from the external surface of the window. In both cases this standard is achieved, with the smaller area of the bedroom to Type D having a width of 1.2m and a depth measuring at 1.3m (1.8m allowed) and the smaller area for the bedroom of Type L having a width measuring at 1.5m and a depth measuring at 1m.

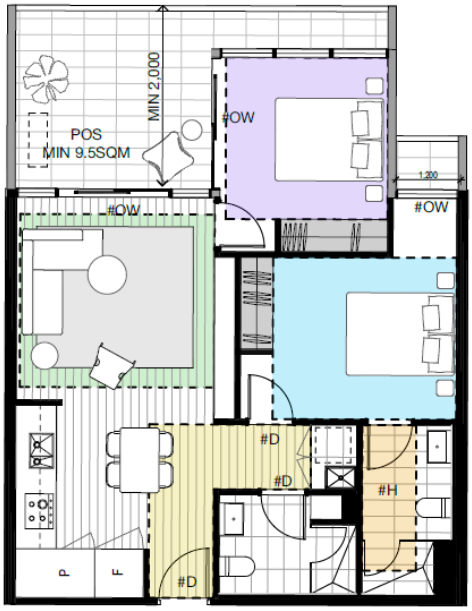


Figure 30: Apt Type D

Standard D27 – Natural ventilation

345. This standard encourages that at least 40 per cent of dwelling provide effective cross ventilation that has:

(a) A maximum breeze path through the dwelling of 18m;

(b) Minimum breeze path through the dwelling of 5m; and

(c) Ventilation openings with approximately the same area.

346. The original application indicated 46% of apartments will received cross-ventilation, however the cross-ventilation paths were not clearly demonstrated on the plans. This was to be addressed via Condition 1(jj), which required cross-ventilation opportunities to be clearly demonstrated in accordance with the standard. This condition has been met, with cross ventilation opportunities demonstrated for 136 (43%) apartments. Whilst this is slightly less than indicated in the original application, it will still exceed the minimum requirement of 40%.

Car parking, bicycle facilities and traffic generation

347. As a consequence of the amendments, the statutory car parking requirement has increased from 1,114 spaces to 1,326 spaces. To compensate, the number of car spaces on site has also increased from 900 spaces to 1018 spaces. Taking into account the additional car parking spaces, the gross reduction in the statutory rate has increased from 214 spaces to 265 spaces, thus an increased overall reduction by 51 spaces.

348. As outlined in the report for the original application, the DP anticipates a variation to some of the statutory rates, referencing the endorsed Traffic Management Plan within Volume 2 of the DP, which requires the following rates:

Table 5.7: Summary of Recommended Car Parking Rates

Land Use	Category	Recommended Parking Rate
Residential	One Bedroom Dwelling	1 space per dwelling
	Two Bedroom Dwelling	1 space per dwelling
	Three Bedroom Dwelling	2 spaces per dwelling
	Visitor (Low Density) [1]	0.5 car spaces per dwelling
	Visitor (Medium Density) [1]	0.15 car spaces per dwelling
	Visitor (High Density) [1]	0.12 car spaces per dwelling
	Affordable Housing	0 spaces per dwelling
Specialty Retail [1]	Staff / Employee	0.5 spaces per 100sqm
	Visitor	1.8 spaces per 100sqm
Supermarket [1]	Staff / Employee	0.9 spaces per 100sqm
	Visitor	3.6 spaces per 100sqm
Office [1]	Staff / Employee	3.15 carspaces per 100sqm
	Visitor	0.35 carspaces per 100sqm
Community Use [1]	Childcare Centre	0.19 carspaces per child

[1] Where a "shared" parking pool is determined to be appropriate the recommended design rates are to be used together with use specific temporal activity profiles. Any variations to these rates would be subject to Council approval.

Dwellings

349. The applicant is seeking to revert back to the originally sought rate for residential car parking, of 0.5 spaces for one bedroom dwellings, 0.7 spaces for two bedroom dwellings and 1 space for three bedroom dwellings. Overall this generates a rate of 0.69 car spaces per dwelling. No further justification was provided by the applicant to support this reduction than supplied to Council with the original proposal. The rates proposed are derived from the Victoria Street East Precinct at clause 37.06 of the Scheme. However, as outlined in the original report, this is a very different context, particularly in respect to public transport access. In particular, the subject site has a 'good' transit score of 50, whereas Victoria Gardens has an 'excellent' transit score of 73 per cent. The difference in the public transport accessibility, shops and services affects the reliance on private vehicles.

350. Also of relevance, since the original application, the statutory car parking provisions at clause 52.06 of the Scheme were amended to allow for lower rates for sites within the Principal Public Transport Network. This includes the Victoria Gardens area, however it does not include the subject site. This reinforces the different contexts of the two areas.

351. In the original report, Council officers relied on the advice of its external traffic engineers who suggested that an overall rate of 0.93 spaces per dwelling would be acceptable having regard to the empirically lower car ownership in apartment-style dwellings and the access to public transport in this location. Also, reflecting the DP reduced rates table above, the recommendation was that the affordable housing component would be excluded from providing on-site parking. However, the resolution at the Council meeting was to increase the car parking provision to 1 space per dwelling, including the affordable housing component.

352. The internal engineering advice on the current amendment continues to support the reduced car parking rates sought by the permit applicant, as they had done in the original application. This was based on the broad scale of the development and the proximity to public transport. The external traffic engineering advice was more conservative, reiterating their previous advice that this site had more in common with a 'middle suburb' in terms of accessibility and car parking demand. They also opined however that there are no strong traffic impact reasons to require lower parking rates and that residents without car parking would not have alternative parking opportunities given that public parking would be highly restricted. However, the latter observation would in turn support a lower parking provision. Their advice concludes that it is ultimately a strategic decision for Council as to whether to accept the

lower rate. They however do advise that they would not support a reduced supply of visitor or employee car parking to facilitate additional residential car parking at a later date.

353. While there are various policies within the Scheme encouraging sustainable transport and a reduced reliance on private vehicles, the reasonable car parking demands as relevant to the particular area also need to be met, as is reflected in clause 18.02-4S, which states:

> *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*.

354. Given that there have not been any changes in policy or context that would suggest an alternative outcome, Council officers do not recommend a variation to the approved rates within the current planning permit. It is considered that the additional car parking could be readily provided through an expansion of the lower basement level.

Residential visitors

355. The TIA submitted with the current amendment continues to propose the lower car parking rate for visitors of 0.1 spaces. In the original assessment and based on advice from Council's external traffic engineers, it was recommended that a rate of 0.12 spaces per visitor should be maintained as per the DP table. This position is maintained.

Office

356. While the office floor area is to be increased as part of the current amendment, the car parking for the office uses is maintained at a rate of 2.5 spaces per 100sqm, consistent with the existing planning permit condition 66(a)(ii). This continues to be acceptable.

Childcare

357. The GTA traffic impact assessment submitted with the application maintains the previously recommended rate of 0.04 employee spaces per child, generating a requirement for 4 staff spaces. However, in line with Condition 66(a)(iii), the car parking management plan also submitted with the amendment application indicated that a minimum of 10 spaces will be allocated for staff. As the childcare children numbers are unchanged, the car parking allocation continues to be acceptable.

Primary School

358. The student and staff numbers associated with the primary school are not proposed to be changed. As outlined in the car park management plan submitted with the application, car parking for the primary school is to be provided in accordance with 66(iv).

Supermarket

359. The floor areas of the supermarkets are largely unchanged. The existing planning permit does not specify a minimum rate for the supermarket employees or staff. The original application sought to adopt the DP rates for the supermarket, however sought a lower percentage of staff for one of the supermarkets. This was supported by Council's external traffic engineering consultants in the original application. The current amendment seeks to apply the reduced staff parking rate to both supermarkets. This is considered acceptable given that the majority of supermarket staff are often below driving age and also live locally to the area.

Food and drink premises/shops

360. The floor area for the food and drink premises has been dramatically been reduced, with many of these premises reallocated as 'shops', given the same statutory rate was applied to both uses (4 spaces per 100sqm), the change of use will have a negligible impact upon the car parking demand/allocation. The car parking allocation for these uses is unchanged from the original application and continues to be acceptable.

Gym

361. The floor area of the gym is slightly reduced, however the car parking rate of 3 spaces per 100sqm has been carried over by the applicant's traffic engineers in the amended TIA. Council's external traffic engineering consultants found this to be a conservative estimate in the initial review and maintain this position in their latest review, expecting that the demand would be approximately half this (i.e. 24 spaces). Nonetheless, the car parking provision continues to be acceptable.

Community facilities (community centre, sports court and pavilion;

362. The original application assumed a demand of 90 spaces for the proposed community facilities, based upon advice that these have been classified as a 'place of assembly' given that these areas have slightly reduced in area, the anticipated demand of 90 spaces continues to be appropriate under the current amendment.

Serviced apartments

363. This is a new use that has been introduced as part of the current amendment application. There is no specified rate in the Scheme or the DP for serviced apartments. The TIA and Car Parking Management Plan puts these in the category of 'dwellings' thus apply a rate of 0.5 spaces per serviced apartments. Council's external traffic engineering consultants advised that recommended rates for serviced apartments vary from 0 spaces in the CBD to 1 space per apartment in outer suburban or rural areas. The proposed rate of 0.5 spaces for the Alphington area was considered satisfactory. While a rate of 0.5 spaces is not acceptable for dwellings, it is appropriate for serviced apartments on the basis that a portion of guests would likely not have vehicles.

Allocation of spaces

364. It was identified in the original report that the visitor car parking within the development is to be shared across the uses. The original application proposed a minimum of 452 spaces for visitors. Condition 1(t) and 60(a)(v) of the planning permit required this allocation to be increased to a minimum of 497 spaces, accounting for an addition 45 car spaces needed to meet the demand for the community centre. The current amendment has allocated 461 spaces for public/visitors. Based on the amended proposal, Council's external traffic engineers anticipate a maximum visitor demand of 533 spaces. However acknowledge that the peak parking demand for all uses is unlikely to occur at the same time. The 16% variation between the maximum demand and the allocation parking for visitors was accepted by Council's external traffic engineers on that basis. It is therefore no longer considered necessary for additional visitor parking to be provided.

Car parking Management Plan

365. A car park management plan was required pursuant to Condition 66 of the original planning permit. In addition to stipulating the car parking rates, it also required details to be provided for the management of the car park. A car park management plan prepared by GTA and dated 7 February 2019 was submitted with the current amendment. This largely addresses the required information, with the exception for a schedule of the proposed signage within the car parking areas and the required car parking rate for dwellings as discussed earlier. Condition 66 of the original permit will be updated to refer to the Car Parking Management Plan submitted with the amendment application, with a requirement that this be amended to include details of signage and also reflect the residential car parking provision as discussed previously.

<u>Car parking design and layout</u>

366. While the car parking areas are within a similar location of the development, the layout and design of the parking area has been amended. This has subsequently been revised by Council's internal Engineering Services Unit in addition to Council's external traffic engineering consultants.

367. Council's internal Engineering Services Unit has reviewed the drawings and has not raised any concern with the design, however they have requested dimensions of the development entrances and internal ramped accessways. These items will be addressed through new conditions on the amended planning permit.

368. Council's external traffic engineering consultants were also generally comfortable with the layout and access arrangements, however they have identified a concern with the width of the employee and resident spaces on the upper levels. The width of these spaces has been reduced from 2.6m to 2.4m in the current amendment thereby bringing these spaces into non-compliance with the design guidelines under Clause 52.06 of the Scheme. The lesser dimension, while compliant with the minimum Australian Standard AS2890.6-2009, results in car spaces that would be inconvenient for staff and residents and would only be acceptable for a small number of spaces in exceptional circumstances. A new condition will therefore require the car parking spaces to be redesigned in accordance with Clause 52.06 of the Scheme. This is likely to result in a reduced provision of car spaces on these levels. However it is considered that the resultant loss of car parking on these levels could be accommodated by increasing the size of the lower basement level.

369. In the assessment of the original application, concerns were raised in relation to the access arrangements from the southern access lane (Nelmoore Lane) and the potential conflict between vehicles, cyclists and pedestrians. A condition of permit required a Road Safety Audit (RSA) to be prepared to analyse these potential conflict points. While an RSA audit has been submitted, it does not address the southern access arrangements. Notwithstanding this, the access arrangements have been redesigned as part of the current amendment to mitigate the potential conflicts. The access points from the lane have been separated and shifted away from the western corner of the site. A separate bicycle entrance has also been provided. Council's external traffic engineering consultants have advised that based on the redesigned layout, an RSA is no longer required for the southern access arrangement. This condition will be amended accordingly.

370. The RSA was also required to address the safety of the Heidelberg Road vehicle access arrangements. The RSA submitted has been reviewed by Council's external traffic engineering consultants. Council's external traffic engineering consultants did not find the RSA submitted adequately addressed the potential conflict issues associated with the shared path priority. They are of the view that this is a 'high' risk and that the shared path priority needs to be clear to drivers, riders and pedestrians. A revised RSA report will be requested through an amended condition to provide further assessment on this item.

371. A number of changes have also been recommended in the RSA that have not been shown on the amended plans, including:

    (a) Signage, line marking and pavement changes to highlight the vehicle truck travel paths;

    (b) Gates across the truck access point to further delineate travel paths;

    (c) Realignment of the warning tactile ground surface indicators (TGSI) on the shared path crossing;

    (d) An energy absorbing bollard in front of the basement ramp wall; and

    (e) Sightlines to the wall between the trucks and cars demonstrating 50% permeability.

372. These recommendations will need to be shown on the plans to address existing condition 1(xx) of the existing planning permit, which will be retained on the amended permit (renumbered accordingly).

Traffic Generation

373. Traffic generation as part of the current amendment is expected to be comparable to the approved development. A traffic generation analysis was carried out as part of the original application confirming that the traffic generation would be expected to be either similar or slightly less than anticipated in the DP. Council's external traffic engineers were comfortable with this assumption but had requested evidence to confirm its accuracy. This was provided

as part of the original application and confirmed to accurately reflect the assumptions. In the latest review, Council's external traffic engineers again requested that evidence of the traffic generation calculations be provided. Subsequently the traffic generation calculations for the original application were provided to the external consultants who confirmed that this was satisfactory and no further calculations were required noting *'the differences are not substantial and the traffic impacts of the changes are acceptable'.*

Bicycle Facilities

374. The original application proposed to provide a total of 484 bicycle spaces, including 282 resident spaces, 62 school spaces, 60 employee spaces and 80 visitor spaces. Based on an assessment of the demand, condition 1(s) was placed on permit requiring the visitor bicycle spaces to be increased to a minimum of 190 spaces.

375. The amended application has increased the total bicycle space provision by 143 spaces to a total of 627 spaces, with 313 residential spaces (increase of 31 spaces), 38 school spaces (decrease of 24 spaces), 56 employee spaces (decrease of 4 spaces), 216 visitor spaces (increase of 136 spaces) and 4 spaces to be allocated to the serviced apartments.

376. Council's Strategic Transport officer has identified that only 72 bicycle spaces appear to be shown on the ground floor plan, whilst the plans and the Green Travel Plan (GTP) indicate that there will be 88 spaces. The additional 16 bicycle spaces are to be provided to the south-east corner of the site, however this section of the site is cut off from the architectural plans. The full extent (including the bicycle parking) is however shown on the landscape plans. A new condition will be added to any amended permit issued requiring that the full extent of the site is shown on the plans.

377. While the number of student bicycle spaces has been reduced, Council's strategic transport officer is satisfied that the reduced bicycle allocation is sufficient. Furthermore, in the event of overflow bicycle parking demand for the school, it would be possible for this to be accommodated within the publically accessible bicycle spaces along Mills Boulevard and other adjoining streets.

378. While the staff bicycle parking was initial considered acceptable, the current amendment seeks to increase the floor area and as a consequence a greater provision of bicycle parking is required. Council's Strategic Transport officer recommends a rate of 1 space to each 100sqm of office floor space in accordance with best practice (i.e. 92 bicycle spaces). In addition to the other commercial uses on the site (excluding the services apartments and school), a total of 115 employee spaces are recommended. This will be conditioned accordingly.

379. It is further recommended that the number of end of trip facilities is increased to reflect the increase in employee bicycle parking. Based on the rate within Table 2 and 3 to Clause 52.34-5 of the Scheme, end of trip facilities should be provided at the following rates:

    (a) 1 shower to the first 5 employee bicycles and 1 to each ten after that; and

    (b) 1 change room (or direct access to a communal change room) to each shower.

380. Based upon the above rates, a minimum of 12 showers/change room facilities should be provided. With 8 showers and communal change areas current shown, a condition will require an additional 4 showers/change room facilities.

Community Facilities

381. In the Council Resolution of December 2015, it was resolved that the applicant would provide (to be vested with Council) a community space (not less than 300sqm "fitted out") and a floor area of not less than 1,400sqm "warm shell" in the activity centre with a single roof top, multi-purpose court (netball standard) with associated sports pavilion and store (approx. 300sqm) to the satisfaction of the Responsible Authority.

382. These requirements were met in the original application, however as a result of the current amendments, these would no longer be met. This was foreshadowed at the Council meeting on 2 October 2018 as summarised within the background section of this report.

383. As outlined in the proposal, it is now proposed to provide two community spaces, of 938sqm and 432sqm each and an indoor multi-purpose court of 820sqm. These areas are based upon the more detailed Architectus plans. Slightly different figures are provided on Level 1 of the plan set. However as Architectus are designing the community facilities, it is understood that their plans are more accurate. These also provide a much greater level of detail than the Level 1 Plan in the plan set. To ensure consistency, a condition will be added to require the NH Architecture/BDLC set to be updated to reflect the Architectus plans.

384. While the latest plans for the community facilities do not meet the Council resolution of December 2015, it does result in a number of improvements to the original design as discussed below.

385. Replacing the rooftop sports court with an indoor multipurpose court, whilst not consistent with the resolution for a 'roof top court', will deliver the following benefits:

    (a) An indoor facility would allow for all-weather activity;

    (b) Noise and light spill amenity impacts to the adjacent apartments are significantly reduced by inclosing the court; and

    (c) The indoor multipurpose court could also be used for a variety of other uses, including school concerts and presentation nights.

386. The larger of the community spaces is proposed to be reduced in area, falling short of the December 2015 resolution by 462sqm. However, the indoor multipurpose court would also now be able to accommodate a wider range of activities such as concerts and presentation nights as previously mentioned. This increased functionality of the multipurpose court is considered to offset the loss in area from the community space. Additionally the smaller community space area is proposed to be increased from the Council resolution from 300sqm to 432sqm, thereby increasing the potential capacity of this area.

387. The amended layout of the community activities also results in other improvements to the original design. In particularly the larger community space has been relocated from centrally within the site, with limited access to windows for daylight and outlook. The proposed relocation to the Heidelberg Road elevation will substantially improve the daylight and outlook to this space. Furthermore, the smaller community space is now to extend lengthways adjacent to the Level 1 podium landscape area, this will also enhance the outlook and daylight opportunities to this space.

388. The amended proposal also significantly improves the connectivity and accessibility of the spaces. Previously the community spaces were split across two levels. Redesigning these facilities to all be on the first floor ensures that they are better connected and accessible. It also enables the spaces to be used all together or separately as required.

389. The amended layout of the community spaces has been reviewed internally by Council's City Works and Assets with input from the following branches of Council; Community Wellbeing, Leisure and Recreation, and Corporate Performance Branch. They have made a variety of requests regarding the design and layout of the community spaces as contained within their advice attached to this report. These requests are largely internal and are inconsequential to the larger development. These items will replace conditions 1(ll) to (rr), which related to the original design and are no longer applicable.

390. As outlined in the background section, at its meeting on 2 October 2018, Council advised that it broadly supported the reconfiguration subject to further modifications. Most of these have been addressed in the design, or will be via the amendments by Council's internal departments. A response to each of the modifications is provided below:

(a) *the community space would need to be a minimum of 300 m2 gross floor area (fitted out) with associated facilities including accessible storage distinct from the court storage to enable a nett space of appropriate dimensions of not less than 230 m2;*

(i) This is met. The gross floor area for the community space ("flexible space") is 432sqm, with a net space of 253.54sqm proposed;

(b) *users of the community space to have access to gender neutral toilets/changerooms (not the toilets for the courts) without having to enter the 'warm shell' floor space;*

(i) separate toilet facilities have been provided for the community facility; this includes a unisex toilet;

(c) *the multi-purpose court needs to have a separate public entrance from the entrance to the community space, so that both could be operated independent of each other;*

(i) partition walls are shown between the "flexible space" and the foyer, which then connects to the multi-purpose court. This would enable these areas to be used separately of each other;

(d) *the areas abutting the multi-purpose court (community space, amenities and school entry) be provided with suitably acoustic treatment as part of the build to ensure they can operate without disturbance and be protected from noise from the court area;*

(i) This is to be addressed via a revised acoustic report;

(e) *the community space and the proposed school entry be separated with an acoustically treated operable wall so that a larger space could be created and used via an agreed joint use agreement with the abutting occupier;*

(i) This has not been shown on the drawings. The plans of the school show a staircase adjacent to the shared wall which would make it difficult for this space to be shared with the community space;

(f) *the wall between the community space and the multi-purpose court be designed with an acoustically treated operable wall to enable viewing of the court when required and screened when not required or desired by users of the space;*

(i) The current layout makes achieving this modification unfeasible. It is proposed to accommodate necessary facilities within these two spaces in addition to a stage for the multi-purpose-court;

(g) *that the orientation of the kitchen/kiosk serve the intended purpose of supporting the community space and the multipurpose court and be able to be used without disruption to the warm shell floor space;*

(i) This will be achieved via the additional conditions as requested by Council's internal Departments by swapping the Female WC 15 with the Kitchen 11;

(h) *that the proposed play area of the school (at level 2) above the multi-purpose court, be designed to be able to contain sufficient depth of soil for some treed landscaping to enable a pleasant area;*

(i) Section E on TP-2E-602 depicts a thicker slab level between the multipurpose court and the school outdoor play. It is expected that this will be sufficient to support any future planter beds within the school playground, however limited detail of the landscape treatment is current provided and will be conditioned accordingly;

(i) *that the area allocated for the school to have necessary provision for toilets as required by the Victoria School Building Authority and that these toilets are not allocated in the areas allocated to be vested in Council:*

(i) Details of toilet facilities within the school have not been shown on the plans, however given that the community facilities will be detached from the school, it is unlikely that the school building would be expecting to rely on these;

(j) *that the multi-purpose court allocation have sufficient area for the inclusion of gender neutral toilets/change rooms (including showers) and sufficient storage to accommodate the increased range of uses that this facility will now experience, including chairs, high ball game associated equipment and related materials. This storage should be distinct from the storage for the community space;*

(i) unisex toilet and change room facilities have been provided for the multipurpose court, which will be accessible from the foyer area. A storage facility (18) has been provided for the multipurpose court, however access to this is not clearly shown. A condition will require a roller door to be shown connecting Storage room 18 to the court.

(k) *that the other floorspace allocated for future community space (or as determined by the Council in the future), be provided:*

(i) *as a warm shell of either not less than 1,000 m2 gross, but including sufficient area, dimensions and logistics so that it could be fitted out with a kitchenette, separate male and female toilet and facilities appropriate for future community facility spaces;*

a. The current plans show the gross area of the 'warm shell' as 938sqm, is slightly less than the 1,000sqm. A condition has been added to the amended planning permit requiring this to be enlarged to a minimum gross floor area of 1,000sqm to maintain consistency with the earlier Council resolution;

b. The plans have shown male, female and unisex toilets in addition to two store rooms. A condition will also require Storeroom 12 to be enlarged. If additional storage is not required, this could potentially be reconfigured into a kitchenette or office;

(ii) *with a separate entrance from a public place and not relying on access through the 300 m2 community space.*

a. The 'warm shell' is provided with direct access from the Level 1 terrace;

(iii) *that the forecourt terrace area have no skylights or café area to maintain full flexibility, functionality and public amenity; and*

a. the Level 1 terrace/forecourt area adjacent to the community spaces is sufficient in area and unobstructed by café seating. While a food and drink premise is maintained on this level, it is to be located to the south of the school building and therefore would not obstruct patrons entering or exiting the community facilities; and

(iv) *that the school play area be to the satisfaction of the Victorian School Building Authority;*

a. While no detail has been provided, it is understood that the school building will ultimately need to be to the satisfaction of the Victorian School Building Authority. Any non-compliances in the current design could be resolved via a further amendment.

Staging of the proposal

391. As outlined in the proposal section, the permit applicant is requesting various amendments to the existing planning permit conditions to enable the proposed development to be staged. Given the scale of the proposed development, it is considered reasonable that some staging of the development occur. To ensure that the stages are clearly defined and considered, this also requires the submission of staging plans. This will be added to the permit conditions accordingly.

External Consultation

392. None as advised earlier, the application is exempt from the notice and appeal provision of the *Planning and Environment Act 1987.*

Internal Consultation (One Yarra)

393. A number of internal departments were referred the application and their comments form part of this report.

Financial Implications

394. None at this stage. However, there is a risk for a challenge of any decision Council makes at the Victorian Civil and Administrative Tribunal.

Economic Implications

395. The proposal will facilitate economic growth through the construction of a new shopping centre and introduction of additional residents to the area.

Sustainability Implications

396. Sustainability has been considered as part of the assessment of the application.

Social Implications

397. No particular social implications are known.

Human Rights Implications

398. No Human Rights implications are known.

Communications with CALD Communities Implications

399. No CALD community implications are known.

Council Plan, Strategy and Policy Implications

400. All relevant policies have been referenced within the report.

Legal Implications

401. None.

Conclusion

402. Based on the above report and subject to the conditions discussed throughout, the proposal is considered to substantially comply with the relevant planning policy and specifically the aspirations of the Development Plan for the Village Precinct.

403. The application has been assessed all relevant provisions of the planning scheme and against the Alphington Paper Mill Development Plan December 2016, and subject to conditions, the application shows a high degree of consistency with the DP.

404. The proposal is an acceptable outcome and will introduce the commercial and community aspects to the broader Amcor development site.

405. Subject to the conditions outlined within the recommendation section below, Council should support the application and issue an amended planning permit for:

'Use and development of the land for a mixed use development containing dwellings, supermarkets, shops, food and drink premises, office, restricted recreation facility (gym), childcare centre, education centre (primary school), serviced apartments and place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 Road generally in accordance with the Development Plan, generally in accordance with the plans and reports noted previously as the "decision plans".'

RECOMMENDATION

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by NH Architects and Bird de la Coeur dated 30 January 2019 (Received 1 February 2019) but modified to show:

   Design

   (a) At least three of the display cabinets replaced with clear glazed windows along the Heidelberg Road frontage to the supermarket;

   (b) Level 1 of the podium car park be sleeved with apartments for the full length of the Outer Circle Mews, apart from the area accommodating the stairwell, with the option to relocate apartments from Level 2;

   (c) Extend the northern wall of the shop of the Mill Building to the building line (Heidelberg Road) above, subsequently removing the terrace area setback;

   ESD

   (d) Additional external shading systems applied on all east, west and north facing facades of the Urban Anchor and Living Matrix as required by the additional heat load testing pursuant to Condition 10(a);

   (e) location and size of the water tank;

   (f) roof plan showing location of all solar panels;

   (g) provision and location of a minimum of 40 electric vehicle charging points;

   Materials

   (h) an updated schedule of external colours and materials, including samples (where appropriate). The schedule must show:

      (i) thumb nail sketches of key elements of the façade for all buildings;

      (ii) coloured elevations of all buildings including coloured perspectives for all key interfaces reflective of the proposed colours and materials;

      (iii) Colour schedule on TP-2E-803 updated to reference the colour of FM-51 as bronze;

      (iv) Podium to the western end of Nelmoore Lane to be composed of brick snap (PR-51) rather than concrete formliner (PR-56);

      (v) Bicycle storage area on the lower ground level to provide clear glazing to Mills Boulevard;

      (vi) Graffiti proof materials to all ground floor publically accessible areas;

   Bike and Car Parking

   (i) A minimum of 20% of spaces within any secure bicycle facility provided as horizontal rails in accordance with AS2890.3;

(j) Staff bicycle parking increased to 115 spaces;

(k) End of trip facilities to provide a minimum of 12 showers;

(l) Width of the vehicle entrances to Nelmoore Lane;

(m) Dimensions of internal vehicle ramps;

(n) Ramp grades for the first 5m from Heidelberg Road to be specified for the vehicle access ways from Heidelberg Road;

(o) Car space dimensions to comply with the design guidelines within clause 52.06-9 of the Yarra Planning Scheme;

(p) Lower ground basement to be extended to accommodate any additional car parking as a result of a loss of car parking elsewhere;

General

(q) Location of mail collection areas to be clearly shown;

(r) Provision of a commercial lobby area with clear glazing and entry from Mills Boulevard at the Lower Ground level toward the southern end, north of the shop tenancy;

(s) Sections of the mesh fence to the school playground within 9m of the balconies associated with the Urban Anchor building to provide a maximum transparency of 25% to a height of 1.7m above the finished floor level of the school playground;

(t) Full extent of the site to be shown i.e. south-east corner of Nelmoore Lane, including the 16 bicycle spaces;

(u) Notation confirming all habitable rooms are fitted with an operable window (in addition to sliding doors);

(v) Balconies to the north-facing apartments within the Urban Anchor building to achieve an average width of 1.8m for single bedroom dwellings and 2m for any two bedroom dwellings; without reducing the northern setback;

(w) Minimum widths of living areas to be shown in accordance with Standard D24 of Clause 58 of the Yarra Planning Scheme;

(x) Standard D20 (storage) of Clause 58 of the Yarra Planning Scheme to be met for all dwellings;

(y) Remove reference to the landscaping along the building line fronting Heidelberg Road;

Community Facilities

(z) Community Facilities on Level 1 to be shown in accordance with the Architectus Plan Drawing DA1010 dated 18 October 2018 but further modified to show/include:

  (i) Gross Floor Area of the ‘Community 3’ space (“warm shell”) increased to a minimum of 1,000sqm;

  (ii) Roller door provided from ‘Hall Store 18’ to the stadium (‘MPC 1);

  (iii) Rename the ‘Community 3’ space as ‘Warm Shell’ and ‘Flexible Space 4’ as ‘Community space’;

  (iv) Extend the northern wall of ‘Store 12’ to the column to the north (i.e. to align with Kitchen 11);

  (v) ‘Store 12’ divided to serve both the ‘Community 3’, and the ‘Flexible Space 4’, including provision for a door to the foyer and a dividing wall;

  (vi) Delete the first door from the ‘flexible space’ into the restrooms;

  (vii) A minimum of 1 shower to each WC/changing room 5, 13 and 14;

(viii) Swap the location of the 'Kitchen 11' with the 'F WC Changing 13' and provide serving counters to the kitchen to face both the foyer area and the 'Flexible space 4';

(ix) Provision for a partition to the 'Flexible Space 4' along Section Line S7;

(x) Photovoltaic array associated with the community facilities within the unused roof area of the school building;

Reports

(aa) any amendments as require by the endorsed landscape plan pursuant to condition 17 to be shown on plans;

(bb) any requirements as a result of the endorsed Sustainable Management Plan report pursuant to condition 10 to be shown on plans;

(cc) any requirements as a result of the endorsed acoustic report pursuant to condition 12 to be shown on plans;

(dd) any requirements as a result of the endorsed wind assessment report pursuant to condition 15 to be shown on plans;

(ee) Any amendments as required by the Road Safety Audit pursuant to Condition 70; and

(ff) Any requirements as a result of the endorsed Car Parking Management Plan pursuant to condition 64 to be shown on plans.

