Ordinary Meeting of Council Agenda

to be held on Tuesday 17 December 2019 at 7.00pm Fitzroy Town Hall

Arrangements to ensure our meetings are accessible to the public

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

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

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

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Order of business

1. **Statement of recognition of Wurundjeri Woi-wurrung 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. **Delegates' reports**
9. **General business**
10. **Questions without notice**
11. **Council business reports**
12. **Notices of motion**
13. **Urgent business**

1. Acknowledgment of Country

"Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future."

2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

- Cr Misha Coleman (Mayor)
- Cr Mi-Lin Chen Yi Mei (Deputy Mayor)
- Cr Danae Bosler
- Cr Jackie Fristacky
- Cr Stephen Jolly
- Cr Daniel Nguyen
- Cr Bridgid O'Brien
- 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 (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 Contractual matters

4.2 Matters prejudicial to Council and/or any person

4.3 Proposed developments

Confidential business reports

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

RECOMMENDATION

1. That the meeting be closed to members of the public, in accordance with section 89 (2) of the *Local Government Act* 1989, to allow consideration of:
   (a) Contractual matters;
   (b) Matters prejudicial to Council and/or any person;
   (c) Proposed developments.
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 26 November 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 Mayor to ask your question, please come forward, take a seat at the microphone, state your name clearly for the record and:

- direct your question to the Mayor;
- refrain from making statements or engaging in debate
- not raise operational matters which have not previously been raised with the Council administration;
- not ask questions about matter listed on the agenda for the current meeting.
- refrain from repeating questions that have been previously asked; and
- if asking a question on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have asked your question, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

8. Delegate's reports

9. General business

10. Questions without notice

11. Council business reports

Item		Page	Rec. Page	Report Presenter
11.1	Brunswick Street Oval Precinct Community Consultation Report	9	14	Graham Davis – Manager Building and Asset Management
11.2	Options for a Yarra Holistic Waste Service	50	68	Joe Agostino – Project Officer City Works
11.3	Studley Street and Yarra Street, Abbotsford - Parking Amendments	82	89	Dennis Cheng – Manager Traffic and Civil Engineering
11.4	30km/h Trial Evaluation	96	104	Dennis Cheng – Manager Traffic and Civil Engineering
11.5	Management Policy in Relation to Laneways, Passageways and Rights of Way in Yarra	105	117	Dennis Cheng – Manager Traffic and Civil Engineering
11.6	Heidelberg Road corridor - proposed interim provisions in Amendment C272 and permanent provisions in Amendment C273 - Local Area Plan and Discussion Paper	147	160	David Walmsley – Manager City Works
11.7	Brunswick and Smith Streets - Request for Interim DDOs	1090	1110	David Walmsley – Manager City Works
11.8	Development of the Yarra Open Space Strategy	1977	1988	David Walmsley – Manager City Works
11.9	Car Share Implementation Plan	2322	2326	Simon Exon – Unit Manager Strategic Transport
11.10	Burnley Park Cottage Review	2341	2346	Ivan Gilbert - Group Manager Chief Executive's Office
11.11	Report on Assemblies of Councillors	2355	2356	Ivan Gilbert - Executive Manager - Chief Executive's Office

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

Public submissions procedure

When you are invited by the Mayor to make your submission, please come forward, take a seat at the microphone, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- direct your submission to the Mayor;
- confine your submission to the subject under consideration;
- avoid repetition and restating previous submitters;
- refrain from asking questions or seeking comments from the Councillors or other submitters;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the Mayor to make further comment or to clarify any aspects.

12. Notices of motion

Nil

13. Urgent business

Nil

11.1 Brunswick Street Oval Precinct Community Consultation Report

Reference: D19/226437
Authoriser: Director City Works and Assets

Purpose

1. To present the Brunswick Street Oval Precinct – Community Consultation Findings report, and seek Council's endorsement of the report findings and finalised scope and concept design, and further to seek Council's authority to proceed to a tender for architectural design and other consultant services for the project.

Background

2. On 27 August 2019, Council was presented with the Brunswick Street Oval Precinct Needs Analysis and Concept Plan. Further background to the project up to that juncture is contained in the report to Council on 27 August 2019.

3. The Brunswick Street Oval Precinct is defined as the area containing the following sporting and community facilities immediately adjacent to the Brunswick Street Oval (WT Peterson Community Oval) within Edinburgh Gardens, Fitzroy North:

   (a) Fitzroy Football Club Grandstand (including undercroft change facilities and amenities);

   (b) Fitzroy Community Room; and

   (c) Fitzroy Tennis Club courts and pavilion.

4. Council resolved to endorse the Needs Analysis and Concept Plan for public consultation, and to proceed to community engagement on the concept plan for a period of four weeks, with a further report to be provided to Council on the results of this consultation, together with a final scope and recommended concept design for the facilities within the precinct.

5. The project has significant funding of $6.5 million announced by the State Government for the redevelopment of infrastructure in the precinct. In addition, Council has particular interests in the appropriate replacement of the community room (the second busiest bookable community facility in Yarra), ensuring the heritage nature of the park and buildings is maintained and that the amenity and safety of the park is enhanced for the greater community and all users.

6. The Needs Analysis and Concept Plan report aimed to create the vision to establish a contemporary shared community facility that will meet the needs of a fast growing sporting community through:

   (a) understanding of the current and future sport and community needs of users and residents for services and programs that can be provided from the Brunswick Street Oval Precinct facilities; and

   (b) providing a clear direction on the best and most feasible model of developing and maintaining appropriate sport and community facilities to meet those identified needs.

7. The initial concept plan that formed the basis of the recent community engagement was developed to respond to the needs analysis, including consideration of the heritage implications of the site, in particular, the grandstand and its curtilage. To ensure prudent asset management it is intended the redeveloped assets have a lifetime of at least 50 years.

8. Following the Council resolution of 27 August 2019, Lovell Chen consultants were engaged to assist officers from Yarra's Communications and Engagement, Recreation and Building Projects teams to develop plan and process for the community engagement. An extensive community engagement process was undertaken over a period of four weeks commencing on Monday 7 October 2019. Subsequently, Lovell Chen prepared the report Brunswick Street

Oval Precinct - Community Consultation Findings (November 2019), which is included as Attachment 1.

9. This report also provides a final recommended scope and concept design for the project.

External Consultation

10. The findings report details the extensive nature of the community engagement. In summary, there were a total of 2,467 web site views, 1,142 web site visits, and 178 contributions made through the web site.

11. Further contributions were made through direct engagement at the open times on site, through club representations, and personal approaches. Overall, there was a total of 229 contributions/participant interactions.

12. A total of 85% of responses were indicated as being 'Very Supportive' or 'Moderately Supportive' of the concept design overall.

13. Section 2 of the report (Attachment 1) presents a summary analysis of representative views in each of the categories 'Very Supportive', 'Moderately Supportive', 'Not Sure', 'Moderately Unsupportive' and 'Very Unsupportive'.

14. Section 3 of the report notes recommendations for 11 key issues arising from the community consultation needing further consideration and resolution (items 1 – 11), and a further four items (items 12 – 15) that elicited strong comment but are outside of the project brief.

15. Council officer responses to these items are recorded in Appendix A of the report, including the items that have been addressed in the final spatial area brief (Appendix B) and final concept plans (Appendix C), that will form an input into the next stage of design development activities.

16. Many of the unsupportive responses were about the tennis facilities. Subsequently a meeting has been held with three representatives of the tennis club to discuss their concerns. The issues are largely around the possible loss of the casual outdoor social area, access for casual hirers to the facility and a toilet, and for vision over the current court number 1 during competitions.

17. These matters were reviewed and the consultant requested to prepare a revision to the concept design layout. Council officers are mindful of the increased area already allocated to the tennis facility to ensure compliant courts, the additional two courts, as well as the new pavilion. There is 80 square metres of external shaded outdoor viewing area located symmetrically about the pavilion entrance provided in the concept design. This area could possibly be relocated at the southern end of the tennis pavilion to provide a better overview of all courts.

18. The tennis club also expressed a concern of casual hirers who would still require a secure gate entry, a toilet on site and somewhere to sit without entry to the club facilities. All of these can be accommodated within the current concept. At the conclusion of the meeting it was felt the tennis club had most of their concerns covered off and were satisfied to review the matters in detail during the next stage of design development.

19. A further key comment of the responders was that the overall facilities were perceived to be for the sports elite. Officers believe that having facilities that support the inclusion of female and junior teams, the resulting extended female participation, the consideration of casual hirers for the tennis facilities, and the improved amenity of the community room, Council is demonstrating a commitment to providing facilities for the whole community, not only the sporting clubs.

20. Council officers recommend the inclusion of a pétanque/bocce court in the project since the current court is being removed. This would represent an additional cost in the order of $50,000. The location of the replacement court will be determined during the design development of the precinct.

21. The cost implications of the recommendations are minor, except for the pétanque/bocce court.

Internal Consultation (One Yarra)

22. Council officers from the Recreation, Building Projects, Open Space Maintenance and Communications and Engagement units, were engaged by Lovell Chen as part of the consulting process to contribute to the development of the concept design for the precinct.

Financial Implications

23. The estimated project cost is $10.45 million, including contingencies, fees and other costs to Council (being the project cost estimated by the quantity surveyor is as per the 27 August 2019 report of $10.4 million plus a further $50,000 for the pétanque/bocce court).

24. The actual project cost will be subject to a degree of uncertainty until the detail design is fully developed, required heritage and planning permits are obtained, and the construction works are tendered. Nonetheless, a total project cost of $10.45 million for the scope of works in the finalised concept plan is the best objective estimate available at this juncture.

25. A total of $9.1 million in funding sources have been identified for the project, being $6.5 million of State funding committed and $2.6 million of planned Council expenditure.

26. Officers are liaising with Sport and Recreation Victoria (SRV) to negotiate a funding agreement for the State Government's $6.5 million commitment to the project. Whilst officers propose to recommend for Council to proceed to tender for architectural and consultancy services for the project, award of the tender will be contingent on a funding agreement being completed for the State contribution.

27. Council officers will explore further potential sources of funding for the projected $1.35 million budget shortfall.

28. Further value management during design development and tendering may yield cost savings without affecting the broad scope of the project.

29. Subject to the tender prices, the two primary options to manage any funding shortfall include a reduction in scope, or the allocation of additional funding from Council and/or other sources.

Economic Implications

30. Sporting and community facilities contribute significantly to the local economy through the annual turnover, increase in local spend and increase in individual wellbeing of the participants and volunteers of the clubs and groups.

Sustainability Implications

31. Environmental sustainability is an important factor for the ongoing operations and future investment in these facilities. With the development of modern approaches, there are great opportunities to achieve higher sustainability ratings for these facilities. Environmentally Sustainable Design (ESD) will be an integral part of the next stages of design and officers' intent is that all major facility redevelopment and investment would target improvements to energy and water use and consider any other sustainable practices that can be applied.

Social Implications

32. The Brunswick Street Oval Precinct facilities will be designed and constructed to be universally accessible and support community members to participate in all aspects of club and community activities.

33. The future development of these facilities takes into consideration the importance of community needs including wellbeing and socialisation, and these have informed the recommendations on what components are required to facilitate greater levels of participation. This includes a clear focus on female participation in sport.

34. Well designed, expanded and welcoming facilities can contribute to the health and wellbeing outcomes for the City of Yarra.

Human Rights Implications

35. There are no Human Rights Implications as a result of this report. The concept plan and detailed design will respond to and contribute to delivery of Council's Access and Inclusion Strategy 2018-24.

Communications with CALD Communities Implications

36. Any future project communications and engagement, or changes to facilities and services as a result of the project, will be communicated in a range of ways to reflect and meet the needs of our diverse community.

Council Plan, Strategy and Policy Implications

37. The Brunswick Street Oval Precinct redevelopment will contribute to the delivery of numerous Council strategies as outlined below.

38. Council Plan 2017-2021:

    (a) Strategy 1.2 – Promote a community that is inclusive, resilient, connected and enjoys strong mental and physical health and wellbeing;

    (b) Strategy 1.6 – Promote a gender equitable, safe and respectful community;

    (c) Strategy 1.8 – Provide opportunities for people to be involved in and connect with their community;

    (d) Strategy 2.1 – Build resilience by providing opportunities and places for people to meet, be involved in and connect with their community; and

    (e) Strategy 2.5 – Supports community initiates that promote diversity and inclusion.

39. Access and Inclusion Strategy 2018-2024:

    (a) Strategy 1.1 – Promote and encourage the application of Universal Design and Universal Access within, and external to Council;

    (b) Strategy 1.5 – Improve accessibility to City of Yarra buildings and facilities; including ensuring adequate amenities are available;

    (c) Strategy 2.1 – Provide and/or support the community to provide a diverse range of accessible community services and arts, cultural, sport and recreational activities that are creative and fun for all abilities and ages; and

    (d) Environmental Sustainable Design (ESD) Policy – Council Buildings.

40. The Brunswick Street Oval Precinct will respond to the ESD requirements for Major Upgrades as required in the ESD Policy.

Legal Implications

41. There are no legal implications as a result of this report.

Other Issues

42. Incidents of antisocial behaviour from people sleeping in the grandstand were expressed throughout the consultation process as a significant safety concern for facility and park users. Ongoing support is being provided to people sleeping in the grandstands, and officers are regularly monitoring the area to ensure the amenity is retained.

43. Public lighting and safety through design have been key drivers in the concept developed for these facilities.

44. The heritage constraints of the site have been at the forefront of the project being that the grandstand is listed with Heritage Victoria and the Edinburgh Gardens are located in a heritage overlay within the Council planning scheme.

45. The proposed final concept design will address the issue of the very poor interface of the current buildings with the park on north side of the building; transferring the area from a poorly presented, underutilised and undervalued area to a highly valued and engaging area.

46. The existing facilities present with poor or limited accessibility across the entire site. The proposed concept design will address this issue and the matter of the tennis courts which also have poor access, rectifying the challenges for the expansion of programs for people with mobility issues.

47. Traffic management improvements are addressed in the concept design for vehicles entering the site from Brunswick Street, to enable greater safety for visitors to the facilities.

48. The facilities are all currently in poor condition, and the final concept design will deliver fit-for-purpose facilities and ensure sport standards are met.

49. The proposed concept design will improve access to public toilets within Edinburgh Gardens and at this site; this is an issue that has been raised by all user groups and throughout the community consultation process.

50. The community responses about the basketball court in the gardens are outside the precinct and therefore deemed outside the scope of the project.

51. The high level timeframes for the project are as follows:

    (a) Architectural and Consultancy Services tender report – April 2020;

    (b) Apply for required permits – April 2021; and

    (c) Construction completion – anticipated in late 2023, although this is subject to a number of factors including time taken to obtain required permits, and development of a construction schedule that will minimise disruption to sporting club operations.

Options

52. There are no options presented.

53. The finalised concept design and scope will provide:

    (a) 8-court tennis facility with pavilion;

    (b) new community room;

    (c) upgraded undercroft of the grandstand to accommodate female and male player amenities;

    (d) new sports general meeting room, kitchens and amenities interfaced to the grandstand;

    (e) external public toilets;

    (f) enhanced viewing and landscaping to the front of the grandstand;

    (g) appropriately redeveloped public gardens and dedicated spaces for the tennis and community facilities to north of the grandstand;

    (h) new utility areas for grounds maintenance works and to accommodate more efficient and effective waste management;

    (i) planned parking and delivery areas to adequately meet the facility needs;

    (j) enhanced grandstand and public environment; and

    (k) replacement pétanque/bocce court as a recommended additional scope to the project, following feedback received during the community consultation process.

Conclusion

54. Capital works investment is required at the Brunswick Street Oval Precinct to ensure the facilities remain safe; provide high quality experiences; attract and retain club members, volunteers and users; support female and junior sports participation, achieve relevant code facility standards and continue to contribute to the health and wellbeing of the City of Yarra residents and visitors.

55. Council officers advise:

(a) that the public engagement was extensive, with comprehensive opportunities for both people associated with sporting clubs and greater community input;

(b) that the recommendations from Lovell Chen can be readily incorporated into the design, most having already been incorporated into the final spatial requirements brief (Appendix B, Attachment 1) and/or the final concept design (Appendix C, Attachment 1); and

(c) note that the cost impact on to the project as a result of changes due to recommendations from this consultation, is relatively minor.

RECOMMENDATION

1. That Council:

(a) endorse the Brunswick Street Oval Precinct – Community Consultation Findings report including the finalised concept plan and scope; and

(b) authorise officers to proceed to a tender for architectural and consultant services for the project using the finalised concept plan and scope.

CONTACT OFFICER: **Ann Limbrey**
TITLE: **Senior Building Projects Manager**
TEL: **9205 5713**

Attachments

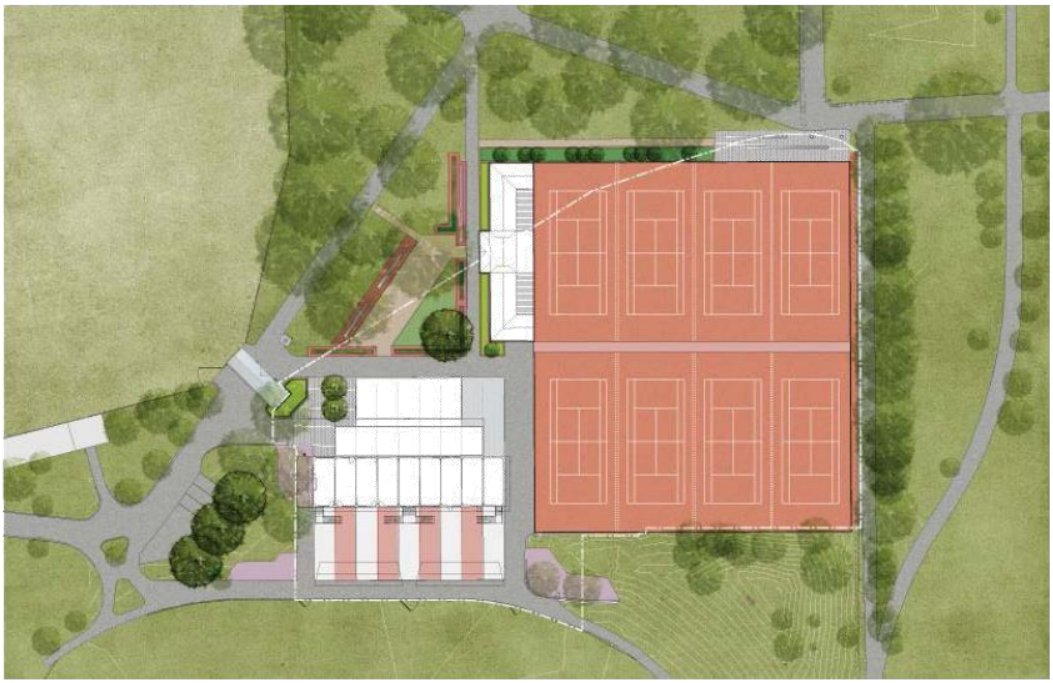
1 Brunswick Street Oval Precinct Community Consultation Final Nov 19

Brunswick Street Oval Precinct

Community Consultation Findings

Edinburgh Gardens, Brunswick Street, North Fitzroy

VIC 3068



November 2019

Prepared by

LOVELL CHEN

Prepared for

CITY OF YARRA

Attachment 1 - Brunswick Street Oval Precinct Community Consultation Final Nov 19

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Attachment 1 - Brunswick Street Oval Precinct Community Consultation Final Nov 19

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1.0 Project background and overview of consultation

1.1 Background and purpose

The Brunswick Street Oval Precinct – Needs Analysis and Concept Plan (July 2019) was formally considered by Yarra City Council at the Council meeting held 27 August 2019. The following recommendation was endorsed unanimously:

> *That Council:*
> *(a) endorse the Brunswick Street Oval Precinct Needs Analysis and Concept Plan for public consultation;*
> *(b) proceed to community engagement on the concept plan for a period of 4 weeks; and*
> *(c) provide a report back to Council on the results of this consultation, and with a final scope and recommended concept design for the facilities within the Brunswick Street Oval precinct, prior to proceeding to tender for architectural services.*

This report has been prepared by Lovell Chen to outline the subsequent public consultation process, the findings of the consultation and provide a final scope and recommended concept design for the facilities within the Brunswick Street Oval Precinct.

1.2 Acknowledgements

We would like to recognise the support provided by Council's Sports and Recreation team and Communications and Engagement team. We would also like to acknowledge the generosity of the Edinburgh Gardens Sporting Community (EGSC) and the local community and beyond, in sharing their views and contributing valuable local knowledge.

1.3 Overview of consultation

The consultation was undertaken in accordance with the Yarra City Council communication policy and framework.

An Engagement and Communications Plan was prepared by the YCC Communications team and included the following process:

- Minimum 4-week public consultation period utilising the "Your Say Yarra" online engagement tool
- Onsite engagement activity (drop in session) Monday 28 October 2019
- Briefing to Edinburgh Gardens Sporting Community held at Fitzroy Town Hall Wednesday 2 October 2019
- Postcard drop to 1550 local North Fitzroy resident's distribution completed Wednesday 9 October 2019
- Email to previous submitters and other stakeholders on 7 and 23 October 2019
- Social media promotion (YCC corporate Facebook) on 8 and 26 October 2019

The public consultation period ran from 7 October to 4 November 2019. As a result of the communications efforts, online activities and offering a variety of engagement options, there were a **total of 229 contributions.** Participation outcomes by engagement activity are presented in Table 1.

Table 1 Overview of participation by engagement activity

Engagement activity	**No. of participants**
Your say Yarra: Online survey responses	Site views: 2467 Site visits: 1142 Visitors: **959** Contributions: **178** Contributors: 173
On-site Engagement: drop in session	Approx. **20**
Edinburgh Gardens Sporting Community Briefing	Approx. **25**
Independent email communications to Communications and Sports and Recreation Council Officers	**6**
Total Participants/Contributions	**229**

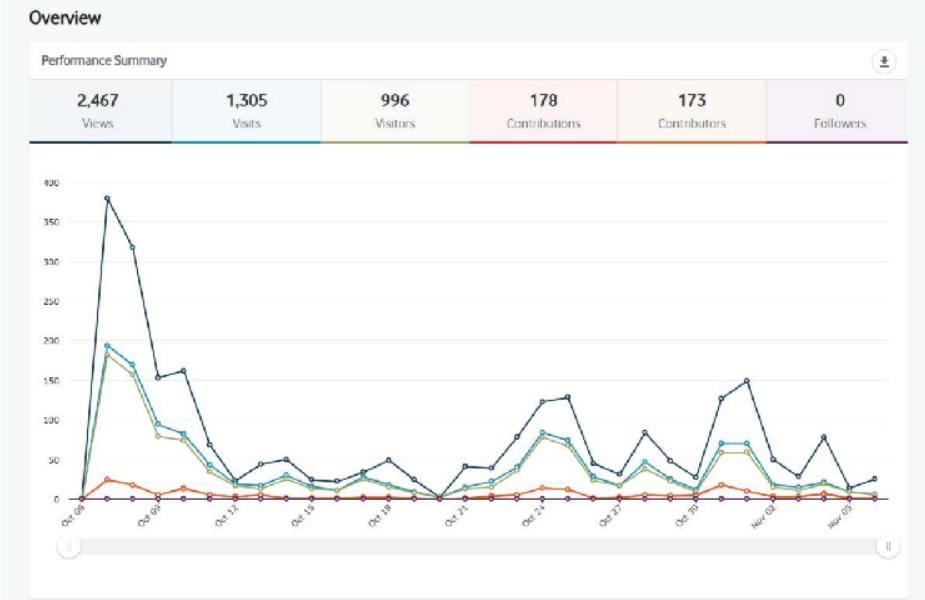


Figure 1 Overview of engagement with 'Your Say Yarra' project webpage
Source: City of Yarra

1.4 Description of participation profile

Participant demographic data were captured to varying degrees across the engagement activities so it is not possible to provide a complete participation profile. No demographic data are available or reported for the:

- On-site engagement drop-in session
- Edinburgh Gardens Sporting Community Briefing

- 6 participants who provided an email submission

The demographic data captured for the Your Say Yarra online survey comprised:

- Interest in the Brunswick Street Oval facilities
- Postcode
- Age Group
- Gender

1.4.1 Interest in the Brunswick Street Oval facilities

As shown in the following graph most of the participants in the survey identified themselves as a regular visitor to the Edinburgh Gardens (71.35%) or a local resident (63.48%).

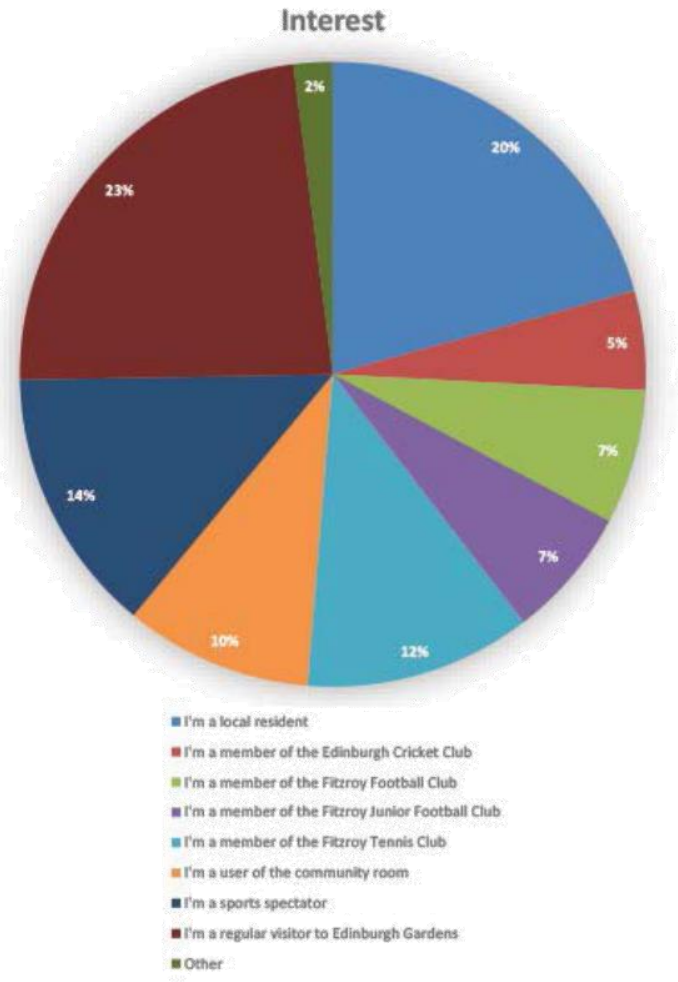


Figure 2 Interest in the Oval facilities
Source: Your Say Yarra

1.4.2 Postcode

While most respondents identified as living in locally in Fitzroy North and Clifton Hill, there was a broad range of other areas identified including Kew, Brunswick, West Melbourne, Donald, Footscray, Thomastown and Balwyn North. This demonstrates the ties that the sporting clubs have that go beyond the municipal boundaries.

1.4.3 Age Group

The majority of respondents were in the 36-55 age group (60.11%).

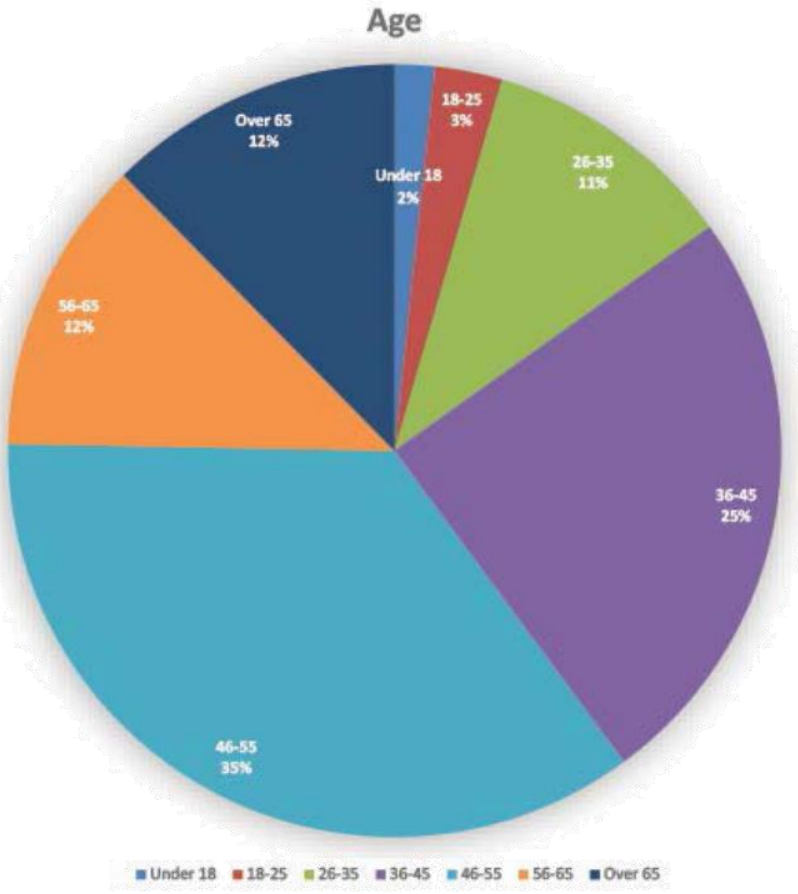


Figure 3 Age demographic of respondents
Source: Your Say Yarra

1.4.4 Gender

The majority of the respondents were male (58.43%).