Ongoing Architect Involvement

2. As part of the ongoing consultant team, NH Architects and Bird de la Coeur or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

   (a) oversee design and construction of the development; and

   (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Staging Plan

3. Before the development starts, a Staging plan must be submitted to and be approved to the satisfaction of the Responsible Authority. The Staging Plan must include, but not limited to, plans and information detailing any public realm works, proposed temporary treatment and use of vacant land. The development must proceed in order of the stages as shown on the endorsed plan(s), unless otherwise agreed to in writing by the Responsible Authority.

General

4. The development and uses as shown on the endorsed plans 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.

5. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

6. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls within the applicable stage must be cleaned and finished to the satisfaction of the Responsible Authority.

7. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

8. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

9. Before the buildings are occupied within a stage, any wall located on a boundary facing public property within the applicable stage must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

Sustainable Management Plan

10. Before the development commences, an amended Sustainable Management Plan (SMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended SMP must be generally in accordance with the Sustainable Management Plan prepared by Norman Disney Young and dated 21 November 2018, but modified to include or show:

    (a) Heat load testing to demonstrate the effectiveness of shading at the summer solstice for north-facing glazing at noon, east-facing glazing at 10am and west-facing glazing at 2pm to affected habitable rooms;

    (b) The following improvements in relation to the community facilities:

        (i) Thermal envelope with a minimum 20% improvement on NCC insulation requirements and double-glazing to windows;

        (ii) Provision for effective external shading to sun-exposed glazing;

        (iii) Operable windows to all areas, including remote window operation for highlight windows (e.g. to the multi-purpose court);

        (iv) Provision for ceiling fans including high-volume, low-speed fans (HVLS) within the multi-purpose court;

        (v) Confirmation that captured rainwater will be utilised for toilet flushing in the community facilities;

        (vi) Hot water to be solar-boosted gas, with minimum 60% boost; and

        (vii) Photovoltaic array associated with the community facilities within the unused roof area of the school building;

    (c) Bicycle numbers updated to reflect Condition 1 endorsed plans;

    (d) Evidence to demonstrate that SPEL proprietary products are effective in local Victorian conditions or provide a different approach for managing stormwater;

    (e) Use of recycled materials e.g. insulation;

    (f) Recycled content of concrete and steel;

    (g) Greater details of stormwater retention systems within open space areas, including cross sections (as relevant);

    (h) FSC certified sustainable or recycled timber for all timber uses where ever possible on site;

    (i) BESS Report as ‘Published’ i.e. not draft;

    (j) All ‘items to be marked on floor plans’ within the BESS report to be clearly shown;

    (k) Preliminary Section J/NABERS energy modelling as referenced in the BESS report Lighting power density provided to minimum 2019 NCC standards; and

    (l) Testing of the heat loads to a sample of affected habitable rooms to demonstrate the effectiveness of shading devices at the summer solstice to for north-facing glazing at noon, east-facing glazing at 10am and west-facing glazing at 2pm.

11. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic Report

12. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney Young Pty Ltd and dated 21 November 2018, but modified to include (or show, or address):

    (a) Acoustic specifications of the external walls to the multi-purpose court to achieve reasonable external noise levels on adjacent apartment balconies;

    (b) Structure borne noise from ball bouncing within the multipurpose court and measure to address potential impacts on commercial uses below, offices on Level 2 and the school building;

    (c) Consider structure borne sound from the indoor recreational facility on surrounding commercial premises;

    (d) Lmax assessments of truck noise of delivery vehicles proposed to utilise the loading bay entrances; and

    (e) Provide adequate acoustic treatment to the community spaces and multipurpose court to enable live music/performance to protect the adjacent residential uses and the school building.

13. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Post commencement Acoustic Report

14. Within 3 months of completion of the development or at a later date to the satisfaction of the Responsible Authority, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must assess the following:

    (a) Noise impacts from the loading bay activity on the dwellings within the podium along Heidelberg Road;

    (b) Noise impacts from the mechanical equipment to be measured the most affected sensitive receivers locations (i.e. dwellings); and

    (c) The acoustic report must assess the compliance of the use and, where necessary, make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1) or any other requirement to the satisfaction of the Responsible Authority.

Wind Assessment Report

15. Before the development commences, an amended Wind Tunnel Test to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Tunnel Test will be endorsed and will form part of this permit. The amended Wind Tunnel Test must be generally in accordance with the Wind Tunnel Test prepared by Vipac Engineers and Scientists and dated 25 October 2018, but modified to include (or show):

    (a) Assessment of the amended plans pursuant to Condition 1 of this permit;

    (b) ‘Walking’ rather than ‘fast walking’ used as the minimum acceptable criterion;

    (c) Level 1 terrace to achieve sitting criterion where outdoor dining is proposed;

    (d) Level 4 childcare terrace to achieve areas of standing and siting criteria;

(e) Clarification of the sensor location for Location 3 i.e. whether it was shifted into the recessed entrance; and

(f) Minimum acceptable criterion achieved for both Configurations 1 and 2 at all locations excluding vegetation.

16. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscaping

17. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Aspect Studios and dated 3 December 2018, but modified to include (or show):

(a) Consistency with the architectural drawings pursuant to Condition 1;

(b) Landscaping details of the Level 8 communal terrace;

(c) Landscaping details of the school playground;

(d) Remove landscape details for the Village Square;

(e) Greater detail of the vertical planting proposed to the Living Edge and the podium along the Outer Circle Mews regarding plant species type, irrigation and maintenance details;

(f) Greater detail of the steel inserts, including cross sections, demonstrating that they will not be a tripping or slipping hazard, or alternatively removal of this feature;

(g) To Heidelberg Road:

(i) Retaining wall relocated at the kerb side edge;

(ii) Remove planter box adjacent to the Outer Circle Mews, maintaining a consistent avenue of trees;

(iii) Tree species to consider impact from future location of power lines and infrastructure; and

(iv) Details of any landscaping proposed along the building line, including details to confirm durability and maintenance;

(h) To the Outer Circle Mews:

(i) The cluster of four trees at each end of the Mews replaced with a single tree or alternatively greater detail regarding the capability of the planter supporting the density of planting;

(ii) Avoid small ‘left over’ spaces between street furniture and garden beds;

(iii) Greater detail of the Water Sensitive Urban Design beds including type of system and their broader connection;

(iv) Greater detail of the windscreens e.g. materials, porosity;

(v) Provision of BMX coping/deterrents to street furniture; and

(vi) Colour variation applied to the brick plinths and pavements;

(i) To Nelmoore Lane:

(i) Comprehensive levels and grading details;

(ii) Pinch point along the footpath to achieve a minimum width of 2.5m between the building and the kerb;

(iii) Improved landscape treatment within the triangular space to the south-east of the Machinery Hall created by the current amendment, including:

a. Provision of furniture to include seating with backs and armrests that can cater for grouping of people;

b. Introduce low planting and garden beds;

c. bicycle hoops set back minimum of 900mm from the kerb line;

(j) To the Level 1 terrace:

(i) Seating to be provided in clusters including details of seating capacity;

(ii) Architectural canopies to be shown in plan and section;

(iii) comprehensive levels and grading information;

(iv) Clear drainage strategy (including raised planter);

(v) Slope of the synthetic grass mount to be correctly referenced as1:3 (rather than 1:20) on section drawing TP-LAN-L1-703 (Rev 3);

(vi) Tree species and available soil volumes nominated; and

(vii) Ensure trees are suitably offset from the edges of planters.

18. Before the plans are endorsed, an Irrigation Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Irrigation Management Plan will be endorsed and will form part of this permit. The Irrigation Management Plan must make recommendations for:

(a) differential demands of the vegetation within the site complying with the provisions, recommendations and requirements of the endorsed Landscape Plan; and

(b) programmed maintenance for the irrigation system including flushing, checking systems integrity, monitoring sensors and calibration settings.

19. Before the buildings within a stage are occupied, or such later date as is approved by the Responsible Authority, the landscaping works shown on the endorsed plans relating to the applicable stage must be carried out and completed to the satisfaction of the Responsible Authority.

20. The landscaping shown on the endorsed plans must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

all to the satisfaction of the Responsible Authority.

<u>Village Square</u>

21. Before the development commences, or otherwise approved by the Responsible Authority, a landscape concept plan must be submitted to and approved by the Responsible Authority. When approved, the Village Square will be endorsed and will form part of this permit. The Village Square must be generally in accordance with the landscape concept plans prepared by Aspect Studios date 3 December 2018, plan Ref. TP-LAN-0G-101 but updated to include or show:

(a) Further information to demonstrate that significant change in levels between the square and Mills Boulevard have been avoided;

(b) Incorporate landscaping on the eastern edge of the square that will supplement the Main Street tree planting;

(c) Greater detail of corton steel elements including how they will be incidentally used and complement the space and how graffiti will be deterred;

(d) More information to confirm that the added entrance will align with the Mills Boulevard crossing;

(e) More information regarding custom seating and whether this will allow for groups to gather and interact;

(f) Additional detail provided to conform that bicycle hoops, drinking fountains and bins to Council's Standards or otherwise to the satisfaction of the Responsible Authority;

(g) Indicate location of signage to be consistent with the 'Wayfinding signage and Interpretation Strategy report' pursuant to Condition 23;

(h) Greater detail to confirm that double sided timber benches include backs and armrests;

(i) More information to confirm that there will be a clear demarcation between public and private areas, including the location of assets; and

(j) Details of a clear drainage strategy.

Section 173 Agreement – Village Square

22. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:

(a) Before the occupation of the development approved by this permit, or at a later date to the satisfaction of the Responsible Authority, the Village Square must be substantial completed to the satisfaction of the Responsible Authority;

(b) The cost of any incomplete works (including any associated labour and maintenance) at time of occupation of the development to be reserved as bonds, bank guarantees or similar to the satisfaction of the responsible authority;

(c) Prior to the occupation of the development approved by this permit, or at a later date to the satisfaction of the Responsible Authority, the Village Square is to be vested with Council; and

(d) The cost of the design and construction of Village Square, including all landscape works, any park furniture/equipment and drainage is to be borne by the permit applicant.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Wayfinding and Interpretation Strategy

23. Before the use commences, an amended Wayfinding and Interpretation Strategy to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wayfinding and Interpretation Strategy will be endorsed and will form part of this permit. The amended Wayfinding and Interpretation Strategy must be generally in accordance with the Wayfinding and Interpretation Strategy prepared by Urban & Public and Aspect Studios and dated August 2017, but modified to include or show:

(a) Heritage interpretation signage within the Paper Trail for the metal inlay; and

(b) Provision of further details regarding the heritage interpretation/wayfinding elements e.g. steel paving inlay to vertical element transition.

Public Art Management Plan

24. Within 6 months of commencement of the development, a Public Art Management Plan for the display cabinets along Heidelberg Road to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Public Art Management Plan will be endorsed and will then form part of this permit. The Public Art Management Plan must include, but not be limited to:

    (a) Details of who is to manage the display cabinets, this is to be one of the following:

        (i) Art curator;

        (ii) Art gallery;

        (iii) Artist run space;

    (b) Funding arrangements to maintain the space;

    (c) Frequency that the display boxes are to be changed;

    (d) In the event that an art curator is engaged, details of display creation process to include;

        (i) A brief to be developed and open for artists' submissions, or by invitation to a group of shortlisted artists;

        (ii) The concept design submissions will be assessed by Council's Visual Arts Panel or project specific panel and one artist may be successfully selected to proceed to commission round; and

        (iii) The artist may be engaged for a further design stage or proceed straight to commission, however a fixed budget will be established and the artist contracted to deliver the project within this set fee.

25. Before the buildings within the stage that includes the public art are occupied, or by such later date as approved in writing by the Responsible Authority, the approved public art within the applicable stage must be completed. Once completed, the public art must be maintained in accordance with the endorsed Public Art Management Plan to the satisfaction of the Responsible Authority.

Lighting Plan Design

26. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating pedestrian walkways and dwelling entrances relating to the applicable stage must be provided. Lighting must be:

    (a) located;

    (b) directed;

    (c) shielded; and

    (d) of limited intensity,

    to the satisfaction of the Responsible Authority.

27. Before the development commences, a Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Lighting Plan must address lighting within the internal streets and other publicly accessible areas and the entrances to the approved dwellings. When approved, the Lighting Plan will be endorsed and will form part of this permit. The Lighting Plan must provide for:

    (a) A lighting scheme designed for new open roads within the curtilage of the property that complies with uniformity requirements as per standard AS1158.3.1;

(b) The control of light spillage into the windows of existing and proposed residences to comply with the requirements of AS 4282 – 1997," Control of the obtrusive effects of outdoor lighting";

(c) The locations of any new light poles so as not to obstruct access into private garages/off and on street parking places;

(d) Lighting to all primary pedestrian access points to a residential property to satisfy at least level P4 as per AS 1158.3.1;

(e) A maintenance regime for the lighting scheme within the curtilage of the property; and

(f) The use of energy efficient luminaries and/or solar lighting technologies to reduce carbon emission if possible.

28. The provisions, recommendations and requirements of the endorsed Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

Waste Management Plan

29. The provisions, recommendations and requirements of the endorsed Waste Management Plan generally in accordance with the Waste Management Plan prepared by SALT and dated 20 November 2018 must be implemented and complied with to the satisfaction of the Responsible Authority.

Community Facilities – Section 173 Agreement

30. Before the development starts, the owner (or other person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 (Act). The agreement must provide the following:

(a) the minimum, located on Level 1:

(i) 432sqm community space inclusive of foyer;

(ii) 1000sqm community centre activity space ("warm shell");

(iii) 820sqm multi-purpose court,

All shown on the endorsed plans must be subdivided and gifted to the Responsible Authority at no cost to the Responsible Authority before the development authorised by this permit is occupied;

(b) the owner will undertake the:

(i) fit out of the internal 432sqm community space including kitchen, toilets and storage (to include floor covering, ceiling, wall partitioning, lighting and air conditioning);

(ii) Delivery of a "warm shell" of 1,000sqm gross floor area, toilet facilities and storage;

(iii) Delivery of the multi-purpose court to netball standard, including associated toilet/change room facilities and storage rooms; and

(iv) Delivery of ESD initiatives as detailed within condition 10(b) of this planning permit;

(c) before they are gifted to the Responsible Authority, all fit outs must be in a manner to be agreed by the owner and the Responsible Authority before the internal and where relevant external works commence for all fit outs, all at no cost to the Responsible Authority; and

(d) the owner (or other person in anticipation of becoming the owner) must meet all of the expenses of preparing, reviewing, executing and registering the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to preparing, reviewing, executing, registering and enforcing the agreement.

Use Conditions

Primary School

31. Except with the prior written consent of the Responsible Authority, no more than 300 children are permitted on the land at any one time.
32. Except with the prior written consent of the Responsible Authority, no more than 12 EFT teachers are permitted on the land at any one time.
33. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

Sports Court / Pavilion

34. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

Childcare

35. Except with the prior written consent of the Responsible Authority, no more than 120 children are permitted on the land at any one time.
36. Except with the prior written consent of the Responsible Authority, no more than 10 EFT Childcare teaching staff are permitted on the land at any one time.
37. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

Office

38. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

Retail/Shop

39. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

Supermarket

40. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 12midnight.

Food and Drink Premises

41. Except with the prior written consent of the Responsible Authority, no more than 170 patrons (distributed across all food and drink premises) are permitted on the land at any one time.
42. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

Community Space - Place of Assembly

43. Except with the prior written consent of the Responsible Authority, no more than 300 patrons are permitted on the land at any one time.

44. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Gym

45. Except with the prior written consent of the Responsible Authority, no more than 386 patrons are permitted on the land at any one time.

46. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) 24 hrs per day.

47. Before the restricted recreation facility (gym) use commences, an operation management plan must be submitted and approved by the Responsible Authority. When approved, the operation management plan will be endorsed and will form part of this permit. The operation management plan must include:

    (a) Hours that staff will be present on site;

    (b) Details of after-hours access by members; and

    (c) Details of security/safety measures/emergency contact when facility is unstaffed.

48. The provisions, recommendations and requirements of the endorsed Operation Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Serviced Apartments

49. Before the use of the serviced apartments operates, an operation management plan must be submitted and approved by the Responsible Authority. When approved, the operation management plan will be endorsed and will form part of this permit. The operation management plan must include:

    (a) Hours that staff will be present on site;

    (b) Details of after-hours access by members; and

    (c) Details of security/safety measures/emergency contact when facility is unstaffed.

50. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:

    (a) Serviced apartments to be restricted to temporary accommodation away from normal place of residence; and

    (b) Serviced apartments must be managed by a single operator and not disposed of as individual lots.

General Use Conditions

51. The provision of music and entertainment on the land must be at a background noise level excluding the community spaces unless with the prior written consent of the Responsible Authority.

52. The use and development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

53. The use and development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

54. The amenity of the area must not be detrimentally affected by the development and uses including through:

    (a) The transport of materials, goods or commodities to or from the land;

    (b) The appearance of any buildings, works or materials;

    (c) The emission of noise, artificial light, vibration, smell fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil or

    (d) The presence of vermin,

    to the satisfaction of the Responsible Authority.

Road works – Section 173 Agreement

55. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:

    (a) Before the occupation of the development approved by this permit, Heidelberg Road along the site frontage must be substantially completed to the satisfaction of the Responsible Authority, including appropriate connections to the adjoining sections of Heidelberg Road;

    (b) Sections of the Heidelberg Road and Latrobe Avenue footpath that lie outside the building envelope but within the title boundaries to be vested with Council unless otherwise agreed and acceptably delineated;

    (c) Before occupation of the development approved by this permit, the sections of Heidelberg Road and Latrobe Avenue adjacent to the title boundaries must be substantially completed to the satisfaction of the Responsibility;

    (d) The cost of the design and carrying out these works to be borne by the owner of the land;

    (e) Publicly accessible pedestrian links (Paper Trail, Outer Circle Mews and Nelmoore Lane) to remain unobstructed and maintained in good order to the satisfaction of the Responsible Authority';

    (f) Paper Trail access (connecting the Village Square to the Outer Circle Mews) to be publicly accessible between 6am and 12midnight; and

    (g) 24-hour public access provided to the Outer Circle Mews and the access road to the south.

    The owner, or other person in anticipation of becoming the owner, must meet all the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Road Infrastructure

56. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the applicant must prepare and submit a 1 in 20 scale cross sectional drawing of the development's vehicular entrance, showing the actual reduced levels to three decimal places (not interpolated levels from the application drawings). The required levels include the building line level, top of kerb level, invert level, lip level and road pavement levels. The applicant must demonstrate by way of a ground clearance check using the B99 design vehicle that cars can traverse the new vehicle crossing without scraping or bottoming out. The 1 in 20 scale cross sectional drawing must be submitted to Council's Construction Management branch for assessment and approval.

57. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing within the applicable stage 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.

58. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing within the applicable stage 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.

59. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

60. Prior to the commencement of works, specifications for the proposed surface materials to be used for Council's assets are to be submitted to Council's Civil Engineering Unit for assessment and approval.

61. Before the buildings within a stage are occupied, the footpaths, kerbs, channels and roadways adjacent to the applicable stage are to be constructed to the satisfaction of the Responsible Authority.

62. Before the buildings within a stage are occupied, redundant pits/services within the applicable stage are to be removed and Council assets reinstated.

63. Prior to the commencement of works, existing Council stormwater drainage and sewerage infrastructure within the site to be relocated to the satisfaction of the Responsible Authority.

Car parking

64. Before the commencement of the development, an amended Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Car Park Management Plan will be endorsed and will form part of this permit. The amended Car Park Management Plan must be generally in accordance with the Car Park Management Plan prepared by GTA and dated 7 February 2019, but modified to include:

    (a) Any changes as required pursuant to condition 1

    (b) A schedule of all proposed signage including directional arrows and signage, informative signs indicating the location of disabled bays and bicycle parking, exits, restrictions and pay parking systems etc.;

    (c) The number and location of car parking spaces allocated to each use including:

        (i) residential spaces provided at a minimum rate of 1 space per dwelling (including the affordable housing component);

    to the satisfaction of the Responsible Authority.

65. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

66. Before the buildings within a stage are occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking relating to the applicable stage must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Loading Bay Management Plan

67. Before the buildings are occupied, a Loading Bay Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Loading Bay Management Plan will be endorsed and will form part of this permit. The Loading Bay Management Plan must address, but not be limited to, the following:
    (a) details of the frequency, hours and type of deliveries to occur;
    (b) access management into the loading bay e.g. manual/swipe/pin code;
    (c) collection of waste and garbage including the separate collection of organic waste and recyclables and medical waste which must be in accordance with the Waste Management Plan required by Condition 29; and
    (d) loading hours and operations to be consistent with recommendations in the acoustic report pursuant to Condition 12, including that doors are to remain shut while loading and unloading.
68. The provisions, recommendations and requirements of the endorsed Loading Bay Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
69. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

Road Safety Audit

70. Prior to the endorsement of plans, an amended Road Safety Audit is to be undertaken generally in accordance with the Road Safety Audit Ref. RSA-05937 dated 25 July 2017 but amended to include:
    (a) Shared path priority to be identified as a ‘high risk’ rating; and
    (b) Further analysis and recommendations to resolve the shared path priority including to ensure that the shared path priority is clear to drivers, riders and pedestrians.

Green Travel Plan

71. Before the use commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by GTA Consultants and dated 7 February 2019, but modified to include or show:
    (a) Greater provision for staff bicycle parking and end of trip facilities as outlined in condition 1.
72. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Transport Victoria

73. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Heidelberg Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations during construction and mitigation measures must be communicated to Public Transport Victoria fourteen (14) days prior.

VicRoads Conditions (74 to 77)

74. Before the development starts functional layout plans for the intersection of Heidelberg Road and the accessway to the Village (at the north west) and the intersection of Heidelberg Road and Latrobe Avenue, must be submitted to and approved by the Roads Corporation. When approved by the Roads Corporation, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies submitted with the application (by GTA consulting, Heidelberg Road Frontage Alphington, Functional Layout, reference: 16M192300-05 Issue F7). The Functional Layout Plans must also incorporate the recommendations of the Road Safety Audit, Reference RSA – 05937 by Road Safety Audits).

75. Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access lanes, driveway, crossovers and associated works must be provided and available for use and be:

    (a) formed to such levels and drained so that they can be used in accordance with the plan; and

    (b) treated with an all-weather seal or some other durable surface.

76. The crossover and driveway must be constructed to the satisfaction of the Roads Corporation and the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the works hereby approved

77. Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operation efficiency of the road or public safety.

Construction Management

78. Before the development commences, 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 land 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 land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

    (e) facilities for vehicle washing, which must be located on the land;

    (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 the land on roads;

        (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 land, including delivery and unloading points and expected duration and frequency;

(k) parking facilities for construction workers;

(l) measures to ensure that all work on the land 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) measures to maintain the access and integrity of the continuous bike path along Heidelberg Road;

(o) 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;

(p) 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;

(q) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(r) any site-specific requirements.

<u>During the construction</u>:

(s) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(t) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(u) vehicle borne material must not accumulate on the roads abutting the land;

(v) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(w) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

79. If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

80. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

81. 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.

Time Expiry

82. This permit will expire if:

    (a) the development is not commenced within two years of the date of this permit; or

    (b) the development is not completed within four years of the date of this permit; or

    (c) the uses have not commenced within five years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

All future property owners and residents, within the development approved under this permit will not be permitted to obtain resident or visitor parking permits.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

All future property owners, occupiers, employees, students or visitors, within the development approved under this permit will not be permitted to obtain business employee, resident or visitor parking permits.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

VicRoads Notes:

Separate approval under the Road Management Act may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

CONTACT OFFICER: **Amy Hodgen**
TITLE: **Coordinator Statutory Planning**
TEL: **9205 5330**

Attachments

1⇩ Planning Permit
2⇩ Community Facilities - Architectus Plan
3⇩ VicRoads Referral Comments
4⇩ Transport for Victoria (formally PTV) Referral Comments
5⇩ Open Space Unit Referral Comments
6⇩ Internal Urban Design Unit Referral Comments (streetscape design)
7⇩ Internal Urban Design Unit Comments (Village Square)
8⇩ ESD Referral Response
9⇩ Engineering Services Unit Referral Comments
10⇩ Strategic Transport Unit Referral Comments
11⇩ City Works (Waste Management)Referral Comments
12⇩ City Works & Assets (Community Facilities)
13⇩ External Urban Design Referral Comments (DLA)
14⇩ Arts & Culture Referral Comments
15⇩ External Traffic Engineering Peer Review (Traffix Group)
16⇩ External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)
17⇩ Acoustic Engineers (SLR) Referral Comments
18⇩ Wind Consultants (MEL) Peer Review
19⇩ Landscape Plans
20⇩ Decision Plans

Attachment 1 - Planning Permit

Helping you understand your planning needs

PLANNING PERMIT (Corrected)

Permit No: PLN17/0703

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:

626 Heidelberg Rd Alphington VIC 3078

THE PERMIT ALLOWS:

Use and development of the land for a mixed use development containing dwellings, supermarket, shops, food and drink premises, office (including medical centres), restricted recreational facility (gym), childcare centre, education centre (primary school) and a place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 road

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by NH Architects and Bird de la Coeur dated 20 February 2017 (Received 27 February 2017) but modified to show:

   Design

   (a) Levels 4 and 5 of the Urban Anchor to be set back a minimum of 2.2m from western side of the podium;
   (b) Levels 6 and above of the Urban Anchor to project no further west than the podium;
   (c) Full height glazing along the Heidelberg frontage to the supermarket;
   (d) Decorative screens to the western portion of the northern façade associated with the Urban Anchor applied more irregularly and with variation in sizes, including operability to sections;
   (e) Greater detail (design/openings) of the screen facing Heidelberg Road associated with the school;
   (f) The podium carpark be sleeved with apartments for the full length of the Outer Circle Mews, apart from the area accommodating the stairwell;

   ESD

Date: 05 June 2018

Amy Hodgen
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

For more information call 9205 5555 or visit **www.yarracity.vic.gov.au**

Attachment 1 - Planning Permit

(g) Additional external shading systems applied on all east, west and north facing facades of the Urban Anchor and Living Matrix;
(h) location and size of the water tank;
(i) roof plan showing location of all solar panels;
(j) provision and location of a minimum of 40 electric vehicle charging points;

Materials

(k) an update schedule of external colours and materials, including samples (where appropriate). The schedule must show:
  (i) thumb nail sketches of key elements of the façade for all buildings;
  (ii) coloured elevations of all buildings including coloured perspectives for all key interfaces reflective of the proposed colours and materials;
  (iii) Replacement of the decorative precast concrete cladding with a higher quality material and finish;
  (iv) More subdued colour finish applied to the Living Matrix screen, such as copper or bronze;
  (v) Brick snap cladding (PR-53) to the eastern side of the Urban Anchor be finished in a brown shade similar to shown on the perspective;
  (vi) Material FM-53 within the western portion of the urban Anchor to be a single cream colour;
  (vii) Loading bay entrance door to be of an impervious material.
  (viii) Graffiti proof materials to all ground floor publically accessible areas;

Bike and Car Parking

(l) A minimum of 20% of spaces within any secure bicycle facility provided as horizontal rails in accordance with AS2890.3;
(m) Direct access between adjacent bicycle facilities;
(n) Relocation of bicycle storage facilities (and end of trip facilities) to the east of the car park on the lower ground floor, closer to the entrance to the commercial uses;
(o) Dimensions of bicycle storage spaces, and relevant access ways to comply with AS2890.3 or be to the satisfaction of the Responsible Authority;
(p) Provision of conveniently located power point for charging e-bikes;
(q) Bicycle ramp from the access way to have a maximum gradient of 1:12;
(r) Clearance of bike spaces to walls to be shown at a minimum of 500mm.
(s) Increase in the number of visitor bike space to a minimum of 190, additional spaces should be located:
  (i) On the Heidelberg Road footpath, near the pedestrian entrance to the retail and shop uses;
  (ii) Near the corner of Latrobe Avenue and the access lane; and
  (iii) Near elevators serving the commercial uses within the lower-ground floor car park;
(t) Provision for an additional 45 car spaces within the public car parking area;
(u) Include wheel ramps adjacent stairs from ground to Level 1;
(v) Bollards to be provided within shared areas associated with accessible parking spaces in accordance with AS/NZS 2890.6:2009;
(w) Column depths dimensioned on the drawings, consistent with Diagram 1 within Clause 52.06-9 of the Yarra Planning Scheme;
(x) Clearances of car spaces to walls needs to be shown at a minimum of 300mm;

General

(y) Roof plans showing location of all plant and equipment;
(z) Details of outdoor court lights to be shown, with a notation that lighting will be baffled to prevent light spill;

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(aa) Floor to floor heights for the community facilities on Level 1 to be increased to a minimum of 3.9m;
(bb) Notation confirming all habitable rooms are fitted with an operable window;
(cc) Details of screening devices between abutting balconies to prevent overlooking;
(dd) Balconies to south-facing apartments within the Urban Anchor to achieve a minimum width of 2m;
(ee) Balconies to the north-facing apartments within the Urban Anchor to achieve an average width of 2m; without reducing the northern setback;
(ff) Common corridor widths within the apartment buildings to be increased to a minimum of 1.8m;
(gg) Fencing to podium level apartments to be 1.7m high and a maximum of 25% transparency;
(hh) Internal reconfiguration of living areas of Apartment Types E, G, H and J to accurately demonstrate compliance the minimum width and area requirements of Standard D8 of Clause 58 of the Yarra Planning Scheme;
(ii) Study nooks in Apartment Type H to be deleted with subsequent increase in the living/kitchen/dining area;
(jj) Clearly demonstrate cross-ventilation opportunities in accordance with Standard D27 of Clause 58 of the Yarra Planning Scheme;
(kk) Northern wall to the 300sqm community facility to be glazed;
(ll) Direct lift access to be provided to the 300sqm community facility or alternatively a door into the community space adjacent to the lift;
(mm) Deletion of the L-shape within the 1400sqm community facility area;
(nn) Provision of a small canopy extending from the southern side of the sports pavilion over the multi-purpose court;
(oo) Lift access to be provided directly to the court;
(pp) Separate access to the court independent of the sports pavilion;
(qq) A secondary entrance provided to the 1400sqm area to enable the potential division of the internal space;
(rr) Access to the communal podium terrace provided to all residents of the development (i.e. including the urban anchor);

Reports

(ss) any amendments as require by the endorsed landscape plan pursuant to condition 17 to be shown on plans;
(tt) any requirements as a result of the endorsed Sustainable Management Plan report pursuant to condition 9 to be shown on plans;
(uu) any requirements as a result of the endorsed acoustic report pursuant to condition 11 to be shown on plans;
(vv) any requirements as a result of the endorsed wind assessment report pursuant to condition 13 to be shown on plans;
(ww) Any amendments as required by the road safety audit pursuant to Condition 73; and
(xx) Any requirements as a result of the endorsed Car parking management plan pursuant to condition 66 to be shown on plans;
(yy) Any amendments as a result of the air quality testing pursuant to condition 15; and
(zz) Any requirements as a result of the endorsed Waste Management Plan pursuant to condition 28 to be shown on the plans.