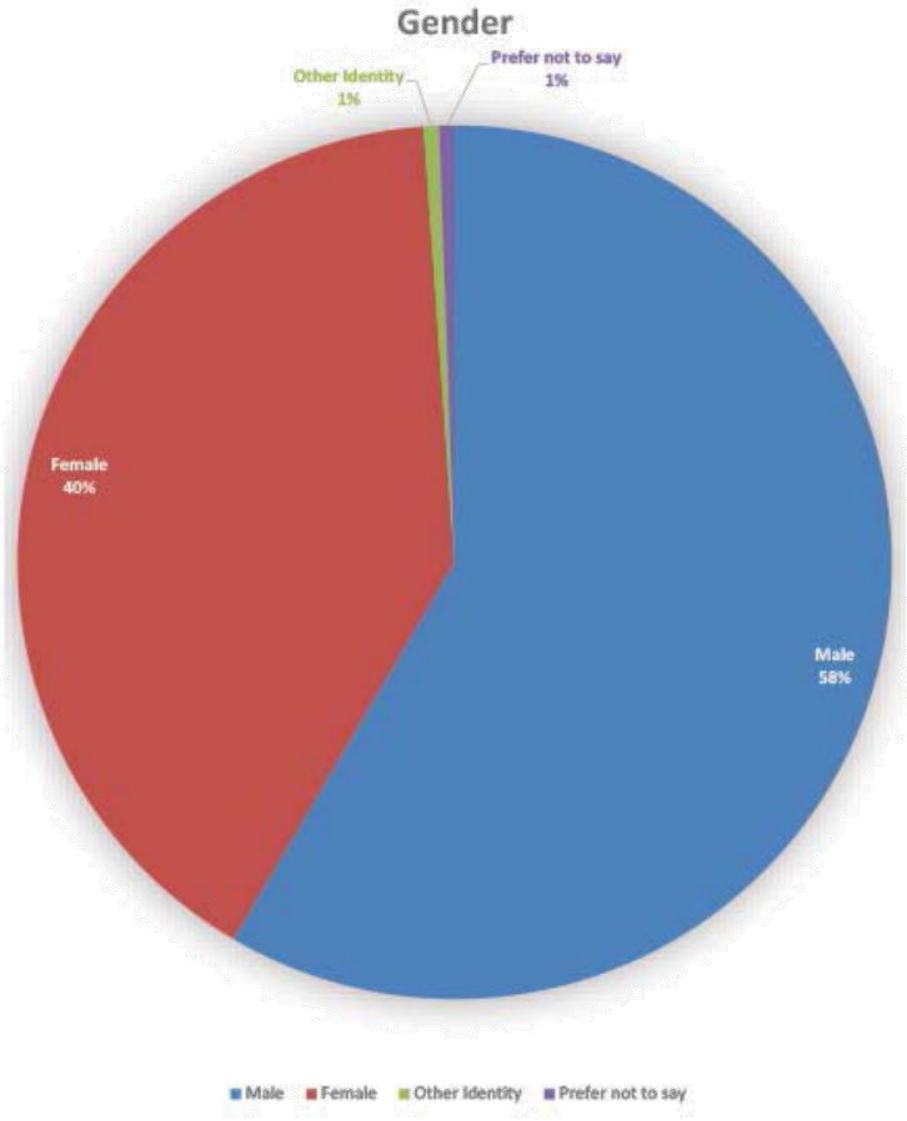


Figure 4 Gender identity of respondents
Source: Your Say Yarra

2.0 Research Findings

2.1 Overall level of support for the draft concept design

Based on the survey responses the overall sentiment was positive with the majority of respondents being very supportive (59.20%) or moderately supportive (25.86%). It is noted that some respondents have selected the very unsupportive button on the scale, but provided positive written comments, which indicates some confusion when using the online response tool.

Other positive responses were around the retention of heritage, improved security, removal of cars, improved access for girls and women in sport and all ability users, provision of public toilets, and improved landscape.

There are aspects of the concept design that elicited some negative responses, with the majority of these focusing on the configuration of the tennis club pavilion, number and type of courts and the availability of open space for passive recreation by the tennis club within the tennis club fenced area.

There was also some concern expressed about the size of the community room (is it large enough?), perception that the sports facilities would only be available to elite sportspeople, lack of indoor space for cricket and football training, and net loss of green space.

Other issues that were raised that were outside the remit of the concept design included the need for additional basketball facilities within the Edinburgh Gardens and the fact the redevelopment does not include the Bowls Club. Consideration was given in some responses to the Council's approach to managing the issue of homelessness and how the concept design will affect or cater for the rough sleepers who currently occupy the Grandstand.

Table 2 Your Say Yarra contribution summary – How Supportive are you of the concept design overall?

Very Supportive	Moderately Supportive	Not Sure	Moderately Unsupportive	Very Unsupportive*	Total
59.20%	25.86%	4.60%	4.02%	6.32%	
103	45	8	7	11	**174**

* 5 respondents in this category provided positive written comments which indicates a possible mismatch of intention when selecting the scaled response.

Participants were asked for their overall impressions of the draft concept design and the following represents a range of views provided:

Very Supportive

Looks like a great mix of retaining heritage and modernisation (Your Say Yarra)	Love the whole concept. It's a precious part of Melbourne and it needed a refresh, this looks to do it with sensitivity (Your Say Yarra)	Long overdue investment in park infrastructure (Your Say Yarra)
Looks good, doesn't look to add a huge amount of amenities though. The project seems to deliver much the same as what is currently there, albeit upgraded (which is fantastic). (Your Say Yarra)	I am very supportive of the concept however my biggest concern is the lack of viewing space/outdoor green space within the tennis club grounds.	This is a much needed upgrade to the facilities that are used by the cricket, tennis, football clubs and community groups. Overall the plans look very impressive. (Your Say Yarra)

Good: Extra tennis courts Good: More public toilets for park users … but, shouldn't there be an increase in the number of toilets near the off dog lead area. Bad: No green space in the tennis club. The current green space is very well utilised by children, members dogs (on leads) and for players to get together after a match for a snack or drink. (Your Say Yarra)	I really like that it opens up the space between the Oval and the rest of the Gardens. I also like the fact that it includes space for clubs and the community. I LOVE the fact that we will finally get decent changing facilities for girls and women, and that all the clubs will be able to provide increased privacy for all players. (Your Say Yarra)	Overall quite a good concept. As a heavy user of the park I am pleased for the proposed addition to toilet facilities as well as ensuring that people with disabilities are considered and catered for equally. (Your Say Yarra)
The expansion of the tennis courts is awesome! The precinct will be much improved. (Your Say Yarra)	Excellent work incorporating more space for community groups and sporting clubs whilst maintaining heritage aspects. (Your Say Yarra)	I think it sounds sensible … please try to retain as much of the heritage look of the gardens, whilst incorporating waste, water, disability access etc. (Your Say Yarra)
I like that it is not intrusive into the gardens and will tidy up that area. (Your Say Yarra)	I like it, it looks like it will clean up this particular area. (Your Say Yarra)	The extra facilities and space provided for the clubs and community is really fantastic, especially supporting both female and all ability participants. (Your Say Yarra)
Brilliant (Your Say Yarra)	That the community gets updated facilities for everyone to use and the integrity of the iconic grandstand remains intact. (Your Say Yarra)	The additional tennis courts are of great importance … I don't think there needs to be any parking provided in the space as there is plenty of parking around the edge of the park. (Your Say Yarra)
It will be good to have a reinvigorated sporting precinct with better facilities for the sports and for the community. Will there be adequate support for the homeless using the grandstand to find better places to sleep? (Your Say Yarra)	Very good design. I do not believe people should be allowed to congregate or sleep in, the open grand stand areas – apart from when matches are on.	Overall I think it looks good and the current car spaces and rubbish collection area can be much better used with appropriate landscaping. My only concern is the amount of outdoor facilities available to the tennis club … two more courts will be great but it can't be at the cost of losing so much garden/outdoor area for watching matches and social events. (Your Say Yarra)

Moderately supportive

I am excited this initiative is happening. My main concern is the community room remaining the same size of 120 people is not big enough ... (Your Say Yarra)	More modest that I had envisaged. Not making use of hipster hill is a missed opportunity (Your Say Yarra)	I am a member of the tennis club. Love the additional court and new modern clubroom but where has our outdoor area gone? (Your Say Yarra)
Shame we are losing the bocce court. Otherwise looks good. Pleased to see more public toilets are included. (Your Say Yarra)	There needs to be more outdoor area for social gatherings which is a key attribute of the Tennis club. (Your Say Yarra)	You've overlooked the need for an additional basketball court. The current one is so well utilised and there is often not enough opportunity or ability for little kids to get on the court with all the adults playing.
I am generally very supportive of the plans to add 2 tennis courts and more community and sporting facilities. However, I do not support the plans to remove the bocce courts – without replacing this facility elsewhere – along with accompanying chairs. (Your Say Yarra)	I think it would be better if the space occupied by the existing community rooms was used for building. Once it is absorbed by tennis courts there will be no scope to expand, if more changing rooms or sporting facilities are required. I understand that more tennis courts are desirable but wonder if they could expand into existing parkland, rather than reduce the footprint of the existing buildings. (Your Say Yarra)	As a member of the tennis club I would support 1 extra court where the old clubhouse is. I would prefer to keep the open area where the bbq and synthetic lawn area is as it's a nice area for people to sit. (Your Say Yarra)
The design will make help attract more people to the park and will be a great benefit to the community for years to come, so I totally support the initiative. (Your Say Yarra)	Good except for the loss of outdoor space for social occasions beside the tennis club. (Your Say Yarra)	Loss of public green space is disappointing. (Your Say Yarra)

Not Sure

I am unsure of the design and wasted opportunities with the old community room area that faces the ground. Also not including the bowls building/business into the area and design is a wasted opportunity. Lack of indoor space for training and warm up for both cricket and football. (Your Say Yarra)	I dislike the loss of public, green space. I like that the community room will be updated. (Your Say Yarra)	I like the idea of the pavilion being updated for the tennis club, however there is no outdoor area that the tennis club members can use. This would greatly affect the types of events that the tennis club can put on. (Your Say Yarra)

Moderately unsupportive

I like the plans for the community room. However, I am not supportive of the changes to the FTC. I am a member of this club for the past 5 years. I have not experienced ever difficulty in booking a court. Adding two more courts is at the expense of the grassed (artificial) area and the bbq area. This is what makes FTC an enjoyable social asset of Yarra Council. (Your Say Yarra)	What happened to the double story community room upgrade? Would've been perfect to overlook both tennis courts and cricket ground. (Your Say Yarra)	I approve of the two new courts, they should either both be en tout cas, or at an absolute minimum one of them be en tout cas. The access road to the east of the Grandstand as you have it now would be moved to the western side ... space is of a premium and it makes no sense to put the rd between the courts and the Grandstand. (Your Say Yarra)
Like the idea of additional courts and making the club accessible, however not at the expense of losing the outdoor bbq space for gatherings which is an integral part of the social aspects of the club. (Your Say Yarra)		

Very unsupportive

As a Yarra resident I have been using the Bocce lanes to play every weekend for the last 4 years. I am very disappointed that you are planning to remove this much used element of Edinburgh Garden. (Your Say Yarra)	I feel strongly that there should be no net loss of open space as a result of this project ... I think the substantial increase in land allocated to tennis courts and facilities is excessive. (Your Say Yarra)	No basketball improvements. This is poor! I like that you're improving some of the facilities but I think it's pretty disappointing that the focus is on improving and extending facilities of the football, cricket and tennis clubs of which you have to be a paid up member. (Your Say Yarra)

2.2 Specific response to aspects of the concept design

The online survey and consultation at the drop-in day sought further detailed responses to the concept design across the four specific areas of intervention:

- Grandstand
- New Community Room
- Tennis Courts and Pavilion
- Landscaping and vehicle access

The following section outlines the responses received.

2.2.1 Grandstand

The combination of the *very supportive* (65.68%) or *moderately supportive* (23.08%) responses, indicates overall a high degree of support for the proposed changes to the Grandstand.

Table 3 Your Say Yarra contribution summary – How supportive are you of the proposed plans for the grandstand?

Very Supportive	Moderately Supportive	Not Sure	Moderately Unsupportive	Very Unsupportive*	Total
65.68%	23.08%	4.73%	1.18%	5.33%	
111	39	8	2	9	**169**

* 5 respondents in this category provided positive written comments which indicates a possible mismatch of intention when selecting the scaled response.

A consistent response was that the retention and refurbishment of the Grandstand for the use of the football and cricket clubs was a positive outcome, as this achieved a good heritage outcome for the building and precinct, while maintaining the building as entirely relevant to a new generation of sports players. There was recognition that having a home for the clubs is long overdue.

Some respondents hoped that there could be a greater acknowledgement of the history of the Fitzroy Football Club and Fitzroy Cricket Club and their association with this remaining Grandstand and the Oval, including the suggestion that the flag poles should be reinstated and there is an opportunity for bronze statues of past players to be placed around the ground as occurs at the MCG and other sporting precincts.

The glassed in social room embedded within the Grandstand was generally supported but some practical concern was expressed as to its capacity to host large functions, have access to the right support spaces (toilets, kitchen, serving facilities etc), maintenance and cleaning of the glass, and ability to access the room from the grandstand open seating and the consequential impact of the loss of open air seating. In some instances, the comments wondered if this response was creating a 'privileged' corporate box versus 'under-privileged' open seating divide which is not considered desirable. The ability for viewing to be in both a warm or cool environment, depending on the season, was also commented on positively. A positive example of a similar approach at the Williamstown Football Club was cited.

There was some concern about the number of seats that would be available in the open once the social room was constructed and what this would mean for the atmosphere at a home game when the spectator numbers are high.



Figure 5 Williamstown Football Club historic Grandstand
Source Williamstown Football Club website

Many comments were made about the issue of the Grandstand being used by rough sleepers, both a compassionate plea that the Council actively address their plight more generally and a sense that there is a genuine security concern held by some due to their presence and therefore changes to the configuration and use patterns of the Grandstand were viewed positively.

Some respondents provided useful observations on the need for proper separation of the change rooms from the public, both to provide privacy for the players, particularly women and girls when they are changing, and through the introduction of additional public toilets that would relieve the pressure which currently exists due to the general lack of public facilities. It was noted that currently members of the public wander into the rooms.

The retention of the 'traditional' club volunteer staffed kiosk as part of the Grandstand was raised as an important aspect of the building and enjoyment and experience of a game. Only one response suggested there should be a café.

Of the relatively small number of unsupportive responses their comments were related to concern that the approach would be too modern and not sympathetic with the retention of heritage significance.

One respondent who is the current volunteer Time Keeper for the Fitzroy Football Club has noted the concept plan does not include a Time Keeper's Box and that the current arrangement whereby the two timekeepers sit in the open Grandstand and are subject to the prevailing weather conditions is an inadequate set-up.



Figure 6 View of the current open-air arrangement for the official Time Keepers'.

2.2.2 New Community Room

Support for the new community room was very high with 68.86% *very supportive* and 16.77% *moderately supportive*.

Table 4 Your Say Yarra contribution summary – How supportive are you of the proposed plans for the new community room?

Very Supportive	Moderately Supportive	Not Sure	Moderately Unsupportive	Very Unsupportive*	Total
68.86%	16.77%	8.38%	0.60%	5.39%	
115	28	14	1	9	**167**

* 5 respondents in this category provided positive written comments which indicates a possible mismatch of intention when selecting the scaled response.

The existing facility is seen as being tired, shabby, out of date, in much need of an overhaul and therefore the provision of a new community room is generally supported.

Many respondents were happy that the room would face north into the gardens with an enhanced ability to connect to a useable outdoor space and achieve separation from the sports club use of the precinct, particularly on match days. There is some negativity around the loss of the city views, however this is not the majority view from the responses received.

There is concern that the facilities be appropriately serviced with good storage for the community groups, wi-fi and have good catering facilities.

The capacity of the room remaining the same was seen by some as not future proofing the space with some suggesting it would need to accommodate up to 200 persons. There is also a suggestion that the room be able to be divided into smaller spaces with another smaller meeting room which can be readily booked, we note this latter space is already included in the design brief.

The few respondents that were unsupportive suggested re-siting the room at the Emily Baker building due to the advantages of ample street parking and the children's playground nearby or making it part of the Bowl's Club.

There was some concern that the cost of hire should remain the same (i.e. subsidised).

2.2.3 Tennis Courts and Pavilion

The tennis courts and pavilion proposal has received a slightly lower level of support, but nonetheless the *very supportive* (48.55%) and *moderately supportive* (30.06%) response still indicates an overall level of general satisfaction.

Table 5 Your Say Yarra contribution summary – How supportive are you of the proposed plans for the tennis courts and pavilion?

Very Supportive	Moderately Supportive	Not Sure	Moderately Unsupportive	Very Unsupportive*	Total
48.55%	30.06%	5.2%	6.36%	9.83%	
84	52	9	11	17	**173**

* 5 respondents in this category provided positive written comments which indicates a possible mismatch of intention when selecting the scaled response.

The main concern expressed through the comments was the perceived loss of the green/outdoor social space within the tennis club area by locating this area outside the fence in the current concept design. Many members of the club have contributed to the commentary and while supportive of the increase in tennis courts and the provision of much-needed new and compliant facilities there is clear concern that

not having the BBQ and passive social outdoor area within the secure space of the club (i.e. within the fenced area) would be detrimental to the club socialising opportunities (casual and organised) and the community ambiance they wish to engender. The number of responses around the loss of the social outdoor space places this as an important issue to resolve in the next phase of development.

Responses provide a range of views on the most appropriate court surface with some support for at least two hard courts, en-tout-cas for at least 3-4 courts or all the courts being synthetic. The support for en-tout-cas is built around it being a good surface for junior development and preventing injury to players.

There is mixed support for the retention and relocation of the heritage pavilion, with some seeing this as a positive move that retains the history of the club while allowing it to modernise, with others less convinced that this is an essential action, noting that it has already been rebuilt once from a very dilapidated condition.

A desire to have elevated viewing of the competition courts, or all courts is another theme that runs through the comments, with most suggesting this should be included within the fenced area to the west of the courts by removing the driveway between the courts and the Grandstand or by the clubhouse being two storey.

The issue of security is also raised with the perception being the clubhouse should be entirely located behind a fence and not directly accessed from the gardens as are other buildings. It is noted the existing arrangement comprises members entering the courts area via a locked gate which has a keypad which is only operable by members, with access to toilets only and entry to other areas of the clubhouse only by prior arrangement.

There is conversely some concern that placing the tennis club at the edge of the precinct is not ideal as it is 'detached' from the football and cricket clubs and that being in closer proximity would feel more inclusive, but possibly lead to sharing some infrastructure and communal space.

A small number of respondents are negative about the additional courts, seeing this as an encroachment on the garden space for what is perceived as a non-existent need. A greater number of respondents support the need for additional courts due to their own or their children's personal experience of not having access to play, or due to the lack of courts generally in the municipality.

The integration of a hitting wall for junior players is also suggested.

2.2.4 Landscaping and vehicle access

The changes to the landscape and vehicle access shown in the concept design are generally well supported with respondents being *very supportive* (55.88%) and *moderately supportive* (26.47%).

Table 6 Your Say Yarra contribution summary – How supportive are you of the proposed changes to landscaping and vehicle access?

Very Supportive	Moderately Supportive	Not Sure	Moderately Unsupportive	Very Unsupportive*	Total
55.88%	26.47%	8.82%	3.53%	5.29%	
95	45	15	6	9	**170**

* 5 respondents in this category provided positive written comments which indicates a possible mismatch of intention when selecting the scaled response.

Many comments were made about the current neglected feel and poor quality of the landscape around the precinct and how the proposed changes would provide a better environment for all users. The community feedback identified there are regular users (Pétanque Pals) of the Bocce courts and this group see the removal of the court as a negative. They have provided suggestions for the possible relocation of the court to the east side of the tennis courts (refer Figure 7).



Figure 7 Suggested location for the Pétanque/Bocce Piste/Court, east of the precinct. Provided by Pétanque Pals

Concern was raised as to whether the provision of a public outdoor BBQ would encourage unsociable behaviour as currently occurs in the BBQ area in the north of the gardens, particularly in an area which will be frequented by families and children.

The removal of vehicles away from the Grandstand and Tennis Club entries was generally approved, with many comments about how this would improve the safety for pedestrians, remove people who park illegally and generally enhance the community asset. The retention of some disabled parking and the ability to have a delivery/drop-off zone close to the Grandstand and tennis club is still required. Suggestions focused on the idea of a small roundabout at this point. Some responses sought the complete removal of vehicles from the gardens. There was support expressed for an increase in bike parking in the precinct.

Security and the issue of general lighting of the precinct at night was raised, noting that currently the lack of lighting into the precinct from the Brunswick Street entrance results in the space feeling unsafe and enables the use of the garden as a toilet.

The area in front of the Grandstand was highlighted as an area needing upgrading to improve spectator seating and perhaps to provide an opportunity for artwork that would relate to the history of the clubs.

The ability to have vehicle access between the Grandstand and the courts was raised as a negative.

Comments on the tree removal were generally positive with some respondents articulating an understanding that mature trees do ultimately require replacement. There is an expectation that any replanting will be mature and provide appropriate replacement for the Elm trees that will be removed. There were a few comments about the importance of the treed environment for the tennis courts and the shade they provide to the courts.

The removal and replanting of the trees to the east of the tennis courts is seen as a negative outcome, albeit something that is occurring external to this project.

3.0 Recommendations from community input

The community has provided a high level of support for the concept design for the precinct, however there are areas of detail that will require further development in the next stage of design. Some of these are a matter of detail and are already included in the concept design brief, some pertain to issues that fall outside the precinct area and others go to a refinement of the concept design, particularly in relation to the tennis clubhouse and the passive recreation area the club requires.

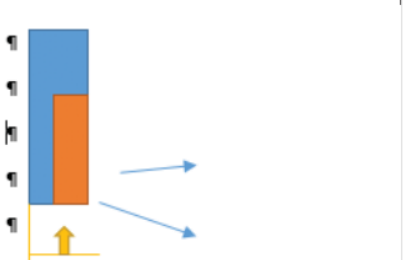
In summary the key issues that arise from the community consultation that need to be considered and resolved at the schematic design:

1. Desire for passive open social area (including BBQ) for tennis club to be included within the boundary of the tennis club fence
2. Viewing areas for watching tennis court competition play including consideration of an elevated deck
3. Location of the entry to the tennis clubhouse– inside or outside the fenced area
4. Integration of a hitting wall
5. Type and mix of tennis court surfaces
6. Inclusion of a Time Keepers' Box – the AFL guidelines consider this a core element for a 'Local' level ground, however it can be incorporated into the pavilion or a separate structure. It was left out of the current brief.
7. Detail of the glassed-in social room and interface with open seating in Grandstand including available number of seats
8. Addition of small valuables lockers for players in change rooms
9. Ability of the community room to be configured as smaller spaces
10. Review size of the community room and capacity
11. Opportunity for public artwork that reflects and celebrates the history of the clubs associated with the precinct

Items that are outside the precinct brief but have elicited strong comment are:

12. Retention/relocation of the Bocce/Pétanque court/piste
13. Additional basketball court
14. Council approach to and consideration of the rough sleepers who currently occupy the Grandstand
15. The retention or demolition of the existing heritage tennis pavilion (north end of the existing clubhouse) will be informed by the updated Conservation Management Plan that is currently due for completion in early 2020.

APPENDIX A COUNCIL OFFICER RESPONSE TO LOVELL CHEN RECOMMENDATIONS

No.	Issue	Council Officer response
1.	Desire for passive open social area (including BBQ) for tennis club to be included within the boundary of the tennis club fence	Possible relocation of viewing area to give better overview of the courts.  New gate to access courts for casual hirers
2.	Viewing areas for watching tennis court competition play including consideration of an elevated deck	Could recommend an elevated deck. A ramp would be required. At 750 mm high that would be a ramp of 10.5 metres plus landings x 2 = 12.5 sq metres excised from current space. Courts can also be viewed from the social room behind glass for bad weather days
3.	Location of the entry to the tennis clubhouse– inside or outside the fenced area	Formal entry into Club House from path; for casual hirers provision of coded gate access directly onto the courts.
4.	Integration of a hitting wall	Noted. Include in spatial brief and amend on concept design plan
5.	Type and mix of tennis courts	4 synthetic courts 4 en tout cas
6.	Inclusion of a Time Keepers' Box – the AFL guidelines consider this a core element for a 'Local' level ground, however it can be incorporated into the pavilion or a separate structure. It was left out of the current brief.	Amend spatial brief to include Time Keepers' Box. Review to see if it can be incorporated in existing Grandstand.
7.	Detail of the glassed-in social room and interface with open seating in Grandstand including available number of seats	To be resolved at detailed design stage.

8.	Addition of small valuables lockers for players in change rooms	Include in spatial brief.
9.	Ability of the community room to be configured as smaller spaces	To be resolved at detailed design stage. Include in spatial brief.
10.	Review size of the community room and capacity	130 allows for most for hirers thereafter Venues & Events are keen to send larger functions to the bowling club or a more suitable venue.
11.	Opportunity for public artwork that reflects and celebrates the history of the clubs associated with the precinct	Noted
Items that are outside the Precinct Brief		
12.	Retention/relocation of the Bocce court this has been recommended for move into the project as the project is demolishing the current court.	Location to be confirmed but likely in the immediate area Include in spatial brief.
13.	Council approach to and consideration of the rough sleepers who currently occupy the Grandstand	This is an ongoing council process which council and other support agencies will continue to address throughout the project.
14.	Additional basketball court	Outside scope of the project
Other		
15.	The retention or demolition of the existing heritage tennis pavilion (north end of the existing clubhouse) will be informed by the updated Conservation Management Plan that is currently due for completion in early 2020.	Noted

APPENDIX B **CONCEPT DESIGN BRIEFED AREA SCHEDULE – FINAL – INCLUDING COMPARISON WITH EXISTING**

No.	Name of space	No. of people/spaces	Unit area (m2)	Total area (m2)	Notes	Related space	Existing or New	EGSC Club Use	Community	Existing (m2)
	TENNIS PAVILION									
1	Administration/coach office	1 person	10m²/p	10	Principally for tennis club coach, operations, restringing, tournament management. Window to courts.	Tennis club areas	N	✓	×	0
2	Tennis male change room			20	2 showers, 3 closet pans and 2 handbasins	Tennis club rooms, courts	N	✓	×	
3	Tennis female change room			20	3 showers, 3 closet pans and 2 handbasins	Tennis club rooms, courts	N	✓	×	38
4	Tennis accessible change			10	1 shower, 1 closet pan, 1 handbasin, baby change table	Tennis club rooms, courts	N	✓	×	
5	Unisex DDA WC			8	1 shower, 1 closet pan, 1 handbasin, baby change table. External access for casual users	Courts		☐	☐	0
6	Tennis club room (incl existing pavilion)	50 people	1.3m²/p	72	Tennis club space, views towards the tennis courts. Incorporates the retained pavilion	Courts	N/EX	✓	×	34
7	Kitchen/Kiosk (tennis)			20	Kitchenette level for food preparation, kiosk window to exterior. Can double as tournament operation point	Courts, club room	N	✓	×	14
8	Tennis storage			15	Permanent storage for merchandise, coaching equipment	Courts, club room	N	✓	×	9
9	Tennis grounds storage			12	Direct access to tennis courts for spreader machine, ANTHS equipment, drag mats, brooms and sweepers, coaching baskets, ball machine, roller	Courts	N	✓	×	13
10	Verandah/spectator seating (tennis)			80	External shaded seating area overlooking courts	Courts	N	✓	×	11
11	Informal BBQ area			115	Tennis social area, within or adjacent to tennis club secure zone, water fountain, BBQ, casual seating	Club house	N	✓	×	350
12	Tennis Courts			4238	8 courts compliant to club standard: 4 synthetic; 4 en tout cas (replace existing and increase number to 8); perimeter fence, draw curtains between courts (E/W), lighting, nets, line marking. Casual hirer security coded entry gate from Gardens.	Club house	N	✓	×	3270
13	Hitting Wall	☐		0	Located on perimeter of court 2.4-3.6m H, 10.97m W, painted net line at 970mm	Courts	N	✓	×	0
		Tennis Club house subtotal		187				☐	☐	
		Additional 30% allowance for circulation , etc.		56						
		Tennis Club house total		**243**						**108**
		Tennis external area total		**4433**						**3631**

No.	Name of space	No. of people/spaces	Unit area (m2)	Total area (m2)	Notes	Related space	Existing or New	EGSC Club Use	Community	Existing (m2)
	COMMUNITY PAVILION									
14	Community Room - Large	130 people	1.0m²/p	130	Bookable community room. AV facilities (projector, screen, LCD, whiteboard) Storage cupbards min 600mm deep to wall for user storage. Include ability to be configured as smaller space.	Foyer, commercial kitchen, public toilets, external garden area	N	×	✓	133
15	Commercial kitchen			30	Kitchen for use by community, clubs own use or external caterers for event	Community room, Club room	N	✓	✓	18
16	Kitchen storage/bar			8	Storage space associated with commerical kitchen use	Commercial kitchen	N	✓	✓	8
17	Meeting/Conference room	30 people	2m²/p	60	Bookable meeting room for community, used by clubs for committee meetings. AV facilities (projector, screen, LCD screen, white board)		N	✓	✓	0
18	Store 1 - Community group storage			6	Store room with adjustable shelving, space for furniture and trolleys	Community Room	N	×	✓	13
19	Store 2 - Venue and events			10	Shared storage for chairs, tables, white boards, community users lockable storage cupboards, AV cupboard	Community room, Club room	N	×	✓	
20	Public toilets - male	Design occupancy: 130 (assume 50:50 M/F)		10	Accessed from within the building only. 1 closet pan, 1 urinal, 1 handbasin	Community room, meeting rooms	N	✓	✓	9
21	Public toilets - female	Design occupancy: 130(assume 50:50 M/F)		10	Accessed from within the building only. 2 closet pans, 2 handbasins	Community room, meeting rooms	N	✓	✓	7.5
22	Public toilets - **changing places** toilet			14	Accessed from within the building only, baby change. 1 closet pan, 1 handbasin	Community room, meeting rooms	N	✓	✓	0
23	Utility/cleaners			5	Adjacent to kitchen and community room. Includes trough.	Commercial kitchen, community room	N			3
		Community Pavilion subtotal		**333**						**191.5**
		Additional 30% allowance for circulation , etc.		**100**						
		Community Pavilion total		**433**						

No.	Name of space	No. of people/spaces	Unit area (m2)	Total area (m2)	Notes	Related space	Existing or New	EGSC Club Use	Community	Existing (m2)
	EXTERNALLY ACCESSED PUBLIC TOILETS									
24	Externally accessed public toilets	Design occupancy: 1000 (assume 50:50 M/F)		56	Publicly accessible facility from building exterior Male: 2 closet pans, 5 urinals, 4 handbasins Female: 8 closet pans, 4 handbasins Unisex DDA x 2: 1 closet pan, 1 handbasin	Exterior	N	✓	✓	8
	Externally Accessed public toilets total			**56**						**8**
	GRANDSTAND									
25	Change room 1	12 - 22 + trainers		30	Clothing bag/hooks, bench seating around perimeter. Valuables locker.	Amenity room, Oval	EX	✓	×	20
26	Amenity room 1	12 - 22 + trainers		25	3 cubicle showers, 4 toilets, 2 handbasins, seating within shower cubicle, bench seating in general change area	Change room, Oval	EX	✓	×	15
27	Change room 2	12 - 22 + trainers		30	Clothing bag/hooks, bench seating around perimeter. Valuables locker.	Amenity room, Oval	EX	✓	×	20
28	Amenity room 2	12 - 22 + trainers		25	3 cubicle showers, 4 toilets, 2 handbasins, seating within shower cubicle, bench seating in general change area	Change room, Oval	EX	✓	×	15
29	Change room 3	12 - 22 + trainers		30	Clothing bag/hooks, bench seating around perimeter. Valuables locker.	Amenity room, Oval	EX	✓	×	20
30	Amenity room 3	12 - 22 + trainers		25	3 cubicle showers, 4 toilets, 2 handbasins, seating within shower cubicle, bench seating in general change area	Change room, Oval	EX	✓	×	0
31	Change room 4	12 - 22 + trainers		30	Clothing bag/hooks, bench seating around perimeter. Valuables locker.	Amenity room, Oval	EX	✓	×	20
32	Amenity room 4	12 - 22 + trainers		25	3 cubicle showers, 4 toilets, 2 handbasins, seating within shower cubicle, bench seating in general change area	Change room, Oval	EX	✓	×	0

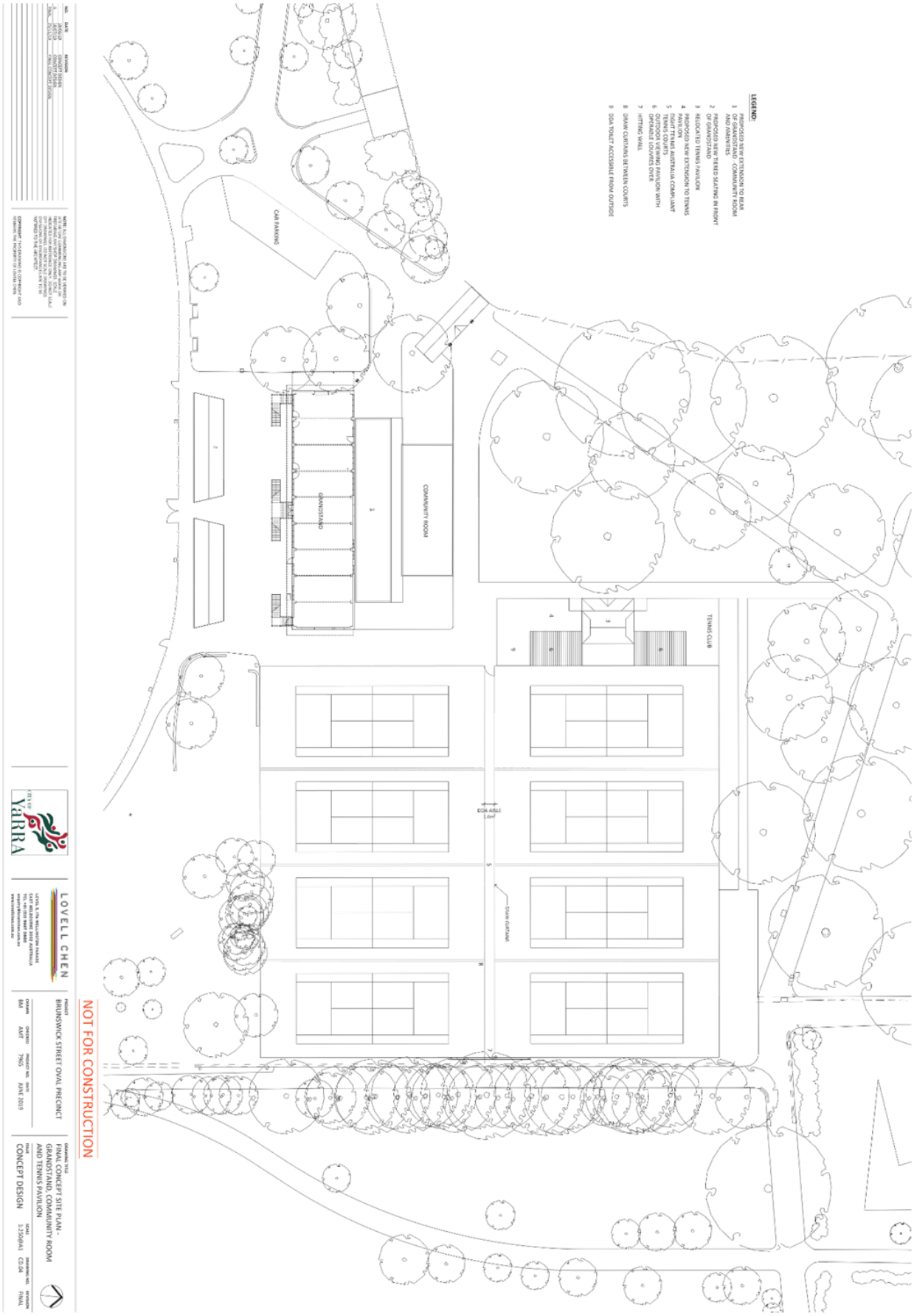
No.	Name of space	No. of people/spaces	Unit area (m2)	Total area (m2)	Notes	Related space	Existing or New	EGSC Club Use	Community	Existing (m2)
33	Umpire Room	2 - 6 people		25	Unisex change and toilet facility, 2 pans, 2 showers, 2 handbasins, change areas. Path to oval side for run-out. 1 ambulant compliant toilet cubicle, seating within shower cubicle, bench seating in change room, full-height partitions, power outlets near dryers for hair dryers, shelving near basin for personal grooming, sliding shutter doors to divide the space. Valuables locker.	Oval	EX	✓	×	15
34	First Aid/Medical			15	Required for club management and assisting volunteers. Separate to club rooms. Incorporates first aid facilities including bench / stretcher area, sink, wash basin, lockable desk. Storage for first aid equipment.	Oval, change rooms	EX	✓	×	10
35	Kiosk/canteen	2-3 volunteers		15	Cricket and Football club use - snack food and beverages on game days. Sink + separate hand basin. Power for coffee machines, pie warmer, refrigerator, microwave. View of field preferred.	BBQ area Spectator area Oval	EX	✓		14
36	Cricket Storage			20	Storage of training and match day equipment, club equipment, merchandise	Club Room	EX	✓	×	0
37	Football Storage (junior)			20	Permanent storage for training and match day equipment, merchandise	Field, club room	EX	✓	×	0
38	Football Storage (senior)			20	Permanent storage for training and match day equipment, merchandise	Field, club room	EX	✓	×	0
39	Club Social Room	150 people	1.3m²/p	177	Shared permanent club room for events, display club memorabilia, player meetings, training meals, bar/servery, entry from Grandstand	Commercial kitchen, toilets	N	✓	×	0
40	Social Room public toilets	Design occupancy: 150 (assume 50:50 M/F)		30	Male: 1 closet pan, 2 urinals, 2 handbasins Female: 4 closet pans, 2 handbasins Unisex DDA: 1 closet pan, 1 handbasin	Club Social Room	N	✓	×	0
41	Timekeeping / scoring box			NA	Within Grandstand. Clear view of playing field. Preferably centred		EX	✓	×	NA
			Grandstand total	542	existing grandstand area is 832m2 (ground, mezzanine and seating)					149
			Additional allowance for circulation etc.	163						
			Grandstand total	705						

No.	Name of space	No. of people/spaces	Unit area (m2)	Total area (m2)	Notes	Related space	Existing or New	EGSC Club Use	Community	Existing (m2)
	EXTERIOR SPACES									
42	Cricket External Storage			30	Permanent storage for training and match day equipment	Field	N	✓	×	0
43	Grounds curator storage			20	Storage for roller, covers, equipment, secure for authorised access only. Roller door access. Direct access to oval.	Trafficable path to oval	N	✓	×	0
44	Grandstand seating (cricket/football)	218 persons		88	Existing grandstand tiered seating (DDA access required) - excluding aisles	Grandstand	EX	✓	×	283
45	Interchange bench / coaches boxes			NA	On ground/oval. Temporary furniture storage within general storage area.		EX	✓	×	NA
46	Spectator area between Grandstand and oval			321	Seating, water fountain with dog bowl, BBQ area, durable surfaces		EX	✓	✓	321
47	Rubbish storage area			10	10 x 240L Wheelie bins 580x580mm, secure area, access to driveway for removal		N	✓	✓	9
48	Bocce/Petanque court/piste			incl	27.5mL x 3-4m W with fixed seating for 8-10 people (included in landscaping)		N	×	✓	incl
49	Landscape area (excluding paths)			2454	Soft landscape area		EX/N	×	✓	2690
50	Bike parking			NA	14 Ground Mounted Hoops dispersed in precinct		N	✓	✓	NA
51	Carparking			106	2 DDA spaces, 2 spaces for admin/delivery; include turning circle		N	✓	✓	114
			External Area Total	**3029**						**3417**

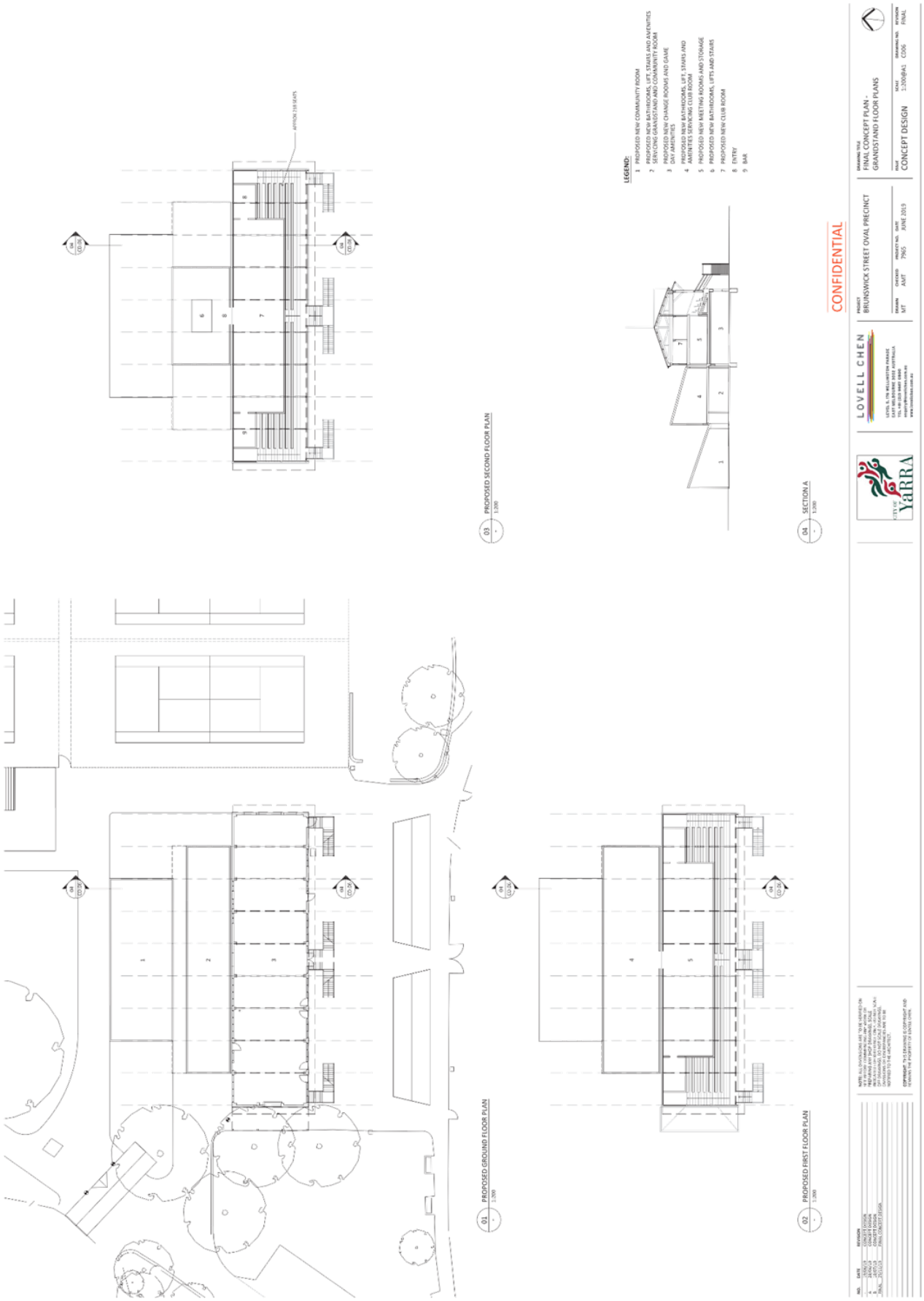
Attachment 1 - Brunswick Street Oval Precinct Community Consultation Final Nov 19

APPENDIX C CONCEPT PLAN DRAWINGS – FINAL

Attachment 1 - Brunswick Street Oval Precinct Community Consultation Final Nov 19



Attachment 1 - Brunswick Street Oval Precinct Community Consultation Final Nov 19



Attachment 1 - Brunswick Street Oval Precinct Community Consultation Final Nov 19

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11.2 Options for a Yarra Holistic Waste Service

Executive Summary

Purpose

To update Council on the potential options for Holistic Waste Service (HWS) across the Yarra municipality based on the results of the Holistic Waste Trial (HWT) in the Abbotsford area.

To provide a response to the Council Resolution on 8th Oct 2019 on the viability and options for establishing, or advocating for, a publicly-owned recycling provider, or similar in partnership with other councils.

To provide Council with a recommendation for the timing of a HWS across Yarra.

Key Issues

The reason for the HWT was to explore an alternative kerbside recycling model that is focused on waste reduction, quality of material, diversion from landfill, maximum resource recovery, highest value of material (e.g. glass to glass), circular economy and development of local markets.

The Yarra HWT in Abbotsford has demonstrated that taking glass out of the commingled recycling bin provides a high quality source of kerbside glass that is suitable for local manufacturing into new glass and improves the quality of the commingled recycling (no glass) which is then also suitable for the local market.

The separation of glass out of the commingled recycling has yielded high quality glass with an approximate 90% recovery for new glass (compared to the current 45% recovery for new glass). The remaining 10% is suitable for sand replacement in asphalt mix. The commingled material without glass has yielded high quality paper, cardboard and plastics that are suitable for local markets.

The HWT to date has demonstrated that the introduction of a FOGO collection is viable within the Yarra environment. The FOGO has diverted approximately 45% of organics out of the landfill stream which is suitable for processing into compost.

The current Victorian kerbside recycling system is broken which has been demonstrated by the collapse of the recycling export markets and the recent collapse of SKM which had been storing kerbside recycling material in Victoria for approximately two years. Two thirds of Councils that had a recycling processing contract with SKM are still taking their kerbside recycling material to landfill.

There is mounting and urgent pressure on local government, state government, federal government, the industry and the community to collaborate for quick action. The focus needs to be to reduce waste volumes, divert material from landfill, develop local markets, a circular economy and a sustainable kerbside recycling system to keep recycling out of landfill and to recover precious resources.

The State Government is due to release a Circular Economy Policy in December 2019 that based on available information to date will be focused waste reduction, local markets, a circular economy and the reform of the kerbside recycling systems.

The MWRRG are preparing to go out to collective based tenders for kerbside recycling processing across the Victorian Metro Councils. The tenders are focused on drawing new competitors into the market and will include options for glass only processing and commingled no glass processing. The planned timelines will be to procure services by May 2020 with a starting date of 1st July 2021.

The Federal Government has announced a planned schedule to ban the export of recycling material commencing July 2020 to be finalised by June 2022. Although this presents a risk in the short term it may also be an incentive to stimulate and drive the development of local markets in a more condensed timeframe.

Given the results of the HWT, the results of the Community Survey and the state of the Victorian kerbside recycling market there is no doubt that Yarra, Victoria and Australia will need to transition to a more sustainable kerbside recycling model.

There is an opportunity to advocate for a publicly owned recycling processor, and indeed for Yarra to play a role in the establishment of a glass processing service, however a decision on this can be made independently of a decision to roll out the HWS, and officers recommend this question be considered separately and subsequent to a decision on whether to implement a 4 bin system, and a service delivery model, for a roll out of this across Yarra.

Council Officers propose to bring a report to Council in February 2020 with recommendations for a HWS model. Given that Council has a recycling processing contract with Polytrade and the need to understand the implications of the Circular Economy Policy; the most suitable time for a HWS roll out across Yarra would be September 2020. This timing would provide the necessary time required to make the necessary preparations from an operational and communications perspective.

Financial Implications

A number of options have been costed for a HWS across Yarra and there would be a requirement for additional budget ranging from $1.1 million per annum to $3.5 million per annum pending the option selected.

There are potential financial implications in deciding not to roll out a new waste/recycling collection service, as there are limitations within the existing market, and officers anticipate the cost to collect and process material collected from the kerbside service will only increase in future years.

The pricing assumptions in table 3 of this report are best estimates based on information available at this time. Officers have been informed by Polytrade of the intent to apply an increase in the gate fee for the processing of recycled material, commencing 16 December 2019. At the time of writing Officers were seeking to further understand the details of this proposal, and will report this back to Council as soon as practicable. Further to this unanticipated increase, the landfill industry has indicated that landfill gate fees will increase by approximately 30% every 4 years commencing around 2021. South Australia has increased landfill levies to $140 per tonne and landfill levies in NSW have reached $150 per tonne. The current Victorian landfill levies are $64 per tonne and it is not yet known if State Government intends to increase landfill levies in Victoria. More detailed costing will be provided in the Council Report in February 2020.

Note, Attachments 2, 3 and 4 include redacted information, to remove any commercially sensitive information that cannot be provided publicly.

PROPOSAL

1. That:
    (a) Council notes the report;
    (b) Council notes that Officers propose to bring a report to Council in February 2020 with a recommendation on a proposed model, and the timing for roll out of a 4 bin model across Yarra.

11.2 Options for a Yarra Holistic Waste Service

Reference: D19/230572
Authoriser: Director City Works and Assets

Purpose

1. To update Council on the potential options for Holistic Waste Service (HWS) across the Yarra municipality based on the results of the Holistic Waste Trial (HWT) in the Abbotsford area.

2. To provide a response to the Council Resolution on 8th Oct 2019 on the viability and options for establishing, or advocating for, a publicly-owned recycling provider, or similar in partnership with other councils.

Background

3. At the Council Meeting on 19th February 2019, Council adopted the following recommendations:

   That Council:

   (a) Adopts Option C from Table 1 of this report to engage Four Seasons as the contractor for the collection of kerbside recycling bins and the collection of street litter bins and to engage Polytrade for processing services;

   (b) Supports Council Officers to explore a range of options for holistic waste management services that are focused on waste avoidance, resource recovery, strong community engagement, quality materials, local markets and the circular economy; and

   (c) Seeks a report for September 2019 providing models, costs and making recommendations for the implementation of holistic waste management services.

4. On 13th March 2019, a report was presented to the Executive regarding options for recommendation (b) above. The recommendation to the Executive was that the FOGO trial and the glass separation trial be combined in one area to create a Holistic Waste Trial (HWT). There was agreement from Executive to proceed with a HWT. This recommendation was reported to Council via a Briefing on 18th March 2019.

Holistic Waste Trial

5. The reason for the holistic waste trial was in response to the collapse of the kerbside recycling market in Victoria and Australia post the implementation of China's National Sword Policy. This was a wakeup call for Victoria and Australia and demonstrated that without the development of local markets and a circular economy for kerbside recycling material there is a risk that the only alternative would be landfill or waste to energy. This is not a long term sustainable solution. Yarra committed to explore viable alternatives for kerbside recycling.

6. The objectives of the trial included:

   (a) change consumer behaviour to reduce the generation of waste;
   (b) avoid having to landfill kerbside recycling material;
   (c) diversion from landfill;
   (d) resource recovery;
   (e) improved quality of kerbside recycling material;
   (f) create a model that can be replicated to other local Councils;
   (g) develop local markets; and
   (h) develop a circular economy.

Holistic Waste Trial - Scope

7. A summary of the trial scope is listed below and includes a number of key elements:

   (a) The area selected for the trial is Abbotsford. This was identified by the Social Policy Unit as likely to most reflect a cross section of the Yarra demographic;

   (b) approximately 1,300 dwellings in the Abbotsford area which includes approximately 400 units across 32 MUD sites and 900 single dwellings; and

   (c) trial start date was 11th June 2019;

8. The holistic waste service in the trial area consists of:

   (a) *1 x 80 litre garbage bin fortnightly;*

   (b) *1 x 60 litre crate or 47 litre glass container fortnightly;*

   (c) *1 x 120 litre recycling bin (paper, cardboard, metals, plastics) fortnightly;*

   (d) *1 x 120 litre FOGO bin weekly;*

   (e) The Glass from the trial area is transported to Polytrade and then goes to OI (Owens Illinois) for the manufacture of new glass containers;

   (f) The recycling from the trial area is transported to APR (Australian Paper Recovery) for processing and supply to the local markets; and

   (g) The FOGO from the trial area is transported to Veolia for processing into compost for the local markets.

HWT Results – Technical Component

9. From a technical perspective the data from the HWT has provided valuable information for presentation rates, material volumes, material quality, material containers/bins, logistics modelling and financial modelling for a HWS roll out across the Yarra municipality.

Table 1 below provides a snapshot of key data to date.

Table 1

Material	Average Kgs per week per household	Average Presentation %	Average Contamination %	Comments	Tonnes P/A for a Yarra wide service
Glass	1.38 kgs	71%	1.5%	Glass volumes represent approx. 40% by weight of the recycling stream	3,600
Recycling no glass	1.82 kgs	85%	5%	Volumes of recycling with no glass represents approx. 60% of the recycling stream	5,400
FOGO	2.41 kgs	60%	2%	FOGO volumes represent approx. 45% of the landfill stream	6,700

Holistic Waste Trial – Community Survey

10. During late September and early October 2019, a community survey was conducted in the HWT area. The purpose of the survey was to identify community sentiment towards the change in waste collection services and provide data to evaluate the effectiveness of the service models, the communications strategy and assess the appropriateness of a HWS for a potential full scale roll out cross council rollout. This has provided valuable information to gauge community acceptance and concerns including collection frequencies and bin sizes. This information will be taken into consideration to address behaviour change components of a HWS.

Community Survey – Data Summary of Key Areas

11. A significant 407 individual responses, just over one third of households responded to the survey. This high response rate enables Council to have confidence that the views and opinions gathered in the survey are representative of the community.

12. It is worth noting the survey responses showed that there was very little difference between responses from Single Unit (SUD's) occupants and Multi Unit (MUD's) occupant's responses. The survey identified a high acceptance rate for the HWT model.

13. Table 2 below provides a summary of the Community Survey results.

Table 2

Category	% Satisfied	Other Comments
Fortnightly Recycling (No Glass)	73.6%	Family groups were expressed dissatisfaction with frequency, however it appears that capacity is an issue rather than frequency
Fortnightly Glass	86.2%	There does not appear to be a definitive preference for either a glass crate or the 47 Litre Wheelie Bin
Fortnightly garbage	72.8%	• Family groups were expressed dissatisfaction with frequency, however it appears that capacity is an issue rather than frequency • The collection frequency appears to present particular concerns from those with young children in nappies, and apprehension about the potential additional negative impact of hot weather. Their concerns however seem to be more related to the lack of capacity to cope with nappies and may be addressed with a larger bin rather than collection frequency. • *NOTE: There is an opportunity for Council to explore the introduction of a nappy collection service should the issue of nappies in a fortnightly garbage service become a major barrier for a HWS roll out across the municipality.*
Weekly FOGO	84.7%	120 FOGO bins are too large for some properties

Community Survey Key Findings

14. Overall engagement and acceptance of kerbside recycling is high in the trial area. There is limited variation between MUDS, SUDS and family segments in terms of overall support for the trial and kerbside recycling.

    (a) 79% of respondents believe HWT model is an improvement to their service;

    (b) 90.5% of respondents either agree or strongly agree that they understand why the trial is happening;

    (c) 84.5% of respondents either agree or strongly agree their actions during the trial are contributing to a positive outcome;

    (d) 79.15% of respondents either agree or strongly agree there are positive benefits for the environment;

    (e) 83.9% of respondents either agree or strongly agree that they are more conscious about the amount of waste they create; and

    (f) 82.2% of respondents either agree or strongly agree that they intend to reduce the amount of waste they create

For details of methodology and qualitative feedback including community concerns, please refer to Attachment 1 of this report.