Ongoing Architect Involvement

2. As part of the ongoing consultant team, NH Architects and Bird de la Coeur or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
   (a) oversee design and construction of the development; and

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(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

General

3. The development and uses as shown on the endorsed plans 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.

4. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

5. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

6. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

7. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

8. Before the buildings are occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

Sustainable Management Plan

9. Before the development commences, an amended Sustainable Management Plan (SMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended SMP must be generally in accordance with the Sustainable Management Plan prepared by Norman Disney Young and dated 14 February 2018, but modified to include or show:
   (a) Bicycle numbers updated to reflect the plans i.e. 484 bicycle spaces;
   (b) All car parking areas with the potential to be electrically wired to be 'EV ready', with a minimum 40A single phase electrical sub circuit installed to the each of these areas;
   (c) Size of the rainwater tank described consistently within the SMP;
   (d) Evidence to demonstrate that SPEL proprietary products are effective in local Victorian conditions or provide a different approach for managing stormwater;
   (e) Separate water metering for all major common area uses, tenancies and dwellings;
   (f) Comprehensive commissioning and tuning of all major appliances and building services;
   (g) Environmental Management Plan Monitor and control activities undertaken during construction;
   (h) Use of recycled materials e.g. insulation;
   (i) Recycled content of concrete and steel; and
   (j) A sample of dwellings demonstrating that NatHERS annual cooling loads do not exceed the 21MJ/M2 threshold (Moorabbin area);
   (k) Provision for stormwater retention within open space areas;
   (l) FSC certified sustainable or recycled timber for all timber uses where ever possible on site; and
   (m) Provision of a facilities for organic residential waste collection.

10. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

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Signature for the Responsible Authority

Attachment 1 - Planning Permit

Acoustic Report

11. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney Young Pty Ltd and dated 21 February 2018, but modified to include (or show, or address):
    (a) Apartments in close proximity to the netball court to achieve the following targets:
        (i) 35dBA Leq and 50dBA Lmax in habitable rooms during the day and evening and
        (ii) 30dBA Leq and 45 dBA Lmax in bedrooms at night.
    (b) Noise from ball bouncing within the sport courts and measure to address potential impacts on nearby residential uses and the community space below the court;
    (c) Consider structure borne sound from the indoor recreational facility on surrounding commercial premises;
    (d) Lmax targets met for apartments above the loading bay entrances in the event of evening and night time deliveries and/or recommendations for restricted delivery and collection times;
    (e) Targets of 40dBA, Leq16h in living rooms and 35dBA Leq8hr in bedrooms met for traffic noise along Heidelberg Road; and
    (f) Provide adequate acoustic treatment to the community spaces to enable live music/performance and protect the abutting residences.
12. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Assessment Report

13. Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by Vipac Engineers and Scientists and dated 23 November 2017, but modified to include (or show):
    (a) Assessment of the amended plans pursuant to Condition 1 of this permit;
    (b) 'Walking' rather than 'fast walking' used as the minimum acceptable criterion;
    (c) Existing configuration data to be included;
    (d) Clarification whether other wind mitigation strategies have been included to achieve the wind conditions at Location 2;
    (e) Testing of wind conditions to the ends of screens proximate to Locations 5 and 6;
    (f) Walking comfort achieved for Location 31;
    (g) Testing undertaken to the southwest and northwest corners of the 14 storey buildings; and
    (h) Minimum acceptable criterion achieved at all locations excluding vegetation.

14. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority

Air Testing

15. Before the development commences, an Air Quality Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified person and must be submitted

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to and approved by the Responsible Authority. When approved, the Air Quality Report will be endorsed and will form part of this permit. The Air Quality Report must assess the following:

(a) predicted air pollution levels within the first floor school playground;

(b) acceptable air quality/pollutant levels for the school playground activities; and

(c) suggestions/recommendations to achieve acceptable air quality levels

16. The provisions, recommendations and requirements of the endorsed Air Quality Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscaping

17. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Aspect Studios and dated 20 February 2018, but modified to include (or show):
    (a) Consistency with the architectural drawings pursuant to Condition 1;
    (b) Greater detail of the vertical planting proposed to the Living Edge regarding plant species type, irrigation and maintenance details;
    (c) Greater detail of the steel inserts, including cross sections, demonstrating that they will not be a tripping or slipping hazard, or alternatively removal of this feature.
    (d) To Heidelberg Road:
        (i) Minimum footpath width of 3m;
        (ii) Remove continuous landscape strip;
        (iii) Introduce bicycle hoops and seating between street trees;
        (iv) Retaining wall relocated at the kerb side edge;
        (v) Remove brick paving extending from the Outer Circle Mews;
        (vi) Tree species to consider impact from future location of power lines and infrastructure;
        (vii) Ensure/demonstrate the tree within the splitter island adjacent to the vehicle entrance does not impact on sight lines.
    (e) To the Outer Circle Mews:
        (i) The cluster of four trees at each end of the Mews replaced with a single tree;
        (ii) Avoid small 'left over' spaces between street furniture and garden beds;
        (iii) Small garden beds or vertical garden planting along the eastern edge;
        (iv) Greater detail of the windscreens e.g. materials, porosity;
        (v) Provision of BMX coping/deterrents to street furniture;
        (vi) Colour variation applied to the brick plinths and pavements;
    (f) To the southern access lane:
        (i) Further tree planting at the north/east edge (triangular space);
        (ii) Minimum 1.5m planting width for street trees;
        (iii) Doors to the Back of House storage area to not open outward onto the footpath;
    (g) To the Level 1 terrace:
        (i) Provision for medium sized trees in larger planter boxes;
        (ii) Inclusion of softer materials e.g. timber;
        (iii) Seating to be provided in clusters;
    (h) To the Residential Gardens/Paper Trail:
        (i) Further tree planting along the southern and eastern edge of the residential gardens;
    (i) To the Village Square:
        (i) Redesign to avoid significant change in level between the square and Latrobe Avenue;

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(ii) Provision of large trees along the western side that will allow light to penetrate at ground level;
(iii) Incorporate landscaping on the eastern edge of the square that will supplement the Main Street tree planting;
(iv) Replace corten steel with an alternative graffiti resistant material to the satisfaction of the Responsible Authority;
(v) Additional entrance that aligns with the Latrobe Avenue crossing;
(vi) Deletion of ground water jets;
(vii) Consider custom seating that allows for groups to gather and interact;
(viii) Lawn area to be raised to two sides to deter cross traffic movements;
(ix) Bicycle hoops, drinking fountains and bins to Council's Standards or otherwise to the satisfaction of the Responsible Authority;
(x) Provision of clear wayfinding signage for access to Level 1;
(xi) Double sided timber benches to include backs and armrests; and
(xii) Clear demarcation between public and private areas, including the location of assets.

18. Before the plans are endorsed, an Irrigation Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Irrigation Management Plan will be endorsed and will form part of this permit. The Irrigation Management Plan must make recommendations for:
    (a) differential demands of the vegetation within the site complying with the provisions, recommendations and requirements of the endorsed Landscape Plan; and
    (b) programmed maintenance for the irrigation system including flushing, checking systems integrity, monitoring sensors and calibration settings.
19. Before the building is occupied, or such later date as is approved by the Responsible Authority, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.

20. The landscaping shown on the endorsed plans must be maintained by:
    (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
    (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
    (c) replacing any dead, diseased, dying or damaged plants,

    all to the satisfaction of the Responsible Authority.

Wayfinding and Interpretation Strategy

21. Before the use commences, an amended Wayfinding and Interpretation Strategy to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wayfinding and Interpretation Strategy will be endorsed and will form part of this permit. The amended Wayfinding and Interpretation Strategy must be generally in accordance with the Wayfinding and Interpretation Strategy prepared by Urban & Public and Aspect Studios and dated August 2017, but modified to include or show:
    (a) Heritage interpretation signage within the Paper Trail for the metal inlay; and
    (b) Provision of further details regarding the heritage interpretation/wayfinding elements e.g. steel paving inlay to vertical element transition.

Public Art Management Plan

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22. Within 6 months of commencement of the development, a Public Art Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Public Art Management Plan will be endorsed and will then form part of this permit. The Public Art Management Plan must include, but not be limited to:
    (a) Details of the commissioned artist(s);
    (b) Description of art work, including:
        (i) materials;
        (ii) colours;
        (iii) dimensions;
        (iv) content;
        (v) special features (e.g. lighting);
        (vi) details of the installation process; and
        (vii) details of art work maintenance schedule.
23. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the approved public art must be completed. Once completed, the public art must be maintained in accordance with the endorsed Public Art Management Plan to the satisfaction of the Responsible Authority.

Lighting Plan Design

24. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating pedestrian walkways and dwelling entrances must be provided. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,

    to the satisfaction of the Responsible Authority.
25. Before the development commences, a Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Lighting Plan must address lighting within the internal streets and other publicly accessible areas and the entrances to the approved dwellings. When approved, the Lighting Plan will be endorsed and will form part of this permit. The Lighting Plan must provide for:
    (a) A lighting scheme designed for new open roads within the curtilage of the property that complies with uniformity requirements as per standard AS1158.3.1;
    (b) The control of light spillage into the windows of existing and proposed residences to comply with the requirements of AS 4282 – 1997," Control of the obtrusive effects of outdoor lighting";
    (c) The locations of any new light poles so as not to obstruct access into private garages/off and on street parking places;
    (d) Lighting to all primary pedestrian access points to a residential property to satisfy at least level P4 as per AS 1158.3.1;
    (e) A maintenance regime for the lighting scheme within the curtilage of the property; and

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(f) The use of energy efficient luminaries and/or solar lighting technologies to reduce carbon emission if possible.

26. The provisions, recommendations and requirements of the endorsed Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

Sports Court Lights

27. Before the development commences, or by such a later date as approved by the Responsible Authority details of the sports court lights including:

(a) Lux Levels; and

(b) Baffling details.

Waste Management Plan

28. Before the use and/or development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by SALT and dated 11 April 2018, but modified to include:
(a) Provision of facilities for the collection of organic residential waste.

29. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Community Facilities – Section 173 Agreement

30. Before the development starts, the owner (or other person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 (Act). The agreement must provide the following:
(a) the minimum:
(i) 300sqm community space located at level 1;
(ii) 1400sqm community centre Activity space including terrace area located at level 1;
(iii) 300sqm sports pavilion located at Level 2; and
(iv) Roof top outdoor sports court located at Level 2,

All shown on the endorsed plans must be subdivided and gifted to the Responsible Authority at no cost to the Responsible Authority before the development authorised by this permit is occupied;

(b) the owner will undertake the:
(i) fit out of the internal 300sqm community space (to include floor covering, ceiling, lighting and air conditioning);
(ii) Delivery of a "warm shell" of the 1,400sqm area; and
(iii) Delivery of the roof-top multi-purpose court to netball standard, including lighting with associated 300sqm sports pavilion and store,

before they are gifted to the Responsible Authority. All fit outs must be in a manner to be agreed by the owner and the Responsible Authority before the internal and where relevant external works commence for all fit outs, all at no cost to the Responsible Authority; and

(c) the owner (or other person in anticipation of becoming the owner) must meet all of the expenses of preparing, reviewing, executing and registering the agreement, including the

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Responsible Authority's costs and expenses (including legal expenses) incidental to preparing, reviewing, executing, registering and enforcing the agreement.

Use Conditions

Primary School

31. Except with the prior written consent of the Responsible Authority, no more than 300 children are permitted on the land at any one time.

32. Except with the prior written consent of the Responsible Authority, no more than 12 EFT teachers are permitted on the land at any one time.

33. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

Sports Court / Pavilion

34. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

35. All outdoor court lighting to be baffled to prevent light spill to the apartments to the west.

Childcare

36. Except with the prior written consent of the Responsible Authority, no more than 120 children are permitted on the land at any one time.

37. Except with the prior written consent of the Responsible Authority, no more than 10 EFT Childcare teaching staff are permitted on the land at any one time.

38. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

Office

39. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:
    (a) Monday to Sunday 6.00am to 10.00pm.

Medical Centre

40. No more than fifteen (15) practitioners are permitted to operate from the land at any one time.

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41. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

42. All infectious waste must be removed by a commercial waste contractor which holds an appropriate commercial waste licence to the satisfaction of the Responsible Authority.

Retail/Shop

43. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Food and Drink Premises

44. Except with the prior written consent of the Responsible Authority, no more than 1,143 patrons (distributed across all food and drink premises) are permitted on the land at any one time.

45. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Community Space - Place of Assembly

46. Except with the prior written consent of the Responsible Authority, no more than 300 patrons are permitted on the land at any one time.

47. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) Monday to Sunday 6.00am to 10.00pm.

Gym

48. Except with the prior written consent of the Responsible Authority, no more than 386 patrons are permitted on the land at any one time.

49. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

    (a) 24 hrs per day.

50. Before the restricted recreation facility (gym) use commences, an operation management plan must be submitted and approved by the Responsible Authority. When approved, the operation management plan will be endorsed and will form part of this permit. The operation management plan must include:

    (a) Hours that staff will be present on site;

    (b) Details of after-hours access by members; and

Date: 05 June 2018

Amy Hodgen
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

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(c) Details of security/safety measures/emergency contact when facility is unstaffed.

51. The provisions, recommendations and requirements of the endorsed Operation Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

General Use Conditions

52. The provision of music and entertainment on the land must be at a background noise level excluding the community spaces unless with the prior written consent of the Responsible Authority.

53. The use and development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

54. The use and development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

55. The amenity of the area must not be detrimentally affected by the development and uses including through:

(a) The transport of materials, goods or commodities to or from the land;

(b) The appearance of any buildings, works or materials;

(c) The emission of noise, artificial light, vibration, smell fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil or

(d) The presence of vermin,

to the satisfaction of the Responsible Authority.

Road works – Section 173 Agreement

56. Unless otherwise agreed by the Responsible Authority, prior commencement of the development authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:

(a) Before the occupation of the development approved by this permit, Heidelberg Road along the site frontage must be substantially completed to the satisfaction of the Responsible Authority, including appropriate connections to the adjoining sections of Heidelberg Road;

(b) Sections of the Heidelberg Road and Latrobe Avenue footpath that lie outside the building envelope but within the title boundaries to be vested with Council;

(c) Before occupation of the development approved by this permit, the sections of Heidelberg Road and Latrobe Avenue adjacent to the title boundaries must be substantially completed to the satisfaction of the Responsibility;

(d) The cost of the design and carrying out these works to be borne by the owner of the land;

(e) Publicly accessible pedestrian links (Paper Trail, Outer Circle Mews and southern access road) to remain unobstructed and maintained in good order to the satisfaction of the Responsible Authority';

(f) Paper Trail access (connecting the Village Square to the Outer Circle Mews) to be publicly accessible between 6am and 12midnight; and

(g) 24-hour public access provided to the Outer Circle Mews and the access road to the south.

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The owner, or other person in anticipation of becoming the owner, must meet all the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

Road Infrastructure

57. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the applicant must prepare and submit a 1 in 20 scale cross sectional drawing of the development's vehicular entrance, showing the actual reduced levels to three decimal places (not interpolated levels from the application drawings). The required levels include the building line level, top of kerb level, invert level, lip level and road pavement levels. The applicant must demonstrate by way of a ground clearance check using the B99 design vehicle that cars can traverse the new vehicle crossing without scraping or bottoming out. The 1 in 20 scale cross sectional drawing must be submitted to Council's Construction Management branch for assessment and approval.
58. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing 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.
59. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular 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.
60. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.
61. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.
62. Prior to the commencement of works, specifications for the proposed surface materials to be used for Council's assets are to be submitted to Council's Civil Engineering Unit for assessment and approval.
63. Before the buildings are occupied, the footpaths, kerbs, channels and roadways adjacent to the site are to be constructed to the satisfaction of the Responsible Authority.
64. Before the buildings are occupied, redundant pits/services are to be removed and Council assets reinstated.
65. Prior to the commencement of works, existing Council stormwater drainage and sewerage infrastructure within the site to be relocated to the satisfaction of the Responsible Authority.

Car parking

Date: 05 June 2018

Amy Hodgen
Signature for the Responsible Authority

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66. Before the buildings are occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:
    (a) the number and location of car parking spaces allocated to each use including:
        (i) residential spaces provided at a minimum rate of 1 space per dwelling (including the affordable housing component);
        (ii) office employee car parking provided at a rate of 2.5 spaces per 100sqm of office space;
        (iii) 10 staff car spaces for the childcare;
        (iv) 15 staff car spaces for the school; and
        (v) minimum 497 car spaces for visitors;
    (b) location of a minimum of 14 disabled car spaces;
    (c) any tandem parking spaces allocated to a single tenancy;
    (d) location of a minimum of two car share spaces, including time of shared use;
    (e) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;
    (f) details of way-finding, cleaning and security of end of trip bicycle facilities;
    (g) the number and allocation of storage spaces;
    (h) policing arrangements and formal agreements;
    (i) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc.;
    (j) management of drop off and pick up for the school and childcare centre; and
    (k) provision of conveniently located power points for charging e-bikes.
67. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
68. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
    (a) constructed and available for use in accordance with the endorsed plans;
    (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
    (c) treated with an all-weather seal or some other durable surface; and
    (d) line-marked or provided with some adequate means of showing the car parking spaces;

    to the satisfaction of the Responsible Authority.

69. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Loading Bay Management Plan

70. Before the buildings are occupied, a Loading Bay Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Loading Bay Management Plan will be endorsed and will form part of this permit. The Loading Bay Management Plan must address, but not be limited to, the following:
    (a) details of the frequency, hours and type of deliveries to occur;

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(b) access management into the loading bay e.g. manual/swipe/pin code;

(c) collection of waste and garbage including the separate collection of organic waste and recyclables and medical waste which must be in accordance with the Waste Management Plan required by Condition 28; and

(d) loading hours and operations to be consistent with recommendations in the acoustic report pursuant to Condition 11, including that doors are to remain shut while loading and unloading.

71. The provisions, recommendations and requirements of the endorsed Loading Bay Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

72. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

Road Safety Audit

73. Prior to the endorsement of plans, a road safety audit is to be undertaken to assess the Heidelberg Road access, including the left-in, left-out access and the left turn lane from Heidelberg Road into Chandler Highway and the layout, design and line markings of the private road to the south having regard to bicycle/vehicle conflicts and through-traffic to the west.

Green Travel Plan

74. Before the use commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by GTA Consultants and dated 25 September 2017, but modified to include or show:
    (a) employee and resident welcome packs (e.g. provision of Myki/transport ticketing);
    (b) the provision of real time passenger information displays for nearby stops within each main lobby;
    (c) security arrangements to access the resident and employee bicycle storage spaces;
    (d) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3, including access to rail and bus services;
    (e) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness';
    (f) Support for carpooling;
    (g) Support for the car share vehicles proposed;
    (h) Clarification on references to employee permit parking; and
    (i) Confirmation who will be the Green Travel Plan Coordinator.
75. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Transport Victoria

76. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Heidelberg Road is kept to a minimum during the construction of the development.

Date: 05 June 2018

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Attachment 1 - Planning Permit

Foreseen disruptions to bus operations during construction and mitigation measures must be communicated to Public Transport Victoria fourteen (14) days prior.

VicRoads Conditions (77 to 80)

77. Before the development starts functional layout plans for the intersection of Heidelberg Road and the accessway to the Village (at the north west) and the intersection of Heidelberg Road and Latrobe Avenue, must be submitted to and approved by the Roads Corporation. When approved by the Roads Corporation, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies submitted with the application (by GTA consulting, Heidelberg Road Frontage Alphington, SIGHT TRIANGLES, reference: 16M192300-SK05 & swept Path Assessment 1-2 and 12. The Functional Layout Plans must also incorporate the recommendations of the Road Safety Audit, Reference RSA – 05937 submitted with the application.
78. Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access lanes, driveway, crossovers and associated works must be provided and available for use and be:
    (a) formed to such levels and drained so that they can be used in accordance with the plan; and
    (b) treated with an all-weather seal or some other durable surface.
79. The crossover and driveway must be constructed to the satisfaction of the Roads Corporation and the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the works hereby approved
80. Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operation efficiency of the road or public safety.

Construction Management

81. Before the development commences, 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 land 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 land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
    (e) facilities for vehicle washing, which must be located on the land;
    (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;

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(v) sediment from the land on roads;
(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 land, including delivery and unloading points and expected duration and frequency;
(k) parking facilities for construction workers;
(l) measures to ensure that all work on the land 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) measures to maintain the access and integrity of the continuous bike path along Heidelberg Road;
(o) 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;
(p) 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;
(q) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:
(i) using lower noise work practice and equipment;
(ii) the suitability of the land for the use of an electric crane;
(iii)silencing all mechanical plant by the best practical means using current technology;
(iv)fitting pneumatic tools with an effective silencer;
(v) other relevant considerations; and
(r) any site-specific requirements.

<u>During the construction</u>:

(s) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(t) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
(u) vehicle borne material must not accumulate on the roads abutting the land;
(v) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(w) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

82. If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.
83. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
84. 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;

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(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.

Time Expiry

85. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit; or
(b) the development is not completed within four years of the date of this permit; or
(c) the uses have not commenced within five years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

All future property owners and residents, within the development approved under this permit will not be permitted to obtain resident or visitor parking permits.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

Date: 05 June 2018

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Signature for the Responsible Authority

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The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

All future property owners, occupiers, employees, students or visitors, within the development approved under this permit will not be permitted to obtain business employee, resident or visitor parking permits.

Separate approval under the Road Management Act may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

VicRoads Notes:
Separate approval under the Road Management Act may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

THIS PERMIT HAS BEEN CORRECTED AS FOLLOWS:

Date corrected	Brief description of correction
28 December 2018	Pursuant to Section 71 of the *Planning and Environment Act* 1987, correct condition 1 to refer to the accurate decision plans and correct condition 79 to '*The*' rather than '*e*'

Date: 05 June 2018

Amy Hodgen
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

Attachment 1 - Planning Permit

PLANNING PERMIT

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987.**)

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from—
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

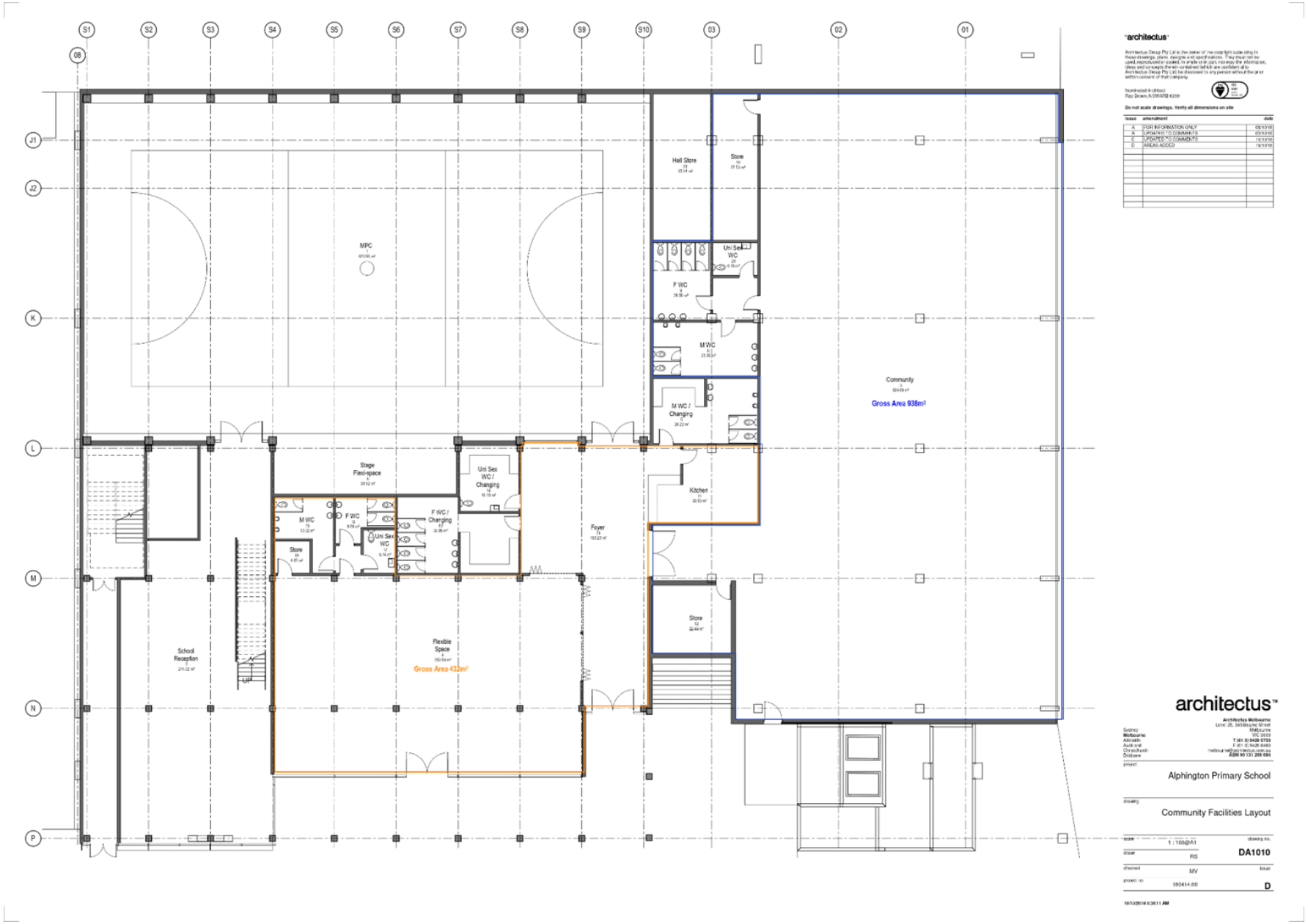
1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988.**
2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987,** or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988,** unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Attachment 2 - Community Facilities - Architectus Plan



Attachment 3 - VicRoads Referral Comments

vicroads
ABN 61 760 960 480

Yarra City Council
PO Box 168
RICHMOND VIC 3121
Attention: Amy Hodgen

25 March 2019

Dear Amy Hodgen

PLANNING APPLICATION NO.: **PLN17/0703.01**
VICROADS REFERENCE NO: **24817/18**
PROPERTY ADDRESS: **626 HEIDELBERG ROAD, ALPHINGTON**

Section 55 – No objection subject to conditions

Thank you for your letter dated 20 February 2019 referring details of the above application to the Roads Corporation (VicRoads) pursuant to Section 55 of the Planning and Environment Act 1987.

The permit allows mixed-use development with reduction in car parking and creation of access to Road Zone Category 1. VicRoads has considered the proposed amendments to the permit and has no objection to the proposal subject to amended conditions.

If Council regards the proposed development favourably, VicRoads would require that the following conditions be included in any planning permit issued:

1) Before the development starts functional layout plans for the intersection of Heidelberg Road and the accessway to the Village (at the north west) and the intersection of Heidelberg Road and Latrobe Avenue, must be submitted to and approved by the Roads Corporation. When approved by the Roads Corporation, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must be generally in accordance with the plans submitted with the application (by GTA Consulting, Heidelberg Road Frontage Alphington, Functional Layout, Reference: 16M1923000-05 Issue F7). The Functional Layout Plans must also incorporate the recommendations of the Road Safety Audit Report, Reference RSA – 05937 by Road Safety Audits).

2) Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access lanes, driveways, crossovers and associated works must be provided and available for use and be:

   i. Formed to such levels and drained so that they can be used in accordance with the plan.
   ii. Treated with an all-weather seal or some other durable surface.

3) The crossover and driveway must be constructed to the satisfaction of the Roads Corporation and the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the works hereby approved.

4) Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operational efficiency of the road or public safety.

Attachment 3 - VicRoads Referral Comments

vicroads
ABN 61 760 960 480

NOTE

- Separate approval under the Road Management Act may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

Once Council makes its decision, please forward a copy of the decision to VicRoads as required under Section 66 of the Planning and Environment Act 1987.

Should you have any enquiries regarding this matter, please contact Kojo Adjei on (03) 9313 1171 or Kojo.Adjei@roads.vic.gov.au

Yours sincerely

KOJO ADJEI
TRAFFIC AND PLANNING
Cc: Permit Applicant

Attachment 4 - Transport for Victoria (formally PTV) Referral Comments

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

File: FOL/15/20353
Ref: HTFV2019/0078

Amy Hodgen
Statutory Planning
City of Yarra
PO Box 168
Richmond VIC 3121

Dear Amy,

YARRA PLANNING SCHEME
PLANNING APPLICATION NO: PLN17/0703.01
PROPOSAL: VILLAGE PRECINCT APARTMENTS/MIXED USE
ADDRESS: 626 HEIDELBERG ROAD ALPHINGTON

Thank you for your email dated 20 February 2019 referring the above application to the Head, Transport for Victoria pursuant to Section 55 of the *Planning and Environment Act 1987*.

TfV notes that the amendment to the previous permit includes several changes. As TfV's (then Public Transport Victoria) condition 76 is not amongst those being altered, the Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* **does not object** to the grant of a planning permit subject to the previous condition being retained in any future permits issued.

Should you require any further clarification, please feel free to contact Nick Collins on telephone 03 8392 9057 or email nick.collins@ecodev.vic.gov.au.