Community Survey - Communications Reach

15. Direct print communications have the widest reported reach and recall with the according to responses.

16. Respondents reported the following 5 sources of most frequency:

    (a) 86.2%: letters sent during the trial;

    (b) 60.5%: revolution kits and calendar;

    (c) 49.9%: bin stickers;

    (d) 32.1%: posters about what goes in each bin (MUD's only); and

    (e) 30.6%: email newsletter.

Holistic Waste Trial – Key Learnings

17. In general terms the trial has yielded positive results to date with good levels of community support, high quality recycled glass containers that are suitable for the local glass manufacturing markets and high quality commingled recycling suitable for local markets. There are a number of learnings to date that need to be taken into consideration for a municipal wide roll out. The learnings are based on feedback from the community in the trial area, Yarra Staff and waste collection staff.

18. Summary of Key Learnings include:

    (a) A high acceptance rate of the HWT model according to the Community Survey of HWT participants;

    (b) The quality of the community engagement is critical to the success of changing the kerbside recycling model;

    (c) Community engagement should commence at least three months prior to implementation, longer if possible;

    (d) The story behind the change is important to the community;

    (e) Having the right level of resource for the community engagement process is critical;

    (f) Education collateral should be condensed with short clear messages;

    (g) The primary message must be reducing the generation of waste;

    (h) Nappies were perceived to be an issue for the fortnightly collection by some residents;

    (i) Compostable bags for FOGO would make fortnightly collection more acceptable (This will need careful consideration as not all processing facilities accept compostable bags and there is a risk that residents will start to use incorrect bags creating mass contamination);

    (j) Flexibility required for bins sizes and bin options for larger families to cope with a fortnightly collection; and

    (k) Leaving contaminated bins is critical to the quality of recycling material (Particularly at MUD sites).

Options for a HWS across Yarra

19. Table 3 below provides a summary of HWS options costed for the purposes of comparison. The table also provides a list of pros and cons for each options. The current Yarra kerbside recycling service has been included so that costings for each option can be compared to the costs of the current services. *For financial assumptions refer to Attachment 2.*

Table 3 – Options for a HWS

OPTION	DESCRIPTION	Average Cost P/A	Average $ Increase P/A from Current	% Increase from Current	PRO's	CON's
CURRENT MODEL	• Weekly Recycling • Weekly Garbage • Booked Green Waste **104** lifts P/A per household	***$7,273,000***	N/A	N/A	No additional budget required	• Contaminated kerbside recycling material due to broken glass • Not sustainable due to industry change
A	• Fortnightly Recycling (No glass) • Fortnightly Glass • Fortnightly FOGO • Fortnightly Garbage **104** lifts P/A per household	$8,423,000	$1,150,000	16%	• No increase in lifts per household from the current system • Minimal truck movements • Balanced vehicle movements over the fortnight (Impacts on pricing) • Less resources required • Most cost effective	• Fortnightly FOGO may be an issue for some residents e.g. perceived smell • Perception from residents that fortnightly garbage will not be enough capacity • Cost increase from current model • May need compostable bags for fortnightly FOGO (Not recommended) • Cost of bags if Council provides • Based on industry feedback compostable bags lead to contamination issues or the use of the wrong type plastic bag • Requirement to address concerns regarding disposable nappies
B	• Fortnightly Recycling (No glass) • Fortnightly Glass • Weekly FOGO • Fortnightly Garbage **130** lifts P/A per household **CURRENT TRIAL MODEL**	$9,073,000	$1,800,000	25%	• This is the trial model and residents have accepted this model • Reduced issues with perceived smell from FOGO • No need for compostable bags for FOGO	• Increased vehicle movements compared to Option A • Increased lifts per household compared to Option A • Increased costs compared to Option A • Requirement to address concerns regarding disposable nappies
C	• Fortnightly Recycling (No glass) • Monthly Glass • Weekly FOGO • Weekly Garbage **143** lifts P/A per household	$9,496,000	$2,223,000	30%	• No social barriers regarding fortnightly garbage and fortnightly FOGO • Decreased glass collections • No need for compostable bags for FOGO • No requirement to address concerns regarding disposable nappies	• Increased vehicle movements compared to Option A • Increased lifts per household compared to Option A • Increased costs compared to Option A • Monthly glass may create issues with storage and space

OPTION	DESCRIPTION	Average Cost P/A	Average $ Increase P/A from Current	% Increase from Current	PRO's	CON's
D	• Fortnightly Recycling (No glass) • Fortnightly Glass • Weekly FOGO • Weekly Garbage **156** lifts P/A per household	$9,846,000	$2,570,000	35%	• No social barriers regarding fortnightly garbage and fortnightly FOGO • No need for compostable bags for FOGO • No requirement to address concerns regarding disposable nappies	• Increased vehicle movements compared to Option A • Increased lifts per household compared to Option A • Increased costs compared to Option A
E	• Weekly Recycling • Weekly Glass • Weekly FOGO • Weekly Garbage **208** lifts P/A per household	$10,923,000	$3,650,000	50%	• No social barriers regarding fortnightly garbage and fortnightly FOGO • Decreased glass collections • No need for compostable bags for FOGO • No requirement to address concerns regarding disposable nappies	• Increased vehicle movements compared to Option A • Double the lifts per household compared to Option A • Double the costs compared to Option A

Options – Snap Analysis

Option A: Fortnightly collections all services

Taking into consideration vehicle movements, environmental impacts, and costs this is the ideal option as it would deliver the HWS methodology with a moderately modest cost increase. The main barrier to option A for some members of the community appears to be the perceived smell from the food in the FOGO bin if collected fortnightly. Education and tips for reducing odour could overcome the smell issue. Data from the HWT has identified that there is no capacity issue for a fortnightly FOGO collection. The Community Survey also raised comments from mainly larger families about capacity for a fortnightly garbage and recycling (No glass) collection. Capacity issues for all fortnightly services can be resolved by providing larger bins.

Option B: Weekly FOGO, Fortnightly collection for other services

Taking into consideration vehicle movements, environmental impacts, and costs this is the next most suitable compared to option A. Data from the HWT has identified that there is no capacity issue for a fortnightly FOGO collection. The Community Survey also raised comments from mainly larger families about capacity for a fortnightly garbage and recycling (No glass) collection. Capacity issues for all fortnightly services can be resolved by providing larger bins. Option B requires more vehicle movements than Option A and therefore has a greater cost.

Option C: Weekly FOGO, Weekly Garbage collection; weekly glass and recycling collections

This option explores the potential for a monthly glass collection, however given the space restriction in Yarra and that there will need to be a fundamental shift by the community to adjust to fortnightly collections; this option is may be something to consider in future years but not at this time.

Option D & E: Weekly FOGO and Weekly Garbage collections, with fortnightly glass and recycling; or weekly collections for all service types respectively

Given the number of vehicle movements and the cost these options do not compare well with options A & B and do not provide any added advantages or benefits. These options would present less capacity issues for the community, however the vehicle movements required and costs associated with these options outweigh this issue. Capacity issues for a fortnightly service can be resolved by providing larger bins for larger families.

Timing of a HWS across Yarra

20. Should Council decide to roll out a HWS across Yarra, the timing will be critical as a number of emerging milestones need to be taken into consideration, including:

    (a) The State Government is due to release a Circular Economy Policy in December 2019. What is not clear at this stage is the content of the State Government Circular Economy Policy and the details of the proposed kerbside recycling reforms. It is not yet known if State Government intends to offer funding packages to assist Councils to transition to a new reformed model;

    (b) The MWRRG is due to procure collective recycling processing services by May 2020 with a proposed starting date of July 2021. The tender may introduce new competitors into the market for processing services that include glass only and commingled recycling without glass;

    (c) The Federal government has announced its intent to ban the export of recycling materials commencing July 2020 to be completed by June 2022. At this stage no additional details are available, however this may stimulate the local markets in a shorter time period than previously anticipated;

    (d) The processing contract with Polytrade ends on 30th Sep 2020. This should be the earliest date for a HWS roll out to avoid any legal issues;

    (e) The Four Seasons recycling collection contract ends in September 2020;

    (f) Four Seasons Waste have already confirmed that they have the capacity to commence logistics for a HWS in September 2020 to align with the end of the Polytrade processing contract. Four Seasons is happy to restructure the garbage collection contract to accommodate a HWS in accordance with Council's timing; and

    (g) There are a range of complexities, and significant work involved in the planning and preparation for any municipal-wide roll out of a HWS. Officers will provide advice in the report proposed for February 2020, on the recommended timing for the roll out of a HWS across Yarra.

OTHER ISSUES

Council Buildings

21. From a reputational risk perspective it is important that if a HWS is rolled out across Yarra that Council buildings such as Town Halls, Libraries, Office Buildings, Child Care Centres and Leisure Centres have the same waste management practices in accordance with a HWS model. This will require internal bin infrastructure, external bin infrastructure and an engagement/education program. This body of work needs to be done prior to the commencement of a roll out across Yarra. The cost of this work and infrastructure has been included in the option costing estimates and more detailed costing will be provided in the Council Report in February 2020.

Community Engagement and Education

22. A successful roll out of a HWS across Yarra will require a fundamental behaviour shift for the entire Yarra Community. This will mean the necessity for additional resources, particularly in the first 12 months, but also a commitment for appropriate levels of community engagement and education on an ongoing basis. The costing for additional resources has been included

in the option costing estimates, however more detailed costing will be provided in the February 2020 Council Report.

23. The focus of community engagement and education programs will include:

    (a) A strong communications design, plan, delivery;
    (b) Quick response to social media to drive positive and educational messages;
    (c) A focus on minimising waste generation;
    (d) Maximum diversion from landfill;
    (e) A focus on reuse and repair;
    (f) A focus on minimising food waste generation;
    (g) High quality recycling material (Zero contamination target)
    (h) Ongoing face to face contact with community members;
    (i) A focused community engagement program for MUD's;
    (j) A review and update of MUD's bin infrastructure;
    (k) A focused community engagement program for Single Dwellings;
    (l) Regular audits to minimise contamination;
    (m) Engagement and education for internal Yarra Staff;
    (n) Community assistance as required to ensure correct usage of the bins; and
    (o) Consistent and ongoing education messages via available media platforms.

Access Yarra

24. It is anticipated that the first six months of transition to a HWS would generate a high rate of calls to Access Yarra. Based on the experience with the HWT an estimate of additional resources for Access Yarra during the transition period has been included in the options, costings and assumptions.

Bags for FOGO

25. The results of the community survey have indicated that respondents from the HWT area have highlighted a request for bags to be allowed for food waste in the FOGO bin. The reasons raised were the smell associated with food waste, the 'yuck' factor and the residues of food waste left on the FOGO bins.

26. From an officer perspective, the concerns with the use of bags includes:

    (a) The cost if Council issues bags;
    (b) The administration if bags are provided by Council;
    (c) Mixed messages regarding the plastic-free Policy;
    (d) Processors require very specific compostable bags; any other bag would contaminate;
    (e) There is a danger that residents substitute the acceptable bags with a non-compostable bag;
    (f) Processors prefer the bags are not tied/knotted; and
    (g) Contamination is more difficult to see when material is in bags.

27. Despite these concerns, the limited evidence from the use of bags elsewhere seems to suggest they help to gain support for the FOGO model and contamination rates have been low.

28. Bendigo Council supply residents with compostable bags and according to feedback from Bendigo, the bags have not caused them any operational or contamination issues, however there is an obvious added cost for the supply of bags and administration of the process. Bendigo have managed to reduce their FOGO contamination rate from approximately 10% to 0.8% which was achieved by a consistent and ongoing community engagement and education campaign.

29. A critical part of the feedback from Bendigo is that currently the kerbside collections are based on fortnightly recycling, fortnightly FOGO and weekly garbage. Despite the fact that residents are provided with bags for food waste, residents have pushed back to Council to change to a weekly FOGO. Bendigo is considering a switch to a kerbside model which includes weekly FOGO, fortnightly recycling and fortnightly garbage.

30. The recommendation regarding compostable bags for the Yarra model is not to introduce bags as it most likely that Yarra would continue with a weekly FOGO collection for a HWS. If there is a significant push back from the community for bags this could be evaluated at a later point in time.

Bin Lid Colour Standardisation

31. It is anticipated that the Circular Economy Policy will call for the standardisation of bin lid colours across Victoria. If this is the case, depending on the standard Yarra may only need to change the bin lids on the garbage bins. This has not been costed as it has been flagged by DELWP that they may provide financial support for a standardisation program. Any obsolete bin lids can be fully recycled. Further details will be provided in the Council report in February 2020.

SV Funding

32. Yarra has received a $400,000 infrastructure fund towards the purchase of bin infrastructure required to roll out a HWS across the municipality. *The use of the funding by Yarra will be subject to the roll out of a HWS across the municipality.*

Risk Management

33. The HWT has proven the model from a technical perspective including logistics, material quality, material volumes and diversion from landfill for the FOGO Material. The community survey highlighted that there is a high acceptance rate for the HWT model from the participants. Despite the positive results there will be factions of the community that may resist any change to the current services and look to identify reasons not to support a HWS across Yarra.

    For a detailed Risk Assessment and management of a HWS refer to Attachment 3 of this report.

CONTEXT AND BACKGROUND TO INFORM A DECISION

Yarra Recycling Processing Contract

34. Currently Yarra has a processing contract with Polytrade until September 2020 with an option to extend for a further six month period. Currently Polytrade has confirmed they are still exporting kerbside paper, cardboard and plastics into China. The reason they are able to achieve this is that the owner of the business is Chinese and has facilities in China where the material is further processed for use in China. It is uncertain how long this practice will be sustainable for given China's National sword stage 2 and the possibility that the export of recycling material may be banned in the future.

Yarra Recycling & Garbage Collection Contract

35. Currently Yarra has a kerbside collection contract with Four Seasons Waste until September 2020 with an option to extend for a further six month period. Yarra also has a garbage collection contract with Four Seasons Waste until 30th June 2023 with an option to extend until 30th June 2026.

36. Four Seasons Waste have confirmed that they are willing to negotiate a restructure of the kerbside collection contracts to accommodate a HWS should Council decide to roll out across Yarra. They have provided pricing for a number of potential models and are willing to work within timeframes decided by Council. This would eliminate contract barriers to implementation of a HWS should Council decide to roll out.

Booked Green Waste Collection Contract

37. Currently Yarra has a contract with K&S Environmental for the collection of the Booked Green Waste Service until 30th June 2023. Should Council decide to roll out a HWS across Yarra that includes a kerbside FOGO collection then this service would no longer be required. If this situation arises the options would be to negotiate an early finish to the contract with K&S or to negotiate alternative work until 30th June 2023.

38. The current contract for the transport of the Recycling centre skip bins is due to expire in October 2029. This will create an opportunity to negotiate the K&S Environmental Booked Green Waste collection contract to transition across to the skip bins services.

Kerbside Recycling Processors - Victoria

39. There are currently three kerbside recycling processors in Victoria (Visy, Polytrade and Cleanaway who have taken over the SKM sites) that process commingled kerbside recycling containing glass as per the current kerbside recycling model.

40. The three recycling processors each have a glass beneficiation plant at their sites which have been primarily designed to sort the mixed glass from the commingled bins into colours and grades that can then be used to manufacture new glass containers.

41. The major problem with this system is that approximately 45% of the kerbside recycled glass is recovered for the manufacture of new glass. The remaining 55% of the glass is full of contaminants such as fragments of recycling materials, bottle tops and rubbish. A further issue is that for approximately two decades the 55% has been stored. There is at least 500,000 tonnes of these contaminated glass fragments stored around the Melbourne Metro area.

42. Although this material can now be used to replace virgin sand in asphalt mix it still requires an intense energy consuming sorting and cleaning process. Companies like Alex Fraser have noted that due to the contamination it may take another decade to integrate the stored volumes into asphalt mix. Currently this grade of material is not suitable for concrete mix due to the volumes of sugar from residual alcohol which interferes with the concrete setting process.

    For further details regarding the current status of the Victorian kerbside recycling industry refer to Attachment 4 of this report.

Kerbside Recycling Processing – Yarra HWT Abbotsford

43. Australian Paper Recovery (APR) has now entered the market to process kerbside recycling without glass. The Yarra HWT material is being processed by APR. The Laverton APR site has the capacity for approximately 50,000 tonnes per annum of commingled with no glass.

44. The glass only from the Yarra HWT area is transported to the Polytrade glass beneficiation plant who then supplies Owens Illinois (OI) with glass for new container manufacturing. This is not the ideal method for the long term as the glass beneficiation plants are designed to sort glass extracted from the commingled recycling. The glass only plants are more efficient as they are designed to sort clean glass into colours, take out contamination and break the glass to a specification ready for manufacturing.

Kerbside Recycling Processing – Options for a HWS in Yarra

45. Should Council decide to roll out a HWS across Yarra the commingled recycling with no glass can be processed at the APR facility in Laverton. APR have confirmed the capacity to accept all of Yarra's commingled recycling with no glass.

46. The glass from a Yarra wide HWS could go to Polytrade in the interim to be sorted for manufacturers to make new glass. This would not be the most appropriate solution in the long term.

47. There is a requirement for glass only processing plants in Victoria that will have the capacity to process glass ready for the manufacturers. These plants exist in other States such as Queensland to process glass from the Container Deposit Scheme (CDS) and are designed specifically to sort glass only. The kerbside glass from the HWT model is equivalent to CDS glass.

48. The technology sorts into colours, takes out contamination and breaks the glass into the required specifications. The glass can then be used directly by the manufacturer to make new glass. This type of facility recovers approximately 90% of kerbside glass for new glass with the remaining 10% suitable for use as a replacement for virgin sand.

49. The MWRRG is currently in the process of preparing to go out to the market for the next round of collective recycling processing tenders. The intent is to put out tenders focused on clusters of Councils in order to draw more competitors into the market. Further details regarding the tenders is provided further below in this report.

    NOTE: It is anticipated that the MWRRG tender for kerbside recycling processing will attract competition in the market for infrastructure to process kerbside only glass. The timing of the procurement is scheduled for May 2020 with a starting date of July 2021. Details are provided further into this report.

50. Should Council decide to roll out a HWS prior to the establishment of a glass only sorting facility in the Melbourne area there would be several options available for processing glass only including:

    (a) Transport to the Polytrade glass beneficiation plant which supplies OI for new glass manufacturing;

    (b) Transport to Alex Fraser for use in asphalt mix (This is not recommended as it is a low value use of kerbside recycled glass); and

    (c) Establish a small glass processing plant for the Yarra kerbside glass only (Could potentially process material for a small number of Councils as a consortium).

51. Option C would require an investment of approximately $500,000 plus ongoing running costs. The investment could be shared amongst partners, subject to agreement.

HWS FOGO Processing

52. There are three options for the processing of FOGO material including VEOLIA, Cleanaway and SYCR. Council Officers have visited these sites and have discussed processing options with the respective parties. VEOLIA and Cleanaway would be the preferred options and this would be further assessed should Council decide to roll out a HWS.

Publicly Owned Kerbside Recycling Processing Facility

53. At a Council Meeting on 8th October 2019 Council passed a Resolution which included;

    That Council:

    (g) receives a report from officers within three months on the viability and options for establishing, or advocating for, a publicly-owned recycling provider, or similar in partnership with other councils, as a possible solution to ongoing challenges in the waste and recycling sector.

54. With regards to this element of the Council Resolution, Council Officers have discussed the possibility of a collaborative effort between Yarra, Melbourne, Port Phillip, Macedon Ranges and Hobsons Bay to jointly facilitate the establishment of a glass only sorting facility in the Melbourne area to service a collective group of Councils. The Councils have shown a high level of interest to pursue a feasibility study which could also be used as a model for a publicly owned recycling processing facility.

55. An MOU has been drafted between the five Councils. The purpose of the MOU is to provide authority to the nominated Council representatives from the five Councils to complete a business case for a kerbside glass sorting facility. The facility would supply the local market with a clean stream of recycled glass that is ready for manufacturing new glass bottles and containers or suitable for use in asphalt mix.

56. The scope of the MOU is to provide authority to the nominated Council representatives from the five Councils to work through the MAV to:

    (a) Engage with DELWP for preliminary discussions when this MOU has been signed;
    (b) Engage with the Metropolitan Waste and Resource Recovery Group (MWRRG) as a potential instrument for contract management;
    (c) Engage with SV to explore funding opportunities;
    (d) Engage with DELWP to explore funding opportunities; and
    (e) Engage with industry to explore funding opportunities.

57. The process will require the development of a business case to establish a number of key components including:

    (a) Capital outlay;
    (b) Location;
    (c) Financial modelling;
    (d) Material specifications;
    (e) Infrastructure requirements;
    (f) Relationships;
    (g) Timelines;
    (h) Procurement;
    (i) Stakeholders; and
    (j) Funding opportunities.

58. A critical part of establishing a kerbside recycling processing facility is to ensure there are adequate end markets for the materials. The markets for recycled kerbside glass are well established across Australia with local manufacturing plants. OI is currently able to absorb the entire volumes of kerbside recycled glass and so local kerbside glass processing facilities should be a priority immediate focus.

59. The local markets for paper, cardboard and plastics without glass currently exist on a smaller scale than the glass markets. Given the state of the kerbside recycling industry, the collapse of export markets and the intention of Federal Government to ban the export of these materials it is critical to ensure a rapid development of local markets.

60. From a business analysis perspective the establishment of a publicly owned kerbside recycling processing facility for comingled recycling without glass should be considered in conjunction with local market development, the Circular Economy Policy, the ban on the export of recycling and the MWRRG tenders. Additional competitors into the market through the tender process are likely to push local market development.

61. Whilst officers believe there may be an opportunity and potential role for Council to establish (either alone or in partnership) a glass processing plant, officers believe the risk of establishing a recycling provider for other materials presents too much complexity and too many risks, and on this basis is not recommended.

62. Yarra has taken the lead initiative in the Local Government sector to explore more sustainable kerbside recycling models through the HWT. This provides a strong platform for advocacy to the State Government. There is an opportunity for Council to advocate to DELWP, MWRRG, SV and MAV to consider a feasibility study for the establishment of a publicly owned recycling processing facility to align with the Circular Economy Policy and the proposed reform of the kerbside recycling systems. Yarra could also facilitate a collective

advocacy process with a group of likeminded Councils to give the process added momentum.

63. Subject to Council's interest in Yarra exploring a role in processing of glass, officers propose a further report to Council in 2020. At this point, more should be known about the State and Federal Governments respective positions and proposed/possible investments in waste and recycling, and to understand the options and interest from other stakeholders in developing a publicly-owned recycling provider, whether independent of, or in conjunction with Yarra.

64. The decision to roll out of a HWS across Yarra is not dependent on the establishment of a publicly owned recycling processing facility. A transition to a HWS is recommended because the current model of kerbside recycling is not sustainable. The implementation or the advocacy for a publicly owned recycling processing facility can be carried out in parallel to a HWS roll out.

Federal Government/COAG Action

65. The ninth meeting of Australia's Environment Ministers (8th November 2019) has put forward a proposed timetable for the phasing out of exporting problem recycling materials. This will put additional pressure for Victoria/Australia to drive the development of local markets for recycled materials.

66. The timetable for banning the export of specific recycling materials includes:

    (a) All waste glass by July 2020;
    (b) Mixed waste plastics by July 2021;
    (c) All whole tyres including baled tyres by December 2021; and
    (d) Paper and cardboard by 30th June 2022.

67. No details about the practical implementation of the ban have been released at this stage.

Circular Economy Policy – State Government

68. The State Government has announced that there is a need for sweeping reform of the kerbside recycling model across Victoria and is currently in the process of completing the Circular Economy Policy which is expected to be released by the end of 2019. Officers have made submissions and had input into this Policy through a number of mechanisms.

69. According to available information it is anticipated that the Circular Economy Policy will seek to reform the current kerbside recycling model with a strong focus on:

    (a) Long term sustainability of the kerbside recycling industry;
    (b) Waste Reduction;
    (c) Diversion from landfill;
    (d) Resource recovery;
    (e) Separation of material at source (Potential 4 bin kerbside collection system);
    (f) Improved quality of kerbside recycling materials;
    (g) State wide community engagement and education programs with standardised messaging;
    (h) Standardisation (For example standard bin colours to make recycling easy);
    (i) The development of local markets;
    (j) Procurement of materials with recycling content; and
    (k) Adequate processing infrastructure for kerbside recycling material.

Emerging Milestones

70. In 2019 the Metro Waste & Resource Recovery Group (MWRRG) put out a Request for Information (RFI) to gain an understanding of potential parties interested in the Victorian kerbside recycling market and what would be required to create viability for new market entrants. The RFI has highlighted that there are a number of parties that are interested in entering the Victorian kerbside recycling market. This would have the potential to create

increased competition and options to align with the State Government Circular Economy Policy.

Metro Waste & Resource Recovery Group (MWRRG) - Recycling Tender Process

71. According to the Request for Information put out by the MWRRG to the industry in 2019 there are a number of new players that are interested in entering the Victorian kerbside processing market if viable volumes are available. It is likely there will be competitors that will be interested in providing processing services for kerbside glass only and commingled recycling without glass. This would be a catalyst for driving competition and the potential stimulation of local markets for kerbside recycling material.

72. The MWRRG is currently in the process of preparing to go out to the market for the next round of collective recycling processing tenders. The intent is to put out tenders focused on clusters of Councils in order to draw more competitors into the market. The clusters are based on combined volumes of recycling materials to make it viable for a tenderer to invest in infrastructure.

73. The Australian Competition and Consumer Commission (the ACCC) has granted the MWRRG to go out to collective tendering for the procurement of recycling processing services.

74. The key focus of the tenders will include:

    (a) Attract new competition;
    (b) Long term sustainability;
    (c) Appropriate and adequate processing infrastructure;
    (d) Maximum resource recovery;
    (e) Markets (Local versus overseas);
    (f) Circular economy;
    (g) Material quality (Options for source separation models such as glass out);
    (h) Innovation;
    (i) Ethics;
    (j) Audit trails for recovered materials; and
    (k) Audit requirements for the processing facilities.

75. The timing of the tender process is to complete the procurement process by May 2020 with a scheduled start date of 1st July 2021. The timing of the commencement dates for the new recycling processing tenders is in close alignment with the end date of Yarra's recycling processing contract with Polytrade. This places Yarra in a position that minimises financial risks and material security risks associated with the recycling processing contract.

Next Steps

76. The next steps will require 2 key decisions from Council, should Council wish to implement a roll out in 2020:

    (a) A decision to determine the model of a HWS roll out across Yarra, and
    (b) A decision to determine the timing of a HWS roll out across Yarra.

77. Council Officers will bring a report to Council in February 2020 for a decision on the model and timing for a HWS roll out across Yarra.

78. Officers note that advice on the recommended timing for any HWS roll out may be subject to the directions from the State Governments Circular Economy paper, if any; at this stage, irrespective of any impacts of the Circular economy Policy, Officers would note there is significant work required to plan and prepare for a roll-out, including the logistic, contractual arrangements, procurement of services and bin infrastructure and the development of appropriate communications and community engagement.

External Consultation

79. The external consultation involved engagement with a number of relevant stakeholders including Yarra Contractors, Sustainability Victoria, DELWP, Owens Illinois, APR, Alex Fraser, other Councils and RMIT.

Internal Consultation (One Yarra)

80. The internal consultation involved engagement with a number of relevant stakeholders including Yarra Staff, Executive, Communications, Access Yarra and Councillors.

81. There has been a significant external consultation process with the residents in the HWT area through a Community Survey and a range of community members outside of the HWT area who have an interest in a HWS being implemented across Yarra.

Financial Implications

82. A number of options have been costed for a HWS across Yarra and there would be a requirement for additional budget ranging from $1.1 million per annum to $3.5 million per annum pending the option selected.

83. There are potential financial implications in deciding not to roll out a new waste/recycling collection service, as there are limitations within the existing market, and officers anticipate the cost to collect and process material collected from the kerbside service will only increase in future years.

84. The pricing assumptions in table 3 above of this report are best estimates based on information available at this time. Officers have been informed by Polytrade of the intent to apply an increase in the gate fee for the processing of recycled material, commencing 16 December 2019. At the time of writing Officers were seeking to further understand the details of this proposal, and will report this back to Council as soon as practicable. Further to this unanticipated increase, the landfill industry has indicated that landfill gate fees will increase by approximately 30% every 4 years commencing around 2021. South Australia has increased landfill levies to $140 per tonne and landfill levies in NSW have reached $150 per tonne. The current Victorian landfill levies are $64 per tonne and it is not yet known if State Government intends to increase landfill levies in Victoria. More detailed costing will be provided in the Council Report in February 2020. More detailed costing will be provided in the Council Report in February 2020.