Yours sincerely,

MARK BURTON
Manager Place Planning & Referrals
Delegate of the Head, Transport for Victoria

25 / 02 / 2019.

cc: slinke@contour.net.au

VICTORIA State Government

Attachment 5 - Open Space Unit Referral Comments

Memo

To:	**Amy Hodgen**
Cc:	
From:	**Julia Mardjuki**
Date:	**31 January 2019**
Subject:	**PLN170703 – 626 Heidelberg Road (Village) – Section 72 Application – Open Space Referral**

Dear Amy

I have reviewed the plans provided for the amended application for the Village Precinct within the Amcor Development, provided on 4/1/2019. Please find my comments below on the permit conditions related to landscaping.

Landscaping

17. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Aspect Studios and dated 20 February 2018, but modified to include (or show):

No.	Permit condition	Notes
(a)	Consistency with the architectural drawings pursuant to Condition 1	Provide latest architectural drawings on all landscape plans.
(b)	Greater detail of the vertical planting proposed to the Living Edge regarding plant species type, irrigation and maintenance details;	This condition has been addressed with the drawing from Bird de la Coeur architects and consultant advice note from Aspect dated 21/01/2019.
(c)	Greater detail of the steel inserts, including cross sections, demonstrating that they will not be a tripping or slipping hazard, or alternatively removal of this feature.	More information will need to be provided to assess this condition.
(d)	To Heidelberg Road:	
	(i) Minimum footpath width of 3m	Condition has been met.

Attachment 5 - Open Space Unit Referral Comments

	(ii) Remove continuous landscape strip	Condition has been met.
	(iii) Introduce bicycle hoops and seating between street trees;	Condition has been met, however final locations to be verified and coordinated with Urban Design and Sustainable Transport.
	(iv) Retaining wall relocated at the kerb side edge	Further levels across Heidelberg Road need to be provided to verify this condition.
	(v) Remove brick paving extending from the Outer Circle Mews	Condition has been met. There is still a residual garden bed reflective of the outer circle mews style along Heidelberg Road. Our preference is to continue the tree planting along Heidelberg Road to create a strong boulevard of tree planting and remove the larger garden bed. Review the location of the bus stop and if it will impede access for emergency vehicles. Ensure final location is compliant with standards but meets access requirements.
	(vi) Tree species to consider impact from future location of power lines and infrastructure.	There is acknowledgement of this in the notes, however further information is needed to clarify this condition.
	(vii) Ensure/demonstrate the tree within the splitter island adjacent to the vehicle entrance does not impact on sight lines.	Condition has been met.
(e)	To the outer circle mews:	
	(i)The cluster of four trees at each end of the Mews to be replaced with a single tree;	The four trees at each end have not been removed, condition has not been met. Information around tree species will need to be provided in order to assess this point.
	(ii) Avoid small 'left over; spaces between street furniture and garden beds;	Condition has been met.
	(iii) Small garden beds or vertical garden planting along the eastern edge	WSUD beds have been provided in this location. Please provide further information on the system and its broader connections.
	(iv) Greater detail of the windscreens e.g. materials, porosity	More information will need to be provided to assess this condition.
	(v) Provision of BMX coping/deterrents to street furniture	More information will need to be provided to assess this condition.
	(vi) colour variation applied to the brick plinths and pavements	More information will need to be provided around plinth details to assess this condition.
(f)	To the southern access lane:	
	(i) Further tree planting to the north/east edge (triangular space);	Condition has been met, however discussions at the meeting on 13/11/18 around the use and layout of this space have not been reflected in these plans.
	(ii) Minimum 1.5m planting width for street trees	Condition has been met.

Attachment 5 - Open Space Unit Referral Comments

	(iii) Doors to the back of house storage area to not open outward to the footpath	Condition has been met, however consideration will need to be made as to how sightlines to the lower ground level entry point are achieved.
(g)	To the Level 1 terrace:	
	(i) Provision of medium sized trees in larger planter boxes	Condition has been met.
	(ii) Inclusion of softer materials	Condition has been met.
	(iii) Seating to be provided in clusters	Review layout of seating and potential for gathering and congregation in this area. Further detail on seating to be provided.
(h)	To the Residential Gardens/Paper Trail	
	(i) Further tree planting along the southern and eastern edge of the residential gardens	Condition has been met.
(i)	To the Village Square	
	(i) Redesign to avoid significant change in level between the square and Latrobe Avenue	Further information is required on levels and grading in order to assess the condition.
	(ii) Provision of large trees along the western side that will allow light to penetrate at ground level.	Condition was met, please provide supplementary tree planting as per condition Iiii below.
	(iii) Incorporate landscaping on the eastern edge of the square that will supplement the Main Street tree planting	More information will need to be provided to assess this condition.
	(iv) Replace corten seel with an alternative graffiti resistant material to the satisfaction of the Responsible Authority	This condition has not been met. More corten steel elements have been added as landscape features. We will need more information how these features sit within the Village Square, how they will be incidentally used and how they complement the space.
	(v) Additional entrance that aligns with the Latrobe Avenue crossing	More information will need to be provided on the plan in order to assess this condition.
	(vi) Deletion of ground water jets	Condition has been met.
	(vii) Consider custom seating that allows for groups to gather and interact	More information will need to be provided to assess this condition.
	(viii) Lawn area to be raised on two sides to deter cross traffic movements	Condition has been met, however ongoing maintenance access to the lawn area will need to be considered.
	(ix) Bicycle hoops, drinking fountains and bins to Council's Standards or otherwise to the satisfaction of the Responsible Authority;	Details to be provided.
	(x) Provision of clear wayfinding signage for access to Level 1	Indicate location of signage on landscape plans as per 'Wayfinding and Interpretation Strategy Report'.
	(xi) Double sided timber benches to include backs and armrests; and	More information will need to be provided on the plan in order to assess this condition.

Attachment 5 - Open Space Unit Referral Comments

	(xii) Clear demarcation between public and private areas; including location of assets	More information will need to be provided on the landscape plans in order to assess this condition.

An Irrigation Management Plan will need to be provided to satisfy condition 18.

Conditions 19 and 20 can only be assessed once works are complete.

Include notes on maintenance and landscape specifications prior to works in future landscape drawings to supplement condition 20.

Please feel free to contact me if you would like me to clarify any of these points.

Sincerely

Julia Mardjuki

Open Space Planner

Attachment 6 - Internal Urban Design Unit Referral Comments (streetscape design)

CITY OF YARRA

MeMO

TO: Amy Hodgen (Statutory Planning)
FROM: Blake Farmar-Bowers (Urban Design)
DATE: 04 February 2019
SUBJECT: 626 Heidelberg Rd, Alphington
The Outer Circle Mews, Heidelberg Road, Access Lane and the Level 1 Terrace.
APPLICATION NO: PLN17/0703
DESCRIPTION: Use and development of the land for a mixed use development containing dwellings, supermarket, shops, food and drink premises, office (including medical centres), restricted recreational facility (gym), childcare centre, education centre (primary school) and a place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 road.

COMMENTS

Urban Design comments have been sought on the above application, in particular on the proposed public realm and streetscape improvements.
This memo provides comment in regard to The Outer Circle Mews, Heidelberg Road, Access Lane and the Level 1 Terrace only.
Comments are provided below and refer to application plans received on Friday 4 January 2019.

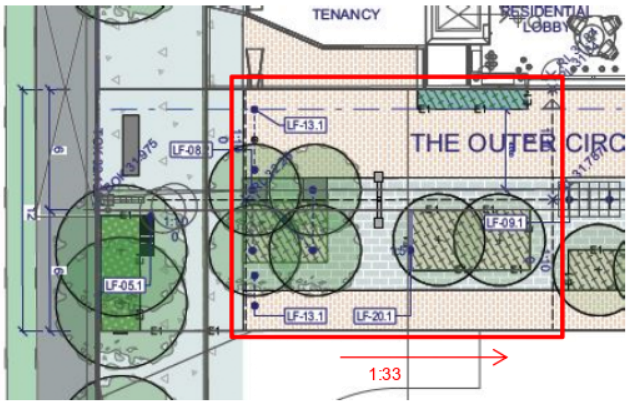
Outer Circle Mews

General

Show the architectural footprint of the Cayden Development (2A) on plan drawings to illustrate the interface with built form.

Grading & Drainage

The northern segment of the Mews has a long fall of 1:33. Given this surface will accommodate movement in various directions the maximum (cross) fall should be 1:40.
Ensure a clear drainage strategy is provided.

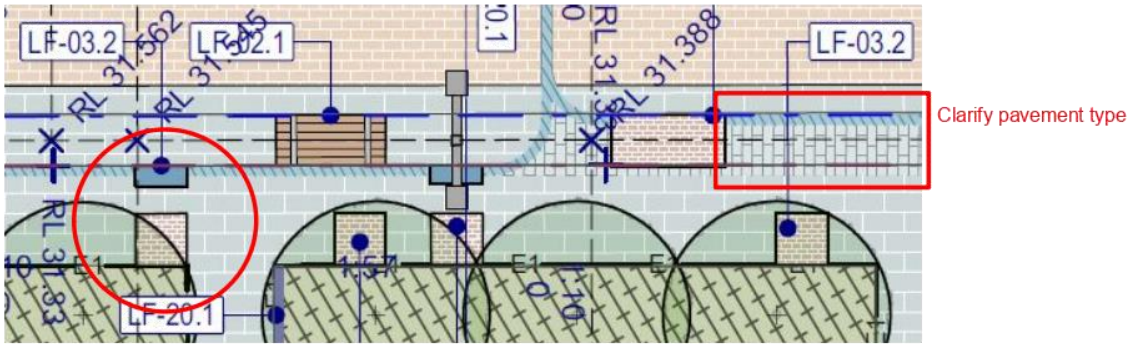


Attachment 6 - Internal Urban Design Unit Referral Comments (streetscape design)

Material Schedule & Selections
Update and reissue the schedule of materials to further understand the proposed material palette.

Pavements & Surfaces
Provide detail of the interpretive inlay (co-ordinate with furniture as required).
Clarify the pavement anomaly (as noted below).

Fixtures & Furniture
Provide details of the custom furniture & fixtures (including integration with interpretive inlay)
Provide detail of wind screens.
Clarify code LF8.2.
Clarify if locked bicycles obstruct MFB access.



Tree Species
Nominate proposed tree species.

Heidelberg Road

General
Show the architectural footprint of the Cayden Development (2A) on plan drawings to illustrate the interface with built form.
Clarify relevant line work for road and vehicle entries (duplicate options shown).

Grading
Provide comprehensive levels and grading information.
Co-ordinate sections and plans.

Services
Confirm the alignment and depth of underground power lines.

Trees
Once service constraints have been clarified the proposed tree species, required soil volumes, tree pit size and spacing can be determined.
Regular spacing between trees is required along Heidelberg Road.
Confirm and co-ordinate if trees are proposed in the garden bed located at the end of the Outer Circle Mews. (TP-LAN-0G-102 Rev 06 / TP-LAN-0G-103 Rev 06)

Material Schedule & Selections
Update and reissue selections schedule to understand the proposed material palette.

Attachment 6 - Internal Urban Design Unit Referral Comments (streetscape design)

Pavements & Surfaces
Jointing layout plan is to be provided for the Heidelberg Road footpath.

Shared Path
Annotate the extents of the shared path and show all required/recommended line marking.
An alternative pavement selection may be used to delineate extents of shared path (e.g. charcoal coloured concrete).

Furniture & Fixtures
Confirm bus stop and shelter location.
Provide details of custom furniture.
We expect that the Mill Building Lobby Entrance will generate the need to supply public seating at this location on Heidelberg Road. As such we recommend that approximately 10 L. m of seating be provided.
Ensure seats with backs and armrests are included within furniture selections.

Ensure furniture placement in relation to the shared path is complaint with Austroads guidelines.
Clearances, Batters and Fences 7.5.7
The following guidelines should be applied for clearances between the cyclist operating spaces and potential hazards beside paths:

- *Where both the areas beside the path and the path alignment are both relatively flat a lateral clearance of at least 1.0 m (0.5 m absolute minimum) should be provided between the edge of any path for cycling and any obstacle, which if struck may result in cyclists losing control or being injured. However, on high-speed paths it is most desirable to have a clearance considerably greater than 1.0 m.*

Cycling Aspects of Austroads Guides_Austroads 2014 | page 97

Refer to Strategic Transport's comments in regard to required bicycle hoop numbers.

Access Lane

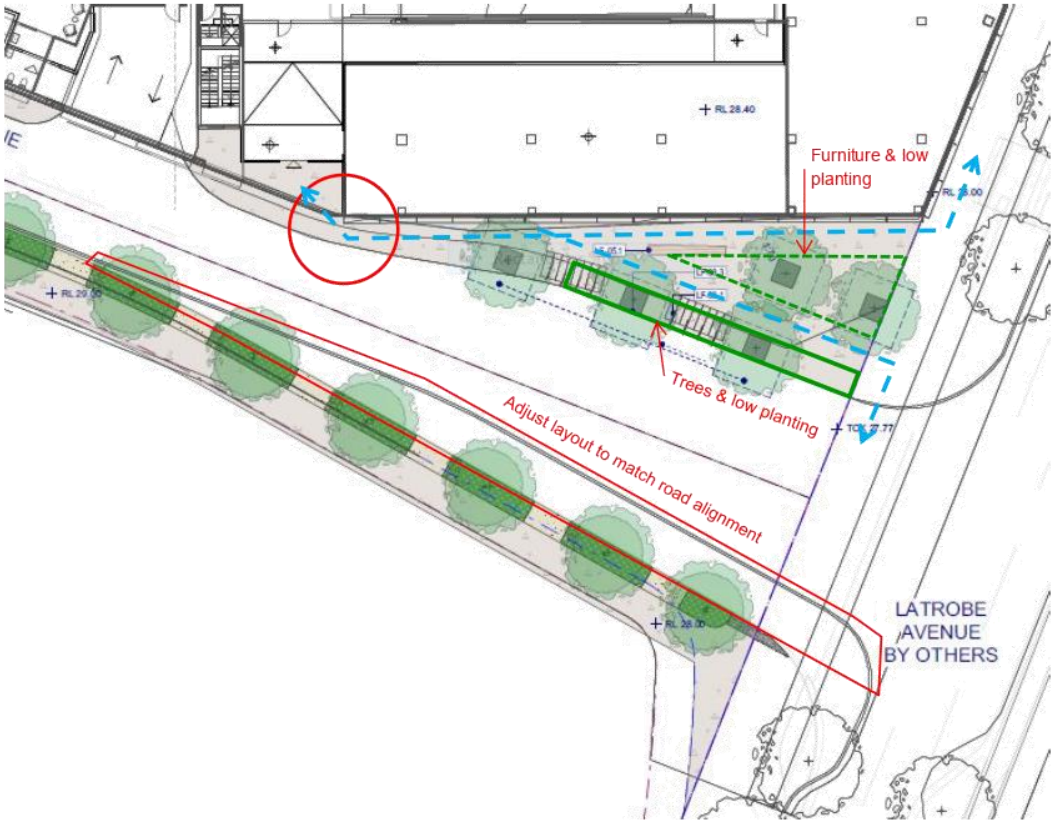
General
Co-ordinate layout with road alignment, and redesign accordingly (as noted below).

Pedestrian Clearances
Ensure a minimum 2.5m wide clear path of travel is attained along the building line.
Suitable usage clearances should be considered for locating adjacent furniture (e.g. 500mm).

Grading
Provide comprehensive levels and grading information.

Lower Ground Commercial entry
The Lower Ground Commercial entry has been relocated and sightlines are restricted due to the setback from Mills Boulevard and the adjacent speciality store.
Clarify the dimension of pinch point at the south-west corner of development (as shown below).
Nominate streetscape/ wayfinding treatments to ameliorate the compromised visibility and physical access.

Attachment 6 - Internal Urban Design Unit Referral Comments (streetscape design)



Furniture & Fixtures

Bicycle hoops are to be setback 900mm from the kerb line when located perpendicular to the road alignment.
Provide details of custom furniture. Ensure seats with backs and armrests are included within furniture selections.
Adjust layout to cater for multiple groupings.
Provide details of tree pits and associated grates.

Softscape

Given the northern triangular streetscape is over 200m2 introduce low planting to reduce the area of hardscape.
The streetscape treatment on the southern side of the access road may be replicated on the north.

Level 1 The Terrace

General

Ensure the extent and height of architectural canopies are shown in plan and section.

Grading and Drainage

Provide comprehensive levels and grading information.
Ensure a clear drainage strategy is provided (including raised planter).
Note: Slope of synthetic grass mound is 1:3 not 1:20 as shown on 1: TP-LAN-L1-703 Rev 03.

Attachment 6 - Internal Urban Design Unit Referral Comments (streetscape design)

Tree planting

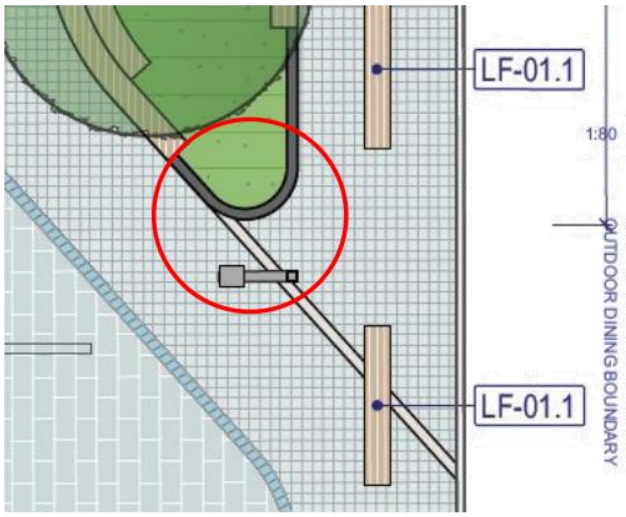
Nominate proposed tree species and available soil volumes.
Clarify form and grade of mound (including extents of crest, heights of edges etc.).
Ensure proposed tree locations are suitably offset from edges and adequate depth is attained.
Provide further detail of proposed tree planting (considerate of both the establishment phase and the ultimate condition).

Furniture & Fixtures

Provide details of custom furniture.
Ensure furniture is compliant with Australian Standards and seats with backs and armrests are included within furniture selections.
The current bleacher arrangement is not particularly welcoming or comfortable; review of depth of bleachers, provision of back rests, feet clearance etc.
Estimate seating capacity currently being provided to assist in determining desirable quantity.
Show TGSIs on stairway.

Pavements & Surfaces

Provide detail of interpretive inlay.
Clarify detail of edges (see below).



Clarify edge type and height

Attachment 7 - Internal Urban Design Unit Comments (Village Square)

CITY OF YaRRA

MeMO

TO: Amy Hodgen (Statutory Planning)
FROM: Blake Farmar-Bowers (Urban Design)
DATE: 08 January 2019
SUBJECT: 626 Heidelberg Rd, Alphington
The Village Square- Levels Interface
APPLICATION NO: PLN17/0703
DESCRIPTION: Use and development of the land for a mixed use development containing dwellings, supermarket, shops, food and drink premises, office (including medical centres), restricted recreational facility (gym), childcare centre, education centre (primary school) and a place of assembly and a reduction in the car parking requirements and creating access to a Road Zone Category 1 road.

COMMENTS

This memo provides comment in regard to the proposed levels for and adjacent to The Village Square. The request from Alpha Partners (and associated consultants) is to set approved datum levels within the Alpha owned title boundary to allow unimpeded documentation of the Village development.

Comments are provided below (and attached annotated drawing) and refer to ASPECT Studios TP-LAN-0G-101 Rev 08: General Arrangement Plan- The Village Square plan dated 3 December 2018.

SUMMARY

Insufficient information has been provided to approve the proposed levels and grading layout.
The following information is required to gain a comprehensive understanding of proposed levels:

Western Food Mall Interface

The general grading approach of applying a 1:80 grade that falls away from the building is supported. This grade is shallow enough not to hinder outdoor dining whilst enabling positive drainage to be achieved.

- Further resolution is required to clarify discrepancies of grade (1:60 at northern entry) and define levels at pavement extents.

Northern Interface

A level change of approximately 900mm exists between the Primary Entry and the Mills Boulevard footpath. It is understood that a series of 1:20 ramps is required to mitigate this level change. (Unrestricted access is not possible).

- As mentioned above further resolution is required to clarify the grade from the top ramp to the Primary Entry as a level discrepancy (1:60 not 1:80 as noted) may impact adjacent ramp grades.
- Ensure the landing between the 1:20 ramps aligns with the Bicycle Store entry.
- Ensure the full extent of 1:20 ramps includes side protection as per Australian Standards (review eastern end).
- Define the edge treatment required for 1:20 ramps: both in regard to levels and materiality. Provide Top of Wall Heights for all edges, including seat walls.

Attachment 7 - Internal Urban Design Unit Comments (Village Square)

Eastern Mills Boulevard Interface

It is understood that the Mills Boulevard footpath can achieve both a long fall and cross fall shallower (or equal to) 1:40. This approach is supported as it allows for unencumbered pedestrian access from Mills Boulevard.

- Further clarification is required to clearly annotate the proposed Mills Boulevard levels (particularly at all connection points).

Southern Interface

A level change of approximately 2m exists between the Southern Entry and the Mills Boulevard footpath. It is understood that a series of stairways is required to mitigate this level change. Stairways are separated to allow visual permeability into the Village Square from the southern approach.

- Further clarification is required to clearly assess the proposed stairways:
- Provide cross sections through all stairways (include No. of steps, riser & tread dimensions and tactile, stair nosing and handrail details).
- Provide levels at the extents of all stairway landings.
- Provide an elevation of the stairway at Mills Boulevard to clarify the interface with adjacent levels. E.g. to account for footpath long falls (125mm difference across 5m width at 1:40).

- Define levels of adjacent surfaces; including pavements, gardens beds and associated edges if raised.

Drainage

No drainage information has been provided within the current documentation.

- Ensure a clear drainage strategy is provided.

Attachment 8 - ESD Referral Response

CITY OF YARRA

MeMO

To:	Amy Hodgen	Date: 25/2/19
Cc:		
From:	Scott Willey	
Subject:	Review of revised SMP and drawings of the application for an amendment to a planning permit	

File:	PLN17/0703
Subject Site:	626 Heidelberg Road, Alphington

Amy,

The revised drawings and ESD report for the above project have been reviewed with comments provided on:

- proposed changes – for buildings with significant planning changes or changes to facades
- revised SMP – in response to permit conditions
- revised drawings – in response to permit conditions

The revised ESD report covers considerably more ground than that previously submitted, but still contains a lack of clarity of the degree of commitments in some areas discussed. Some sought items are promised in future stages, though there is no submission requirement noted in the current conditions for post construction. It is suggested that a condition be added which captures all items not submitted before any amended permit is issued. This would include: Section J report, JV3 energy modelling, glazing calculator, photovoltaic specification etc.

The revised drawings contain a considerable lack of clarity around the provision of shading in general, and a lack detail on the provision of best practice natural ventilation for the proposed changes to commercial facades, and that of the school and civic spaces.

As discussed, some condition response should be passed for internal referral. This includes:

- Transport – for relevant bicycle facilities and electrical vehicle charging
- Engineering – for review of the MUSIC model

Please find comments for each of these below, and please let me know if you wish to discuss the proposal.

Regards,

Scott Willey

Environmental Sustainable Development Advisor

Attachment 8 - ESD Referral Response

Assessment

The following revised documents were reviewed against the permit conditions that relate to ESD:

- Architectural drawings - prepared by NHA/Bird de la Coeur Architects / Architectus, Project 01234, TP drawings - Revision 4
- Sustainable Management Plan - prepared by Norman Disney & Young, dated 21/11/18
- Waste Management Plan - prepared by Salt3, dated 20/11/18

Further information is needed before the project proposal could be considered to meet Council's conditions relevant to ESD and/or best practice.

Comment on proposed changes

- **Effective shading** – The proposed facades indicate unprotected glazed areas which would be subject to significant summer solar gain. Effective external shading is sought to prevent undesirable summer solar heat gain, though allow winter sun. Provision of effective shading, for sun-exposed glazing is sought to be demonstrated for the following (e.g. north-facing glazing - for the summer solstice at midday, and for west-facing glazing – at 3pm):
  - Residential – habitable rooms of apartments and serviced apartments including common corridors, and entry lobbies
  - Commercial and civic – habitable spaces as well as common corridors, and entry lobbies
- **Natural ventilation** – New façade elements are proposed without sufficient explanation of how these facades will encourage natural ventilation to decrease the need for, and reliance on, mechanical ventilation, heating and cooling.
  - Windows – indicate operable window sashes to all habitable rooms and common corridors for buildings where facades are proposed to be altered.
  - Passive – Provide details of strategies to encourage utilisation of a passive ventilation over mechanised ventilation

Comment in response to ESD relevant Permit Conditions

Condition 1

Condition 1(g) Additional external shading systems applied on all east, west and north facing facades of the Urban Anchor and Living Matrix;

- *Not satisfactory – External shading is lacking or not obviously effective. Provide typical façade details that demonstrate external shading is effective in preventing solar heat gain in warmer months. Indication of shading effectiveness on the summer solstice is sought - for north-facing glazing at noon, for east facing glazing at 10am (AEST) and west – at 3pm (AEST).*

Condition 1(h) Location and size of the water tank;

- *Satisfactory - Shown on Lower Ground Level.*

Condition 1 (i) Roof plan showing location of all solar panels;

- *Satisfactory – The 85kW noted on page 6 of SMP is matched by 24kW shown on the school (Level 8), and 61kW shown on apartments (Level 14)*

Condition 1 (j) provision and location of a minimum of 40 electric vehicle charging points;

- *Refer to Transport comments*

Condition 9 Sustainable Management Plan

Before the development commences, an amended Sustainable Management Plan (SMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended SMP must be generally in accordance with the Sustainable Management Plan prepared by Norman Disney Young and dated 14 February 2018, but modified to include or show:

- *See comments on the SMP report in the matrix below.*

Condition 9(a) Bicycle numbers updated to reflect the plans i.e. 484 bicycle spaces;

- *Refer to Transport*

Condition 9(b) All car parking areas with the potential to be electrically wired to be 'EV ready', with a minimum 40A single phase electrical sub circuit installed to the each of these areas;

- *Refer to Transport*

Condition 9(c) Size of the rainwater tank described consistently within the SMP;

- *Satisfactory – 100kL noted page 13 of SMP*

Condition 9(d) Evidence to demonstrate that SPEL proprietary products are effective in local Victorian conditions or provide a different approach for managing stormwater;

- *Not satisfactory – Information sought was not provided.*

Attachment 8 - ESD Referral Response

Condition 9(e) Separate water metering for all major common area uses, tenancies and dwellings;

- *Satisfactory – Page 13 of the SMP notes this is done*

Condition 9(f) Comprehensive commissioning and tuning of all major appliances and building services

- *Satisfactory – Page 18 of the SMP notes Commissioning and tuning will be undertaken following project completion.*

Condition 9(g) Environmental Management Plan Monitor and control activities undertaken during construction;

- *Satisfactory – Page 18 of the SMP notes an EMP is contained within the Construction Management Plan*

Condition 9(h) Use of recycled materials e.g. insulation;

- *Not satisfactory – Several valid material choices are noted page 17 of SMP, however the text commits to only one of these – which could result in only minor change to single material. Given the magnitude of the project, and the volume of materials to be used, commitment to several of the more significant items is sought, and separate to those noted items noted in Condition 9(i), and 9(l).*

Condition 9(i) Recycled content of concrete and steel; and

- *Not satisfactory – Commitments to reduce the impacts of concrete and steel on page 17 of SMP are sought to be substantial, and over and above any commitments given under Condition 9(h) above. While there is some mention of hardscaping – the intent of this condition is project wide.*

Condition 9(j) A sample of dwellings demonstrating that NatHERS annual cooling loads do not exceed the 21MJ/M2 threshold (Moorabbin area);

- *Satisfactory – Consultant Advice on pages 73-75 of the SMP summarise findings on preliminary modelling.*

Condition 9(k) Provision for stormwater retention within open space areas;

- *Not satisfactory – Landscape plans indicate raingardens in the Town Square at Ground Level, and Level 3 podium between the Living Matrix and Sculptural Building, however no cross-sections or other details of these raingardens are provided.*

Condition 9(l) FSC certified sustainable or recycled timber for all timber uses where ever possible onsite; and

- *Not satisfactory – Page 17 of the SMP notes engineering timber will be certified, though the project appears likely to be constructed of reinforced concrete, with other certified timber noted as a potential option. There is no commitment to utilise timber as per the intent of the condition.*

Condition 9(m) Provision of a facilities for organic residential waste collection.