Economic Implications

85. In the longer term the adoption of a HWS across Yarra would assist to generate local markets and Circular Economy and the generation of local employment.

86. There is potential for a publicly owned recycling processor to generate employment and economic benefits to the area in which this is located.

Sustainability Implications

87. The current Victorian kerbside recycling model has collapsed due to the collapse of export markets and the lack of local markets for the recycling material. The major issue is the poor quality of the commingled kerbside recycling material. A HWS will provide high quality kerbside recycling material and can be replicated to other Councils across Australia. This will develop a more sustainable kerbside recycling system.

88. There are a range of environmental benefits that would be generated from a HWS across Yarra including a greater volume of kerbside recycled glass that would be suitable to make new glass, a greater recovery of commingled recycling with no glass recovered for the local markets and a reduction in greenhouse emissions by diverting organics out of the landfill stream. According to initial calculations a HWS across Yarra would reduce CO2 emissions by approximately 10,600 tonnes per annum.

Social Implications

89. A HWS across Yarra will require a fundamental shift by the Yarra Community. This may create resistance from some members of the community and will need to be strongly supported by ongoing community engagement and education programs.

Human Rights Implications

90. There no known human rights implications for the purposes of this report.

Communications with CALD Communities Implications

91. Community engagement and education programs will be tailored to ensure the inclusion of CALD communities.

Council Plan, Strategy and Policy Implications

92. A HWS across Yarra aligns with the principles of the Waste Minimisation and Resource Recovery Strategy 2018 – 2022. A HWS model would also align with the principles of Yarra's Climate Emergency Strategy.

Legal Implications

93. The kerbside waste collection contracts would need to be renegotiated to accommodate a HWS if rolled out before June 2023. The collection contractor has confirmed that they are willing to negotiate a restructure of the collection contracts to accommodate any decisions made by Council.

Conclusion

94. The reason for the HWT was to explore an alternative kerbside recycling model that is focused on waste reduction, quality of material, diversion from landfill, maximum resource recovery, highest value of material (e.g. glass to glass), circular economy and development of local markets.

95. The Yarra HWT in Abbotsford has demonstrated that taking glass out of the commingled recycling bin provides a high quality source of kerbside glass that is suitable for local manufacturing into new glass and improves the quality of the commingled recycling (no glass) which is then also suitable for the local market.

96. The separation of glass out of the commingled recycling has yielded high quality glass with an approximate 90% recovery for new glass (compared to the current 45% recovery for new glass). The remaining 10% is suitable for sand replacement in asphalt mix. The commingled material without glass has yielded high quality paper, cardboard and plastics that are suitable for local markets.

97. The HWT to date has demonstrated that the introduction of a FOGO collection is viable within the Yarra environment. The FOGO has diverted approximately 45% of organics out of the landfill stream which is suitable for processing into compost.

98. The current Victorian kerbside recycling system is broken which has been demonstrated by the collapse of the recycling export markets and the recent collapse of SKM which had been storing kerbside recycling material in Victoria for approximately two years. Two thirds of Councils that had a recycling processing contract with SKM are still taking their kerbside recycling material to landfill.

99. There is mounting and urgent pressure on local government, state government, federal government, the industry and the community to collaborate for quick action. The focus needs to be to reduce waste volumes, divert material from landfill, develop local markets, a circular economy and a sustainable kerbside recycling system to keep recycling out of landfill and to recover precious resources.

100. The State Government is due to release a Circular Economy Policy in December 2019 that based on available information to date will be focused waste reduction, local markets, a circular economy and the reform of the kerbside recycling systems.

101. The MWRRG are preparing to go out to collective based tenders for kerbside recycling processing across the Victorian Metro Councils. The tenders are focused on drawing new competitors into the market and will include options for glass only processing and commingled no glass processing. The planned timelines will be to procure services by May 2020 with a starting date on 1st July 2021.

102. The Federal Government has announced a planned schedule to ban the export of recycling material commencing July 2020 to be finalised by June 2022. Although this presents a risk in the short term it may also be an incentive to stimulate and drive the development of local markets in a more condensed timeframe.

103. Given the results of the HWT, the results of the Community Survey and the state of the Victorian kerbside recycling market there is no doubt that Yarra, Victoria and Australia will need to transition to a more sustainable kerbside recycling model.

104. There is an opportunity to advocate for a publicly owned recycling processor, and indeed for Yarra to play a role in the establishment of a glass processing service, however a decision on this can be made independently of a decision to roll out the HWS, and officers recommend this question be considered separately and subsequent to a decision on whether to implement a 4 bin system, and a service delivery model, for a roll out of this across Yarra.

105. Council Officers propose to bring a report to Council in February 2020 with recommendations for a HWS model. Given that Council has a recycling processing contract with Polytrade and the need to understand the implications of the Circular Economy Policy; the most suitable time for a HWS roll out across Yarra would be September 2020. This timing would provide the necessary time required to make the necessary preparations form an operational and communications perspective.

RECOMMENDATION

1. That:

   (a) Council notes the report; and

   (b) Council notes that Officers propose to bring a report to Council in February 2020 with a recommendation on a proposed model, and the timing for roll out of a 4 bin model across Yarra.

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Attachments

1 Attachment 1 - HWT Community Survey
2 Attachment 2 - Financial Assumptions
3 Attachment 3 - HWS RIsk Assessment
4 Attachment 4 - Status of the VIctorian Recycling Industry

ATTACHMENT 1 – HWT COMMUNITY SURVEY

Community Survey Methodology

1. A compressive community survey was identified as the most appropriate method for gathering both qualitative and quantitative data on the trial user experience, preference, satisfaction and acceptance. Owing to the significant change in service, an initial 3-month adjustment period in the new service model preceded the community survey.

2. The community survey was conducted during September and October 2019, using the online survey platform 'Survey Gizmo'. Paper copies of the survey were also available to any resident who wanted one, although none were requested.

3. Residents were invited to participate using a broad range of existing trial communications channels including the monthly direct mail, the electronic newsletter and the trial Facebook group. A separate, Council branded, reminder letter was also sent to all properties in the trail area.

4. Supporting the above approach, Council also employed a research agency to conduct face to face door knocking within the trial area. This approach enabled Council to target residents who were both engaged and disengaged with the service across multiple platforms and communications channels.

Qualitative Feedback – Collection Frequency

5. As part of the community survey, respondents were invited to provide additional information through open text field responses. This adds significant detail, understanding of the opportunities, challenges and insights into the community experience. Items of significant notes from this include the following:

6. There is considerable dissatisfaction some survey responses in relation to the fortnightly garbage collection as they prefer a weekly collection.

7. While a key focus of the trial is to encourage waste minimisation, consideration should be given to a formal bin upgrade program. Bin size upgrades are only available is specific circumstances such as large household (6 or more), medical condition or multiple children in nappies. Options for a temporary bin upgrade should be considered and a formalised system put in place to facilitate and manage this.

8. Many residents also report dissatisfaction with the fortnightly recycling bin collection. Changes in what can and can't be recycled have the potential dramatically impact the volume of material that will be disposed of in both the general waste bin and the recycling bin. Many residents reported their general waste bin now under more pressure owing to the change in what can be recycled it may be necessary to put additional items in the garbage bin. Others report that the recycling bin is under pressure due to the fortnightly collection. This could be resolved by providing a larger recycling and garbage bins to residents with larger families to provide the capacity to cope with a fortnightly collection. This will continue to be monitored to better understand community needs.

Qualitative Community Feedback – Other Issues

9. Overall the community are supportive of a HWT model of segregated collection for the various recycling streams. The glass and FOGO service appear to be appropriate and easy to use, although with some specific user experience consideration already outlined above. The fortnightly recycling collection is less well accepted but this appears to relate to a lack of capacity and will be greatly impacted, and so dependent on any, potential changes in the domestic recycling industry.

10. The fortnightly general waste collection is not well accepted with the current 80l capacity limitation. Options for increased capacity may resolve some of this dissatisfaction. However concerns regarding capacity to dispose of nappies and odour associated with nappies may remain a concern even with larger bins. A reusable nappies program should be established to support residents with children in nappies to reduce their use of disposable nappies or replace them altogether. A temporary bin upgrade programs should also be established to support those who are unable or unwilling to move to reusable nappies. *There is an opportunity for Council to explore providing a separate nappy collection service for families with infants if this should become a major barrier for a HWS roll out across the municipality.*

11. Contamination from passers-by is also a recurring theme, as well as contamination by others within the same MUD. Strong partnerships with compliance would provide opportunities to manage this behaviour. Specific MUDS education programs are required along with potential financial repercussions for building managements/ body corporates who fail to ensure waste is presented in a compliant fashion. This should be supported by a comprehensive tools and education collateral such as move in packs, move out packs, bin room signage, translated documentation, lease specifications and other similar MUD specific tools.

12. A recurring trend in feedback from residents focuses on confusion with the changes to what can and can't be recycled, particularly plastics. There is a significant misunderstanding in relation to the plastic identification code as an identifier for something being recycled. Residents also have significant difficulty accepting that many plastics items are not recyclable. Specific education tools and resources addressing plastic recycling would be very beneficially.

13. An A-Z of items, including which bin to place them in, would be beneficial, particularly as a magnet. Specific education tools for MUDS would also aid is increasing engagement in these properties.

14. The development of effective tools to assist and support the community to understand the various recycling stream and the use of the recycling infrastructure will be a major focus as it is important for a successful roll out of a HWS.

15. Many engaged residents want to see more being done about packaging and waste reduction. Future engagement strategies should consider this and industry advocacy projects. The release of the State Government Circular Economy Policy in December 2019 will provide further guidance for future actions required within this area.

Attachment 2 - Attachment 2 - Financial Assumptions

ATTACHMENT 2 – FINANCIAL ASSUMPTIONS FOR HWS OPTIONS

The table below provides assumptions and context for the options costed.

Pricing Assumptions for Options Costed

ASSUMPTION	ASSUMPTION BASED ON	OPTION (S) APPLICABLE TO	COMMENTS/CONTEXT
Cost for each HWS model option	• Costs are based on best estimates, quotes and current information available • Costs may have some variation at the time of a HWS roll out.	All	• Landfill fees may increase • EPA landfill levies may increase • Fuel prices may increase • Cost of labour may increase
Time period is for 6 years from July 2020 to June 2026	• This assumes that a HWS would commence in July 2020 to June 2026 • This assumes that the current collection contracts ending in June 2023 can be restructured to include the 3 year extension option • If timing is different costings will need to be adjusted	All	• This assumes a HWS will commence in July 2020 to 30th June 2026. • This is to align with the current waste collection contract end date which includes a 3 year extension option • The reason for this is that Four Seasons Waste are happy to restructure the collection contracts to align with any Council decision
CPI not included in the calculations	The costings are straight line calculations for the purposes of making comparisons for each option	All	• CPI increases are part of contract conditions
Each HWS model has different levels of logistics resources	Cost to supply number of vehicles and labour for each option	All	• Each option has variable logistics requirements and costs depending on the level of service over a 12 month period
Costs are based on using second hand refurbished collection vehicles	Collection vehicles will be second hand and refurbished to ensure they meet appropriate standards	All	• The reason for this is that Four Seasons Waste are happy to restructure the collection contracts to align with any Council decision • It would not be efficient to price in new vehicles for a short time period • There is a potential that beyond 2026 Council would shift to electric collection vehicles
Costs include the purchase of new bins or containers for glass only and FOGO collections	• Based on current prices it is estimated that the bin infrastructure will cost approximately $3 million • The amortised amount is $540K per annum • The cost has been amortised into the cost of the service over the 6 year period • In other words the contractor will purchase the bins and Council will pay the amortised amount within the monthly contract payment	All	• The intention is to purchase bins with maximum recycled material content which may mean a minor increase in price
Garbage will be transported to the MRL Landfill	• The distance to the landfill site impacts on turnaround times and the level of resources required – Cost of transport • Disposal costs are based on current gate fees and EPA levies ($105.55 per tonne)	All	• Yarra has an agreement with MRL Deer Park for garbage disposal until 2021

Attachment 2 - Attachment 2 - Financial Assumptions

ASSUMPTION	ASSUMPTION BASED ON	OPTION (S) APPLICABLE TO	COMMENTS/CONTEXT
Glass will be transported to the Polytrade Glass Beneficiation Plant in the interim	• This is the current available option • Other options may be available in the near future • The current gate fee of [redacted] per tonne has been used for the purposes of calculation as alternative pricing is not currently available.	All	• The processing fee is expected to decrease for a long term agreement, however an accurate amount is not yet confirmed • Should Council decide to sort its own glass this would also alter the costing
The recycling material (No glass) will be transported to APR in Laverton	• The current gate fee of [redacted] per tonne has been used for the purposes of calculation • The distance to the disposal site impacts on turnaround times and the level of resources required – Cost of transport	All	• APR has confirmed that they have the immediate capacity to process all of Yarra's kerbside recycling material (No glass) • This is expected to decrease for a long term agreement, however an accurate amount is not yet confirmed
FOGO material will be transported to Dandenong, either Veolia, Cleanaway or SYCR	• The distance to the disposal site impacts on turnaround times and the level of resources required – Cost of transport • For the purposes of calculation the gate feed for FOGO have been offset against the gate fees for Landfill • In other words FOGO material diverted from the garbage bin does not incur a landfill fee of $105.555 per tonne	All	• When gate fees are confirmed for long term arrangements more accurate calculations will be done • The variance is expected to be minor
Additional Community Engagement resources will be required	• Cost to deliver a targeted community education program in MUD's during the transition period • Additional community engagement to assist residents • Ongoing community education • Additional Waste Min costs have been allowed - $500K year 1, $300K year 2 and $100K for following years • Assumes the current level of resource in the Waste Min Team remains as per status quo	All	• It is critical that the correct level of resource is available during in a transition to a HWS • Community engagement is a critical success factor for a HWS • The additional resources will also need to cover for additional auditing, education delivery, setting up Council building, re arrangement of bin infrastructure at MUD sites
Additional COMMS costs have been included for year 1 of a HWS	• Feedback from COMMS experience during the HWT • 2FTE additional for 12 months (3-6 months prior to roll out and 6 months post) • $150k for graphic design, community engagement, translations, collateral printing and distribution	All	• The role of the COMMS area is critical to the success of a HWS
Additional Access Yarra costs for year 1 of a HWS	Feedback from Customer Service experience during the HWT $150K has been allowed for additional resources during a transition phase	All	
Potential *disposable nappy* collection service not included in the costings	• This would require approximately $150K per annum additional budget • This cost would need to be added to option A & B should Council wish to proceed with this type of service	A & B	• There is an opportunity for Council to provide a disposable nappy collection service if the issue of nappies becomes a major barrier.

Attachment 2 - Attachment 2 - Financial Assumptions

ASSUMPTION	ASSUMPTION BASED ON	OPTION (S) APPLICABLE TO	COMMENTS/CONTEXT
Compostable bags for FOGO not costed in the options	• If Council was to supply compostable plastic bags it would require additional budget of approx. $500K per annum for option A	A	• Some survey respondents have raised concerns about the smell of FOGO with a fortnightly collection. The Cleanaway processing facility does accept compostable plastic bags for FOGO • Compostable plastic bags are not recommended as this can lead to contamination • Bags would not align with Council's plastic free focus and would send the wrong message
SV Grant for new glass & FOGO bin infrastructure not included	• Council has been awarded a $400K infrastructure grant • The $400K would be deducted from the cost of each option for year 1	All	• The funding has not been included in the costings at this stage as the timing and final contracts have not been signed off between Council & SV.

Attachment 3 - Attachment 3 - HWS RIsk Assessment

ATTACHMENT 3

HWS Risk Assessment

Risk Description	Which Option	Primary Impact	L/hood	Impact	Rating	Controls/Actions
No change to current kerbside recycling system	Current	Enviro	Possible	Major	High	• Council Report with analysis and recommendations
Increased budget required to deliver a HWS	All	Financial	Almost Certain	Major	Extreme	• The required budget for the HWS needs to be approved • Assess additional costs • Provide costing to Council in Report for approval
Additional resources for COMMS required	All	Financial	Almost Certain	Major	Extreme	• The required budget for additional resources needs to be approved • Assess additional costs • Provide costing to Council in Report for approval
Additional resources for Community Engagement required	All	Financial	Almost Certain	Major	Extreme	• The required budget for additional resources needs to be approved • Assess additional costs • Provide costing to Council in Report for approval
Additional resources for Customer Service required	All	Financial	Almost Certain	Major	Extreme	• The required budget for additional resources needs to be approved • Assess additional costs • Provide costing to Council in Report for approval
Fortnightly Garbage Service resisted by larger families	A & B	People	Likely	Moderate	Significant	• Community engagement and flexibility in bin sizes • Provide a larger bin to increase capacity for larger families.
Smell of disposable nappies if garbage bin is collected fortnightly	A & B	Image	Likely	Moderate	Significant	• Community engagement, offer tips for smell reduction • Potential for Council to implement a nappy collection service
Fortnightly Recycling Service (No glass) resisted by larger families	A & B	People	Likely	Moderate	Significant	• Community engagement and flexibility in bin sizes • Provide a larger bin to increase capacity for larger families.
Fortnightly FOGO Service (Smell issue if bin collected fortnightly)	A	People	Likely	Moderate	Significant	• Community engagement, offer tips for smell reduction • Potential for Council to compostable bags (This is not ideal as bags can lead to long term contamination) • Collect FOGO weekly as per the HWT
Space for additional bins (Glass & FOGO) at smaller properties	All	People	Likely	Major	High	• Community engagement and flexibility in bin sizes • Provide options for smaller bins to accommodate for space restriction • Work with bin manufacturers to design separable bins (Two in one)
Some community members resistance to change from current to HWS kerbside system	All	people	Likely	Moderate	Significant	• Community engagement program prior to a HWS roll out • Community face to face engagement • Provide reasons and transparent information • Raise awareness about accountability for personal footprint and waste generation
Budget overrun – *In a project of this size not all may go according to plan*	All	Financial	Likely	Major	High	• Double check all budget assumptions • Review the project budget with relevant stakeholders • Monitor the budget weekly • Report an budget impacts immediately • Make appropriate adjustments ASAP
MUD's Contamination of Bins due to no direct accountability of shared bins	All	Performance	Almost Certain	Moderate	High	• Community engagement program targeted for MUD's • Ensure correct bin infrastructure • Strong engagement with Body Corp, Site Management • Do not collect contaminated bins until contamination removed

Attachment 3 - Attachment 3 - HWS RIsk Assessment

Risk Description	Which Option	Primary Impact	L/hood	Impact	Rating	Controls/Actions
• Internal Procurement Process causes delays • LGA Procurement Requirements causes delays	All	Performance	Possible	Major	High	• Adequate lead times for procurement process • Commence process immediately after Council decision • Seek all appropriate procurement advice
Infrastructure (Bins) are not delivered on time	All	Performance	Possible	Moderate	Significant	• Long lead time for orders • Commence procurement immediately after Council decision • Adjust roll out schedule to suit
Manual handling of glass containers may create operational problems	All	People	Possible	Moderate	Significant	• Risk assessments for containers • Feedback from trial collection crews • Implement the most suitable containers
Current Garbage Collection Contract with Four Seasons ends in June 2023 with a 3 year extension option – *Contract will need to be renegotiated to start a HWS prior to 2023*	All	Legal	Almost Certain	Moderate	High	• Contractor is willing to renegotiate contract to accommodate a HWS prior to 2023 • Commence the process immediately after a Council decision • Integrate the renegotiation process with the procurement requirements
Current Recycling Collection Contract with Four Seasons ends in Sep 2020 with a 6 month extension period – *Restructure of the recycling and garbage collection contracts will be required to commence a HWS prior to 2023*	All	Legal	Almost Certain	Moderate	High	• Contractor is willing to renegotiate contract to accommodate a HWS prior to 2023 • Commence the process immediately after a Council decision • Integrate the renegotiation process with the procurement requirements
Current Recycling Processing Contract with Polytrade ends in Sep 2020 with a 6 month extension period – *This would need renegotiation if a HWS is rolled out prior to Sep 2020*	All	Legal	Possible	Moderate	Significant	• Contractor may be resistant terminating the contract early • Contractor would still accept the material without glass but it would still most likely cost [redacted] per tonne processing fee
Booked Green Waste Contract with K&S Environmental ends in June 2023 with a 3 year extension option - *Contract will need to be renegotiated to start a HWS prior to 2023*	All	Legal	Almost Certain	Moderate	High	• Explore if the Contractor is willing to renegotiate contract to accommodate a HWS prior to 2023 • Commence the process immediately after a Council decision • Integrate the renegotiation process with the procurement requirements • May be possible to transfer services to other Council services such as skip movements at the Recycling Centre
A dedicated kerbside glass only Sorting Facility may not available prior to July 2021	All	Performance	Likely	Moderate	Significant	• Glass can be taken to Polytrade beneficiation plant, however it will likely still cost [redacted] per tonne processing fee • Glass can go to Alex Fraser for use in asphalt mix, gate fee not known at this stage but is likely to be less than [redacted] per tonne • Work with OI and other Councils to facilitate the establishment of a glass processing facility • Yarra can establish its own glass processing facility, however would need an investment of approx. [redacted]

ATTACHMENT 4 - STATUS OF THE VICTORIAN RECYCLING INDUSTRY

Background

1. Over the past two decades Victoria and more broadly Australia has relied heavily on export markets to absorb the majority of kerbside recycling material. More specifically the materials that have been exported to China and Asia include paper, cardboard and plastics. Due to the fact that the materials have been export there has been a decline in recycling material quality within the kerbside sector.

2. The export of paper, cardboard and plastics has meant virtually no focus on the development of local markets for these materials.

3. Kerbside has been collected in a commingled bin which includes glass containers. The two major causes of poor quality recycling material has been caused by broken glass fragments being imbedded into the other recycling materials and unsuitable materials being placed into the recycling bin by the community. This has resulted in average contamination rates of 15% – 20% in the kerbside sector across Australia. This is not an acceptable contamination standard which needs to be peeled back to between 2% - 5% to ensure high quality material suitable to be used for re manufacturing processes.

4. A number of key events have impacted on the kerbside recycling export markets and created uncertainty including:

   a. The China National Sword Policy banning the import of low quality recycling;
   b. Asia has banned the import of low quality recycling material;
   c. India has already signalled that they will shortly ban the import of low quality recycling material;
   d. In July 2019 SKM collapsed and it was discovered that they were storing recycling materials for approximately two years. The affected 33 Councils across Victoria which required the landfilling of thousands of tonnes of kerbside recycling material. Although approximately one third of affected Councils have been absorbed by Visy and Polytrade the remainder still have no options but to landfill their kerbside recycling;
   e. All Contracts between Councils and SKM have been declared void;
   f. In October 2019 Cleanaway purchased 60% of the SKM business and has been approaching the affected Councils to sign up new agreements. The recycling processing gate fee which was approximately [redacted] per tonne with SKM has shifted to approximately [redacted] per tonne with Cleanaway;
   g. Hobsons Bay Council has signed up with Cleanaway and on Monday the 11th Nov 2019 Hobsons Bay residents were informed that their recycling would be temporarily going to landfill due to a capacity issue at Cleanaway.

5. The current Victorian/Australian kerbside recycling model is not sustainable and needs an urgent reform.

6. In January 2018, China enforced its National Sword Policy which requires any recycling material flowing into China to meet new quality standards of no more than 0.5% contamination. This created market ripples at a global level as commodity prices fell dramatically and quickly.

7. This had major impacts in Australia including to Yarra City Council in Victoria. There are three domestic kerbside recycling material processors in Victoria. For the past two decades

the majority of the kerbside recycling material from Victoria has been exported into the Asian markets with large volumes flowing into China. Most Victorian Councils had been receiving a rebate from the recycling processors for the kerbside recycling material. Because the majority of the kerbside recycling material (mainly paper, cardboard and plastics) has been exported, there has been very little local market development for these categories of kerbside recycling material.

8. During 2018, as commodity prices fell for the kerbside recycling material, the recycling processors in Victoria approached Councils for a change in prices for the processing of the kerbside recycling material. In general terms, the pricing changes required Victorian Councils to shift from receiving a rebate for the recycling material to paying the processors a fee to process (or ship) the recycling material. Yarra City Council has taken the view that shifting the costing model for recycling processing is a short-term solution and does not provide any long-term sustainability for the kerbside recycling material as it does not address the quality issues.

The quality issue with the kerbside material stems from two major causes:

a) Householders may place the incorrect materials in the recycling bin, including household garbage which requires processors to remove contamination during the sorting process;

b) For the past two decades the kerbside recycling material has been collected as a commingled mix which includes glass containers in the recycling bin. The recycling material is collected in compaction vehicles which creates glass breakage and glass fragments to be embedded into the other recycling materials.

Kerbside Recycling Industry - Victoria

9. The collapse of SKM in July 2019 left 33 Victorian Councils with no facility to send their kerbside recycling material. The material from approximately 40% of the affected Councils was distributed between Visy and Polytrade. An approximate 60% of the affected Councils had no alternative but to landfill their kerbside recycling material. The collapse of SKM also identified that they had been storing processed kerbside recycling material in warehouses around Melbourne.

10. Since the collapse of the kerbside recycling industry in 2018, Yarra City Council has not sent any recycling material to landfill.

11. The SKM site at Coolaroo also contained in excess of 100,000 tonnes of stored kerbside glass fines which is contaminated with particles of other kerbside products. This has further highlighted that the current kerbside commingled recycling model containing glass is not sustainable.

12. This has placed additional pressure on Councils, State Government and the Industry to seek alternative solutions as soon as possible. The State Government has announced a $10 million dollar loan to the SKM Recycling receivers and managers (KordaMentha) to clean up the SKM sites to enable the capability for the sites to return to recycling processing operations.

13. KordaMentha has indicated that they will work with individual Councils under contract to investigate kerbside collection models that lead to improved recycling levels and reduce contamination. This is a strong signal that there may be a growing focus across the state to transition to a more sustainable kerbside recycling model.

14. Cleanaway has purchased 60% of the SKM business. The original Contracts between Councils and SKM are now void. Cleanaway has commenced working with the affected Councils to strike new recycling processing agreements. It is not clear at this point where the markets for the processed recycling material through Cleanaway will be.

Export Markets – Kerbside Recycling Material

15. China has signalled to the industry that in January 2020 it will no longer accept any recycled paper and cardboard. This will place additional pressure on the kerbside and commercial recycling market in Australia. The value of paper and cardboard would then be likely to drop further and would have a flow on effect on the value of kerbside recycling material.

16. India has also signalled that it will no longer take kerbside recycling material in the near future. This will place additional pressure on the kerbside and commercial recycling market in Australia.

17. The State Government has announced that they will explore the banning of recycled material being exported overseas. This would intensify the need for the development of local markets for recycling material.

18. Banning the export of recycling material will very likely create a glut of recycling material in the market creating further drops in material value and potentially further increases in material processing gate fees.

19. The average recycling processing gate fee in Victoria at the moment is [redacted] per tonne. Depending on China's positioning and the potential reset from the SKM Administrators, this may increase again in the near future for material that is commingled with glass.

Yarra Recycling Processing Contract

20. Currently Yarra has a processing contract with Polytrade until September 2020 with an option to extend for a further six month period. Currently Polytrade has confirmed they are still exporting kerbside paper, cardboard and plastics into China. The reason they are able to achieve this is that the owner of the business is Chinese and has facilities in China where the material is further processed for use in China. It is uncertain how long this practice will be sustainable for given China's National sword stage 2 and the possibility that the export of recycling material may be banned in the future.

Yarra Kerbside Collection Contracts

21. Currently Yarra has a kerbside collection contract with Four Seasons Waste until September 2020 with an option to extend for a further six month period.

Current Victorian Recycling Processors

22. There are currently three kerbside recycling processors in Victoria (Visy, Polytrade and Cleanaway who have taken over the SKM sites) that process commingled kerbside recycling containing glass.
23. Australian Paper Recovery (APR) have now entered the market to process kerbside recycling without glass. The Yarra Holistic Trial Material is being processed by APR. The Laverton APR site has the capacity for approximately 50,000 tonnes per annum of commingled with no glass.

Risks for Yarra City Council

24. Yarra currently has a kerbside recycling Contract with Polytrade until September 2020, with a six month extension period which takes us to March 2021. Given that the Polytrade

business has processing capability in Victoria and China, it is reasonable in the short term to assume the Yarra kerbside material is secure until March 2021.

25. The recycling processing gate fee at Polytrade is locked in until March 2021, with CPI increases. Currently Yarra is paying a [redacted] per tonne gate fee. Given that the many Councils are paying up to [redacted] per tonne, it is reasonable to assume that except for any unforeseen circumstances there are no major financial risks associated with the kerbside recycling processing contract.

Long Term Risks – All Councils

26. The current kerbside commingled recycling model is not sustainable in the long term. The reasons include:
    - The collapse of the recycling export markets
    - Lack of local markets for kerbside recycled paper, cardboard and plastics
    - Commingled kerbside recycling material is contaminated by broken glass shards
    - Commingled kerbside recycling material is contaminated by unsuitable materials (Poor use of the recycling bin by the community)
    - The community has become confused about the correct kerbside recycling practices
    - Increasing packaging volumes that are not recyclable
27. Without a sweeping reform of the kerbside recycling industry, all Councils face the risk of having to landfill kerbside recycling materials. This would result in environmental, social and financial impacts not only for Yarra but for Victoria and across Australia.

Yarra Risk Management

28. Yarra has taken the view that an alternative kerbside recycling model needs to be developed to ensure the long term sustainability of the kerbside recycling industry.
29. In June 2019 Yarra commenced a Holistic Waste Trial in Abbotsford to explore a model with the potential to mitigate the long term risks facing the kerbside recycling industry.

30. The objectives of the trial included:
    - Change consumer behaviour to reduce the generation of waste
    - Explore the most effective methods for community engagement
    - Avoid having to landfill kerbside recycling material
    - Diversion from landfill
    - Resource recovery
    - Improved quality of kerbside recycling material
    - Create a model that can be replicated to other local Councils
    - Develop local markets for kerbside recycling material
    - Develop a circular economy model for kerbside recycling material

31. Officers and Councillors have been advocating to State and Federal government and other stakeholders and decision makers to inform and influence the approach to waste and recycling, including to seek investment in local processing.

Yarra Holistic Waste Trial

32. The existing waste management services in the trial area were the same as the remainder of Yarra, which is made up of 1 x 80 litre garbage bin per week and 1 x 120 litre recycling bin per week per rateable property;
33. The holistic waste service in the Abbotsford trial area consists of:
    - *1 x 80 litre garbage bin fortnightly*
    - *1 x 60 litre crate or 47 litre glass container fortnightly*
    - *1 x 120 litre recycling bin (paper, cardboard, metals, plastics) fortnightly*
    - *1 x 120 litre Food & Green Waste (FOGO) bin weekly;*
34. The Glass from the trial area is transported to Polytrade's glass beneficiation facility and then goes to OI (Owens Illinois) in Newport for the manufacture of new glass containers.

35. The commingled recycling (No glass) from the trial area is transported to APR (Australian Paper Recovery) in Laverton for processing and supply to the local markets due to the removal of broken glass and an improvement in the material quality.

36. The FOGO from the trial area is transported to Veolia Dandenong for processing into compost for the local markets.

37. The results of the Holistic Waste Trial to date have demonstrated that this type of kerbside recycling model has the potential to be sustainable in the long term and is adaptable for local Councils across Australia. The Yarra trial has raised interest from Councils across Victoria and the data has provided valuable feedback to State Government. Based on the Holistic Waste Trial Yarra has the capacity to ensure the security of its own kerbside recycling material for the next 5-10 years, should Council resolve to roll this approach out across all Yarra households.

Circular Economy Policy – State Government

38. The State Government has announced that there is a need for sweeping reform of the kerbside recycling model across Victoria and is currently in the process of completing the Circular Economy Policy which is expected to be released by the end of 2019. Officers have made submissions and had input into this Policy through a number of mechanisms.

39. According to available information it is anticipated that the Circular Economy Policy will seek to reform the current kerbside recycling model with a strong focus on:

    - Long term sustainability of the kerbside recycling industry
    - Waste Reduction
    - Diversion from landfill
    - Resource recovery
    - Separation of material at source (Potential 4 bin kerbside collection system)
    - Improved quality of kerbside recycling materials
    - State wide community engagement and education programs with standardised messaging
    - Standardisation (For example standard bin colours to make recycling easy)
    - The development of local markets
    - Procurement of materials with recycling content
    - Adequate processing infrastructure for kerbside recycling material

Emerging Milestones

40. In 2019 the Metro Waste & Resource Recovery Group (MWRRG) put out a Request for Information (RFI) to gain an understanding of potential parties interested in the Victorian kerbside recycling market and what would be required to create viability for new market entrants. The RFI has highlighted that there are a number of parties that are interested in entering the Victorian kerbside recycling market. This would have the potential to create increased competition and options to align with the State Government Circular Economy Policy.

MWRRG Recycling Tender Process

41. The MWRRG is currently in the process of preparing to go out to the market for the next round of collective recycling processing tenders. The intent is to put out tenders focused on clusters of Councils in order to draw more competitors into the market. The clusters are based on combined volumes of recycling materials to make it viable for a tenderer to invest in infrastructure.

42. The key focus of the tenders will include:

- Attract new competition
- Long term sustainability
- Appropriate and adequate processing infrastructure
- Maximum resource recovery
- Markets (Local versus overseas)
- Circular economy
- Material quality (Options for source separation models such as glass out)
- Innovation
- Ethics
- Audit trails for recovered materials
- Audit requirements for the processing facilities

43. The timing of the tender process is to complete the procurement process by May 2020 with a scheduled start date of 1st July 2021. The timing of the commencement dates for the new recycling processing tenders is in close alignment with the end date of Yarra's recycling processing contract with Polytrade. This places Yarra in a position that minimises financial risks and material security risks associated with the recycling processing contract.

11.3 Studley Street and Yarra Street, Abbotsford - Parking Amendments

Executive Summary

Purpose

To inform Council of the risk and public liability issues identified following the recent Studley Street Parking Restriction Trial. Specifically, that existing parking restrictions which allow parking on both sides of Studley Street and Yarra Street, Abbotsford, prevent a direct and timely response by the Metropolitan Fire Brigade (MFB) to an emergency event, potentially putting residents at risk.

Key Issues

Vehicles are allowed to park on both sides of Studley Street (between Hoddle Street and Nicholson Street) and Yarra Street (between Hoddle Street and Nicholson St) between 4pm and 8am.

MFB has provided specific advice that the current parking arrangement prevents the direct and timely response to an emergency event in these streets.

Council's insurer have advised that if Council does not act upon the MFB advice, it would need to explain the rationale for not doing so, and that this may not be accepted in the event of any claim against Council.

The removal of approximately 60 car parking spaces on one side of the street on Studley Street and Yarra Street would address the concern raised by MFB and remove the risk.

Yarra Street, between Nicholson Street and Clarke Street, currently has marked parking bays that allow cars to park partially on the footpath from 4pm to 8am Mon-Fri, and at all times over the weekend.

Footpath parking contravenes Regulation 197 of the *Victorian Road Safety Road Rules 2017*.

Footpath parking also reduces the minimum unobstructed width of the footpath to 1.2m at a significant number of locations. 1.2m is the absolute minimum a footpath should be, and can restrict accessibility for people in wheelchairs, with other mobility issues and/or with prams.

Council has received complaints in the past from members of the public, including those with mobility impairment, expressing concern with the footpath parking arrangement due to the reduced footpath width.

Removing 19 marked footpath parking spaces on Yarra Street would ensure Council is not formalising contravention of the *Victorian Road Safety Road Rules*, and would ensure that the full width of the footpath is available for pedestrians.

Financial Implications

There will be a financial cost to Council to change existing parking signs, remove/relocate signposts and remove line marking, however these are modest and it is considered these works can be funded through existing operational budgets.

There may be financial costs incurred by Council if a claim is made against Council as a result of an MFB appliance not being able to access a property in the relevant streets. Council's Insurer has indicated that Council would need to provide a rationale for any decision not to follow the advice of MFB if seeking to make a claim, and if the rationale is not deemed satisfactory, a claim from Council would be denied.

PROPOSAL

That Council:

(a) Note the contents of this report;

(b) Note the specific advice provided by the MFB that the current parking arrangement prevents the direct and timely response to an emergency event in Studley Street and Yarra Street;

(c) Endorse the removal of parking from one side of Studley Street (between Hoddle Street and Nicholson Street and Yarra Street (between Hoddle Street and Clarke Street) – Option 1 of this report;

(d) Note the proposed changes to parking restrictions in order to support residential parking in these areas as a priority; and

(e) Instruct officers to inform residents in the affected streets of the reason for the removal of parking in these locations prior to its removal.

11.3 Studley Street and Yarra Street, Abbotsford - Parking Amendments

Reference: D19/225091
Authoriser: Director City Works and Assets

Purpose

1. To inform Council of the risk and public liability issues identified following the recent Studley Street Parking Restriction Trial.
2. Specifically, that existing parking restrictions which allow parking on both sides of Studley Street and Yarra Street, Abbotsford, prevent a direct and timely response by the Metropolitan Fire Brigade (MFB) to an emergency event, potentially putting residents at risk.

Background

Studley Street Parking Restriction Trial

3. Following a resident request to increase parking during the day on Studley Street, a trial was conducted whereby 'Permit Only' parking was permitted between 8am – 4pm on the northern side of Studley Street (between Park Street and Nicholson Street) in Abbotsford.
4. The trial enabled parking on both sides of this length of Studley Street (between Park Street and Nicholson Street) at all times, and provided an increase of 24 parking bays between 8am - 4pm 'Permit Only'.
5. The trial began on 19 November 2018 for a period of ten months. Residents were consulted on the trial in September 2019 – specifically on whether they supported the trial conditions being made permanent. Council's Parking Management Guidelines were utilised for this consultation.
6. Emergency Services (Ambulance Victoria and MFB) were also consulted as part of the trial.
7. Council's Parking Management Guidelines specify that for a proposed parking change to be implemented, a response rate of at least 40% is required with 80% of the responses supporting the proposal. In this case a 24% response rate was recorded, with a 66% support rate for the proposal. This response and support rate does not meet the required Parking Management Guidelines for implementation of the proposed parking change.
8. Based on the results of the consultation the parking restrictions in this length of Studley Street were changed back to pre-trial conditions i.e. No Standing between 8am – 4pm on the northern side of Studley Street (between Park Street and Nicholson Street).
9. Irrespective of the level of support from local residents, Council needs to consider the appropriate management of streets and the implications for these decisions.
10. It should be noted that Council has received complaints in the past from members of the public, both before and during the trial, alleging damage to vehicles parked on the street due to the reduced road width when cars are parked on both sides of the road (i.e. broken wing mirrors and damage to the sides of vehicles).
11. Attachment 1 contains a number of photos that were sent in by residents during the trial; these show the difficulty of larger vehicles using the street when there is parking on both sides.

Feedback from Emergency Services

12. Ambulance Victoria did not raise any concerns with the trial conditions.
13. The Commander Community Resilience from Melbourne Fire Brigade (MFB) provided an email to Council on 5 September 2019 in response to the consultation on the trial. A formal letter was also requested from MFB (refer to Attachment 2). The Commander advised that both he and operational crews had investigated the area, and stated that:

(a) With cars parked on both sides of the street, the distance left between them is under the width of an operational firefighting appliance;

(b) This would prevent direct and timely response to an emergency event – appliances forced to park on each corner;

(c) Delayed response due to fire fighters and equipment responding on foot;

(d) Potentially setting up firefighting operations from up to 200 metres away;

(e) Severe impact on operational procedures i.e. access to and relaying water;

(f) Firefighting operations would block each end of the street, preventing other vehicles leaving; and

(g) Prevent access by specialist appliances if required i.e. Aerial access appliance.

14. The Commander also stated that *"both Yarra Street and Studley Streets have presented challenges in the past with this inability to access after-hours."*

Recommendation to remove parking in Studley Street and Yarra Street, between Hoddle Street and Nicholson Street

15. The current parking arrangement on Studley Street (between Hoddle Street and Nicholson Street) and Yarra Street (between Hoddle Street and Nicholson St) allows vehicles to park on both sides of the street between 4pm and 8am.

16. Given that MFB has provided specific advice that the current parking arrangement prevents the direct and timely response to an emergency event in these streets, it is considered that Council has a duty of care to act appropriately on this advice through the removal of parking on one side of these streets. Attachment 3 indicates the existing and proposed cross sections of Studley Street and Yarra Street, Abbotsford.

17. This would result in removal of approximately 60 car parking spaces in these streets.

18. As part of the proposal for removal of parking, and in order to support residential parking in these areas as a priority, Parking Management have advised that:

(a) In Studley Street, between Hoddle Street and Nicholson Street, the existing 2P Monday to Friday 7am to 7pm restriction should be extended to include Permit Zone All Other Times.

(b) In Yarra Street, between Hoddle Street and Nicholson Street, the existing 2P 7am to 7pm Monday to Friday restriction should be extended to include Permit Zone All Other Times.

(c) This would provide additional parking after 7pm for residents with parking permits, and would provide consistency with the existing restrictions elsewhere in Yarra Street.

19. MFB has provided advice specifically relating to Studley Street and Yarra Street (between Hoddle Street and Nicholson Street), which is the reason that this recommendation for removal of parking is being presented to Council.

20. It should be noted that there are a number of other streets throughout the City of Yarra that have similar dimensions and parking restrictions to Studley Street and Yarra Street, and that these streets are likely to present similar risks.

21. It is proposed that a separate report addressing the issue of similar street dimensions and parking restrictions be presented to Council in early 2020, to consider whether any action is required.

22. Officers propose, as a courtesy, to report back to Emergency Services the outcome of the Council decision in relation to Studley and Yarra Streets; this may trigger the Emergency Services to provide information or requests in relation to others streets in Yarra that present similar operational issues for them. Officers would need to determine how to respond based on any feedback from the Emergency Services.

Recommendation to remove footpath parking in Yarra Street, Abbotsford between Nicholson Street and Clarke Street

23. Yarra Street, between Nicholson Street and Clarke Street, currently has marked parking bays that allow cars to park partially on the footpath from 4pm to 8am Mon-Fri, and at all times over the weekend.

24. This parking arrangement was introduced in 2011 following requests from residents to increase the available parking in this section of Yarra Street. The proposal to allow footpath parking was supported by a majority of residents.

25. The current parking arrangement increases the available parking in this section of Yarra St by 19 spaces.

26. The current parking arrangement allows sufficient road space for through traffic, including Emergency Vehicles.

27. The *Victorian Road Safety Road Rules 2017* – Regulation 197 states that:

    (a) A driver must not stop on a bicycle path, footpath, shared path or dividing strip, or a nature strip adjacent to a length of road in a built-up area.

28. Therefore according to Regulation 197 vehicle parking on a footpath is illegal. The current parking arrangement on this section of Yarra Street is in contravention of Regulation 197.

29. The marked bays on the footpath reduce the minimum unobstructed width to 1.2m at a significant number of locations, which is the absolute minimum a footpath should be, and can restrict accessibility for people in wheelchairs and with prams.

30. Council has received complaints in the past from members of the public, including those with mobility impairment, expressing concern with the footpath parking arrangement due to the reduced footpath width.

31. It is considered that the current footpath parking arrangement sets a precedent and it is possible (and potentially quite likely) that residents on Studley Street (between Hoddle Street and Nicholson Street) and Yarra Street (between Hoddle Street and Nicholson Street), where carriageway parking is proposed to be removed, may request similar marked bays encroaching on the footpath.

32. Officers therefore propose that the footpath parking arrangement on Yarra Street, between Nicholson Street and Clarke Street, is removed to ensure compliance with Regulation 197 of the *Victorian Road Safety Road Rules 2017*, to provide consistency of parking restrictions on Yarra Street, to address the precedent situation described above and to ensure that the full width of the footpath is available for pedestrians.

33. The removal of footpath parking will result in the removal of 19 parking spaces in Yarra Street, between Nicholson Street and Clarke Street.

34. As part of the proposal for removal of parking, and in order to support residential parking in these areas as a priority, Parking Management have advised that:

    (a) In Yarra Street, between Patterson Street to Clarke Street, the existing 2P 7am to 7pm Monday to Friday restriction should be extended to include Permit Zone All Other Times.

    (b) This would provide additional parking after 7pm for residents with parking permits, and would provide consistency with the existing restrictions elsewhere in Yarra Street.

35. The two recommendations for parking removal will result in the removal of 79 parking bays across Studley Street and Yarra Street. Please see Attachment 4 for a map showing the areas for removal of parking bays.

External Consultation

36. Following the response received from MFB in the Studley Street parking restriction trial, Council Officers requested further information from MFB regarding the impact of the current physical limitations and parking restrictions on Studley Street and Yarra Street. MFB

reinforced their position that the current arrangements will have a detrimental impact on both their firefighting operations and emergency medical response responsibilities.

Internal Consultation (One Yarra)

37. The following Council units were consulted on the proposal:
    (a) Organisational Risk;
    (b) Parking Management; and
    (c) City Works - Waste Management.
38. Internal feedback was provided below:
    (a) Organisational Risk noted that Council has been notified by MFB that the current parking arrangement on Studley Street and Yarra Street prevents the direct and timely response to an emergency event in these streets. They have advised that if Council were to ignore this advice then Council may be exposed to liability risks with MFB being unable to respond adequately to an emergency event;
    (b) Parking Management noted that the current parking restrictions on Studley Street and Yarra Street, between Hoddle Street and Nicholson Street often result in vehicles being illegally parked on footpaths in contravention of the road rules and that the marked footpath parking bays on the southern side of Yarra Street between Nicholson Street and Clarke Street are illegal and set an undesirable precedent. Parking Management also advised that the existing parking restrictions in Studley Street and Yarra Street be extended to provide Permit Zone All Other Times restrictions to provide additional parking after 7pm for residents with parking permits; and
    (c) City Works - Waste Management noted that the Waste Collection contractor has difficulty collecting refuse and recycling bins on Studley Street and Yarra Street due to the available road width when cars are parked on both sides of the streets. They often have to manually bring bins to the collection truck parked at the end of the parking bays.

Financial Implications

39. There will be a financial cost to Council to change existing parking signs, remove/relocate signposts and remove linemarking, however these are modest and it is considered these works can be funded through existing operational budgets.
40. There may be financial costs incurred by Council if a claim is made against Council as a result of an MFB appliance not being able to access a property in the relevant streets. As per paragraph 49, Councils Insurer has indicated Council would need to provide a rationale for any decision not to follow the advice of MFB if seeking to make a claim, and if the rationale is not deemed satisfactory, a claim from Council would be denied.

Economic Implications

41. There are no economic implications.

Sustainability Implications

42. There are no sustainability implications.

Social Implications

43. Some residents may be impacted by not being able to park directly outside their house.
44. There are potentially significant health and safety risks in Emergency Service vehicles not being able to travel the length of the street to respond in the event of an emergency, whether fire or health related.
45. The current arrangements that allow parking on the footpath in Yarra Street restrict access for people with accessibility needs, particularly for those with prams or in a wheelchair or mobility scooter.

Human Rights Implications

46. There are no identified human rights implications.

Communications with CALD Communities Implications

47. If the proposal is endorsed, a language advisory panel will be included in all notification material including contact details and reference number to access Council's interpreter service.

Council Plan, Strategy and Policy Implications

48. One of the objectives of the *Road Management Plan 2017 – 2021* is to: *ensure that a safe and efficient network of municipal public roads is provided primarily for travel and transport.*

Legal Implications

49. Council has an overall obligation under the *Road Management Act 2004* to manage the local road network in a manner that gives due consideration to community safety.

50. Council has been notified by MFB that the current parking arrangement on Studley Street and Yarra Street prevents the direct and timely response to an emergency event in these streets. If Council were to ignore this advice then Council may be exposed to liability risks with MFB being unable to respond adequately to an emergency event.

51. Further legal implications have been set out in a separate, confidential report in this agenda

Options

Option 1 – Removal of parking from one side of Studley Street (between Hoddle Street and Nicholson Street and Yarra Street (between Hoddle Street and Clarke Street).

52. Remove parking on one side of Studley Street (between Hoddle Street and Nicholson Street) and Yarra Street (between Hoddle Street and Clarke Street), resulting in a net loss of 79 parking bays.

53. This includes the removal of footpath parking in Yarra Street (between Nicholson Street and Clarke Street).

54. This will address the risk and public liability to Council associated with MFB being unable to respond adequately to an emergency event.

55. The following parking restriction changes should also be implemented in order to support residential parking in these areas as a priority;

    (a) In Studley Street, between Hoddle Street and Nicholson Street, the existing 2P Monday to Friday 7am to 7pm restriction should be extended to include Permit Zone All Other Times.

    (b) In Yarra Street, between Hoddle Street and Nicholson Street, and between Patterson Street to Clarke Street, the existing 2P 7am to 7pm Monday to Friday restriction should be extended to include Permit Zone All Other Times.

Option 2 – Do not remove parking from Studley Street (between Hoddle Street and Nicholson Street) and Yarra Street (between Hoddle Street and Clarke Street).

56. Should Council resolve not to remove parking from Studley Street and Yarra Street, then Council may be exposed to liability risks with MFB being unable to respond adequately to an emergency event.

57. Officers cannot recommend Option 2, due to the risks this would expose Council and residents to.

Conclusion

58. This report informs Council of the risk and public liability issues that have been identified following the recent Studley Street Parking Restriction Trial.

59. The current arrangements with car parking allowed on both side of the Street on Studley Street, between Hoddle Street and Nicholson Street, and on Yarra Street, between Hoddle Street and Nicholson Streets presents a risk to the health and safety of the residents residing in these streets. Only the removal of parking on one side of the street will address this risk.

60. Due to the narrow nature of Yarra Street, Abbotsford, Council has permitted parking on the footpath. This is in contravention of Regulation 197 of the *Victorian Road Safety Road Rules 2017*, and has narrowed the footpath to the point that it restricts accessibility for some members of the community. These arrangements have the potential to create a precedent, and may be raised by residents of Studley and Yarra Streets as a potential strategy to address the current risk issues without the loss of car parking spaces.

61. Officers believe the best course of action is to remove parking on one side of Studley and Yarra Streets, to enable Emergency Service vehicles access at all times, and to retain the footpath at a width that supports people's access to this, irrespective of their needs.

62. If Council does not support the removal of car parking in Studley and Yarra Streets, it may be deemed to be accepting liability in the event of an emergency where MFB vehicles did not have timely access to the site of the emergency.

RECOMMENDATION

1. That Council:
   (a) note the contents of this report;
   (b) note the specific advice provided by the MFB that the current parking arrangement prevents the direct and timely response to an emergency event in Studley Street and Yarra Street;
   (c) endorse the removal of parking from one side of Studley Street (between Hoddle Street and Nicholson Street and Yarra Street (between Hoddle Street and Clarke Street) – Option 1 of this report;
   (d) note the proposed changes to parking restrictions in order to support residential parking in these areas as a priority, and
   (e) instruct officers to inform residents in the affected streets of the reason for the removal of parking in these locations prior to its removal.

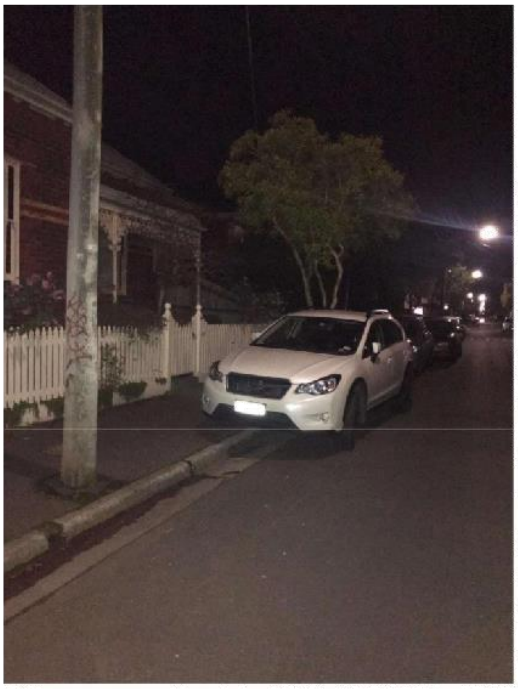
CONTACT OFFICER: **Dennis Cheng**
TITLE: **Manager Traffic and Civil Engineering**
TEL: **9205 5712**

Attachments

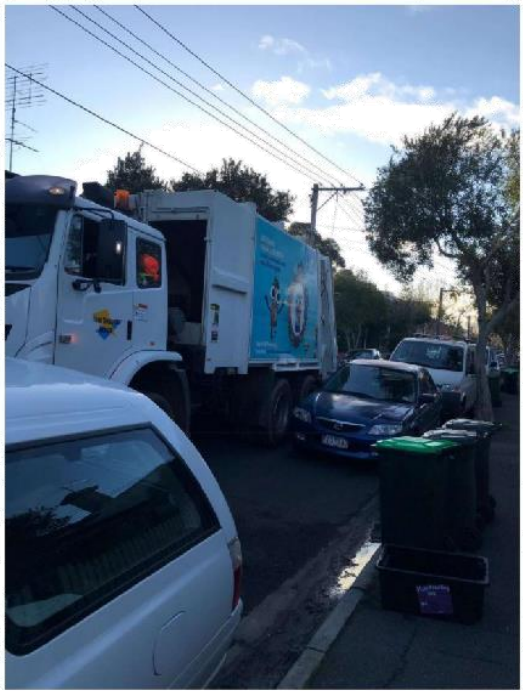
1 Photos sent in by residents during Studley Street parking restriction trial
2 Letter to City of Yarra from MFB regarding Studley Yarra Sts
3 Studley St and Yarra St - Existing and Proposed
4 Studley St and Yarra St Proposed Parking Removal

Attachment 1 - Photos sent in by residents during Studley Street parking restriction trial

Photos sent in by residents during Studley Street parking restriction trial







Attachment 2 - Letter to City of Yarra from MFB regarding Studley Yarra Sts

Metropolitan Fire and Emergency Services Board
ABN 28 598 558 561

456 Albert Street
East Melbourne
Victoria Australia 3002

Telephone: +61 3 9662 2311
Facsimile: +61 3 9665 4522
www.mfb.vic.gov.au

2 December 2019

Mr Dennis Cheng
Manager Traffic and Civil Engineering
City of Yarra
PO Box 168 Richmond Vic

Dear Dennis,

RE: Parking Restrictions Trial

In response to your email regarding the trial parking restrictions on Studley Street, between Park Street and Nicholson Street in Abbotsford (the **Street**), the Metropolitan Fire and Emergency Services Board (MFB) has considered the area and MFB's operational requirements.

Following investigations of the area conducted by Acting Commander Peter Dawson and operational crews, I note:

1. When cars are parked on both sides of the Street, the distance left between them is less than the width of an operational fire fighting appliance.

2. This prevents a direct and timely response to an emergency event in the Street for first response appliances.

3. This also prevents access by specialist appliances if required (for example, and aerial access appliance).

4. MFB emphasises that a prompt and timely response is critical when responding to incidents such as fire alarms and medical emergencies. Our capacity to provide this response would be severely impeded due to parking on both sides of the Street.

5. If the Street is blocked due to car parking, this may result in having to establish fire fighting operations from up to 200 metres away from an affected premise in the event of an emergency. This would have a severe impact on operational procedures (for example, access to and relaying water to a fire).

6. Further, any fire fighting operations would block each end of the Street and would prevent the capacity for vehicles to exit the Street.

I also note that both Yarra and Studley Streets have presented similar challenges in the past with respect to access after business hours.

In view of this, MFB's firm view is that car parking on both sides of the Street would severely impede the provision of an emergency response and that this risk should be carefully considered before proceeding.

Attachment 2 - Letter to City of Yarra from MFB regarding Studley Yarra Sts

Please contact me if you have any questions or require further information.