- *Satisfactory – Page 7 of the SMP notes organic waste collection from residents, and organic waste bins appear on the Ground Floor plan.*

Condition 10. The provisions, recommendations and requirements of the endorsed Sustainable Management

- *Not satisfactory – See comments below:*
  - *Report unpublished - The project is required to be 'published' from the BESS website to allow it to be reviewed. This can be done by clicking the 'review and submit' tab in the widget on the left hand side of the screen. Publishing the BESS report will create a snapshot of the project for the information entered.*
  - *Drawing annotation – The BESS report notes at its end, 'Items to be marked on floorplans'. While the report offers clarity on the provision of many items, these are not necessarily apparent in the revised drawings. Provide notes on the drawings included in a cover sheet (or similar) to cover the items notes.*
  - *Natural ventilation – The BESS report makes reference to drawings TP-2D-802 for typical apartment natural ventilation, which appears to be an error. Drawings TP-2E-804 and TP-2E-805 appear to provide this detail however appear to confuse sliding glass door as 'operable windows'. Clarify where operable windows are provided as opposed to doors. A minimum of one operable window sash is sought for each habitable room to be naturally ventilated with the strong preference that it can be locked ajar.*
  - *Energy efficiency - The BESS report indicates that preliminary Section J / NABERS energy modelling has been performed. Provide this modelling.*
  - *Lighting – The SMP notes a commitment to a lighting power density reduction of 10% however it is noted that the NCC 2019 draft proposes at a minimum to far exceed the 2016 provisions. Consider committing to meeting the proposed 2019 minimum standards.*
  - *Clotheslines – The BESS Energy credit 3.4 notes the inclusion of clothesline. Indicate these on the typical drawings.*
  - *Third pipe – The BESS Water Profile Questions notes a third pipe / water recycling system has been provided on-site although this is not noted elsewhere. Provide details of this.*
  - *Waterless chillers – Further to BESS Water credit 4.1 - provide detail of the level of commitment to waterless chillers*
  - *Fire test water - Further to BESS Water credit 4.1 - provide detail of the commitment to fire test water capture and reuse*

Attachment 9 - Engineering Services Unit Referral Comments

MEMO

To:	**Amy Hodgen**	
From:	**Mark Pisani**	
Date:	**1 February 2019**	
Subject:	**Application No:**	**PLN17/0703.01**
	Description:	**Section 72 Amendment; AMCOR Village Precinct**
	Site Address:	**626 Heidelberg Road, Alphington**

I refer to the above Planning Amendment application received on 4 January 2019 and the accompanying *Transport Impact Assessment* report prepared by GTA Consultants (issue 02 dated 6 December 2018) in relation to the proposed development at 626 Heidelberg Road, Alphington. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION
Proposed Development
Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	83	1 space per dwelling	83	42
Two-bedroom dwelling	257	1 space per dwelling	257	180
Three-bedroom dwelling	13	2 spaces per dwelling	26	13
Residential visitors	353 dwellings	1 space per 5 dwellings	70	
Office	9,875 m^2	3.5 spaces per 100 m^2 of net floor area	345	247
Supermarket	5,797 m^2	5 spaces per 100 m^2 of leasable floor area	289	14
Shop	4,063 m^2	4 spaces per 100 m^2 of leasable floor area	162	20
Food and Drink	337 m^2	4 spaces per 100 m^2 of leasable floor area	13	3
Childcare Centre	120 children	0.22 spaces to each child	26	10
Primary School	300 students 12 employees	1 space to each employee of the maximum number of employees on site at any one time	12	15

Attachment 9 - Engineering Services Unit Referral Comments

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Community Centre	300 patrons 2,282 m²	Not Specified	To the satisfaction of the RA	9
Gymnasium	892 m²	Not Specified	To the satisfaction of the RA	4
		Total	**1,283 Spaces + Parking for Gymnasium & Community Centre**	**557 spaces + 461 shared spaces**

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment
In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for the Residential Dwellings	The proposed car parking demand rates for the dwellings as per the submitted report (0.5 spaces per one-bedroom dwelling, 0.7 spaces per two-bedroom dwelling and 1.0 space per dwelling) are lower than the recommended residential parking rates and ABS average parking rates specified in the endorsed *Traffic Management Plan*. This equates to 234 spaces for the 353 dwellings. Given the broad scale of the development and its proximity to public transport services, a reduced parking rate is considered appropriate.
Parking Demand for Residential Visitors	By applying the established empirical rate of 0.12 spaces per dwelling, the peak visitor parking demand is expected to be around 42 spaces. By applying an off-peak rate of 0.07 spaces per dwelling, the visitor parking demand would be around 25 spaces. GTA had adopted 0.1 spaces per dwelling; however, we will adopt 0.12 spaces per dwelling for consistency with other developments we have assessed.
Parking Demand for Office Use	An office parking demand of 2.5 spaces/100 m² has been adopted, which equates to 247 spaces. This rate is considered appropriate. The office visitor parking would constitute 10% of the total office parking demand (in this case, 25 spaces).
Parking Demand for Supermarket Use	The rate of 4.5 spaces/100m² has been adopted as per the endorsed *Traffic Management Plan*, resulting in a parking demand of 261 spaces. The applicant would allocate 11 spaces for one of the supermarkets, based on information provided by the future tenant (a rate of 0.25 employee spaces/100 m²). Applying this rate for the total supermarket area of the site, there would be a total supermarket employee parking demand of 14 spaces.

Attachment 9 - Engineering Services Unit Referral Comments

Parking Demand Consideration	Details
Parking Demand for Shop Use	The rate of 2.3 spaces/100 m^2 has been adopted as per the endorsed *Traffic Management Plan*, resulting in a parking demand of 93 spaces. The employee parking rate for this use (0.5 spaces/100m^2) has been adopted – also from the endorsed *Traffic Management Plan*, equating to 20 employee spaces.
Parking Demand for Food and Drink Use	A rate of 3.0 spaces/100 m^2 could be adopted for the food and drink premises, which equates to 13 spaces. An employee parking rate of 0.1 spaces/100m^2 could be used, which results in an employee parking demand of three spaces.
Parking Demand for Childcare Centre	The rate of 0.19 spaces per child has been adopted as per the endorsed Traffic Management Plan, resulting in a parking demand of 23 spaces. The parent/staff split in the parking, a parent parking rate of 0.1 spaces per child could be adopted (consistent with a site we have previously reviewed: 556 Swan Street, Richmond; PLN15/0302). The parent parking demand would equate to 12 spaces (therefore, 11 spaces would be allocated to staff).
Parking Demand for Primary School	GTA have adopted a parking rate of 0.25 spaces per student (based on previous, uncited surveys), equating to 75 spaces. A rate of 0.05 spaces per student has been adopted to estimate the likely teacher and employee parking (15 spaces), which is included as part of the overall school parking demand.
Parking Demand for Community Centre and Gymnasium	The parking provision for these two uses is to be to the satisfaction of the Responsible Authority. For the community centre use, the precise nature of this use is unknown. It can be assumed that many of the participants who would use the centre would be locals. GTA have assumed a car parking provision of 90 spaces, including nine spaces for staff. For the gymnasium, GTA have used the NSW Roads and Maritime Services rate of 3.0 spaces/100 m^2 equating to 26 spaces. A rate of 0.5 spaces /100 m^2 for employee parking, resulting in four spaces. There is no objection to these assumptions.

Attachment 9 - Engineering Services Unit Referral Comments

Total Car Parking Demand

Proposed Use	Estimated Parking Demand
Residential Dwellings	234
Residential Visitors (Peak)	42
Office	247
Supermarket	261
Shop	93
Food and Drink	13
Childcare Centre	23
Primary School	75
Community Centre	90
Gymnasium	26
Total	**1,104 spaces**

The above table (a combination of rates used by GTA and rates we consider appropriate) results in a slightly lower parking demand estimate than the total parking demand figure presented in the submitted report (1,128 spaces).

It is agreed that the short-stay spaces of the various uses would be shared and would peak at various times (for example, the residential peak visitor parking occurs on weekday evenings and at weekends, whereas visitors to the shop, food and drink and medical centre would peak during the day). For the primary school, it is understood that pick-up and drop-off would take place outside the property/internal car parks.

Overall, the site should be able to be self-sufficient in terms of car parking.

The parking allocation of every individual use should be detailed and finalised by the applicant.

Attachment 9 - Engineering Services Unit Referral Comments

AMENDED DRAWINGS
Layout Design Assessment

NH Architecture Drawing Nos. TP-2E-200, TP-2E-201, TP-2E-202, TP-2E-203, TP-2R-204 and TP-2E-654 Revision 04 dated 26 November 208 and 3 December 2018

GTA Consultants *The Village Alphington – Car Parking Management Plan* dated 6 December 2018

Planning Permit (Corrected) PLN17/0703 issued on 28 December 2018

CONITION 66 – CAR PARKING

Condition	Engineering Comment
Condition 66 *Before the buildings are occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:* *(a) the number and location of car parking spaces allocated to each use including:* *(i) residential spaces provided at a minimum rate of 1 space per dwelling (including the affordable housing component);* *(ii) office employee car parking provided at a rate of 2.5 spaces per 100sqm of office space;* *(iii) 10 staff car spaces for the childcare;* *(iv) 15 staff car spaces for the school; and* *(v) minimum 497 car spaces for visitors;*	According to the applicant, resident parking has been provided at rates recommended in the original *Transport Impact Assessment*. There is no objection to modifying this item as suggested by the applicant. The staff parking provisions for the office, childcare centre and school have been allocated in accordance with the Permit. This item has been satisfied.
(b) location of a minimum of 14 disabled car spaces;	Fourteen disabled parking spaces have been provided. This item has been satisfied.
(c) any tandem parking spaces allocated to a single tenancy;	The development no longer contains any tandem parking sets.
(d) location of a minimum of two car share spaces, including time of shared use;	Two car shares spaces have been provided as required. This item has been satisfied.
(e) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;	Visitor parking would be located on the Lower Ground and Basement levels, which are publicly accessible. Residents would access their parking via the access lane by passing a security gate (remote control access). This item has been satisfied.
(f) details of way-finding, cleaning and security of end of trip bicycle facilities;	Signage and line marking for bicycle way-finding would be finalised in the signage schedule. Cleaning and security of end of trip bicycle facilities would be managed by the owners' corporation of the building.
(g) the number and allocation of storage spaces;	To be allocated on each individual title.
(h) policing arrangements and formal agreements;	Policing and formal agreements would be administered by the site's owners' corporation. This item has been satisfied.

Attachment 9 - Engineering Services Unit Referral Comments

Condition	Engineering Comment
(i) *a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc.;*	Not yet prepared.
(j) *management of drop off and pick up for the school and childcare centre; and*	GTA Consultants have indicated that some on-street parallel parking spaces could be restricted to P10 minutes on Latrobe Avenue. In addition, it is proposed that some 60 spaces in the Lower Ground floor car park would be designated as school pick up and drop off between the hours of 8:00am to 9:00am and 3:00pm to 6:00pm for both the primary school and childcare centre. These arrangements are considered acceptable. This item has been satisfied.
(k) *provision of conveniently located power points for charging e-bikes.*	GTA suggest that power points can be installed within the indoor bicycle parking areas. This item has been satisfied.

Car Parking and Access Arrangements

Item	Assessment
Access Arrangements	
Development Entrance – Heidelberg Road Access	The main accessway has a carriageway width of 8.15 metres, and allows for two-way traffic movements.
Visibility – Heidelberg Road Access	The carriageway of the exit lane allows good visibility of pedestrians walking along the south side of Heidelberg Road.
Development Entrance – Via Access Lane	Widths not dimensioned on the drawings.
Visibility – Via Access Lane	Sight triangles for motorists entering the access lane via the two entrances have been provided in accordance with *Design standard 1 – Accessways* of Clause 52.06-9.
Internal Ramped Accessways	Not dimensioned on the drawings.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the regular at-grade parking spaces (2.6 metres by 4.9 metres to 5.4 metres) satisfy *Design standard 2: Car parking spaces*.
Accessible Parking Space	The dimensions of the accessible car parking spaces and associated shared areas satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The widths of the aisles range from 6.3 metres to 7.7 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns have been positioned in accordance with *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9.

Attachment 9 - Engineering Services Unit Referral Comments

Item	Assessment
Clearances to Walls	Clearances of no less than 300 mm have been provided.
Blind Aisle Extensions	Blind aisles extensions satisfy AS/NZS 2890.1:2004.
Gradients	
Ramp Grade for First 5.0 metres inside Property – Heidelberg Road Entrance	The ramp grade for the first 5.0 metres inside the property (from Heidelberg) has not been specified.
Ramp Grades for First 5.0 metres inside Property – Via Access Lane	For the two entrances off the access lane, the ramp grades for the first 5.0 metres are flat.
Ramp Grades and Changes of Grade	The grades and changes and changes in grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Other Items	
Loading Arrangements	The submitted swept path diagrams for the four classes of commercial vehicles as per the Australian Standard AS2890.2-2002 manoeuvring into and exiting loading docks are considered satisfactory.
Vehicle Passing Movements	The submitted swept path diagrams for vehicle passing movements using the B99 design vehicle and the B85 design vehicle throughout various points of the car parking levels are considered satisfactory.
Vehicle Turning Movements – Entrances via Access Lane	The swept path diagrams for the B99 design vehicle entering and exiting the entrance via the access lane are considered satisfactory.

Attachment 10 - Strategic Transport Unit Referral Comments

Planning Referral

To:	Amy Hodgen
From:	Julian Wearne
Date:	01/02/2019
Subject:	Strategic Transport Comments
Application No:	PLN17/0703.01
Description:	Amendment application: key changes include the relocation of the school building and the community facilities and the introduction of serviced apartments along Heidelberg Road.
Site Address	626 Heidelberg Road, Alphington

I refer to the above Planning Application referred on 04/01/2019, and the accompanying Green Travel Plan prepared by GTA Consultants in relation to the proposed development at 626 Heidelberg Road, Alphington. Council's Strategic Transport unit provides the following information:

Accuracy of plans and Development Schedules

It appears the development schedule on the Cover Sheet to the architectural plans and the Green Travel Plan (GTP) are both inaccurate. For example the development table and GTP states there are 88 visitor bike spaces at ground-level, but only 72 visitor spaces are shown on the development plans at ground-level.

Access and Safety

No significant access or safety concerns have been noted.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	313 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	63 resident spaces	313 Resident Spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	31 visitor spaces.	
Education centre (other than specified in the table)	12 employees 300 full-time students	1 employee space to each 20 employees	1 employee spaces[1]	38 school spaces (considered separately) [1]
		1 visitor space to each 20 full-time students	15 visitor spaces[1]	
Medical centre	15 practitioners	1 employee space to each 8 practitioners	2 employee spaces	

[1] *Whilst technically visitor spaces under the requirements of the planning scheme, spaces for students at the school will treated separately.*

Attachment 10 - Strategic Transport Unit Referral Comments

		1visitor space to each 4 practitioners	4 visitor spaces.	
Minor Sports and Recreation Facility (Gym)	892sqm	1 employee space per 4 employees	2 employee spaces	
		1 visitor space to each 200sqm of net floor area	4 visitor spaces	
Office (other than specified in the table)	9198 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	31 employee spaces	56 Employee spaces (for all uses)
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	9 visitor spaces.	
Place (of assembly other than specified in this table)	2282 sqm	1 employee space to each 1500 sqm of net floor area	2 employee spaces	
		2 plus 1 visitor space to each 1500 sqm of net floor area	4 visitor spaces.	
Residential building (other than specified in the table)	40 lodging rooms	In developments of four or more storeys, 1 resident space to each 10 lodging rooms	4 resident spaces	4 resident spaces
		In developments of four or more storeys, 1 visitor space to each 10 lodging rooms	4 visitor spaces.	
Retail premises (other than specified in this table)	337 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	1 visitor spaces.	
Shop	9861 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	16 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	20 visitor spaces.	
Bicycle Parking Spaces Total			**121 resident / employee spaces**	**373 resident / employee spaces**
			77 visitor spaces	**200 visitor spaces**
			16 school spaces	**38 school spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**6 showers / change rooms**	**6 showers / change rooms**

The proposed Childcare Centre use does not carry a statutory requirement for bicycle parking.

The development provides a total of 252 additional resident/employee spaces and 123 additional visitor spaces above the statutory requirements of Clause 52.34.

Adequacy of visitor spaces
The GTP indicates there will be 216 spaces for visitor use, including 88 spaces at ground-floor.
The architectural plans show:

- 72 visitor spaces at ground, including:
  - 18 visitor spaces along the Outer Circle Mews;
  - 34 spaces along the Heidelberg Road footpath;
  - 20 spaces on the Mills Boulevard footpaths;
- 128 visitor spaces within the lower-ground-floor car park.
- The remaining 16 visitor spaces referenced within the GTP do not appear to be shown on the plans.

Number of Spaces
Despite the shortfall in spaces shown on the plans compared to what is outlined within the GTP, the total number of visitor spaces is considered adequate for the following reasons:

- Best practice recommends 1 visitor space to each 4 dwellings, and 1 visitor space to each 500sqm of office floor area[2], 2 spaces for the childcare centre[3], and the statutory requirements for remaining uses; generating a recommended rate of 147 spaces.
- Given the above it would be acceptable if a number of visitor bicycle spaces were removed or re-allocated for employee use.

Design and location of visitor spaces
The design and location of visitor spaces appear to be generally well located, however it is understood Urban Design has raised potential concerns with location and design of spaces which should be considered.

Adequacy of School Spaces
The location, design and number of spaces for the school appears to be adequate.

Adequacy of Resident and Employee spaces
Number of spaces
The number of resident spaces (1 space per dwelling) meets best practice and is acceptable.

The number of employee spaces is below best practice and should be revised. A minimum of 109 employee spaces should be provided for the following reasons:

- Best practice requires 1 space to each 100sqm of office floor space[4]: generating a requirement of 92 employee spaces for the office use; and the statutory rates for the other listed uses (excluding the serviced apartments and school); this generates a requirement for 115 spaces
- Separate provision of 4 spaces for the serviced apartment has been made.
- The end of trip facilities should be upgraded in line with the recommended increased provision of employee bike spaces.

Design and location of employee and resident spaces and facilities
Whilst the shortfall of employee spaces will need to be addressed, it is noted the proposed resident and employee bicycle storage areas are well designed and located.

Electric vehicles & share cars
The provision of car share and EV charging bays appears to be adequate.

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[2] *See page 2 of Sheet 6 (Transport) of Council's Sustainable Design Assessment in the Planning Process sheets.*
[3] *A comparable childcare centre at 27 Church Street, Richmond caters for a maximum of 150 children provides 3 bicycle spaces (see PLN14/0815). Generating a rate of 1 space to each 50 children.*
[4] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following best-practice guidance for bicycle parking rates: 'Non-residential buildings should provide spaces for at least 10% of building occupants.' Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area*

Attachment 10 - Strategic Transport Unit Referral Comments

Green Travel Plan

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP does not adequately address all conditions of the permit and contains some inaccuracies compared to the proposed plans, and should be modified to include:

- Clarification on references to emoployee permit parking (i.e. "*Minimise the number of car parking permits allocated to employees"* [p.22] is not measurable or demonstrable).
- References to bicycle parking numbers should accurately reflect the endorsed plans.

Recommendations

The following should be shown on the plans before endorsement:

1. The plans, Green Travel Plan and development schedule showing or referencing a consistent number of bicycle spaces.
2. Provision of 115 employee bicycle spaces in secure facilities, with reasonable access to employee entranceways and end of trip facilities.
3. Provision of at least 12 shower/changeroom facilities to support the number of employee bicycle spaces required at condition 2.

An Amended Green Travel Plan should be provided with the information outlined previously.

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit

Attachment 11 - City Works (Waste Management) Referral Comments

Hi Amy,

The waste management plan for Lot 2B 626 Heidelberg Rd, Alphington authored by SALT and dated 20/11/18 is satisfactory from a City Works branch's perspective.

Regards,

Patrick Orr
Contract Management Officer
City Works
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121
T:(03) 9205 5554 **F:**(03) 8417 6666
E: patrick.orr@yarracity.vic.gov.au

Attachment 12 - City Works & Assets (Community Facilities)

Wed 27/03/2019 10:43 AM

Hi Amy

Further to our recent discussion on the submitted plans, I provide the following advice on changes sought.

Community Facilities Layout prepared by Architectus Drw. No. DA1010 dated 18/10/2018 amended to show the following:

- *Roller door provided from 'Hall Store 18' to the stadium ('MPC 1)*
- *Rename the 'Community 3' as 'Warm Shell' and 'Flexible Space 4' as 'Community space'*
- *Extend the northern wall of 'Store 12' to the column to the north (i.e. to align with Kitchen 11)*
- *'Store 12' divided to serve both the 'Community 3', and the 'Flexible Space 4', including provision for a door to the foyer and a dividing wall.*
- *Delete the door from the 'flexible space' into the restrooms to improve circulation and reduce conflicts.*
- *The WCs for the stadium '5, 14, and 13' require at least 1 shower each.*
- *Swap the location of the 'Kitchen 11' with the 'F WC Changing 13' and provide serving counters facing both the foyer area and the 'Flexible space 4'*
- *Provision for a partition to the 'Flexible Space 4' along Section Line S7*
- *Revised SMP to capture the following additional initiatives associated with the community facilities:*
    - *Thermal envelope with a minimum 20% improvement on NCC insulation requirements and double-glazing to windows*
    - *Provision for effective external shading to sun-exposed glazing.*
    - *Operable windows to all areas, including remote window operation for highlight windows (e.g. to the multi-purpose court)*
    - *Provision for ceiling fans including high-volume, low-speed fans (HVLS) within the multi-purpose court*
    - *Confirmation that captured rainwater will be utilised for toilet flushing in the community facilities*
    - *Hot water to be solar-boosted gas, with minimum 60% boost.*
    - *Photovoltaic array associated with the community facilities within the unused roof area of the school building*
- *NB. The group has not provided commentary on lighting or acoustics, as the plans do not enable commentary on this elements.*

Regards

Chris

Chris Leivers
Director City Works & Assets
Yarra City Council
T (03) 9205 5701
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Attachment 13 - External Urban Design Referral Comments (DLA)

DAVID LOCK ASSOCIATES
TOWN PLANNING & URBAN DESIGN

626 HEIDELBERG ROAD, ALPHINGTON
THE VILLAGE, ALPHINGTON (AMCOR PAPER MILLS PRECINCT – STAGES 2A AND 2B)

Urban Design Referral

Date	15 March 2019
Council reference	PLN17/0703.01
To	Amy Hodgen
From	Mark Sheppard, David Lock Associates

INTRODUCTION

This report assesses a s.72 application to amend the permit for the above site.

In undertaking this assessment, we have had regard to the following:

- The existing permit for the site, including the permit conditions;
- The application material, including architectural drawings, reports and RFI responses;
- The relevant provisions of the Yarra Planning Scheme and relevant Reference and Incorporated Documents (particularly the *Alphington Paper Mills Development Plan (2016)*);
- The relevant provisions of the Darebin Planning Scheme (insofar as they apply to the northern side of Heidelberg Road);
- The physical context of the subject site and wider area; and
- The emerging scale of approved and proposed development in proximity to the Amcor Precinct.

ASSESSMENT

From an urban design perspective, there are three key aspects of the application that need to be considered:

- Building heights and setbacks
- Public realm interfaces
- Architectural quality

Therefore, the assessment below is organised under these headings.

Building heights and setbacks

The application seeks to amend the proposed built form in the following ways:

- Extend the community facility to the Heidelberg Road boundary and introduce a serviced apartment building above, reaching a total height of 8 storeys
- Increase the height of The Mill office building at the corner of Heidelberg Road and Mills Boulevard from 5 storeys to 6 storeys

- Increase the height of the school and childcare centre to 6 storeys

The Development Plan (DP) provides for a height of 6-8 storeys in this area. Therefore, the proposed height increases conform with the DP.

The DP prefers a street wall height of 6 storeys in Precinct 2B, with levels above set back at least 2.2m from the street edge. The proposed serviced apartment building has a street wall of 8 storeys, exceeding the 6 levels preferred by the DP. However, this is considered to be acceptable because setting back the upper two floors 2.2m would achieve little in terms of the visual presence of the overall family of buildings given the substantial width of Heidelberg Road and the scale of the neighbouring buildings. Further, it is considered that setting back the upper levels would detract from the coherent architectural quality of the building as a singular form. The perspective images demonstrate that the proposed serviced apartment building form will contribute to an effective transition in scale between its neighbours, as sought by the DP.

The slightly increased height of The Mill building will reinforce the gateway location of this intersection, as identified in the DP (to be marked with "*more visually prominent built form*"), without compromising the stepping down in scale sought by the DP from the landmark building at the corner of Chandler Highway and Heidelberg Road.

Together, the three buildings fronting Heidelberg Road will provide an appropriate 'urban' scale for framing this wide arterial road. Although they represent greater consistency in height than the current permit, they will still create a varied and interesting composition as sought by the DP.

Levels 3 and 4 of the 'Urban Anchor' building have been set back 2.2m from the western edge of the podium, in accordance with the presumed intent of condition 1(a). Above that, the building marginally encroaches beyond the western edge of the podium. However, this encroachment is substantially less than that to which condition 1(b) applies. It is considered that this minor encroachment is acceptable.

In summary, it is considered that the proposed amendments to the approved building heights and setbacks respond appropriately to the DP and the conditions that form part of the current permit.

Public realm interfaces

The DP seeks to "*Ensure street level interface treatments contribute to high levels of pedestrian amenity and safety*". Guidelines include:

- *Habitable uses such as commercial or residential uses should generally be provided as an interface to the public realm to provide visual activation to the built edge.*
- *Habitable uses should preferably be provided at all levels of the interface, with an outlook oriented towards the public realm to encourage passive surveillance.*

Supermarket frontage to Heidelberg Road

The DP requires that "*Where retail or hospitality uses are provided the interface should provide strong visual connections between public and private spaces through glazed shopfronts or entries.*" Accordingly, condition 1(c) requires "*Full height glazing along the Heidelberg frontage to the supermarket*".

The amended permit proposal has a completely redesigned supermarket façade to Heidelberg Road, including substantially more 'full height glazing'. However, all but one of these windows is to a display box, or comprises glass blocks, which will not provide visual connectivity. It is not considered that this meets the intent of condition 1(c) or the DP.

However, it is recognised that developing a supermarket with a fully-glazed external wall is challenging. Therefore, it is recommended that permit condition 1(c) be retained but changed to require at least 3 of the five proposed full-height windows to provide a clear view into the supermarket, with the window

dimensions generally retained and the clear windows distributed relatively evenly along the supermarket wall.

Extract of North Elevation showing recommended additional clear windows to supermarket

Three small raised planters are proposed on the Heidelberg Road frontage, generally around the serviced apartment lobby. It is queried whether this is a sufficiently robust form of landscaping in this main road environment. More detail should be sought to understand the merits of this landscaping and its maintenance.

Similarly, the value of the terrace in front of the shop at the base of The Mill building is queried. Who would occupy this space given the nature of Heidelberg Road? More detail should be sought on the likely use of the space, or it could simply be reverted to more shop space.

Circle Mews

The DP seeks to "*Ensure that above ground parking is suitably concealed by appropriate building features such as active podium frontages*". Guidelines include:

- *The interfaces to laneways, private roads and privately owned publicly accessible spaces will generally have a lower level of activation compared to the public realm interface. The details here will be determined in relation to the specific site context and design response.*

Accordingly, condition 1(f) requires "*The podium carpark be sleeved with apartments for the full length of the Outer Circle Mews, apart from the area accommodating the stairwell*".

The proposed podium layout adjacent to Outer Circle Mews has improved activation compared with the plans that were the subject of the current permit, particularly at the corner with Nelmoore Lane at Ground Floor, and at Levels 1 and 2.

However, condition 1(f) is not achieved. In particular, there are two significant sections of Outer Circle Mews that are not sleeved at Levels 1 and 2.

The activation provided by apartment sleeving is of considerably greater value at Level 1 than Level 2, due to its greater proximity to pedestrians in the lane. Therefore, it is recommended that at least some of the apartment floor area facing Outer Circle Mews at Level 2 be relocated to Level 1, to improve activation while maintaining the number of car parking spaces. For example:

- Relocate the 1-bedroom apartment at Level 1 to just north of the 'Living Matrix' core.
- Relocate the 2-bedroom apartment at Level 2 to Level 1 just south of the 'Urban Anchor' core, wrapping around the back of the lift to the podium-top open space.

Extracts of Level 1 Plan and detailed Outer Circle Mews podium elevation showing potential location of additional apartments to activate the lane

In order to achieve this, condition 1(f) could be retained but amended to limit the requirement to the majority of the length of Level 1.

Mills Boulevard

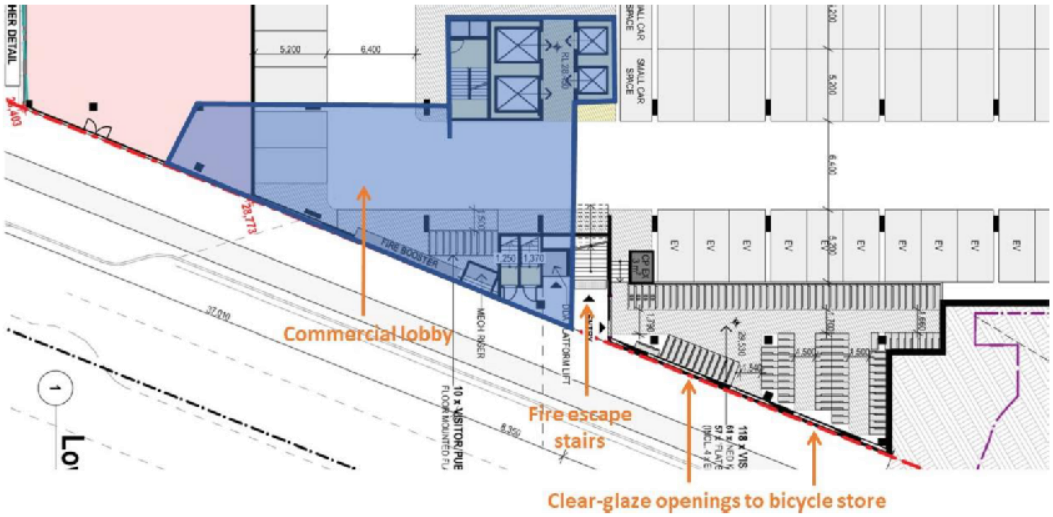
Mills Boulevard is the only north-south connector street through the whole Amcor development, providing a key access route from Heidelberg Road to the heart of the new community. Therefore, the quality of its public realm is particularly important.

As a result of the reconfiguration of the Lower Ground and Ground Floor accommodation, the activation of Mills Boulevard near its intersection with Nelmoore Lane has been lessened. In particular, the Lower Ground Floor frontage to Mills Boulevard between the shop at the corner and the southern stair to the Village Square, which is largely above footpath level, is largely occupied by 'back of house' functions, (including the bicycle store, car park and services), and clad in black powdercoated steel sheeting or louvred screens. In the approved proposal, this frontage was occupied by a commercial gym.

The bicycle storage facility has been moved to the eastern edge of the Lower Ground Floor, in accordance with condition 1(n). Greater actual and perceived activation could be achieved by clear-glazing the openings to the bicycle store, rather than filling them with a louvred screen.

South of the bicycle store is a stair and DDA lift to the lobby to the commercial office and gym at Ground Floor. The Lower Ground Floor level of the commercial core matches the footpath level in Mills Boulevard part-way along the eastern edge of the shop. Therefore, the commercial lobby could be relocated to Lower Ground Floor, with a level entry from Mills Boulevard, avoiding the need for a stair or lift. This would provide much improved activation of the street.

The fire booster cabinet and visitor bicycle spaces could presumably be relocated elsewhere (such as Nelmoore Lane), while the fire escape stairs could presumably be reconfigured to exit into Mills Boulevard between the commercial lobby and bicycle store.

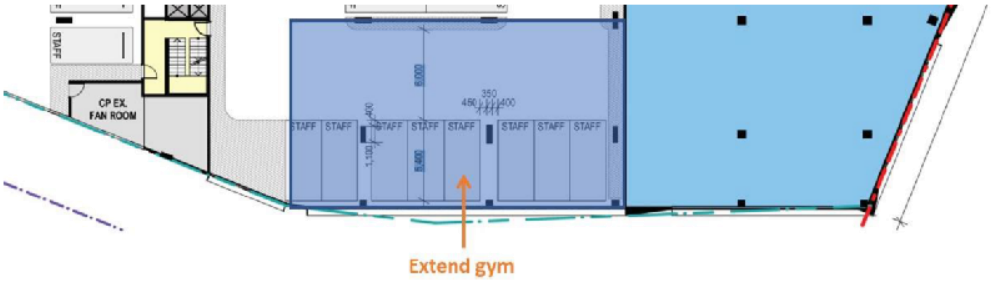


Extract of Lower Ground Floor plan showing recommended improvements to Mills Boulevard activation

Nelmoore Lane

The activation of the eastern end of Nelmoore Lane at Level 1 has been lessened. This is an important location given that it faces the widened space at the intersection of Nelmoore Lane and Mills Boulevard.

Therefore, a condition should be imposed on any permit requiring the gym to be extended along the full length of the east-west section of Nelmoore Lane at Level 1. If necessary, some car parking could be made up by deleting the 1-bedroom apartment facing Outer Circle Mews at Level 2.



Extract of Level 1 plan showing recommended extension of gym to activate Nelmoore Lane

Architectural quality

The DP requires development to "*achieve a high quality architectural response*", "*demonstrate sufficient articulation to avoid blank, long and continuous facades*" and "*collectively form a coherent and identifiable precinct*". It also calls for design to "*seek opportunities to introduce breaks in the overall form and to establish street rhythms*", and encourages:

- "*modulated building forms with vertical and horizontal breaks in the massing*",
- the avoidance of "*flat or continuous facades that (a) repeat the same form without variation, or (b) create a single horizontal form*", and
- "*building mass to be broken into multiple buildings with individual expression*".

The quality of the architectural expression of the proposed buildings is generally high. There is a clear and bespoke design intent behind each building, which will give them an individual identity, while the use of thematic materials will tie them together into a coherent precinct. Various façade articulation devices have been employed which will provide a high level of visual interest.

The proposed façade design and materials generally represent an improved response to the DP compared with the approved proposal. In particular:

- The 'rhythm' and use of brickwork in the 'Urban Anchor' podium frontage to Heidelberg Road responds better to the DP.
- The introduction of vertical elements in the façade of the Machinery Hall building, while not required by the permit conditions, are an improved response to the aspirations of the DP.
- The architectural treatment of the western and southern edges of the podium car park has been substantially improved, with metal battens replaced by a masonry wall clad in brick snaps and with punched openings, achieving the 'street rhythm' sought by the DP.

The proposed materials largely reflect the industrial heritage of the site, but have been used in a contemporary manner.

Condition 1(d) requires "*Decorative screens to the western portion of the northern façade associated with the Urban Anchor applied more irregularly and with variation in sizes, including operability to sections*". This condition is met by the proposal.

Condition 1(k) requires (among other things):

(iii) Replacement of the decorative precast concrete cladding with a higher quality material and finish;

(iv) More subdued colour finish applied to the Living Matrix screen, such as copper or bronze;

(v) Brick snap cladding (PR-53) to the eastern side of the Urban Anchor be finished in a brown shade similar to shown on the perspective;

(vi) Material FM-53 within the western portion of the urban Anchor to be a single cream colour.

Condition 1(k) (iv) has not been met, so this condition should be retained.

It is considered that PR-56 (concrete with formliner), which has replaced the decorative precast concrete material, should be replaced with PR-51 (midnight blue, stretcher bond, brick snaps) on the podium frontage to Nelmoore Lane, consistent with the Outer Circle Mews podium frontage.

The remaining two conditions are no longer relevant.

CONCLUSION AND RECOMMENDATIONS

In summary, the application to amend the permit is generally supported from an urban design perspective. The proposed building forms and architectural quality are an appropriate response to the DP and, in some cases, represent an improvement to the original permit.

However, further work is required to improve the activation of the public realm. In particular, it is recommended that:

- Permit condition 1(c) be retained but changed to require at least 3 of the five proposed full-height windows to provide a clear view into the supermarket, with the window dimensions generally retained and the clear windows distributed relatively evenly along the supermarket wall.
- Condition 1(f) be retained but changed to limit the requirement to the majority of the length of Level 1.
- The openings to the bicycle store at Lower Ground Level fronting Mills Boulevard be clear-glazed.
- The commercial lobby on Mills Boulevard be relocated to Lower Ground Floor, with a direct entry from Mills Boulevard.
- The gym be extended along the full length of the east-west section of Nelmoore Lane at Level 1. (If necessary, some car parking could be made up by deleting the 1-bedroom apartment facing Outer Circle Mews at Level 2.)

More detail is also sought in relation to the following aspects of the design on the Heidelberg Road frontage, given its 'robust' main road nature:

- The design and proposed maintenance regime of the three small raised planters generally around the serviced apartment lobby, to determine whether this is a sufficiently robust form of landscaping.
- The proposed use of the terrace in front of the shop at the base of The Mill building, to determine its value compared with a more direct shop frontage.

In relation to materials:

- Condition 1(k) (iv) should be retained.
- Condition 1(k) (iii) should be retained but amended to require the replacement of PR-56 (concrete with formliner) with PR-51 (midnight blue, stretcher bond, brick snaps) on the podium frontage to Nelmoore Lane.
- Conditions 1(k) (v) and (vi) are no longer relevant.

Mark Sheppard

Principal

Attachment 14 - Arts & Culture Referral Comments

Tue 19/03/2019 4:52 PM

Hi Amy,

I think to achieve something of this scale and to be able to fulfil the aspirations, they will have to engage a curator or partner with a gallery/artist run space. There will also be a need to ensure there is adequate budget to create the works, depending on the frequency of the change over.

I would caution any notion that this space is compared to "advertising space" and the opportunity to display is valuable that artists would forfeit any fees or pay for the installations themselves. Artists are not comparable to goods brands. Sorry to be blunt like that.

A partnership with an artist run space, such as BUS PROJECTS or WESTSPACE could manage the space with agreed criteria and rotation times. If they are employing a curator directly to change over the works, we would recommend a 3 stage process, in permanent works we recommend 4 stage.

1. A brief will be developed and open for artists submissions, or by invitation to a group of shortlisted arits.
2. The concept design submissions will be assessed by Council's Visual Arts Panel or project specific panel and one artist may be successfully selected to proceed to commission round.
3. The artist may be engaged for a further design stage or proceed straight to commission, however a fixed budget will be established and the artist contracted to deliver the project within this set fee.

I hope that helps.

Siu

Chan, Siu
BUSINESS UNIT MANAGER ARTS, CULTURE AND VENUES

Attachment 15 - External Traffic Engineering Peer Review (Traffix Group)

Traffic Engineers and Transport Planners

Our Reference: 24706L#3

Traffix Group Pty Ltd
ABN 32 100 481 570

Address
Suite 8, 431 Burke Road
Glen Iris Victoria 3146

Contact
Telephone 03 9822 2888
Facsimile 03 9822 7444
admin@traffixgroup.com.au
www.traffixgroup.com.au

5th March, 2019

Yarra City Council
Statutory Planning Branch
PO Box 168
RICHMOND VIC 3121

Attention: Ms Amy Hodgen

Dear Madam,

The Village Alphington, Lot 2B 626 Heidelberg Road, Alphington
Proposed Mixed Use Development
Traffic Engineering Review

Introduction

Further to your instructions, please find following our review of the proposed mixed-use development at The Village Alphington – Alphington Paper Mill. For this assessment, we have reviewed the following documents:

- Planning Permit No. PLN17/0703, dated 5th June, 2018
- Traffic Impact Assessment by GTA (TIA), dated 6th December, 2018
- Green Travel Plan, prepared by GTA (GTP), dated 6th December, 2018
- Car Parking Management Plan, prepared by GTA (GTP), dated 6th December, 2018
- RFI Letter response by GTA, dated 9th January, 2019
- Alphington Paper Mill Site Development Plan – Traffic Management Plan (TMP), prepared by GTA, dated 19th August, 2015
- Alphington Paper Mill Integrated Transport Plan (ITP), prepared by GTA, dated 19th August, 2015
- Endorsed Development Plan for Alphington Paper Mill, stamped 27th May, 2016
- Development plans for the Village Alphington by NH Architecture, Revision 5, dated 30th November, 2018

Proposal

This assessment relates to 'The Village Alphington' at the Alphington Paper Mill site.

The proposal is for an amendment to the approved mixed-use development on the site. The development summary below compares the amendment plans to the previous set of plans reviewed by Traffix Group.

Table 1: Development Summary

Land Use	NH Architecture, Rev 3, dated 23rd February, 2018 (Last reviewed by Traffix Group)	NH Architecture, Rev 5, dated 30th November, 2018
Supermarket	6,065m²	5,797m²
Retail	4,134m²	4,063m²
Food and Drink	2,286m²	337m²
Office	3,412m²	9,875m²
Childcare Centre	120 places	120 places
Gymnasium	1,928m²	892m²
Community Centre	1,700m² (300 patrons)	2,282m² (300 patrons)
Primary School	300 students & 12 staff	300 students & 12 staff
Medical Centre	15 practitioners	None
Serviced Apartments	None	40 (various sizes)
Residential	281 Apartments	313 Apartments
One-bedroom apartment	34	83
Two-bedroom apartment	163	257
Three-bedroom apartment	84	13
Car spaces	901 450 resident/employee 451 public/visitor	1,018 557 resident/employee 461 public/visitor
Bicycle spaces	484	627

Car parking is proposed within multiple building levels as follows:

- Basement – 112 spaces
- Lower Ground – 402 spaces
- Level 1 – 275 spaces
- Level 2 – 229 spaces

The public spaces are located at Lower Level (all 402 spaces) and Basement level (59 spaces). All other spaces are allocated to private parking (resident or staff parking).

Access to the basement and lower ground carparks is via:

- Left-in/left-out access to Heidelberg Road
- Full access to the 'Access Lane' along the site's southern boundary, connecting into Latrobe Avenue.

Access to the Level 1 and Level 2 carparks is via the same 'Access Lane'.

The only significant change in regards to these arrangements is that the two carpark entrances to the rear Access Lane have been separated, which we believe is an improved design outcome.

Car Parking Assessment

It is important as a matter of principle that the development proposed is self-sufficient in car parking terms, particularly for short-term car parking. While there is some on-street car parking being created in Latrobe Avenue, there are limited alternative car parking opportunities in the nearby area, including along Chandler Highway and Heidelberg Road.

Statutory Car Parking Assessment

The statutory car parking assessment of the development is set out in the table below.

Table 2: Statutory Car Parking Assessment – Clause 52.06-5 (Column A)

Use	Size/No.	Statutory Parking Rate (Column A)	Car Parking Requirement (Note 1)	
Commercial/Public Uses				
Supermarket	5,797m²	5 spaces per 100m² LFA	289	
Shop	4,063m²	4spaces per 100m² LFA	162	
Food and Drink	337m²	4 spaces per 100m² LFA	13	
Office	9,875m²	3.5 spaces per 100m² NFA	345	
Childcare Centre	120	0.22 spaces per child	26	
Gymnasium	892m²	To the satisfaction of the RA		
Primary School	12 staff (300 students)	1 space per employee that is part of the maximum number of employees on the site at any time	12	
Community Centre	300 patrons	0.3 car spaces per patron permitted	90	
Serviced apartments (Residential Hotel)	40	To the satisfaction of the RA		
Dwellings				
One-bedroom	43	1 car space per one or two-bedroom dwelling	43	326
Two-bedroom	257		257	
Three-bedroom	13	2 car spaces per three or more-bedroom dwelling	26	
Residential visitors	313	1 space per 5 dwellings	62	
TOTAL			1,325	

Notes:

1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, the number of spaces should be rounded down to the nearest whole number.

Based on the above assessment, the proposed application has a statutory car parking requirement to provide 1,325 car spaces, plus any parking requirement by the Responsible Authority for the Gym and serviced apartments.

The GTA assessment makes no distinction between serviced apartments and 'standard' apartments, with the number of serviced apartments included in the total one-bedroom apartments.

The provision of 1,018 car spaces results in a shortfall of at least 307 car spaces, plus any car parking required for the Gym or serviced apartments. Accordingly, the development requires a car parking reduction under the decision guidelines of Clause 52.06-7.

Car Parking Demand Assessment

The following table compares the parking proposed and approved under the Traffic Management Plan (TMP) and the empirical rates adopted in the Traffic Impact Assessment (TIA) for Alphington Village.

Table 3: Review of GTA empirical parking rates

Use	Approved TMP	Empirical TIA rates	Comment
Supermarket	4.5 / 100m^2	4.5 / 100m^2	Same as approved TMP - accepted
Shop	2.3 / 100m^2	2.3 / 100m^2	Same as approved TMP - accepted
Food and Drink	Not included	4 / 100m^2	Same as statutory rate - accepted
Office	3.5 / 100m^2	2.5 /100m^2	Lower than TMP - accepted
Childcare Centre	0.19 / childcare place	0.19 / childcare place	Same as approved TMP - accepted
Gymnasium	Not included	3 / 100m^2	Based on RTA Guide - accepted
Primary School	Not included	0.25 spaces / student	Based on unspecified empirical data
Community Centre	Not included	0.3 / patron permitted	Same as statutory rate - accepted
Serviced Apartments	Not included	Not assessed	See more detail below
Dwellings			
One-bedroom	1 / dwelling	0.5 / dwelling	Lower than TMP
Two-bedroom	1 / dwelling	0.7 / dwelling	Lower than TMP
Three-bedroom	2 / dwelling	1 / dwelling	Lower than TMP
Residential visitors	0.12 / dwelling (high density)	0.1 / dwelling	Lower than TMP

Supermarket

The empirical parking rate for the supermarket is the same as that specified in the TMP and is accepted.

In the TMP, the overall rate of 4.5 spaces/100m^2, split between customers (3.6 spaces/100m^2) and employees (0.9 spaces/100m^2). This equates to a demand for 273 car spaces.

However, the TIA states that Coles have only leased 11 car spaces for staff (0.25 spaces/100m^2). Additional staff will not have car parking. The TIA then extends this rate to the second supermarket, resulting in a total staff demand of 14 spaces and a customer demand of 261 spaces.

This is acceptable, provided that the public carpark is suitably time controlled to prevent all-day parking. We agree that many supermarket staff are not of driving age and have reduced parking demands.

Shops (Specialty retail)

The empirical parking rate for the shops is the same as that specified in the TMP and is accepted. The split between staff (0.5 spaces per 100m^2) and customers (1.8 spaces per 100m^2) is accepted, resulting in a peak demand for 93 spaces (20 staff and 73 customer spaces).

Food and Drink

GTA adopted the statutory requirement of 4 spaces per 100m^2 for these uses and 25% of the demand associated with staff. This equates to a total demand of 13 car spaces (3 staff and 10 customers).

We would be satisfied with adopting a rate of 2.3 spaces per 100m^2 – which is consistent with the speciality retail rate already accepted. Shops and Food and drink premises generally have similar parking characteristics (which is reflected in both use having the same statutory requirement). This results in a peak demand for 7 spaces.

Office

The TMP recommend office is provided with parking at 3.5 car spaces per 100m^2.

The TIA adopts an empirical office parking rate of 2.5 car spaces per 100m^2, which accords with Condition 66a(ii) of the current Planning Permit and this rate is accepted.

In our view, office parking should be allocated only to staff – resulting in a demand for 247 employee spaces. The number of office visitor spaces is not significant.

Childcare Centre

The empirical parking rate for the childcare centre of 0.19 spaces per childcare place is the same as that specified in the TMP and is accepted.

The split between staff and parents is not accepted, the GTA assessment determines an empirical peak demand for 28 car spaces. It is our experience that childcare centre parking at peak times is split 50/50 between staff and parents. However, during the middle of the day, most of the demand is associated with staff and the parking rate for staff is not significantly lower than the peak demand.

In our view, the 120 place childcare centre has a peak demand for 23 spaces and should be allocated 10 staff spaces and 13 parent spaces, as per Condition 66a(iii).

Gym

GTA has adopted the RTA rate of 3 spaces per 100m^2 for the gym, which equates to a peak demand of 26 car spaces. This rate was broken down into staff 4 spaces (0.5 spaces/100m^2) and customers (22 spaces).

This rate is likely to be conservative, given that the Alphington Paper Mill will ultimately accommodate 2,500 dwellings, we would expect local residents to form a significant proportion of gym patrons.

We expect the peak demand for customers to be approximately half the rate estimated by GTA or 11 car spaces.

Primary School

GTA has adopted a peak rate of 0.25 car spaces per student based on unspecified data. This data should be supplied. This was further split into 15 staff spaces (0.05 spaces per student) and 60 parent spaces (0.2 spaces per student).

We are satisfied with the provision of 15 staff spaces for 300 students, as per Condition 66a(iv) of the Planning Permit.

Community Centre

This use has been classified as a 'place of assembly' and GTA applied the statutory car parking requirement of 0.3 car spaces per person and a patron limit of 300 patrons. This equates to a demand for 90 car spaces. This was split between staff (10% or 9 spaces) and patrons (90% or 81 spaces). In the absence of more precise information as to the exact nature of the community centre, this assessment is accepted.

Service Apartments

The GTA report does not discuss the serviced apartments specifically, rather they appear to have been counted as one-bedroom dwellings in the TIA. Serviced apartments fall under the land-use category of 'Residential Hotel' and are a distinct use from 'Dwellings'. The TIA and CPMP counts the serviced apartments as one-bedroom apartments and therefore allocates car parking at a rate of 0.5 spaces/serviced apartment. This equates to 20 spaces for 40 apartments.

The rate of parking required for a serviced apartment use depends on location, with lower rates down to zero acceptable in the CBD and rates of up to 1 per apartment necessary in outer suburban and rural areas. We are satisfied with a rate of 0.5 car spaces per serviced apartment. This rate is inclusive of staff and guests.

Residential Visitors

The TMP recommended for high density residential development a parking rate of 0.12 car spaces per dwelling. The TIA adopts a lower empirical parking rate of 0.1 car spaces per dwelling.

It is recommended that the parking rate adopted under the TMP is used in a revised assessment. For the 313 dwellings proposed (i.e. excluding serviced apartments), this equates to a peak of 38 visitor spaces.

Dwellings

The TMP recommended adoption of the statutory parking rates for dwellings – 1 space per one/two-bedroom dwelling and 2 spaces per three-bedroom dwelling. This was on the basis of an examination of the 2011 ABS Census data for the statistical areas closest to the site and the extensive traffic analysis at the time supported car parking at this level. Condition 66a(i) specifically requires a minimum of 1 car space per dwelling.

The TIA has adopted significantly lower parking rates on the basis of the Clause 37.06 requirements for Victoria Street East Precinct. Specifically:

- 0.5 spaces per one-bedroom dwelling,
- 0.7 spaces per two-bedroom dwelling, and
- 1 space per three-bedroom dwelling.

No empirical data is provided to support this.

Based on the mix of dwellings proposed (43 x one-bed, 257 x two-bed and 13 x three-bed dwellings) and if car parking was provided at these rates, this would result in 215 resident car spaces or 0.69 car spaces per dwelling overall.

The 2016 ABS Census data (and 2011 data) is a poor guide to the likely resident parking demand. The sample size for high density apartments in Alphington is too small to undertake an assessment of likely resident parking demand. Surrounding suburbs generally do exhibit a proportion of households within smaller apartments that do not require vehicle, but not as low as the rates detailed above.

Consistent with our previous review of the application, a lower parking rate for the smaller one-bedroom apartments is supportable. In our experience, the rates proposed would be lower than what is typically supported in similar urban areas. In transport/access terms, it is our view Alphington shares more in common with middle suburbs, than inner suburbs such as Richmond or Collingwood. In particular, the overall rate of car parking is low and in particular providing less than 1 car space per dwelling for the two-bedroom apartments.

The lower parking rates proposed by the applicant have been supported by Council in the past in inner areas of Yarra where access to local services, Activity Centres and the CBD is high, limited alternative public parking is available and the road network is highly congested (areas such as Richmond and Collingwood). The Paper Mill site does not have the same issues with traffic congestion and notwithstanding the mix of uses proposed on the site, has lower access to nearby services, Activity Centres and the CBD compared to inner areas of Yarra. By way of example, the transit score for the subject site is 55 (classified as 'Good') and the transit score for 600 Victoria Street, Richmond is 72 ('Excellent'). In our view, the Victoria Street East precinct is not directly comparable to Alphington.

There isn't a strong traffic engineering need to reduce the level of resident parking proposed by the applicant. The original Development Plan and Traffic Assessment for Paper Mill assumed that car parking was provided at the statutory rates and the associated traffic impacts were taken into account.

Whether the lower car parking rates proposed by the applicant are supported is ultimately a strategic decision for Council to make. The proposed parking rates are low in the context of the nearby area and there isn't a strong traffic impact reason to require lower car parking rates, however they are not necessarily unacceptably low. Additionally, residents without car parking would not have alternative parking opportunities as the nearby public parking is/will be highly restricted, which supports a low parking provision.

It is noted that Council's Internal Traffic referral supported the lower residential parking rates.

It should be noted that we would not support a future amendment that reduced the supply of public or employee car parking to facilitate additional resident car parking at a later date (with a change in intensity of these other uses).

Appropriateness of the Car Parking Provision

There is a total of 557 resident/employee car spaces and 461 public/visitor car spaces nominated on the plans. This two allocations reviewed separately below.

Private Parking

The plans allocate a total of 557 resident/employee spaces. The empirical demand for employee car parking totals 342 car spaces, calculated as follows:

- Supermarkets – 14 spaces
- Shop – 20 spaces
- Food and drink premises – 3 spaces
- Office – 247 spaces
- Childcare Centre – 10 spaces
- Gym – 4 spaces
- Primary School – 15 spaces
- Community Centre – 9 spaces
- Serviced apartments – 20 spaces

Allocating staff parking at these empirical rates leaves 215 car spaces for 313 dwellings, an overall car parking rate of 0.69 car spaces per dwelling.

As previously noted, the key issue is the treatment of the serviced apartments car parking provision. Both the TIA and CPMP treat the serviced apartments as dwellings and in our view they should be treated separately as they are different land uses.

Public Car Parking

The plans allocate a total of 461 public/visitor spaces. The total demand for customer/visitor/public car spaces is 533, calculated as follows:

- Supermarkets - 261 spaces
- Shop - 73 spaces
- Food and drink premises - 4 spaces
- Office - negligible
- Childcare Centre - 13 spaces
- Gym - 3 spaces
- Primary School - 60 spaces
- Residential visitors - 38 spaces
- Community Centre – 81 spaces

Accordingly, there is an empirical shortfall of car parking, before any sharing of parking resources is taken into account. GTA provided an assessment of the sharing of car parking and found that adequate car parking is available on the site. We are generally satisfied with the assessment. Fundamentally, it is highly unlikely that all of these uses would peak at the same time, it is reasonable to assume that the overall car parking demand will reduce by at least the 16% required for the demand to be under the supply (533/461 = 16% under supply).

Electric Vehicles and Share Cars

The development plans include two 'share car' space and a large number of 'EV' (electric vehicle) spaces. Neither of these spaces are discussed in the TIA.

We support the provision of two share car vehicles. There is nothing precluding the provision of additional vehicles if demand warrants them in the future. We support their location in the public parking areas (as opposed to secure resident or employee areas) as this allows more users access to these spaces and increases their viability.

We support the number of EV car spaces proposed.

Bicycle Parking Assessment

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments and changes in use. The table below sets out the statutory bicycle parking assessment.

It should be noted that the Development Plan approved for the site requires 1 bicycle space per dwelling and this has been adopted in the assessment below.

Table 4: Statutory Bicycle Parking Assessment – Clause 52.34/Development Plan

Proposed Use	Size/No.	Bicycle Parking Rate		No. of spaces required
		Employee/Resident	Customer/ Visitor	
Supermarket (shop)	5,797m²	1 per 600m² LFA, if LFA >1,000m²	1 per 500m² LFA, if LFA >1,000m²	10 employee 12 customer
Shop	4,063m²	1 per 600m² LFA, if LFA >1,000m²	1 per 500m² LFA, if LFA >1,000m²	7 employee 8 customer
Food and Drink (Retail other than specified)	337m²	1 per 300m² LFA	1 per 500m² LFA	1 employee 1 customer
Office(note 1)	9,875m²	1 per 300m² NFA, if NFA >1,000m²	1 per 1,000m² NFA, if NFA >1,000m²	33 employee 10 customer
Childcare Centre	120	None	None	-
Gymnasium (Minor sports and recreation facility)	892m² 8 employees (note 2)	1 per 4 employees	1 per 200m² NFA	2 employee 4 customer
Primary School	12 staff 300 students	1 per 20 employees	1 to each 5 pupils over year 4	1 employee 17 student(Note 3)
Community Centre (Place of Assembly)	2,282m²	1 per 1,500m² NFA	2 plus 1 per 1,500m² NFA	2 employee 4 visitor
Dwellings(note 4)	313	1 per dwelling	1 per 10 dwellings	353 resident 35 visitor
Service apartments (Residential Building, other than specified)	40	In developments of four or more storeys, 1 to each 10 lodging rooms	In developments of four or more storeys, 1 to each 10 lodging rooms	4 employee 4 visitor
Total				**468 spaces** 60 employee 313 resident 78 customer/ visitor 17 student

Notes:

1. There is an error in the GTA report for the office visitor parking rate
2. An assumption from the GTA report
3. Assuming an even split of student numbers from prep to year 6 – the GTA assessment applied the requirement to all 300 students.
4. Not including serviced apartments

The development requires 468 bicycle spaces to be provided on the site under Clause 52.34 and the Development Plan. A total of 627 bicycle spaces are provided, exceeding the statutory requirement.

The following table compares the allocation of bicycle parking to the statutory requirements.

Table 5: Review of Bicycle Parking Allocation

Bicycle Parking Type	Bicycle Parking Required	Bicycle Parking Allocated	Surplus/Shortfall
Resident	313	313	-
Service apartment guests or staff	8	4	-4
Employee	56	56	-
Visitor/Customer	78	216	+142
Students	17	38	+21
Total	472	627	+159

The TIA allocates 4 bicycle spaces for the serviced apartments, instead of 8. This is considered reasonable in the context that guests are unlikely to cycle.

End of Trip Facilities

The 56 staff bicycle spaces are served by 6 showers in two change rooms (male and female). This provision accords with Clause 52.34, which generally requires 1 shower/change for for every 10 employee spaces. This is acceptable.

Design of Bicycle Spaces

Bicycle space dimensions accord with AS2890.3-2015 and are acceptable[1].

Over 20% of bicycle spaces are floor mounted rails in accordance with Clause 2.1 of AS2890.3-2015.

We are satisfied with the design of the bicycle parking facilities.

Loading

Clause 65.01 of the Planning Scheme specifies that:

> *Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:*
>
> - *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Loading provisions are summarised as follows:

- Loading for the supermarket is possible for vehicles up to 19m semi-trailers.
- Loading for the other retail tenancies is facilitated by trucks up to the 8.8m MRV.

[1] The requirements of the Australian Standard are more current then the requirements of Clause 52.34.

- Waste areas can be serviced trucks up to either the 8.8m MRV or 12.5m HRV.
- Loading for residents by the 8.8m MRV

All of these truck sizes are appropriate.

We have received the swept path diagrams presented at Appendix G of the TIA and are satisfied that they are acceptable.

Carpark Layout

The parking layout and access arrangements have been assessed under Clause 52.06-9 of the Planning Scheme and the relevant clauses of the Australian Standard (AS2890.1-2004 and AS2890.6-2009). We are generally satisfied with the carpark layouts, subject to the following comments.

The key concern is the use of the Australian Standard car spaces for the employee and resident car spaces, specifically the 2.4m width. Australian Standard dimensions have been employed on the upper private parking levels.

Design Standard 2 of Clause 52.06-9 states the following:

> *Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).*

We do not generally support the use of 2.4m wide spaces unless they affect a small number of spaces and there are exceptional circumstances (such as only a small number of spaces being affected). A 2.4m wide space is very narrow and can be challenging for the end user as it only allows 560mm to open a car door from the B85 design car. There have been VCAT determinations in the past supporting 2.6m as the minimum width for car spaces as lesser dimensions are inconvenient for residents to use.

Carparks are commonly designed to Clause 52.06-9 in Victoria and citing structural requirements for large carpark such as this is not a sufficient reason to deviate from the Planning Scheme carpark dimensions in our view.

For the clear majority of car spaces throughout the upper parking levels, the spaces shown could easily have complied with Clause 52.06-9, in particular the 2.6m width. In most cases there are 3 x 2.4m spaces between columns, with an additional 300mm clearance to the columns. As a minimum, it is recommended that car spaces are reconfigured at 2.6m wide by removing the column clearances (while remaining at 5.4m long with a minimum 5.8m aisle), significantly improving pedestrian access to parked cars.

The majority of car spaces could also have fully complied with Clause 52.06-9, namely 2.6m wide x 4.9m long car spaces with 6.4m wide aisles, without shifting columns.

There are 19 'small car' spaces which are affected by structural walls within the 461 public car spaces (less than 2% of spaces). This is acceptable in the context of the supply of car parking, provided they are appropriately signed.

Vehicle Access Arrangements

The amended proposal modifies the vehicle access arrangements to those previously approved by separating the private and public vehicle access points to Nelmoore Lane along the southern boundary of the site by shifting the public carpark access further east.

This arrangement is an improvement on the previous arrangement as separating the access points reduces the complexity of the previous arrangement and is an improve for both pedestrians and vehicles.

Traffic Generation and Impacts

The following comments have not changed from our earlier advice on this site.

The GTA report reaches the following conclusion to its analysis on traffic generation:

> *While there is a proposed slight increase in the number of places at the childcare centre, along with the addition of a primary school and community area, the additional traffic these land uses will generate is not expected to be as high as the reduction in traffic from the reduced yields of the retail and commercial land uses that were previously assessed in the microsimulation modelling for the Development Plan.*

No figures or comparison tables were provided assessing the actual traffic volumes of the proposal against the Development Plan forecast volumes. We would have preferred that this exercise was completed to cover this issue.

It may well be correct that traffic volumes are lower than assessed and approved under the TMP, but this is not possible to determine from the information available. It is recommended that the applicant provide a table outline the traffic generation forecasts for the weekday AM and PM peak hours for the development considered under the Development Plan and what is proposed under the Planning Permit to confirm that this is the case.

Review of Green Travel Plan

We have reviewed the Green Travel Plan (GTP) and are satisfied with its contents.