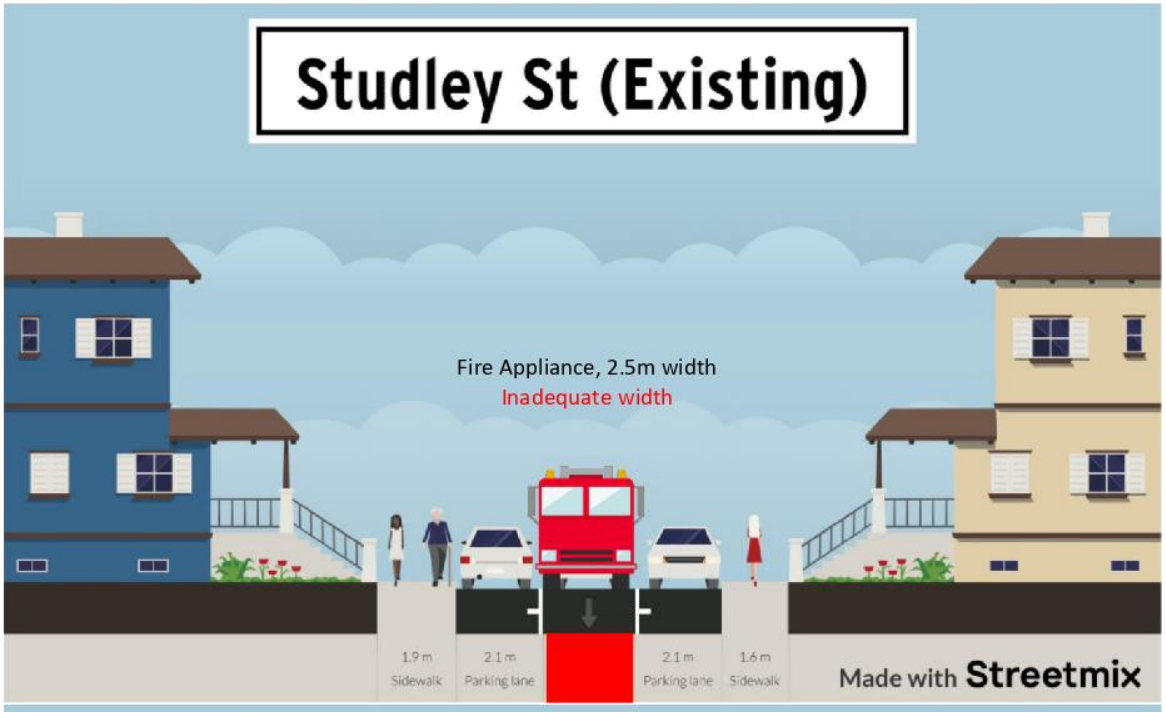
Yours sincerely

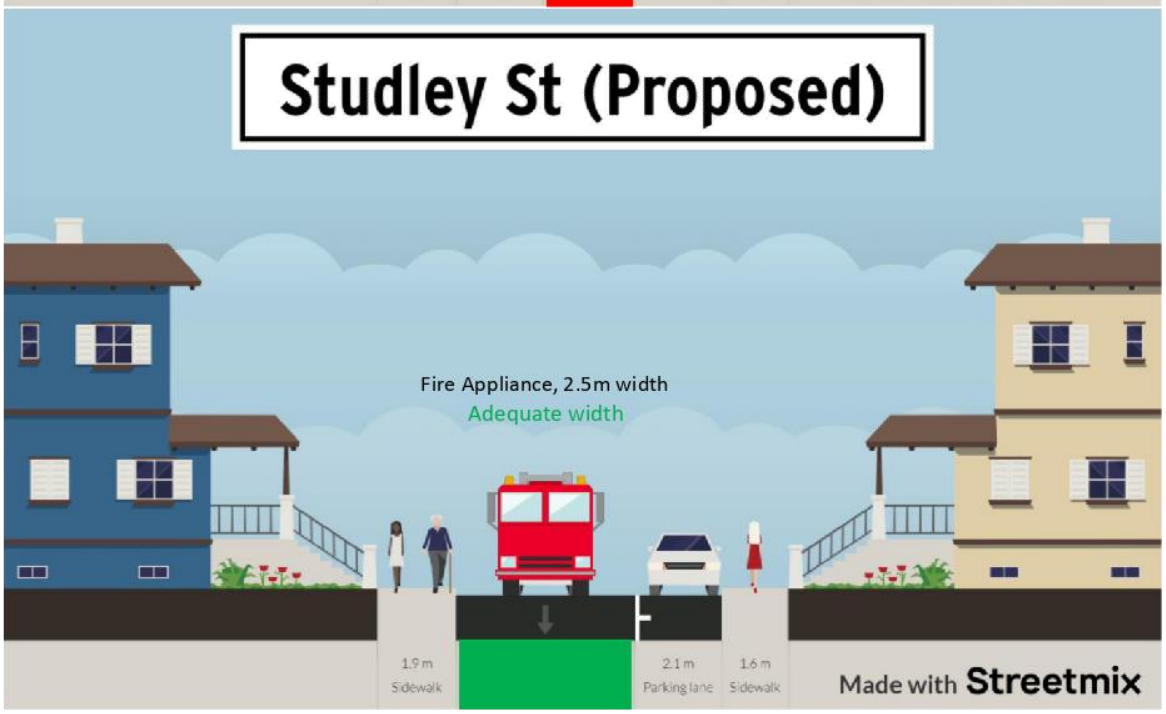
David Selleck

David Selleck
David Selleck | Commander
Community Resilience
Central District

Metropolitan Fire and Emergency Services Board
456 Albert Street | Melbourne | Vic 3002
Ph: 0427154 263 | 9665 4261
Email: dselleck@mfb.vic.gov.au

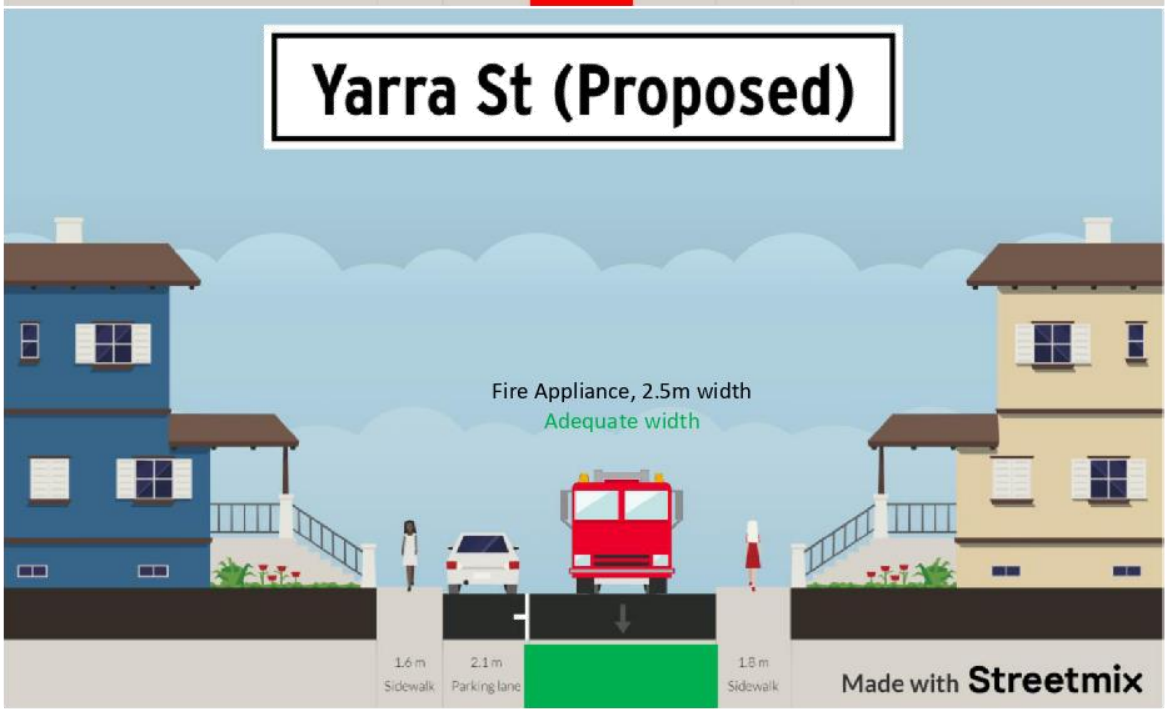
Attachment 3 - Studley St and Yarra St - Existing and Proposed





Attachment 3 - Studley St and Yarra St - Existing and Proposed





Attachment 4 - Studley St and Yarra St Proposed Parking Removal

Studley Street and Yarra Street – Proposed Parking Amendments



11.4 30km/h Trial Evaluation

Executive Summary

Purpose

To present to Council the evaluation of the 30km/h Speed Limit Trial in Fitzroy and Collingwood, and to seek endorsement to seek Department of Transport (DoT) approval to make the 30km/h speed limit permanent in the trial area.

Key Issues

The 30km/h trial has been undertaken for 12 months from October 2018 in Fitzroy and Collingwood. The area is framed by the arterial roads of Alexandra Parade, Hoddle Street, Johnston Street and Nicholson Street. The local streets are comprehensively traffic calmed through physical speed reduction measures. The speed limit in this area was previously 40 km/h. The new speed-limit is regulated through a combination of area-wide and localised signage. Brunswick Street and Smith Street remained 40km/h and the arterial roads on the boundary were not included in the trial.

The Monash University Accident Research Centre (MUARC) were commissioned to undertake the evaluation and oversee the conduct of the trial. The evaluation shows moderate speed reductions overall in the treated streets but importantly, indicate that there has been less speeding in the 30 and 40 km/h categories and especially in excessive speeding in the area. While speed reductions were noted in the untreated control region also, it was hypothesised that there may have been some carry-over effect of the trial in the adjacent control region. Importantly, speed reductions of between 1.1% and 2.7% were observed in both the treatment and non-treatment areas after the trial.

Equally important in the trial were the residents' views of many aspects of the 30 km/h trial from the before and after surveys conducted in the region. Importantly, residents affected by the trial increased their level of support by 15% during the trial and there was an equal reduction in the level of non-support. There was also an increase in residents' willingness to see the 30 km/h speed limit more widely adopted in local streets in the municipality.

Options

Option 1 – Make the 30km/h speed limit permanent in the trial area

Council Officers would need to apply to DoT to make the 30km/h speed limit permanent as this is a Major TCD.

Option 2 – Revert to 40km/h speed limit in trial area

Council Officers would need to apply to DoT to revert back to 40km/h speed limit as this is a Major TCD.

Financial Implications

To revert back to a 40km/h speed limit would involve replacing signage and amending pavement roundels. It is estimated that this would cost approximately $10,000 and is allowed for, if needed, from existing budget allocation.

PROPOSAL

That Council:

(a) Notes the contents of this report;

(b) Notes that a permanent change to the speed limit in the trial area requires approval by the Department of Transport (DOT);

(c) Endorses the proposal to make the 30km/h speed limit permanent in the trial area, subject to DOT approval;

(d) Instructs officers to apply to the DOT to make the 30km/h speed limit permanent in the trial area.

11.4 30km/h Trial Evaluation

Reference: D19/225089
Authoriser: Director City Works and Assets

Purpose

1. To present to Council the evaluation of the 30km/h Speed Limit Trial in Fitzroy and Collingwood.

Background

2. In 2016, the Yarra City Council Safe Travel Strategy outlined a plan of action to reduce vehicle speeds in the municipality, including reducing speed-limits to levels compatible with the safe sharing of roads by all road users. The Strategy also emphasised that changes to speed-limits should be informed by a research evidence-base. Broadly, this includes evidence of the relationships between speed-limits and motor-vehicle speed, and motor vehicle speed and the risk of an injury. It also considers the impact of changes in the speed environment on people's sense of comfort and safety when using the road.

3. As the safety of residents' movements in local streets is an important and critical feature in the City of Yarra, it was decided to introduce a trial of a 30km/h speed limit in a definable area of the municipality for a 12-month period, with a full evaluation of the outcomes from the trial.

4. An area of Fitzroy and Collingwood was chosen, which is framed by the arterial roads of Alexandra Parade, Hoddle Street, Johnston Street and Nicholson Street (see Figure 1 below). The local streets are comprehensively traffic calmed through physical speed reduction measures. The speed limit in this area was previously 40 km/h. The new speed-limit is regulated through a combination of area-wide and localised signage.

5. Within the chosen treatment area, there are approximately 15.8 kilometres of local streets affected by the 30km/h treatment, and two higher order streets (Brunswick Street and Smith Street) that remained untreated (i.e. 40km/h). The arterial roads on the boundary of the treatment area were not included in the trial. The properties located within the treatment area are largely residential, although also included commercial and retail establishments. The treatment area comprised parts of two Local Area Place Making (LAPM) precincts, LAPM 9 (Rose) and LAPM 10 (Gold).



Figure 1: 30km/h trial area (affected streets shown in yellow)

6. The trial has been operational from 6 October 2018, with the official trial end date being 4 October 2019. As noted in the Memo to Councillors of 27 October 2019, the 30km/h speed limit has remained in place following the official end date of the trial while the evaluation has been undertaken. This is to provide continuity and avoid confusion within the community and to road users. Further, DoT need to approve any further change to the speed limit.

7. The Monash University Accident Research Centre (MUARC) were commissioned to undertake the evaluation and oversee the conduct of the trial. There are two parts to the evaluation. The first focuses on change in motor-vehicle speed attributed to the speed-limit reduction, and from this, the change in the risk of an injury to a road user (pedestrians in particular). The second part focuses on the attitudes of the community within the trial area, towards speed, speed limits, and the 30 km/h speed limit trial.

Speed Evaluation

8. The evaluation involved a “before” and “after” examination of travel speeds on all local roads within the trial area, and also travel speeds in an adjacent area of Fitzroy and Collingwood where the speed limit is 40 km/h (non-trial area).

9. The speed of vehicles was recorded at 91 locations in both the trial (50 sites) and non-trial area (41 sites) (see Figure 2 below) before the intervention, and at the same locations after 12 months. Speeds were measured for at least one week each time, using automated traffic detectors and data loggers to an accuracy of +/- 1 km/h.

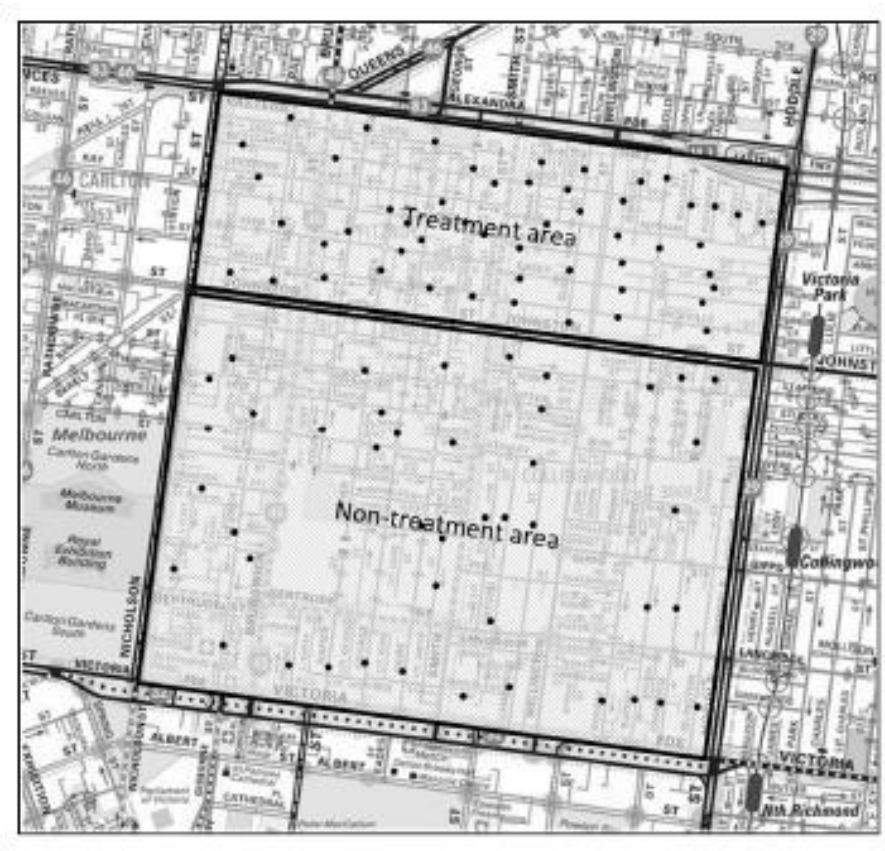


Figure 2: Traffic data collection locations in the 30km/h trial (treatment) area and 40km/h (non-treatment) area

10. An evaluation of the general distribution of speed after the trial, showed a small reduction in the mean speed from 27.6 km/h to 27.3 km/h in the trial area (down 1.1%), and also a reduction in the non-trial area from 29.4 km/h to 28.6km/h (down 2.7%).

11. Average speed statistics are a good starting point for understanding the change in speed. An alternative and preferred means of expressing the change in speed, however, is by examining the change in the percentage of vehicles that exceed various speeds before and after the intervention. This includes the percentage exceeding a nominal safe system speed of 30 km/h, and speeds at the higher end (40 km/h, and 50 km/h). The change in these percentages is illustrated in Figure 2 below.

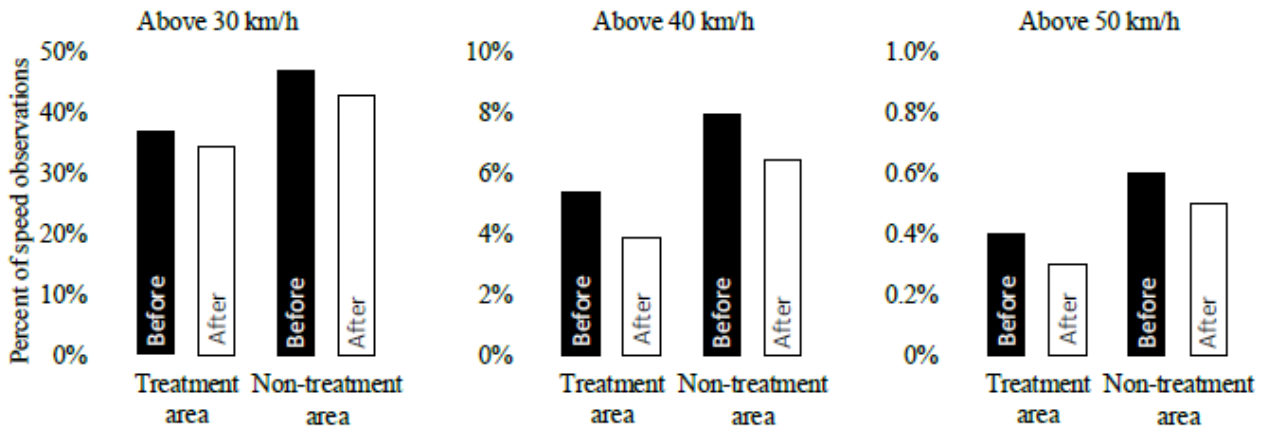


Figure 3: Percentage of vehicles exceeding 30km/h, 40km/h and 50km/h

12. These figures reveal consistent reductions in the proportions of vehicles exceeding these speed categories. Assuming that a speed of less than 30 km/h is an appropriate safe speed for residential areas, 37 percent in the trial area and 47 percent in the non-trial area were initially above this speed. The proportions above did fall in both areas after the trial, with a reduction to 34 percent in the trial area and 43 percent in the non-trial area. This reduction is of statistical significance, and more importantly, means a greater percentage of vehicles are travelling at a speed that is more consistent with the safe sharing of space with vulnerable road users.

13. Changes to excessive speeds is also of interest. Before the trial, the percentage of excessive speeds (over 50 km/h) in the treatment area was around 0.4 percent, and after the trial, this percentage also reduced to 0.3 percent. Based on the number of observations before the trial, this reduction is equivalent to over 26,000 fewer observations of excessive speed.

14. There was also a reduction in the number of extreme speeds observed after the trial, which for the purpose of this study was a speed over 66 km/h. This reduced from 0.06 percent to 0.03 percent. These trends are reassuring given the injury consequences for pedestrians at these speeds.

15. Of the locations in the trial area where speeds were measured before the intervention, 16 percent were found to have one in ten vehicles exceeding 40 km/h. These were the locations with higher speed characteristics. After the trial, the percentage of vehicles exceeding 40 km/h reduced at all of these sites, along with the average speed and spread of speeds.

Potential Injury Savings

16. The risk of a serious or fatal injury in the trial area (attributed to the 30 km/h speed limit over a 40 km/h speed limit) should a collision occur between a motor-vehicle and a pedestrian reduced by 4%.

17. This analysis does not account for any reductions in the risk of a collision on account of the reduced speed. This includes the reduced likelihood of a collision occurring, given the reduced distance required for a vehicle to stop when the driver identifies an imminent hazard. For example, there is approximately a 50 percent reduction in the distance required to stop when travelling at 30 km/h compared to 40 km/h, which is just a 25 percent reduction in speed.

18. The road safety charity Brake from the UK notes that:

    "stopping distance depends on how fast the vehicle was travelling before the brakes were applied, and is proportional to the square of the initial speed. That means even small increases in speed mean significantly longer stopping distances. A vehicle travelling at 32km/h would stop in time to avoid a child running out three car-lengths in front. The same vehicle travelling at 40km/h would not be able to stop in time, and would hit the child at 29km/h. This is roughly the same impact as a child falling from an upstairs window."

19. Towards Zero 2016-2020, Victoria's Road Safety Strategy and Action Plan notes that "the chances of surviving a crash decrease rapidly above certain impact speeds – for cars striking pedestrians, the threshold impact speed lies in the range 20 – 30km/h".

External Consultation

20. Various forms of community consultation were utilised as part of the trial, including a dedicated website, social media, a community event, surveys and questionnaires. These are listed below:

    (a) Thanks for 30 website https://thanksfor30.com.au/;

    (b) Thanks for 30 Facebook page https://www.facebook.com/thanksfor30/;

    The website and Facebook page have predominantly been used to disseminate information to the community and other interested parties. Any comments relating to the implementation of the trial on these platforms from the community have been actioned where required;

(c) Launch Event held 20th October 2018:

The launch event was held to inform and enthuse community members of the trial. It was a family-friendly event held within the trial area on a Saturday for residents, businesses and visitors. This event aimed to involve community members and stakeholders in conversations and share information on the benefits of a 30km/h speed limit in creating livelier, healthier streets that everyone can enjoy, whether they are walking, driving or riding.

(d) Intercept Survey

An intercept survey was completed between 17th July and 24th July 2019. There were 324 survey responses, with a high number of pedestrian respondents (64.7%) and a low number of car users (17.6%), which is expected for this type of survey.

53.4% of intercept survey respondents agree or strongly agree with the 30km/h speed limit in the trial area. 47.3% would like to see the 30km/h speed limit apply only on neighbourhood streets. 40.5% disagree or strongly disagree with the 30km/h speed limit.

(e) Questionnaire

The attitudes of the community towards the 30 km/h trial were sampled using a questionnaire mailed to 2,000 property addresses in the trial area, and 2,000 in the non-trial area. This was replicated before and after the 12 month trial. The focus of the questionnaire was to ascertain the level of support for 30 km/h speed-limits on local streets. Several other themes were also addressed in the questionnaire, including 24 questions related to demographic, perceptions of safety, personal characteristics, and travel characteristics.

Interestingly, while only 47% of the responses from people in the treatment area were positive before the trial started, that rose to 54% afterwards and the percentage of negative responses also fell accordingly. The level of support in the non-treatment area also rose (from 44% to 51%).

Other resident attitudes that were more positive after the trial included

(i) the reduced speed limit does not impact travel time;

(ii) the likely reductions in severity of injury in the case of a crash; and

(iii) more support for the broader introduction for a 30 km/h on local neighbourhood streets.

21. It should be noted that support for introducing a 30 km/h speed limit on major arterials in the region decreased in the survey conducted after the trial.

22. People who responded to the questionnaire were also asked, if interested, to provide their contact details (E-mail) if they agreed to be followed-up. This sample were then followed up directly to evaluate the change in level of support for 30 km/h speed limits at the level of the individual person.

23. The repeat survey was sent to 349 people that consented to being followed-up at 12-months, and responses were received from 120 people (34 percent). The majority of the people (73 percent) who responded were identified as living, working, or owning a property in the treatment area. The response to the question ‘I support the 30km/h speed trial in neighbourhood streets in City of Yarra’ had 44 percent agreement within the trial area before the trial and 49 percent agreement after 12-months.

Project Steering Committee

24. The Project Steering Committee for the 30km/h trial included representatives from MUARC, Transport Accident Commission (TAC), Victoria Police and the Department of Transport. This group provides strategic oversight of the trial and representatives provide input from their respective organisations.

Internal Consultation (One Yarra)

25. The following areas within Council were consulted throughout the study:

    (a) Strategic Transport - have been updated throughout the trial;

    (b) Communications and Engagement – a representative has been a member of the project steering committee and their contribution has been crucial to this aspect of the trial;

    (c) Social Policy and Research - a representative has been a member of the steering group and they have contributed to the methodology and content of the questionnaire and intercept survey; and

    (d) Corporate Planning and Performance – have been kept up to date with the trial and provided advice on the trial's relationship with Council's strategic documents.

Financial Implications

26. To revert back to a 40km/h speed limit would involve replacing signage and amending pavement roundels. It is estimated that this would cost approximately $10,000 and is allowed for, if needed, from existing budget allocation.

Economic Implications

27. There are no economic implications.

Sustainability Implications

28. The 30km/h speed limit improves pedestrian and cyclist safety, thus supporting sustainable transport options and usage.

Social Implications

29. The 30km/h speed limit contributes to a safer environment and improved amenity, improving liveability and facilitating improved social interaction in the community.

Human Rights Implications

30. There are no identified human rights implications.

Communications with CALD Communities Implications

31. A language advisory panel is included in all consultation material including contact details and reference number to access Council's interpreter service.

Council Plan, Strategy and Policy Implications

32. Objective Six of the *Council Plan 2017-2021* refers to *A Connected Yarra, a place where connectivity and travel options are environmentally sustainable, integrated and well designed*. The Plan includes *Strategy 6.1 Manage traffic movement and promote road safety within local roads*, which specifically identifies *continuing to provide low speed environments* (Initiative 6.1.3).

33. Action 4.3.1 of the Safe Travel Strategy 2016 states *Reduce vehicle speed limits in Yarra to speeds compatible with the design speed and safe sharing of roads by all road users*. A sub-action of this is that *based on the results of a trial, advocate to DoT to progressively reduce 40km/h speed limits in local roads across the municipality to 30km/h, based on needs, precinct by precinct*.

Legal Implications

34. Council has an overall obligation under the Road Management Act 2004 to manage the local road network in a manner that gives due consideration to community safety.

35. Speed limits are deemed to be Major Traffic Control Devices (TCDs) under the Road Safety Act 1986 (RSA). The use of Major TCDs is prescribed by Regulations 6 to 24 of the RSA.

36. Approval for Major TCDs is required from DoT – this approval has not been delegated to Councils.

Options

Option 1 – Make the 30km/h speed limit permanent in the trial area.

37. Council Officers would need to apply to DoT to make the 30km/h speed limit permanent as this is a Major TCD.

Option 2 – Revert to 40km/h speed limit in trial area

38. Council Officers would need to apply to DoT to revert back to 40km/h speed limit as this is a Major TCD.

39. 30km/h signage and pavement roundels would need to be replaced with 40km/h signage and roundels. It is estimated that this would cost approximately $10,000.

Conclusion

40. The evaluation shows moderate speed reductions overall in the treated streets but importantly, indicate that there has been less speeding in the 30 and 40 km/h categories and especially in excessive speeding in the area. While speed reductions were noted in the untreated control region also, it was hypothesised that there may have been some carry-over effect of the trial in the adjacent control region. Importantly, speed reductions of between 1.1% and 2.7% were observed in both the treatment and non-treatment areas after the trial.

41. Equally important in the trial were the residents' views of many aspects of the 30 km/h trial from the before and after surveys conducted in the region. Importantly, residents affected by the trial increased their level of support by 15% during the trial and there was an equal reduction in the level of non-support. There was also an increase in residents' willingness to see the 30 km/h speed limit more widely adopted in local streets in the municipality.

42. Officers recommend that Council endorse Option 1 – Make the 30km/h speed limit permanent in the trial area.

43. Should Council endorse Option 1, Officers will need to apply to the Department of Transport (DoT) to make the 30km/h speed limit permanent in the trial area.

44. Should DoT approve the 30km/h speed limit change in the trial area, Officers will be in a position to present a further report to Council on the future implications for 30km/h speed limits in the municipality.

RECOMMENDATION

1. That Council:
   (a) notes the contents of this report;
   (b) notes that a permanent change to the speed limit in the trial area requires approval by the Department of Transport (DOT);
   (c) endorses the proposal to make the 30km/h speed limit permanent in the trial area, subject to DOT approval; and
   (d) instructs officers to apply to the DOT to make the 30km/h speed limit permanent in the trial area.