Conclusions

Based on our various investigations, we are of the opinion that:

a) The proposed application has a statutory car parking requirement to provide 1,325 car spaces, plus any parking requirement by the Responsible Authority for the Gym and serviced apartments.

b) The provision of 1,018 car spaces results in a shortfall of at least 307 car spaces, plus any car parking required for the Gym or serviced apartments. Accordingly, the development requires a car parking reduction under the decision guidelines of Clause 52.06-7.

c) Serviced apartments are a distinct use from residential apartments and should have been assessed separately.

d) The proposed provision of private (staff and resident) car parking is supported based on an empirical assessment, however a decision of the adequacy of the resident parking supply is a strategic decision for Council to make (see pages 7-8 for more details).

e) The proposed provision of public car parking is generally supported based on an empirical assessment and the temporal profile of parking demand.

f) The provision and design of bicycle parking facilities is acceptable.

g) The provision of two car share vehicles and electric vehicle charging stations is supported.

h) The design of the carparking areas is generally in accordance with Clause 52.06-9, with the key exception that most car spaces on the upper parking levels are designed to AS2890.1-2004 instead of Clause 52.06-9. This is not supported as the dimensional requirements of Clause 52.06-5 take precedence over AS290.1-2004 and the justification for the variation is not accepted.

i) The separation of the vehicle access points to the rear laneway is supported.

j) The loading and waste collection arrangements proposed are acceptable.

k) Not enough detail is provided to confirm that the level of traffic generated by the proposal is consistent with (or less than) the traffic expected under the Development Plan.

l) The Green Travel Plan is satisfactory.

We trust this information meets with your requirements. If you require further information, please contact Leigh Furness at Traffix Group on 9822 2888.

Yours faithfully,

TRAFFIX GROUP PTY LTD

LEIGH FURNESS
Senior Associate

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

TraffixGroup
Traffic Engineers and Transport Planners

Road Safety Audit - Peer Review

Proposed Vehicle Access
at
626 Heidelberg Road, Alphington

Prepared For
Yarra City Council

Traffix Group Pty Ltd ABN 32 100 481 570
Address: Suite 8, 431 Burke Road, Glen Iris Victoria 3146
Telephone: 03 9822 2888 Website: www.traffixgroup.com.au
Email: admin@traffixgroup.com.au

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit Peer Review

Proposed Vehicle Access
at
626 Heidelberg Road, Alphington

Document Control

Issue No.	Type	Date	Prepared By	Approved By
A	Report	5/03/2019	B. Hodges	W. de Waard

Our Reference: G24706R-04A

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Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

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Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

1 Introduction

Traffix Group Pty Ltd has been engaged by Yarra City Council to conduct a Peer Review of a previous Road Safety Audit prepared for the proposed vehicle access to 626 Heidelberg Road, Alphington.

The following report reviews the findings of the previous Road Safety Audit and the responses provided by the project manager.

2 Previous Road Safety Audit

RSA Pty Ltd were engaged by GTA Consultants to prepare a Functional Design Stage Road Safety Audit of the proposed Heidelberg Road access to 626 Heidelberg Road, Alphington. The RSA Pty Ltd Reference Number is RSA-05937.

The proposal is for the construction of a left in / left out access point to Heidelberg Road, including a left turn deceleration lane. Internally, the proposed accessway splits into two (2) sections, one for vehicles to access a ramp to the internal carparking areas and one for trucks to the internal loading areas.

A shared path is provided along the Heidelberg Road frontage, with a raised crossing provided over the proposed access point.

A copy of the plan subject to the previous Road Safety Audit is provided in Figure 1 below.

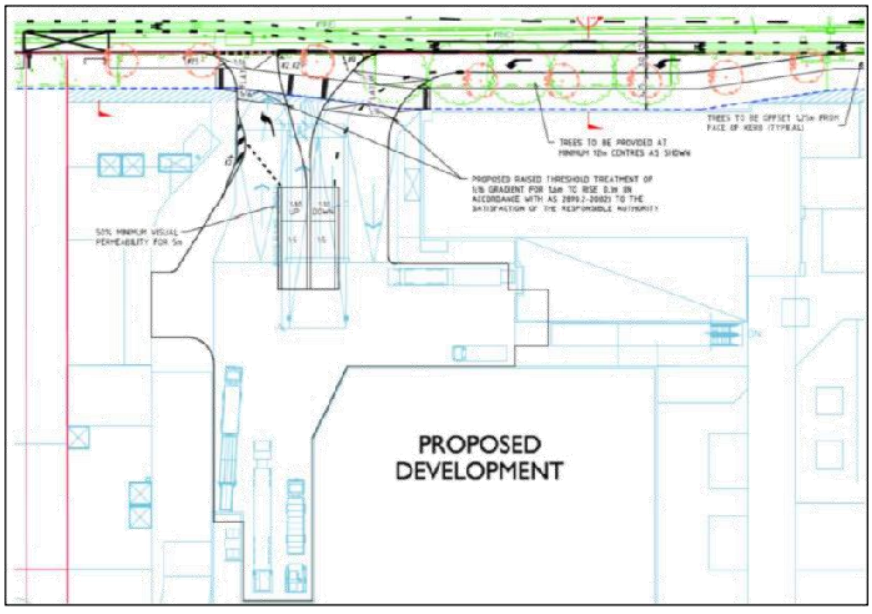

Figure 1: Proposed Access Arrangements

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

3 Scope of RSA Peer Review

Traffix Group has been engaged by Yarra City Council to undertake a peer review of the previous Road Safety Audit prepared for 626 Heidelberg Road, Alphington. The scope of our engagement includes the following:

- Review and commentary on the issues, ranking and suggested improvements identified in the previous Road Safety Audit,
- Review and commentary on the responses provided to the Road Safety report by GTA Consultants, and
- Identification of any additional safety items associated with the audited design.

Road Safety Audits are undertaken in accordance with the AustRoads Guide to Road Safety: Part 6A (2019). Specifically, we note that Road Safety Audits are undertaken on an exceptions basis, where only items that are considered safety issues are identified. We note that the auditors associated with the previous Road Safety Audit may have contemplated a number of matters that were ultimately not deemed safety issues (as hence were not detailed in the Road Safety Audit report). On this basis, we are not aware of the full considerations of the previous Road Safety Audit and can only comment on the safety issues reported.

Furthermore, the previous Road Safety Audit report notes the following:

> *'A Road Safety Audit is fundamentally a subject qualitative process highly influenced by the experience and views of the individual team members'*

We agree with this view and note that different teams can form different views regarding the same project.

The peer review of the previous Road Safety Audit was carried out by:

- Brent Hodges, B.E. (Civil) Hons.
  Associate, Traffix Group Pty Ltd (Senior Road Safety Auditor)
- Will de Waard, B.E. (Civil) Hons., M.I.E.Aust., M.V.P.E.L.A.
  Director, Traffix Group Pty Ltd (Senior Road Safety Auditor)

The site inspections were undertaken as described in Table 1 below.

Table 1: Site Inspection Details

Activity	Day Inspection
Day	Friday
Date	1st March 2019
Time	6:45am – 7:30pm
Auditor/s	B. Hodges

Activity	Day Inspection
Weather Conditions (Clear, Raining, Snowing, Fog, Dust, Smoke, Unknown or Not Applicable)	Clear
Light Conditions (Light, Dark Dusk Dawn, Light and Dark, Unknown or Not Applicable)	Light
Road Surface Conditions (Dry, Wet, Muddy, Snowy, Icy, Unknown or Not Applicable)	Dry

4 Site Details

4.1 Road Network

Heidelberg Road is an arterial road that extends between Queens Parade, Clifton Hill in the west to Lower Heidelberg Road / Upper Heidelberg Road, Ivanhoe in the east. In the vicinity of the subject site, Heidelberg Road Provides for a single carriageway with two lanes in each direction. Parking is not allowed on either side of Heidelberg Road. An on-road bicycle lane is provided on both sides of the road.

A posted speed limit of 60km/h applies to Heidelberg Road in the vicinity of the subject site.

Chandler Highway is an arterial road that extends between Heidelberg Road in the north and Earl Street in the south. In the vicinity of the subject site, Chandler Highway is currently being redeveloped to provide for a dual carriageway.

A temporary posted speed limit of 40km/h applies to Chandler Highway in the vicinity of the subject site associated with roadworks.

A locality plan and aerial photograph illustrating the site location is presented at Figure 1 and Figure 3, while photographs of the existing conditions are provided at Appendix A.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

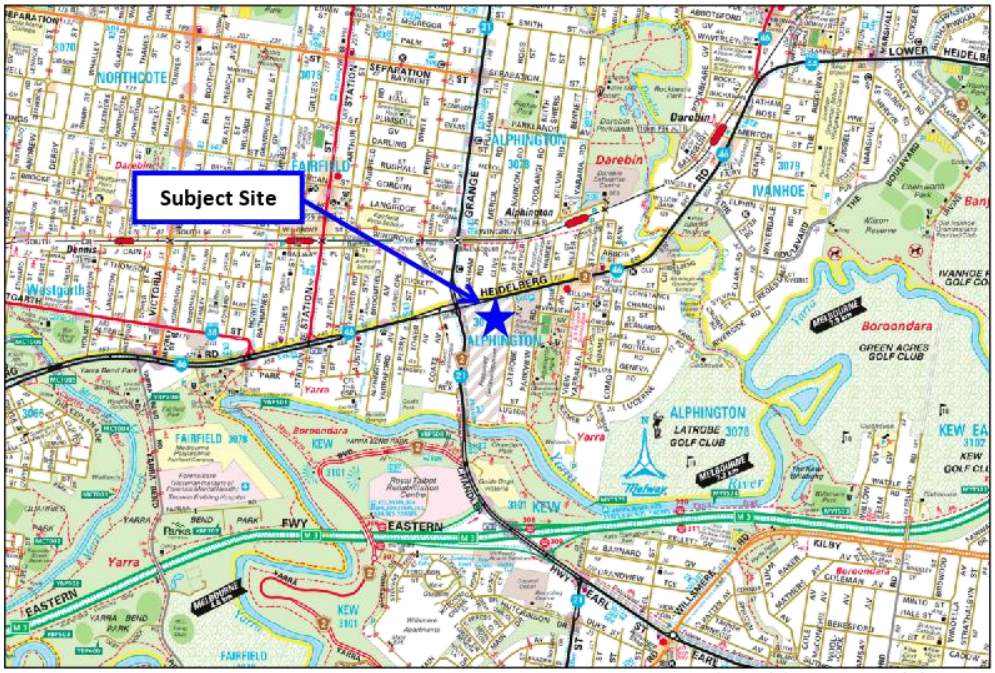

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Figure 2: Locality Plan

Source: Nearmap

Figure 3: Aerial Photograph

5 Review of RSA Report Findings

Table 2 reviews the safety issues identified in the previous Road Safety Audit report along with the suggested improvements and 'status' of each issue.

The final columns in the table provides our commentary / review of each item and provides a agree/partial/disagree summary. Our commentary is provided in 'blue'.

6 Review of Project Manager Response to RSA Findings

Table 3 reviews the responses provided by the project manager (GTA Consultants) to the audit findings from the previous Road Safety Audit report. Our commentary is provided in 'blue'.

7 Additional Safety Issues Identified

In accordance with the general principles of a Road Safety Audit, we have separately reviewed the proposed layout plans with a view to identifying any additional safety issues that were not identified by the previous RSA report.

We have formed the view that there are no additional safety issues that were not identified by the previous Road Safety Audit report.

8 Summary

We have undertaken a peer review of the previous Road Safety Audit prepared by Road Safety Audits Pty Ltd for the proposed vehicle access at 626 Heidelberg Road, Alphington. The audit peer review has completed the following:

- Reviewed the safety issues, suggestions and status identified in the previous Road Safety Audit,
- Reviewed the project managers response to the previous Road Safety Audit, and
- Considered any additional safety items not identified in the previous Road Safety Audit,

Our key recommendations for consideration by Council are as follows:

- The issue of shared path priority is still unresolved. We are of the view that this issue has a 'high' risk rating and the shared path priority should be clear to drivers, riders and pedestrians.
- A number of changes to the design are proposed in the GTA Consultants Road Safety Audit response, however, these haven't been included on the plans provided. Amended plans should be sought from the proponent showing their proposed modifications including:
  - Signage, linemarking and pavement changes to highlight the vehicle / truck travel paths,
  - Gates across the truck access point to further delineate travel paths,
  - Realignment of the warning TGSIs on the shared path crossing,
  - An energy absorbing bollard in front of the basement ramp wall

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Name	Signature	Date
Brent Hodges Senior Road Safety Auditor		5/03/2019
Will de Waard Senior Road Safety Auditor		5/03/2019

Reference Documents Used During the Audit:

a) Australian Standard AS 1742.2-2009, Manual of Uniform Traffic Control Devices Part 2, Traffic Control Devices for General Use, March 2009.

b) AustRoads, Guide to Road Design, Part 3: Geometric Design, September 2016.

c) AustRoads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, June 2017.

d) AustRoads, Guide to Road Safety, Part 6A: Implementing Road Safety Audit, February 2019.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Table 2: Review of Previous RSA Report Issues / Suggestions / Status

	Road Safety Audits Pty – Identified Safety Issues	Traffix Group Review	
		Agree/ Disagree	Comments
	Issue: **Navigation** *'It is understood that the loading area will be distinguished from the car park access road with signs and line-marking. If drivers may be confused here there is potential for sudden stops and rear-end crashes.* *The Westfield Doncaster example shown in Figure 3 could be easily misunderstood due for faded pavement markings and gantry signage for the carpark only.'*	Agree	If the car and truck access points are not clearly signed there is potential for rear end crashes as drivers make last minute decisions.
	Suggestion: *'Ensure the loading bay area is clearly distinguished from the road – preferably by a different colour paving.'*	Agree	Agree that the loading bay should be clearly distinguished from the carpark access. However, there are multiple signage, linemarking or pavement options that could be applied (it doesn't necessarily have to be limited to a different coloured paving).
1	Status: *'Important'*	Agree	Road Safety Audits provide a 'basic' ranking system whereby items are classified as Urgent / Important / Minor. Traffix Group adopts a different ranking system that applies numerical ratings to likelihood and severity to generate classifications of Low, Medium, High and Intolerable. Our ranking for this item is as follows: Probability: Probable Severity: Limited Risk Rating: Medium We are of the view that our ranking is generally similar to the RSA ranking provided.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit - Peer Review
626 Heidelberg Road, Alphington: Proposed Vehicle Access

	Road Safety Audits Pty – Identified Safety Issues	Traffix Group Review	
		Agree/ Disagree	Comments
2	Issue: **Cyclists** *'With the level shared path threshold treatments, a concern is raised about the potential for cyclists on the shared path to approach at speeds higher than drivers expect or can easily give way to.* *Note: Based on Victorian Road Rules, SUP users have the right of way over entering vehicles (side road or driveway), and sometimes over exiting vehicles (driveway but not side road).'*	Agree	The proposed plans do not clearly highlight the priority at the raised shared path crossing point. This could lead to confusion between riders, pedestrians and drivers to who has right of way.
	Suggestion: • *'Check sight distance (including ensuring trees chosen will not be bushy below 2m).* • *Investigate measures to slow cyclists and to alert them.* • *As the Road Rules are not well understood on this point, consider actively providing priority to SUP users with signs and markings.'*	Agree	The plans should clearly show who has priority at the shared path crossing (bicycles / pedestrians or vehicles). The selection of appropriate vegetation around the crossing is also critical to maintain sight lines.
	Status: 'Important'	Partial	Our ranking for this item is as follows: Probability: Occasional Severity: Serious Risk Rating: **High** We are of the view that our ranking is generally indicating that the issue should be given greater weighting than the 'important' status applied by the previous RSA.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit - Peer Review
626 Heidelberg Road, Alphington: Proposed Vehicle Access

	Road Safety Audits Pty – Identified Safety Issues	Traffix Group Review	
		Agree/ Disagree	Comments
3	Issue: **TGSIs** *'1. Some of the TGSIs are shown perpendicular to approach paths rather than crossing alignment (red circles).* *2. TGSIs can be skidding hazards for cyclists.* *3. Some projects get constructed with white TGSIs on light grey paths.'*	Agree	The warning TGSIs should align with the path of travel. The currently arrangement would direct vision impaired pedestrians onto the ramp associated with the raised crossing.
	Suggestion: • *'Realign these TGSIs.* • *Specify TGSIs with similar friction characteristics to the surrounding path.* • *Ensure good contrast is provided.'*	Agree	The TGSIs should be updated to reflect the relevant Australian Standard.
	Status: No ranking provided	-	The previous Road Safety Audit doesn't provide a risk ranking for this item. Our ranking for this item is as follows: Probability: Improbable Severity: Minor Risk Rating: **Low**

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit - Peer Review
626 Heidelberg Road, Alphington: Proposed Vehicle Access

	Road Safety Audits Pty – Identified Safety Issues	Traffix Group Review	
		Agree/ Disagree	Comments
	Issue: **Wall Hazard** *If a wall is present between entering trucks and cars, it would be a roadside hazard (although speeds will be low).*	Agree	Whilst it is agreed that the wall does present a blunt end adjacent to the possible travel paths, the vehicle speeds within the site would be expected to be very low (i.e. carpark speeds).
	Suggestion: *Consider incorporating a shock absorbing bollard as shown.*	Agree	An energy absorbing bollard would address the issue of the wall hazard. Furthermore, improved delineation as described in Item 1 would assist with alignment of vehicles into the carpark access.
4	Status: No ranking provided	-	The previous Road Safety Audit doesn't provide a risk ranking for this item. Our ranking for this item is as follows: Probability: Improbable Severity: Minor Risk Rating: **Low** Whilst no ranking has been provided, we are of the view that this item has a low risk rating.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit - Peer Review
626 Heidelberg Road, Alphington: Proposed Vehicle Access

	Road Safety Audits Pty – Identified Safety Issues	Traffix Group Review	
		Agree/ Disagree	Comments
	Issue: **Sight Lines Between Vehicles Approaching Heidelberg Road** *The wall between trucks and cars will obstruct sightlines between drivers of vehicles with conflicting movements. While a give way line is shown, truck drivers can only give way if they can see the vehicles they have to give way to.*	Agree	Whilst the plans do reference 50% visual permeability, it is agreed that further detail regarding the wall openings should be provided at future design stages.
	Suggestion: *50% visual permeability is specified. Ensure this visual permeability is relevant to the angles of viewing required.*	Agree	The plans already specify 50% visual permeability.
5	Status: No ranking provided	Partial	The previous Road Safety Audit doesn't provide a risk ranking for this item. Our ranking for this item is as follows: Probability: Occasional Severity: Minor Risk Rating: **Medium** Given the medium ranking, this item should be given the appropriate weighting.
	Issue: **Swept Paths** *'Swept path diagrams were not provided.'*	Partial	Swept paths were provided in the updated GTA Consultants Traffic Impact Assessment. These swept paths show that the loading area is adequately sized to cater for the design vehicles. We would not expect any significant safety issues associated with the swept paths.
	Suggestion: *'Ensure swept path checks are undertaken for all expected vehicles.'*	Partial	
6	Status: No ranking provided	Agree	No specific safety issue has been identified and therefore it is appropriate to not provide a risk ranking.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Table 3: Review of Project Manager Response to RSA Findings

RSA Issue		Project Manager Response (GTA Consultants)		Traffix Group Review
		Accept / Reject	Comments / Status	
1	Issue: ***Navigation*** *'It is understood that the loading area will be distinguished from the car park access road with signs and line-marking. Drivers may be confused here there is potential for sudden stops and rear-end crashes.* *The Westfield Doncaster example shown in Figure 3 could be easily misunderstood due for faded pavement markings and gantry signage for the carpark only.'* Suggestion: *'Ensure the loading bay area is clearly distinguished from the road – preferably by a different colour paving.'*	*Accept*	*It is expected that different coloured paving will be provided to differentiate the public car park to the loading area.* *It should be noted that the public ramp has been sufficiently set back from Heidelberg Road to allow motorists time to enter the car park.* *Additionally, signage will clearly identify the entrance to the car park, with the loading area to be gated (both entry and exit) for loading vehicles only.*	The proposed actions address the proposed safety concerns, in particular the usage of gates for the entry and exit of the loading area will clearly define the access path for general vehicles. However, the architectural plans submitted to Council do not show any of the detail proposed to address this item (signs, pavement treatment, linemarking or gates). **Recommendation:** Seek plans from the proponent showing the suggested improvements.
2	Issue: ***Cyclists*** *'With the level shared path threshold treatments, a concern is raised about the potential for cyclists on the shared path to approach at speeds higher than drivers expect or can easily give way to.* *Note: Based on Victorian Road Rules, SUP users have the right of way over entering* *vehicles (side road or driveway), and sometimes over exiting vehicles (driveway but not side road).'* Suggestion: • *'Check sight distance (including ensuring trees chosen will not be bushy below 2m).* • *Investigate measures to slow cyclists and to alert them.* • *As the Road Rules are not well understood on this point, consider actively providing priority to SUP users with signs and markings.'*	*Reject*	*Along the site frontage on Heidelberg Road, both an on-road bicycle lane and a shared path are proposed to be provided in accordance with the Development Plan for the overall site.* *As such, it is expected that competent cyclists (travelling at speed) will chose to utilise the on-road bicycle lane, with less experienced users expected to utilise the shared path at slower speeds.* *Notwithstanding the above, the canopy of the street trees are proposed to be greater than 2m to aid sight distance for motorists.*	The response addresses the sight lines issues associated with the proposed landscaping, with trees with a higher canopy than 2m to be utilised. However, the response does not address the issue of shared path priority. The discussion simply indicates that less experienced riders would be using the path. We are of the view that it is therefore even more important that the priority is clear to drivers and riders. **Recommendation:** Ask the proponent to clearly define the shared path priority.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit - Peer Review
626 Heidelberg Road, Alphington: Proposed Vehicle Access

RSA Issue		Project Manager Response (GTA Consultants)		Traffix Group Review
		Accept / Reject	Comments / Status	
3	Issue: ***TGSIs*** *'1. Some of the TGSIs are shown perpendicular to approach paths rather than crossing alignment (red circles).* *2. TGSIs can be skidding hazards for cyclists.* *3. Some projects get constructed with white TGSIs on light grey paths.'* Suggestion: • *'Realign these TGSIs.* • *Specify TGSIs with similar friction characteristics to the surrounding path.* • *Ensure good contrast is provided.'*	*Accept*	*The functional layout plan can be updated to include a realignment of the TGSI's.*	The project manager has accepted the suggestion to realign the pram ramps. However, both the architectural plans and functional layout provided in the GTA report do not show the pram ramps being realigned. **Recommendation:** Seek plans from the proponent showing the suggested improvements.
4	Issue: ***Wall Hazard*** *If a wall is present between entering trucks and cars, it would be a roadside hazard (although speeds will be low).* Suggestion: *Consider incorporating a shock absorbing bollard as shown.*	*Accept*	*The functional layout plan can be updated to include a bollard as suggested.*	The project manager has accepted the suggestion to include a bollard in front of the wall. However, bot the architectural plans and functional layout provided in the GTA report do not show the bollard included. **Recommendation:** Seek plans from the proponent showing the suggested improvements.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit - Peer Review
626 Heidelberg Road, Alphington: Proposed Vehicle Access

RSA Issue		Project Manager Response (GTA Consultants)		Traffix Group Review
		Accept / Reject	Comments / Status	
5	*Issue:* ***Sight Lines Between Vehicles Approaching Heidelberg Road*** *The wall between trucks and cars will obstruct sightlines between drivers of vehicles with conflicting movements. While a give way line is shown, truck drivers can only give way if they can see the vehicles they have to give way to.* *Suggestion:* *50% visual permeability is specified. Ensure this visual permeability is relevant to the angles of viewing required.*	*Accept*	*The wall between trucks and cars will be 50% permeable for exiting cars/trucks at this location.*	The plans provided as part of the previous RSA included text for the wall to be 50% clear of visual obstructions. This action would address the identified safety issue. The plans provided as part of the planning permit submission do not show this note. It is important that this design detail is not lost at the detailed design stage. **Recommendation:** Ensure that the note for 50% permeability is provided
6	*Issue:* ***Swept Paths*** *'Swept path diagrams were not provided.'* *Suggestion:* *'Ensure swept path checks are undertaken for all expected vehicles.'*	*Accept*	*Swept paths for all relevant design vehicles have been undertaken*	The GTA Consultants Traffic Impact Assessment report included swept path diagrams for trucks accessing the loading area.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit - Peer Review
626 Heidelberg Road, Alphington: Proposed Vehicle Access

Appendix A: Photographs

G24706R-04A

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit - Peer Review
626 Heidelberg Road, Alphington: Proposed Vehicle Access

Photograph 1:

Heidelberg Road – East of Chandler Highway

View to West

Photograph 2:

Heidelberg Road – Existing Bus Stop

View to West

Photograph 3:

Heidelberg Road – East of Chandler Highway

View to West

Photograph 4:

Heidelberg Road opposite Clive Street

View to West

G24706R-04A

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

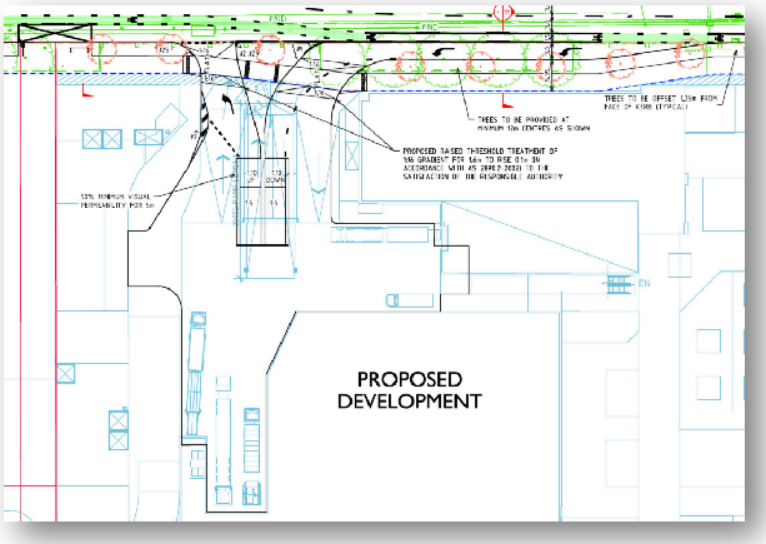
Road Safety Audit - Peer Review
626 Heidelberg Road, Alphington: Proposed Vehicle Access

Appendix B:
Road Safety Audits Pty Ltd – Previous RSA Report

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

22 YEARS OF EXCELLENCE

Road Safety Audit Report



Location: **Heidelberg Road**

Project: **Intersection modification**

Stage: **Functional Design**

Clients: **GTA Consultants**

Report Issue Date: 25/07/2017

Road Safety Audits
8/79 Manningham Rd
Bulleen, Victoria 3105
ABN 86 216 469 930
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Contact
Bob Cumming
(03) 9852 4700
bobc@rsaudits.com.au

PRACTICAL
INDEPENDENT

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Road Safety Audit Report

Heidelberg Road

GTA Consultants

RSA Reference: RSA-05937

Document Record

Issue	Delivered	Senior Auditors	Primary Contact	Notes
A	25/07/2017	Bob Cumming Peter Harris	Bob Cumming	Nil

Road Safety Audits
rsaudits.com.au
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Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

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Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

INTRODUCTION

This is a road safety audit of the proposed modifications to the previously approved left-in / left-out intersection on the south side of Heidelberg Road between Latrobe Avenue and Chandler Highway. It is undertaken by Road Safety Audits P/L, commissioned by GTA Consultants. It has been carried out in accordance with "Austroads Guide to Road Safety, Part 6: Road Safety Audit 2009" guidelines.

ROAD SAFETY AUDIT: OVERVIEW

A road safety audit is an independent examination of a design or condition to evaluate potential safety issues for all road user types. It is typically done by a team of suitably qualified people and often provides suggestions for consideration by the designer / client / project team.

A road safety audit is fundamentally a subjective qualitative process highly influenced by the experience and views of the individual team members. RSA P/L's quality assurance process utilises customised checklists designed for niche areas in traffic engineering/road design (e.g. channelized intersections, signalised intersections, safety barriers), in conjunction with a four-layer audit process: 1. on-site evaluation; 2. media and data capture and review; 3. specialist auditor input; and 4. secondary blinded reviews.

The purpose of a road safety audit is to raise potential safety issues, not to check compliance with guidelines and standards.

ROAD SAFETY AUDIT TEAM

The road safety audit was carried out by Bob Cumming, Chris Keramidas and Peter Harris. Bob Cumming, Chris Keramidas and Peter Harris carry out road safety audits full-time in various states of Australia and have extensive experience in all stages of road safety audits leading or participating in several hundred audits and risk assessments every year.

Road Safety Audits Pty Ltd is accredited for the conduct of road safety audits under VicRoads' professional services register. Bob Cumming and Peter Harris are accredited Senior Road Safety Auditors under VicRoads pre-qualified senior road safety audit scheme.

CONDUCT OF THE SITE INSPECTION

A site visit was carried out as part of previous road safety audits here by RSA P/L and the subject area is well known to the audit team.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

SCOPE / AUDIT FOCUS

The scope of the audit is limited to the new proposed intersection and does not encompass turning from the access road to and from the car park proper or the layout of the loading bay.

PROJECT

DESCRIPTION

RSA P/L previously undertook a road safety audit of a different design for this intersection as shown in Figure 1 (RSA-04482 dated 07/06/2016).

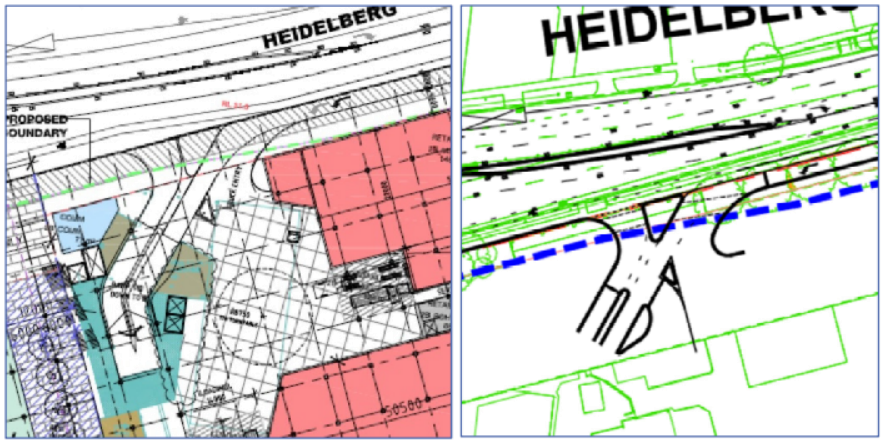


Figure 1: Previous design from 2016

Since that time there have been a number of amendments that have occurred to this frontage, summarised as follows:

- The removal of the proposed pedestrian operated signals at this access due to an amended internal function that does not require loading trucks to cross the entry path for the public vehicles that the access. The design now requires trucks to circulate around the public access ramp, which has been set back from the Heidelberg Road as far as practical.
- The inclusion of trees along the Heidelberg Road frontage, noting that the updated VicRoads tree planting policy avoids the need for the use of barrier systems.
- VicRoads have granted in-principle approval to the functional layout and streetscape design comprising trees at 12m centres.

The revised plan is shown in Figure 2.

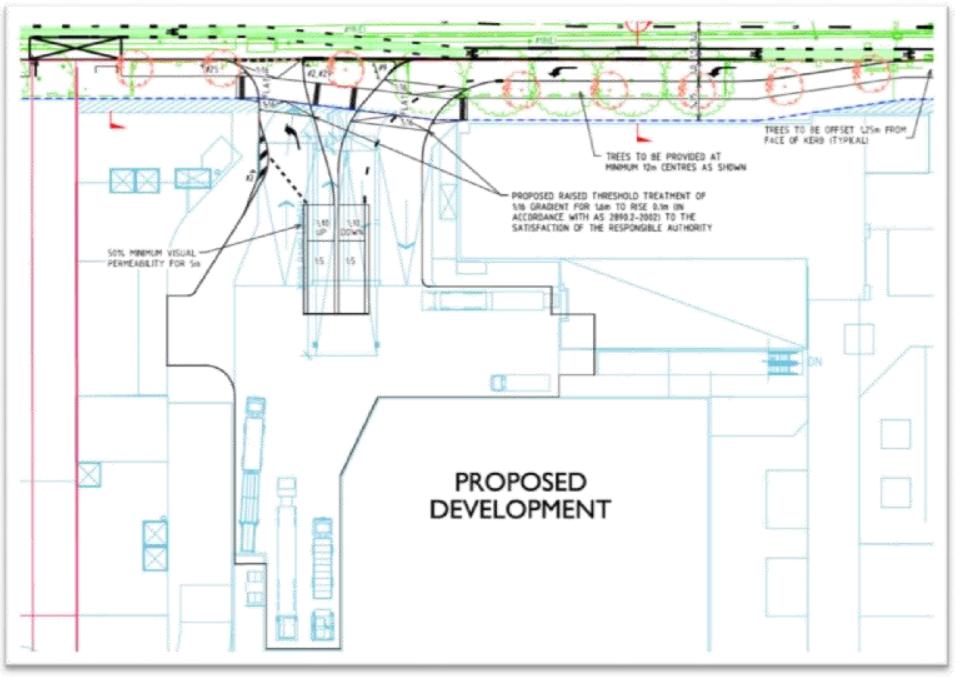


Figure 2: Design which is the subject of this audit

The layout will function somewhat similarly (in principle) to the arrangement for Westfield Doncaster at the Doncaster Road/Frederick Street (Figure 3).

Figure 3: Westfield Doncaster - Doncaster Road/Frederick Street public car park / loading dock entry

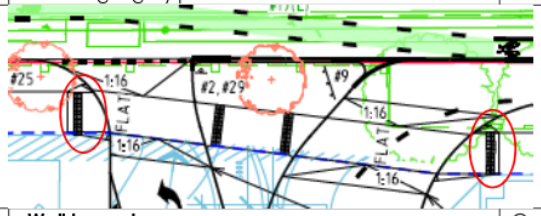
The left-in left-out intersection will not be signalised and will incorporate raised threshold treatments with a level grade for shared path users and 1:16 ramps for road traffic.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

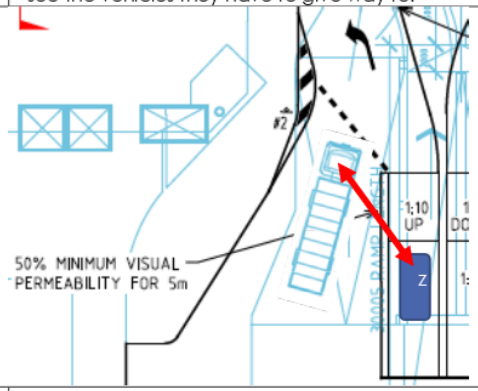
ISSUES TABLE

Point No.	Issue	Suggestion	Response	
			Accept / Reject	Comment / Status
1.	**Navigation** It is understood that the loading area will be distinguished from the car park access road with signs and line-marking. If drivers may be confused here there is potential for sudden stops and rear-end crashes. The Westfield Doncaster example shown in Figure 3 could be easily misunderstood due for faded pavement markings and gantry signage for the carpark only.	Ensure the loading bay area is clearly distinguished from the road – preferably by a different colour paving. **Status**: Compliance / NA / Urgent / **Important** / Minor	Accept	It is expected that different coloured paving will be provided to differentiate the public car park to the loading area. It should be noted that the public ramp has been sufficiently set back from Heidelberg Road to allow motorists time to enter the car park. Additionally, signage will clearly identify the entrance to the car park, with the loading area to be gated (both entry and exit) for loading vehicles only.
2.	**Cyclists** With the level shared path threshold treatments, a concern is raised about the potential for cyclists on the shared path to approach at speeds higher than drivers expect or can easily give way to. Note: Based on Victorian Road Rules, SUP users have the right of way over entering vehicles (side road or driveway), and sometimes over exiting vehicles (driveway but not side road).	• Check sight distance (including ensuring trees chosen will not be bushy below 2m). • Investigate measures to slow cyclists and to alert them. • As the Road Rules are not well understood on this point, consider actively providing priority to SUP users with signs and markings. **Status**: Compliance / NA / Urgent / **Important** / Minor	Reject	Along the site frontage on Heidelberg Road, both an on-road bicycle lane and a shared path are proposed to be provided in accordance with the Development Plan for the overall site. As such, it is expected that competent cyclists (travelling at speed) will chose to utilise the on-road bicycle lane, with less-experienced users expected to utilise the shared path at slower speeds. Notwithstanding the above, the canopy of the street trees are proposed to be greater than 2m to aid sight distance for motorists.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Point No.	Issue	Suggestion	Response	
			Accept / Reject	Comment / Status
3.	**TGSIs** 1. Some of the TGSIs are shown perpendicular to approach paths rather than crossing alignment (red circles). 2. TGSIs can be skidding hazards for cyclists. 3. Some projects get constructed with white TGSIs on light grey paths.	1. Realign these TGSIs. 2. Specify TGSIs with similar friction characteristics to the surrounding path. 3. Ensure good contrast is provided.	Accept	The functional layout plan can be updated to include a realignment of the TGSI's.
				
4.	**Wall hazard** If a wall is present between entering trucks and cars, it would be a roadside hazard (although speeds will be low). 	Consider incorporating a shock absorbing bollard as shown.	Accept	The functional layout plan can be updated to include the bollard as suggested.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

Point No.	Issue	Suggestion	Response	
			Accept / Reject	Comment / Status
5.	**Sightlines between vehicles approaching Heidelberg Rd** The wall between trucks and cars will obstruct sightlines between drivers of vehicles with conflicting movements. While a give way line is shown, truck drivers can only give way if they can see the vehicles they have to give way to.	50% visual permeability is specified. Ensure this visual permeability is relevant to the angles of viewing required.	Accept	The wall between trucks and cars will be 50% permeable for exiting cars/trucks at this location.
				
6.	**Swept paths** Swept path drawings were not provided.	Ensure swept path checks are undertaken for all expected vehicles.	Accept	Swept paths for all relevant design vehicles in this area have been undertaken.

Attachment 16 - External Traffic Engineering Peer Review of Road Safety Audit (Traffix Group)

CONCLUDING STATEMENT

The audit has attempted to balance the safety needs of all road users within the site/design constraints. As per Austroads guidelines, the suggestions provided have attempted to be realistic/feasible and commensurate with the actual risk posed. Although it attempts to raise all potential safety risks, this is generally not practicable due to a limited knowledge of the site and the design. Agreement to the issues and/or suggestions does not necessarily eliminate risk.

A road safety audit is fundamentally a subjective qualitative process highly influenced by the experience and views of the individual team members. It is expected that the project team has competence to incorporate any audit findings into the broader design-risk decision process and to ask the audit team further questions where necessary.

Peter Harris

25/07/2017

Senior Road Safety Auditor
CPEng, RPEQ, NER, BE (Civil), BB (Bus. Admin)

Bob Cumming

25/07/2017

Senior Road Safety Auditor
BE (Civil)

RESPONDING TO THE ROAD SAFETY AUDIT

Although the client receiving the report does not have to agree to the audit findings/suggestions, the issues and associated risks should be carefully considered. A written response should be made to all of the audit findings raised, then signed off by the responsible person from the project team.

RSA P/L does not change the audit findings or sign off on the project's responses. However, if a finalisation meeting has not been commissioned by the client, the client is **encouraged to provide the responses to RSA P/L to check that each audit point has been fully understood**. Also, the responses can be used by RSA P/L for their knowledge and possible use on future audits for this project.

REFERENCES

Relevant guidelines, standards, laws, and policy documents

Road Safety Audit

- Austroads Guide to Road Safety – Road Safety Audit - 2009

Traffic Engineering

- Austroads Guide to Road Design (AGRD)
- Austroads Guide to Traffic Management (AGTM)
- AS 1742 Manual of Uniform Traffic Control Devices, including:
  - Part 1 General Introduction and Index of Signs
  - Part 2 Traffic Control Devices for General Use
- VicRoads Supplement to Austroads Guides and AS1742

Pedestrian Facilities

- VicRoads TEM1 Ch.4 Pedestrian Facilities
- AS 1742.10 Manual of Uniform Traffic Control Devices - Part 10 Pedestrian Control and Protection
- Austroads AGRD Part 6A Pedestrian and Cyclist Paths

Parking

- VicRoads TEM1 Ch.9 Parking
- AS/NZS 2890 Parking Facilities
- AS 1742.11 Manual of Uniform Traffic Control Devices - Part 11 Parking Controls

Attachment 17 - Acoustic Engineers (SLR) Referral Comments

29 March 2019

640.10090.05320 626 Heidelberg Rd Alphington Lot B 20190328A.docx

City of Yarra
PO Box 168
RICHMOND VIC 3121

Attention: Amy Hodgen

Dear Amy

626 Heidelberg Road, Alphington, Lot 2B
Development Application Acoustic Review
PLN 17/0703

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the revised acoustic assessment report for the mixed use development proposed for 626 Heidelberg Road, Alphington, Lot 2B.

Details of the report are as follows:

- Title: The Village Alphington – Mixed Use Development
- Reference: MC300-01F02
- Date: 21 November 2018
- Prepared for: Alpha APM
- Prepared by: Norman Disney Young Pty Ltd

The report was submitted to address Condition 11 of the Yarra City Council planning permit for the project, which pertains to acoustics. Condition 11 is reproduced below.

Acoustic Report

11. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney Young Pty Ltd and dated 21 February 2018, but modified to include (or show, or address):
    (a) Apartments in close proximity to the netball court to achieve the following targets:
        (i) 35dBA Leq and 50dBA Lmax in habitable rooms during the day and evening and
        (ii) 30dBA Leq and 45 dBA Lmax in bedrooms at night.
    (b) Noise from ball bouncing within the sport courts and measure to address potential impacts on nearby residential uses and the community space below the court;
    (c) Consider structure borne sound from the indoor recreational facility on surrounding commercial premises;
    (d) Lmax targets met for apartments above the loading bay entrances in the event of evening and night time deliveries and/or recommendations for restricted delivery and collection times;
    (e) Targets of 40dBA, Leq16h in living rooms and 35dBA Leq8hr in bedrooms met for traffic noise along Heidelberg Road; and
    (f) Provide adequate acoustic treatment to the community spaces to enable live music/performance and protect the abutting residences.

SLR Consulting Australia Pty Ltd Suite 2, 2 Domville Avenue Hawthorn VIC 3122 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

SLR were also provided with a copy of the NDY letter 'RFI 6 Acoustics – Roller Shutter Material', dated 14 January 2019.

SLR reviewed an earlier version of the report. Subsequent to that review there have been changes to the development plans, which include:

- The relocation and full enclosure of the basketball court. An open air basketball court was previously located on the Level 1 roof of the community centre, and was overlooked by apartments on the Levels 2 and above.
- Inclusion of a large outdoor area for students, on Level 4 of the school buildng. The outdoor area will be overlooked by apartments on the upper levels of the 'Sculptural Building' (this building has apartments on Levels 3 to 7). This outdoor area is closer to the apartments than the one shown in the previous drawings.
- Inclusion of an additional external mechanical plant area on Level 6 of the 'Machinery Hall'.

The above changes can be expected to have implications for acoustics on the project and potential implications for the planning permit conditions, which were prepared to address the previous design.

We note that the acoustic report does not include specific reference to the planning permit.

The extent to which the report addresses the planning permit conditions and the current plans is considered below.

1 Condition 11(a) – Internal noise targets for apartments near netball court

(Sections 5.4 and 6.0 of the report)

NDY Report: Design targets nominated for noise from the multipurpose court are 35 dBA Leq and 50 dBA Lmax in the acoustic report, in accordance with the Condition 11(a).

Noise from whistles and crowds is considered in Section 5.4.

Airborne noise from basketballs being bounced is not explicitly considered in the report.

Glazing to the apartments potentially most exposed to noise from the multi-purpose court is proposed to be 10.76 mm thick laminated glass / 16 mm air cavity / 12 mm thick glass.

***SLR Comments**: The current netball court design is understood to include full enclosure of the multipurpose space and cladding comprising 'external glazing with expanded metal layer'. The type or thickness of the glass is not provided. Given that the space is proposed to be enclosed, it would be appropriate to design the external walls such that noise from the use does not impact the overlooking dwellings. This would eliminate the need for administrative controls on the use of the multipurpose space, and would provide apartment occupants with a good level of amenity outdoors and/or with windows open during the periods that the school outdoor area is not in use. In summary, we recommend that an acoustic specification is provided for the external walls of the multipurpose space in order to achieve reasonable external noise levels on apartment balconies when the space is in use.*

The school outdoor area has been increased in size and moved closer to the apartments. The façade upgrade treatments shown in the current acoustic report will control children's voice noise from the school outdoor area to these overlooking apartments.

2 Condition 11(b) – Noise from ball bouncing to residents and commercial uses below

(Section 6.0 of the report)

NDY Report: Advice is provided in the report for controlling structureborne noise from ball bouncing by adding a resilient floor finish to the multi-purpose court.

SLR Comments: *The floor surface may be unsuitable for basketball if a resilient finish is added to it. Structureborne noise from use of the multipurpose space should ideally be considered to the commercial use below, to the offices on Level 2 and to the school building. Both ball bouncing and people movement noise (e.g. running and jumping) have potential to cause nuisance.*

3 Condition 11(c) – Structureborne noise from indoor recreational facility to commercial spaces

SLR Comments: *This condition is understood to refer to the commercial gym proposed for Level 1 of the development. Stuctureborne noise from this premises is not addressed in the report. Noise from the gym to the offices should be considered, taking into consideration the likely use of the gym.*

The new design has also introduced a small gym opposite the serviced apartments on Level 2. Structureborne noise from this gym is not considered in the report. However, the gym is quite small and it is not unreasonable for noise from its use to be managed by the operators through restricted access and restricted equipment options. Given this, we have not raised the issue as an item requiring further consideration in the acoustic planning report.

4 Condition 11(d) – Lmax targets for apartments above the loading bay entrance in the event of evening and night time deliveries and/or recommendations for restricted delivery times

SLR Comments: *An Lmax assessment of truck entry noise to the apartments directly above loading bay is not included in the acoustic report. We recommend an internal target (doors and windows closed) of 45 to 50 dBA Lmax be met inside apartments for trucks entering and leaving the loading bay. The acoustic report should confirm whether these targets will be met with the current façade treatments, given that deliveries are proposed to take place throughout the night.*

5 Condition 11(e) – Internal noise targets of 40 dBA Leq16hr and 35 dBA Leq,8hr for traffic noise

(Sections 5.1.1, 5.7 and Appendix A of the report)

NDY Report: The planning permit targets for road traffic noise have been adopted in the report.

Advice for glazing upgrades is provided in Section 5.7 and the marked up plans included as Appendix A. Drywall elements are required to have a rating at least as good as the glazing.

SLR Comments: *We do not have sufficient information to conduct a full independent assessment of traffic noise ingress to the proposed apartments, however, the advice provided in the report is representative of a substantial upgrade from standard glazing, and appears likely to achieve the internal noise targets.*

6 Condition 11(f) – Provide adequate acoustic treatment to the music spaces to enable live music / performances and protect abutting residences

SLR Comments: *This matter is not addressed in the acoustic report. It is also not clear from the current design which areas may be used for music.*

From our understanding of the spaces, there appears to be potential for the 'community acitivty space' and the 'community pavillion' on Level 1 to be used for music. There are apartments abutting the community activity space, and serviced apartments above it. These areas are also connected to the Level 1 multipurpose space, which may have open sides (resulting in further potential noise leakage from music events).

As a minimum, some commentary in the acoustic report regarding noise from music performances would be required to address planning permit Condition 5f.

7 Other Matters

7.1 Mechanical Plant Deck

The current design shows roof top plant decks on Level 6, in close proximity to some apartments in the Structural Building. The deck may be overlooked by apartments on Level 7.

The acoustic report does not specifically refer to this new roof plant deck, and given its closer proximity to apartments there is a greater risk of SEPP N-1 non-compliance. Given this change in design, we recommend that post construction testing is provided demonstrating compliance with SEPP N-1 at potentially impacted apartments.

7.2 Loading Bay Entrance Door

The memo provided by NDY dated 14 January 2019 clarifies that their assessment of loading bay noise assumed that the carpark entrance door was pervious. NDY refer to loading bay absorptive treatments, to be installed in accordance with the Coles brief, to control noise from the loading bay. While we agree that it may be possible to adequately control noise from this loading bay without requiring an impervious entrance door to be installed, there is insufficient information provided in the report to satisfy us that SEPP N-1 limits will be met. For this reason we recommend post construction testing to demonstrate compliance with SEPP N-1 for noise from the loading bay.

8 Summary

A summary of our review of the revised acoustic report for 626 Heidelberg Road, Alphington, Lot 2B, with specific reference to items we are of the opinion require further attention, is provided below.

Condition 11(a)

- It is recommended that an acoustic specification be provided for the walls of the multipurpose space and for any ventilation pathways, in order to ensure that noise from this area is controlled to overlooking apartment balconies and windows.

- Façade upgrade treatments are provided for apartments overlooking the multipurpose space and the school outdoor area (which is located above the multipurpose space). These treatments may not be required to control noise from the multipurpose space given that is it fully enclosed, however they will address noise from the school outdoor area.

Condition 11(b)

- The acoustic report provides advice for a resilient surface to control noise from basketball bouncing. If control of structureborne noise is required, a full isolated concrete floor is likely to be necessary. We recommend that structureborne noise from use of the multipurpose space be considered to the commercial use below, to the offices on Level 2 and to the school building, taking into consideration both ball bouncing and people movement noise (e.g. running and jumping).

Condition 11(c)

- This condition is understood to refer to the commercial gym proposed for Level 1 of the development. Stuctureborne noise from this premises is not addressed in the report. Noise from the gym to the offices should be considered, taking into consideration the likely use of the gym.

Condition 11(d)

- An Lmax assessment of noise from the trucks entering the loading bay has not been provided in the report. We recommend that this be included to address condition 11(d).

Condition 11(e) – no further information required to address permit condition

Condition 11(f)

- Music noise from performance spaces is not addressed in the report. Some further commentary regarding which spaces may be used for music, details of the level of music assumed in the design, and details of the treatments required to address it, should be provided to address this condition.

Other matters

There are a number of changes to the design which have implications for both acoustics and for the potential relevance of the planning permit conditions (which took the original design into consideration). In our opinion the current design presents a greater risk of nuisance from mechanical plant noise. For this reason we recommend that post construction acoustic testing be required to demonstrate compliance with SEPP N-1 at all sensitive receiver locations in this or adjacent residential developments.

Post construction testing of loading bay noise is also recommended to demonstrate compliance with SEPP N-1, given that the entrance to the loading bay is proposed to be pervious, and a detailed assessment is not provided in the report.

Yours faithfully,

Dianne Williams
Associate – Acoustics

Checked/
Authorised by: JA

Attachment 18 - Wind Consultants (MEL) Peer Review

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 64-18-DE-REV-01

21st March 2019

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Amy Hodgen
Coordinator – Statutory Planning

Dear Amy,

Village Alphington, Alphington
Review of Vipac Pedestrian Wind Tunnel Study
Vipac Document Number: 30N-18-0136-TNT-6752950-0

The review of the Vipac Wind Tunnel Test Report for the Village Alphington Development, Alphington, is based on our experience of wind flow around buildings and structures. This experience has been developed from more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- This is an updated wind tunnel study report prepared by Vipac for the subject development. Reference is made back to MEL Consultants review dated 9th May 2018 where it was stated that we have no issues with the wind tunnel modelling techniques used for the study.

- A planning permit has been issued for the development with Condition 13 relating to the Wind Assessment Report.

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- Vipac provide recommended criteria for the intend activation of the streetscapes in Section 3.1 in Table 5 and diagrammatically in Figures 8 to 12 for the lower ground level, ground level, level 1, level 3, and Level 4. We have no issue with these recommended criteria for the various locations around the development site. We have summarised the criteria recommended by Vipac in Section 3.1 of the report in Table 1 of this document. We note that the information in Appendix A of the Vipac report lists recommended criteria for each Location examined and this has also been summarised in Table 1 and the colours highlight the compliance and non-compliance with the recommended criteria. If these two recommended criteria are compared, there are differences of the recommended criteria at a number of Locations (e.g. 13, 14, 18,19). It will be assumed that the recommended criteria in Appendix A takes precedence.

  Section 3.1.1 of the report discusses the rationale behind the recommendation of using the walking criterion for the apartment balcony/terraces and outdoor amenity areas, and we have no issue with the use of the walking criterion as the recommended criterion for these locations.

  However, advice from the City of Yarra has informed MEL Consultants that the Level 1 public terrace is intended to be used for outdoor sitting areas associated with the F&B tenancy on this level. If this is the case, then the outdoor sitting area on the terrace would be recommended to achieve the sitting criterion rather than the walking criterion. The sitting criterion in these locations is in line with the Vipac recommendation for other outdoor seating areas, such as location 16. Additionally, the terrace at Level 4 has been identified as a childcare outdoor play area. As this is appears to be the only outdoor play area for the children it would be recommended that the standing and sitting criteria, depending on the activity at a specific location on the terrace, be achieved rather than the walking criterion. This would be expected to improve the utilisation of the terrace for the children.

- Section 6.1 describes the two configurations studied for the assessment of the environmental wind conditions. Configuration 1, which MEL Consultants would

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suggest is the most relevant for assessing the wind impact of the proposed development, has modelled the proposed development with the existing surrounding buildings. Configuration 2 has modelled the proposed development with the possible future buildings expected in the next 5 years and is useful for knowledge of future building interactions. Given some of the future developments will be part of the development precinct, clarification from the City of Yarra would be necessary to determine which configuration needs to achieve compliance with the proposed wind comfort criteria. Reviewing these data in the report there still appears to be a mixed reliance of Configurations 1 or 2 to demonstrate compliance with the recommended wind comfort criteria.

- The report investigates wind mitigation controls for a number of locations as follows:
    - The Mews

      The City of Yarra has informed MEL Consultants that The Mews will be an important pedestrian link through the precinct. The wind conditions at Location 2 have not been shown to comply with the walking criterion for either configuration. Vipac have stated that the wind conditions were caused by the entire massing of the proposed development and cannot be mitigated. They further suggest relaxing the target criterion to fast walking due to the low number of exceedances in Configuration 2. The exceedances would be expected to be higher for Configuration 1. The issued permit states the walking criterion is the minimum acceptable criterion.

      MEL Consultants would query Location 3, where there is compliance for Configuration 1 but not for Configuration 2. Vipac have demonstrated that the wind conditions for Configurations would be improved by setting the entrance into the building by >1m, but it is not clear whether the sensor for Location 3 was shifted into the recess as the photographs and diagram suggest it was not moved. If it was not moved then MEL Consultants do not understand the demonstrated improvement of the wind conditions at Location 3.

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  - Vipac have noted that Location 31 does not comply for either Configuration but the wind conditions should be mitigated by the proposed adjacent developments. This appears to be shifting the wind issues to another development site and for Configuration 1 the wind conditions have been shown to exceed the recommended criterion, particularly for the north winds, which the future development massing model has been demonstrated to not mitigate. Again, as noted earlier, there appears to be confusion as to whether compliance is demonstrated by either Configuration 1 or 2.

- Location 1 does not show compliance with either Configuration. As noted for earlier, there is confusion as to whether compliance is demonstrated by either Configuration 1 or 2.

- We agree with the Vipac conclusions that the proposed development would not cause wind conditions to exceed the safety criterion.

In summary, we have no issue with the modelling and methodology of the Vipac wind tunnel study. This work has been carried out as would be expected for an environmental wind assessment of a proposed development's wind impact. However, we do have a number of issues with the data in the report, which have been highlighted, and thus cannot support the recommendation and conclusions by Vipac. We suggest further wind tunnel testing be undertaken to provide the following information to allow further assessment of the development:

- The City of Yarra to inform the developer as to the Configuration that needs to be shown to comply with the recommended pedestrian comfort criteria. At the moment both configurations studied are being used to show compliance at some of the study locations.
- The permit condition states that the minimum acceptable criterion is walking. This needs to be demonstrated at all locations.
- The recommended criteria should give consideration of the outdoor seating area on the Level 1 public terrace and require the sitting criterion. Additionally, it has

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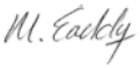
been suggested that the recommended criteria for the Level 4 childcare outdoor play area should be standing and sitting criteria.

Yours sincerely,



M. Eaddy
MEL Consultants Pty Ltd

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Attachment 18 - Wind Consultants (MEL) Peer Review

Table 1: Summary of Applicable/Recommended Criteria and Criteria Achieved

Location	Section 3.1 Recommended Criteria	Appendix A Recommended Criteria	Existing Config	Proposed Config 1	Proposed Config 2	WMC/Comment
1		Walking	Walking	Above Walking	Above Walking	
2	Walking	Walking	Walking	Above Walking	Above Walking	
3	Standing	Standing		Walking	Above Walking	Standing (Config 2)
4	Standing	Standing		Walking (marginal)	Standing	
5	Standing	Standing	Walking	Standing	Standing	
6	Standing	Standing	Walking	Walking	Standing	Config 1 - not worse than Exisiting
7	Walking	Walking	Walking	Above Walking	Walking	
8	Walking	Walking		Walking (marginal)	Walking (marginal)	
9	Walking	Walking	Above Walking	Walking	Standing	
10	Walking	Standing		Walking	Sitting	
11	Walking	Standing	Walking	Standing	Sitting	
12	Walking	Walking	Walking	Walking	Walking	
13	Walking	Standing	Walking	Standing (marginal)	Sitting	Better than Existing for higher wind directions
14	Walking	Standing	Walking	Standing	Standing	
15	Standing	Standing	Above Walking	Sitting	Sitting	Better than Existing
16	Sitting	Sitting	Standing	Walking	Above Walking	Sitting (Config 2) / expect similar mitigation for Config 1
17	Standing	Standing		Sitting	Sitting	
18	Standing	Sitting	Walking	Standing	Sitting	
19	Standing	Sitting	Walking	Standing	Sitting	
20	Walking	Walking	Above Walking	Walking	Walking	
21	Standing	Standing	Walking	Standing	Above Walking	Sitting (Config 2)
22	Walking	Walking	Walking	Walking	Walking	
23	Walking	Walking	Above Walking	Walking	Walking	
24	Standing	Standing	Standing	Walking	Standing	
25	Walking	Walking		Standing	Standing	
26	Walking	Walking	Walking	Walking	Walking	
27	Walking	Walking		Sitting	Walking	

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Attachment 18 - Wind Consultants (MEL) Peer Review

Location	Section 3.1 Recommended Criteria	Appendix A Recommended Criteria	Existing Config	Proposed Config 1	Proposed Config 2	WMC/Comment
28	Standing	Standing		Standing	Standing	
29	Walking	Walking		Above Walking	Above Walking	Walking (Config 2)
30	Walking	Walking		Walking	Walking	
31	Walking	Walking		Above Walking	Above Walking	
32	Walking	Walking		Walking (marginal)	Walking (marginal)	
33	Walking	Walking		Walking	Standing	
34	Walking	Walking		Walking	Walking	
35	Walking	Walking	Walking	Above Walking	Walking	
36	Walking	Walking		Above walking	Above Walking	
37		Walking		Above Walking	Standing	
38		Walking		Walking	Sitting	
39		Walking		Above Walking	Standing	
40		Walking		Above Walking	Sitting	
41		Walking		Standing (marginal)	Standing	
42		Walking		Walking	Walking	
43		Walking		Above Walking	Walking	
44		Walking		Above Walking	Walking	
45		Walking	Above Walking	Above Walking	Above Walking	Config 2 - Higher than Existing
46		Walking		Sitting	Walking	
47		Walking		Standing	Standing	
48		Walking	Above Walking	Above Walking	Walking	
49		Walking	Walking	Sitting	Walking	
50		Walking		Walking	Walking	
51	Walking	Standing		Standing	Standing	
52	Walking	Walking		Above Walking	Walking	Standing (Config 2) / expect similar mitigation for Config 1
53	Walking	Walking		Walking	Walking	Childcare Terrace
54	Walking	Walking		Walking	Walking	Childcare Terrace
55	Walking	Walking		Walking	Standing	Childcare Terrace

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Attachment 18 - Wind Consultants (MEL) Peer Review

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Location	Section 3.1 Recommended Criteria	Appendix A Recommended Criteria	Existing Config	Proposed Config 1	Proposed Config 2	WMC/Comment
56	Walking	Walking		Walking	Sitting	
57	Walking	Walking		Walking	Walking	Walking (Config 2)
58	Walking	Walking		Above Walking	Walking	Walking (Config 1)
59	Walking	Walking		Above Walking	Walking	
60	Walking	Walking		Walking	Walking	
61	Walking	Walking		Sitting	Sitting	
62	Walking	Walking		Above Walking	Walking	Walking (Config 1)
63	Walking	Walking		Above Walking	Walking	Walking (Config 1)
64	Walking	Walking		Above walking	Walking	Walking (Config 1)

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Attachment 19 - Landscape Plans

Placeholder for Attachment 19

11.6.DOC

Landscape Plans

0 Pages

Attachment 20 - Decision Plans

Placeholder for Attachment 20

11.6.DOC

Decision Plans

0 Pages