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Attachments
There are no attachments for this report.

11.5 Management Policy in Relation to Laneways, Passageways and Rights of Way in Yarra

Executive Summary

Purpose

To present the draft Management Policy in Relation to laneways, passageways and Rights of Way (draft Policy) in Yarra to Council for consideration.

Key Issues

There are a number of key issues and implications faced by Council regarding the management of laneways and passageways and Rights of Way (ROW) in Yarra.

The draft Policy has been developed to help minimise Council's exposure to legal and financial risk by providing a framework for consistent decision making regarding the management of laneways and passageways (and ROW) in line with statutory requirements, and ensure that public access is retained for roads genuinely required for public use.

The draft Policy is based on the legal requirements of Council. The draft Policy does not propose any actions or a Council position that impacts or changes the private rights of landowners or individuals or indeed change the use of the laneway, passageway or ROW.

The key issues addressed by the draft Policy are summarised below.

<u>Management of Council's Road of Public Roads (Register)</u>

Council is required to maintain a register of 'public roads' under its control. For a 'road' to be a 'public road', Council is required to make a decision in writing that an individual road is *'generally required for public use'.*

It is recognised that there are laneways and passageways in Yarra that will be 'public roads' and laneways and passageways in Yarra that will not be 'public roads' (referred to in the draft Policy as 'non-public roads'). It is important for Council to adequately identify 'public roads' and 'non-public roads' as Council's responsibilities; exposure to risk is different for 'public roads' and 'non-public roads'.

The draft Policy sets out the criteria to determine whether a laneway or passageway is *'generally required for public use'* and therefore either a 'public road' or 'non-public road'. The draft Policy also sets out the process for officers to follow when reviewing the status of a laneway or passageway, to determine whether it is or should be a 'public road'.

Officers will be required to undertake a review of the Register, which officers expect will take approximately 3-6 months to complete. Officers recommend that an adopted Policy is incorporated into Council's Road Management Plan (RMP) and that the wording of the RMP is updated as the current plan does not differentiate between 'public roads' and 'non-public roads'.

<u>Management of laneways, passageways and Rights of Way which are 'public roads' and 'non-public roads'</u>

Council's responsibilities and exposure to risk is different for 'public roads' and 'non-public roads'. The draft Policy sets out how Council will manage 'public roads' and 'non-public roads' to manage financial and legal risks in line with the requirements of legislation. This has been done in the form of a policy to conform to the requirements of legislation.

Rights of road users

The public has the legal right to access or pass along any laneway or passageway in Yarra that is a road, until the road is discontinued. It is recognised that in the order of 25% of laneways and passageways in Yarra are obstructed, most without a permit or any formal agreement with Council to do so. The draft Policy sets out how obstructions to 'public roads' and 'non-public roads' will be addressed by Council.

Roads that are no longer required

There are laneways and passageways in Yarra that are no longer genuinely required for public use, and therefore are not required to be roads. The draft Policy sets out that when a laneway or passageway is determined by Council to be no longer be required, that Council will proceed with the statutory discontinuance process. This process allows for community consultation and ensures procedural fairness. In situations where the discontinuance of the laneway or passageway does not result in the transfer of land to a third party, the draft Policy sets out a proposed leasing arrangement and the proposed Council/tenant responsibilities under such arrangement.

Financial Implications

The inspection, maintenance and repair of 'public roads', and the management of known 'non-public roads' as set out in the draft Policy will continue to be undertaken within existing budgets and resources.

There is potential for additional and currently unbudgeted costs should Council decide to reinstate and subsequently maintain specific 'non-public roads' to a Council standard.

PROPOSAL

That:

(a) Council adopts the Management Policy in relation to laneways, passageways and Rights of Way (ROWs) in Yarra;

(b) Officers proceed with the assessment of Council's Register of Public Roads based on the directions set out in the adopted Policy;

(c) Council instructs officers to prepare a draft amendment to Council's Road Management Plan (2017-2021) that incorporates the adopted Policy; and

(d) Council instructs officers to prepare a report to Council on the draft amendment to Council's Road Management Plan (2017-2021) in early 2020 prior to public exhibition.

11.5 Management Policy in Relation to Laneways, Passageways and Rights of Way in Yarra

Reference: D19/225741
Authoriser: Director City Works and Assets

Purpose

1. To present the draft Management Policy in relation to laneways, passageways and Rights of Way (ROWs) in Yarra (draft Policy) to Council for consideration.
2. To inform Council of the processes set out in the Policy to manage laneways, passageways and ROWs (referred to hereafter just as laneways and passageways) in Yarra in line with statutory requirements.
3. To inform Council about the potential short term and ongoing resource requirements to ensure that Council's Road Management Plan (RMP) and Register of Public Roads (Register) is compliant with the Road Management Act, 2004 (RM Act).
4. To note opportunities regarding the future management of laneways and passageways not covered within the policy.

Background

Context

5. Council is both the 'responsible road authority' and 'coordinating road authority' for laneways and passageways in Yarra; that is, Council is responsible for the operation and coordination of road management functions for laneways and passageways in Yarra.
6. There is in the order of 2,500 known laneways and passageways in Yarra.
7. The known laneways and passageways in Yarra fall under at least one of the following legislative classifications:
   (a) Laneways or passageways that are 'public roads' under the RM Act;
   (b) Laneways or passageways that are 'roads' but not 'public roads' under the RM Act (referred to in the draft Policy and this report as 'non-public roads', as laneways that are 'public roads' also fall under the definition of a 'road' under various legislation); or
   (c) Laneways or passageways that are not 'roads' under the RM Act, simply meaning that the laneway or passageway would be parcel(s) of land.
8. In addition to the above classifications, there will also be laneways and passageways in Yarra that are no longer required to be 'roads', but would retain the legal status of a 'road' until the 'road' is discontinued.
9. A 'public road' is a road (or laneway or passageway) that Council considers to be 'reasonably required for general public use'.
10. For a laneway or passageway to be formally declared a 'public road' under the RM Act, it must:
    (a) have either been declared as a public highway by Council under s204(1) of the Local Government Act 1989 (LG Act); or
    (b) been declared as a 'public road' where Council actively makes, and records in writing, a decision that the laneway or passageway is 'reasonably required for general public use'.
11. Given that the majority of laneways and passageways have been in place since the early establishment of Yarra's suburbs, Council is unlikely to have declared many, if any, laneways or passageways in Yarra as public highways under the LG Act for the purpose of establishing 'public roads'.

12. Since the establishment of the Register in 2004, Council has not formally made the decision that roads, (including laneways and passageways) on the Register are 'reasonably required for general public use'.

13. A key objective of the draft Policy is to set out the decision making criteria to be used to identify 'public roads' in Yarra, and therefore bring Council's Register into compliance with the RM Act.

14. A proposed high level implementation plan to bring the Register into compliance with the RM Act is discussed later in this report.

15. Council has different responsibilities and exposure to risk in relation to laneways and passageways that are 'public roads', 'non-public roads' or 'land'.

16. This is summarised in Appendix A of the draft Policy (Attachment 1 of this report).

17. Under the RM Act, Council has the statutory duty to:

    (a) Register all 'public roads' on Council's Register of Public Roads (Register); and

    (b) Inspect, maintain and repair 'public roads'.

18. As such, if Council does not inspect, maintain and repair a 'public road' to the standards specified in Council's RMP or other related policy, Council can be open to claims for damages for negligence and non-performance of its road management functions.

19. 'Non-public roads' would be best described as laneways or passageways that fall under the legislative or common law definition of a 'road', but are not considered by Council to be 'reasonably required for general public use'.

20. An example of a 'non-public road' would be a historic right of way that has fallen into disuse but still retains the legal status of being a 'road' (refer to images in Attachment 2).

21. Under the LG Act, Council has the care and management of all roads including laneway and passageways that are 'non-public roads'.

22. However, Council has no duty to inspect, maintain and repair 'non-public roads' under either the RM Act or the LG Act.

23. For 'non-public roads', Council will be at risk of liability for negligence only if it chooses to engage in such inspection, maintenance and repair, or undertakes activities that could be interpreted as imposing a duty on Council to inspect, maintain or repair the 'non-public road'.

24. In order to minimise this exposure to liability, the draft Policy sets out the processes regarding the management of 'non-public roads' in Yarra.

25. The RM Act sets out the following legally enforceable rights on members of the public using 'roads', whether they are 'public roads' or 'non-public roads':

    (a) all members of the general public have the right of passage, that is, to pass along a road; and

    (b) the owners and occupiers of land adjoining a road have the right to access the road from that land.

26. In the order of 600 (or roughly 25%) of the total known laneways and passageways in Yarra are obstructed, either by a gate or some other structure (refer to images in Attachment 2).

27. In many cases it is likely that the obstructions have been privately installed without a currently applicable permit or agreement with Council (i.e. Yarra or its predecessors - Richmond, Collingwood, Fitzroy and Northcote and Melbourne.)

28. It is also likely that in many cases, that the obstructions are denying the right of passage for the general public as required by the RM Act.

29. It is recognised that some (and potentially many) of the laneways and passageways that are currently obstructed, may no longer be required to be 'roads'.

30. The draft Policy sets out the proposed Council policy position regarding:

(a) The management of obstructions where the laneway or passageway is retained as a 'road';

(b) The situations when a discontinued laneway or passageway would likely be transferred to private ownership or retained as public land; and

(c) Alternative management arrangements for discontinued laneways or passageways retained as public land.

31. The preparation of the draft Policy has also identified the need to update the wording in Council's RMP to distinguish the difference between 'public roads' and 'non-public roads'.

32. The standards set out in Council's RMP are currently capable of applying to both 'public roads' and 'non-public roads', even though the standards are intended to only apply to 'public roads'.

33. The update to Council's RMP is important, as the RMP standards will take precedence over other policies (such as this draft Policy), when it comes to establishing defences to liability.

34. A proposed high level implementation plan to update the Council RMP is discussed later in this report, noting that an amendment to the Council RMP is required to be subject to community consultation.

Focus of the draft Policy

35. There are some cases, including those involving Yarra, where the contested ownership of 'roads' and/or the management practices of road authorities has resulted in action in the Courts.

36. This draft Policy has been developed to help minimise Council's exposure to legal and financial risks by providing a framework for consistent decision making in line with statutory requirements.

37. This draft Policy also seeks to protect and retain laneways and passageways genuinely required for public use.

38. There is a substantive range of work that needs to be undertaken to ensure that Council's road management policy and practices regarding laneways and passageways comply with statutory requirements.

39. Officers recommend that this draft Policy is adopted and implemented separately to any initiatives that explore the future use of laneways and passageways such as conversion of laneways to community gardens or promoting localised cycling/pedestrian thoroughfares (where this is currently not the case). These initiatives would be best explored after Council has fully complied with its obligations under the RM Act.

Summary of draft Policy processes

40. The draft Policy sets out a range of processes aimed at meeting the purpose and objectives of the Policy. This includes:

(a) Identifying laneways and passageways that are 'public roads'

(i) It is a requirement for Council to identify and declare laneways and passageways that are 'public roads' and list the 'public roads' on Council's Register;

(ii) The draft Policy sets out criteria or factors for consideration to help determine whether a laneway or passageway is:

- A 'road' (Figure 1 on page 6 in the draft Policy); and
- 'Reasonably required for general public use', and therefore a 'public road' (Figure 2 on page 7 in the draft Policy).

(iii) The criteria to determine whether a laneway or passageway is a 'public road' is based on clear demonstrable facts, including but not limited to:

- is the laneway or passageway used by the general public on a regular basis? or
- does it form a connection to the wider road network?

(iv) Conversely, if the laneway or passageway has fallen into disuse or there are no other factors to indicate usefulness to the public, then Council would be in a reasonable position to formally decide, if necessary, that the laneway or passageway is not or is no longer required as a 'public road';

(v) The process to determine a 'public road' (or not) and subsequent inclusion, retention or removal from Council's Register is set out in Figure 3 on page 9 of the draft Policy;

(b) Management of laneways or passageways that are 'public roads'

(i) The process for the management of 'public roads' is set out in Figure 4 on page 10 of the draft Policy;

(ii) It is a requirement of the RM Act that 'public roads' will be inspected, maintained and repaired as per the standards set out in Council policy i.e. Council's RMP;

(iii) 'Public roads' have a public function and must remain unobstructed and available for public use. The draft Policy sets out that any obstructions will be actively identified and removed;

(iv) Obstructions on 'public roads' (if any) will be identified as part of the initially required review of Council's Register (to determine whether the road is a 'public road'), with any subsequent obstructions on 'public roads' identified as part of the ongoing inspection process for 'public roads';

(v) Identified obstructions will be subject to the current compliance process which allows a grace period for corresponding with Council officers and private removal of any obstruction before enforcement action is taken;

(vi) The process also sets out the position that defects and hazards will be addressed in line with RMP standards, with the permanent repair or upgrade of a laneway and passageway referred to the long term capital works program;

(c) Management of laneways and passageways that are 'non-public roads':

(i) The process for the management of 'non-public roads' is set out in Figure 5 on page 13 of the Policy;

(ii) To minimise Council's exposure to liability claims, Council will not undertake regular programmed inspections of 'non-public roads', but will reactively respond to requests from the community regarding safety issues or hazards on 'non-public roads';

(iii) To ensure that community need is prioritised in the allocation of road funding, Council will only undertake the required minimum level of maintenance and repair to address hazards and extend lifecycle of the 'non-public road';

(iv) The draft Policy sets out that Council will not permit obstructions that restrict public access on 'non-public roads', and at its discretion, will remove obstructions that restrict previously provided access. This will occur until the laneway or passageway is discontinued as a 'road';

(d) Management of laneways no longer required as 'roads':

(i) The draft Policy recognises that some laneways and passageways in Yarra may no longer be required as roads, although it is proposed that Council will not routinely undertake a program of determining whether a 'road' should be discontinued or not;

(ii) The draft Policy sets out a process regarding the review of the ownership and management of a laneway and passageway on a case by case basis (Figure 6

on page 17 of the draft Policy), which is likely to mainly occur when Council is approached by a landowner or group of landowners requesting discontinuance;

(iii) The draft Policy position is that when the 'road' is brought to the attention of Council and determined to be no longer required, Council will proceed with the discontinuance process, subject to consultation requirements of the LG Act;

(iv) The discontinuance of the 'road' would remove Council's exposure to liability under the RM Act, and would transfer any liability to the occupier of the land. The rights of access for the public would also be removed with the discontinuance of the road;

(v) In cases where there is no strategic value of the land resulting from discontinuance, the draft Policy sets out that it is Council's preference to discontinue and sell the land. This would be subject to Council approval and subject to the consultation requirements set out in legalisation; and

(vi) Where an option to sell the land is not desirable or available, and the land is to be retained by Council, the draft Policy sets out a proposed leasing arrangement and the Council/tenant management responsibilities under such arrangement.

Policy implementation – short term actions and timelines

41. The Policy is viewed as an operational document to guide decision making and ensure compliance with statutory requirements.

42. Legal advice obtained by officers has advised that it would be appropriate to incorporate an adopted Policy into Council's RMP as per Section 53 of the RM Act.

43. As community consultation is required with any amendment to the RMP; officers do not propose to undertake community consultation prior to the adoption of a final Policy.

44. Subject to Council adoption of a Policy, the key short term actions will be for:

(a) Officers to amend the wording within Council's RMP and incorporate the final Policy into Council's RMP. The amendments will be presented in a report to Council;

(b) Officers to undertake an assessment of Council's Register to determine which laneways and passageways are 'public roads' (and to be kept on the Register) and 'non-public roads' (which will be removed from the Register);

(c) Council to give public notice of the RMP amendments and allow for public submissions following a 28 day period as per Section 54 of the RM Act;

(d) Council (or delegate) to formally declare 'public roads' in writing at a meeting of Council; and

(e) Officers to finalise the lease/permit arrangement for any discontinued road that is to be retained as Council land and leased to the occupier.

45. Council's current RMP was adopted by Council on 4 July 2017. The next formal review of the RMP is in 2021.

46. The formal review of the RMP is an extensive and resource intensive process. On this basis, officers recommend that the RMP is only updated at this stage to amend the wording and incorporate the final Policy into Council's RMP, with the next formal review to occur in 2021 as planned.

47. The amendment of the RMP will not include a review of the current road management standards adopted by Council in 2017 as this will occur during the next formal review in 2021.

48. Officers will commence the review of the Register following adoption of the Policy. It is anticipated it will take approximately 3-6 months to complete the assessment.

49. The review of the Register will be undertaken within existing budget and resources.

50. Council can formally declare ‘public roads’ in batches (i.e. ‘public roads’ by suburb or type) over multiple Council meetings or make one formal declaration once the assessment is complete. Officers propose to start the assessment of ‘public roads’ and make a recommendation on the best approach regarding formal declaration once the workload and time required is clearer.

51. The proposed timelines for implementation of the short term actions are shown in Table 1.

Table 1: Timelines for short term actions

Action	**Timeline**
Present policy to Council for adoption	17 December 2019
Present Amended RMP to Council for approval to undertake community consultation	February 2020
Undertake statutory consultation on amended RMP	Feb 2020 to March 2020
Undertake assessment of Register	Jan 2020 to June 2020
Declaration of ‘public roads’ for inclusion on Register	Feb 2020 to June 2020

Policy implementation – ongoing

52. Following the initial substantive exercise to update the Register, there will be an ongoing requirement to keep the Register up to date and for Council, or a delegate, to make declarations on whether a laneway or passageway is a ‘public road’ or not.

53. Based on past updates of the Register, it is anticipated that there will only be an occasional requirement for Council, or a delegate, to make declarations on whether a laneway or passageway is a ‘public road’ or not.

54. Likewise, there is likely to be minimal officer resource requirements regarding the maintenance and update of the Register, and this work will be undertaken within existing budgets and resource allocation.

55. Inspection, maintenance and repair of ‘public roads’, and the management of known ‘non-public roads’ as set out in the draft Policy will continue to be undertaken within existing budgets and resources.

56. There is potential for additional and unbudgeted costs should Council decide to reinstate and subsequently maintain specific ‘non-public roads’ to a Council standard. Additional costs would also apply in cases where Council takes on the care and management of currently unknown ‘non-public roads’ i.e. roads that may vest in Council in the future via a deceased estate.

57. It is anticipated that Council will continue to receive community complaints regarding access issues. This will continue to be managed within existing resources, although to be informed by the directions of an adopted policy going forward.

58. There will be no change or impact to the current discontinuance of roads process.

59. Leasing of land will continue as per current processes. There may be an increase in demand in the lease of land, although currently it is anticipated that this will be done within current budgets and resources.

60. Where there is no commercial value of the land to be leased, Council officers will seek to reimburse any legal and administration costs associated with the preparation and ongoing management of the lease arrangement.

61. Where there is commercial value of the land to be leased, Council officers will negotiate any further reasonable lease costs of the land as per the current leasing process for Council land.

Future opportunities regarding the management of laneways

62. While the draft Policy is focused on providing the management framework to help minimise Council's exposure to legal and financial risks, it is noted that some laneways and passageways in Yarra currently do (or have the potential to) contribute towards other Council strategies, policies and best practice objectives.

63. This includes, but is not necessarily limited to:

    (a) Additional open space;

    (b) Additional community uses such as urban agriculture;

    (c) Increase in urban forest and reduction of heat island effect;

    (d) Traffic management or transport planning objectives such as localised provision of safe and accessible pedestrian and cycling connections;

    (e) Embedding green infrastructure (i.e. increased permeable surfaces and water sensitive urban design);

    (f) Activation of laneways to assist with safety or to assist with economic development;

    (g) Reinstatement of heritage infrastructure in heritage areas;

    (h) Other forms of laneway beautification;

    (i) Facilitating urban development, whether this is infill development or providing alternative access arrangements to a street where this results in the best overall public outcome (i.e. fewer crossovers and improved public realm on the street); and

    (j) Or a combination of the above.

64. The ability of laneways to perform specific functions will be based on, but not necessarily limited to:

    (a) Constraints such as width and layout;

    (b) Infrastructure functions such as stormwater drainage or housing third party infrastructure;

    (c) Conflicts such as current or potential future access requirements;

    (d) Contamination from historic uses;

    (e) Maintenance and liability requirements and practicalities; and

    (f) Community acceptance noting that there can be strong, and sometimes conflicting, community opinion on the use of laneways, and that this is likely to vary based on location.

65. The future management of laneways and passageways in Yarra is covered, either directly or indirectly, by a range of existing Council strategies and programs including:

    (a) Road Management Plan;

    (b) Open Space strategy;

    (c) Urban Forestry strategy;

    (d) Heritage strategy;

    (e) Local Area Place Making program;

    (f) Urban Agriculture program;

    (g) Structure Plans, Local Area Plans, Built Form strategies and other strategic and urban planning documents; and

(h) Other operational programs not necessarily covered by a strategy or policy i.e. graffiti removal, cleansing, weeding etc.

66. It is also noted that Council has a range of powers set out in legislation and local laws to implement changes to the use of laneways such as the power to:

(a) Prohibit and restrict traffic (LG Act);

(b) Close roads seasonally (LG Act);

(c) Permanently obstruct or place barriers on roads (LG Act);

(d) Discontinue roads (RM Act and LG Act);

(e) Lease land (LG Act); and

(f) Provide permits for others to allow other uses (Local Laws).

67. Given the range of potential uses and often different set of circumstances for each individual laneway, it is unlikely to be practical to have a single strategic or local approach regarding the future use of laneways.

68. It is therefore recommended that changes in uses to laneways are considered under existing Council strategies and programs, on case by case basis, including deciding upon the most appropriate legislative tool that can be applied to implement the project.

External Consultation

69. Officers have sought independent legal advice during the development of the policy, including a legal review of a draft version of the policy.

70. It is noted that the legal context of various legislation relating to roads is complex, and has only been subject of limited decisions and interpretations by the Courts.

71. As such, the legal advice has been provided on the qualification of being the best interpretation of the provisions set out in the Policy as the law currently stands, and is by no means clear cut.

72. No specific consultation has been undertaken in the preparation of the draft Policy. The Policy is viewed as an operational document to guide decision making and ensure compliance with statutory requirements and provide access to laneways and passageways genuinely required for public use.

73. Should Council proceed with the recommendation to amend Council's RMP, there will be a requirement to undertake the formal advertisement of the amended document and allow for public submissions following a 28 day period as per Section 54 of the RM Act.

Internal Consultation (One Yarra)

74. The management of laneways and passageways involves many internal branches who have contributed to the preparation and review of the policy. This includes Asset Management, City Works, Compliance, Governance, Property Services, Strategic Transport and Traffic and Civil Engineering.

75. There is an internal officer recognition that a policy setting out a framework to guide decision making and ensure compliance with statutory requirements would be beneficial.

76. Further discussions have occurred with other teams to understand any strategies and programs relating to the future management of laneways and passageways including Open Space, Urban Design and Strategic Planning.

Financial Implications

77. The review of the Register will be undertaken within existing budget and resources.

78. Inspection, maintenance and repair of 'public roads', and the management of known 'non-public roads' as set out in the draft Policy will continue to be undertaken within existing budgets and resources.

79. There is potential for additional and unbudgeted costs should Council decide to reinstate and subsequently maintain specific 'non-public roads' to a Council standard. Additional costs would also apply to in cases where Council takes on the care and management of currently unknown 'non-public roads' i.e. roads that may vest in Council in the future via a deceased estate.

80. There is potential for reduced exposure to liability and other legal risks by adhering to the processes set out in the draft Policy.

81. Should Council proceeds with the recommendation to amend Council's RMP, there will be a requirement to seek feedback on the amendments in accordance with Section 54 of the RM Act. This consultation is estimated to cost in the order of $5,000 and will be funded from existing budget allocations.

Economic Implications

82. N/A

Sustainability Implications

83. N/A

Social Implications

84. There is strong community interest in the current and future management of laneways and passageways in Yarra.

85. It has been noted that there has been requests for Council to consider other uses of laneways such as community gardens.

86. It is noted that there is often a different set of circumstances for each individual laneway, and it is not necessarily the case that community members share the same view on the future use of laneways.

87. Officers recommend that this draft Policy is adopted and implemented separately to any initiatives that explore the future use of laneways and passageways. These initiatives would be best explored after Council has fully complied with its obligations under the RM Act.

Human Rights Implications

88. N/A

Communications with CALD Communities Implications

89. Should Council proceed with the recommendation to amend Council's RMP, community consultation will be done as per CALD Community consultation requirements.

Council Plan, Strategy and Policy Implications

90. The draft Policy sets out a range of processes to help ensure that Council's RMP (Council's key policy relating to its road management functions) aligns with statutory requirements. This will provide clear guidance to officers in how to manage laneways and passageways.

91. The draft Policy does not impact on any other existing or proposed Council strategy or policy.

Legal Implications

92. The draft Policy sets out a range of processes to help ensure that decisions on road management align with the requirements of the RM Act relating to:

    (a) Council's Register of Public Roads; and

    (b) Public rights of access to roads (including laneways and passageways).

93. The preparation of the draft Policy has also identified the need to update the wording in Council's RMP to distinguish the difference between 'public roads' and 'non-public roads'.

94. The update to Council's RMP is important as the RMP standards will take precedence over other policies (such as this draft Policy), when it comes to establishing defences to liability.

Other Issues

95. There are no other issues canvassed in this report.

Options

Option 1: Adopt the Policy

96. The draft Policy has been developed to help minimise Council's exposure to legal and financial risk by providing a framework for consistent decision making regarding the management of laneways and passageways in line with statutory requirements, and ensure that public access is retained for roads genuinely required for public use. In particular:

    (a) The draft Policy sets out the criteria to be used in identifying 'public roads', that is, roads (or laneways or passageways) that Council considers are 'reasonably required for general public use';

    (b) This criteria would be used going forward to identify 'public roads' and 'non-public roads' in a fair and consistent manner;

    (c) The draft Policy sets out management processes relating to 'public roads' or 'non-public roads' to guide Council operations and assist with establishing defences to liability; and

    (d) The draft Policy sets out the policy position relating to the management of obstructions on 'roads' to ensure that decisions are consistent and align with public access rights set out in legislation.

97. The draft Policy provides guidance for officers in the day-to-day management of laneways and passageways. This is considered important as the day-to-day management of laneways and passageways is performed across many branches in Council.

98. The draft Policy also provides guidance to the community as to the reasons behind decision making and potential options regarding current and future ownership/management of laneways and passageways in Yarra.

99. Officers recommend that the proposed Policy is adopted.

100. Officers recommend that an adopted Policy is incorporated into an amended Council Road Management Plan, which in turn would need to be put on public exhibition.

Option 2: Do not proceed with a Policy

101. Council is required to comply with the requirements of the RM Act (relating to Council as the 'responsible road authority' and 'coordinating road authority') irrespective of whether a Policy is in place.

102. Council is exposed to financial and legal risk if it does not perform its road management functions in line with legislation.

103. The draft Policy has been prepared to provide guidance and processes to minimise such risk. Council may be exposed to greater risk if Council and its officers undertake actions or make decisions (even unintentionally) that are contrary to statutory requirements.

Conclusion

104. The draft Policy has been developed to help minimise Council's exposure to legal and financial risk by providing a framework for consistent decision making regarding the management of laneways and passageways (and ROWs) in line with statutory requirements, and ensure that public access is retained for roads genuinely required for public use.

105. Officers recommend that the proposed Policy is adopted.

106. Officers recommend that an adopted Policy is incorporated into an amended Council Road Management Plan, which in turn would need to be put on public exhibition.

107. Officers will be required to undertake an assessment of Council's Register which is expected to take 3-6 months. The review of the Register will be undertaken within existing budget and resources.

108. Officers recommend that this draft Policy is adopted and implemented separately to any initiatives that explore the future use of laneways and passageways such as conversion of laneways to community gardens or promoting localised cycling/pedestrian thoroughfares (where this is currently not the case). These initiatives would be best explored after Council has fully complied with its obligations under the RM Act.

RECOMMENDATION

1. That:

   (a) Council adopts the Management Policy in relation to laneways, passageways and Rights of Way (ROWs) in Yarra;

   (b) Officers proceed with the assessment of Council's Register of Public Roads based on the directions set out in the adopted Policy;

   (c) Council instructs officers to prepare a draft amendment to Council's Road Management Plan (2017-2021) that incorporates the adopted Policy; and

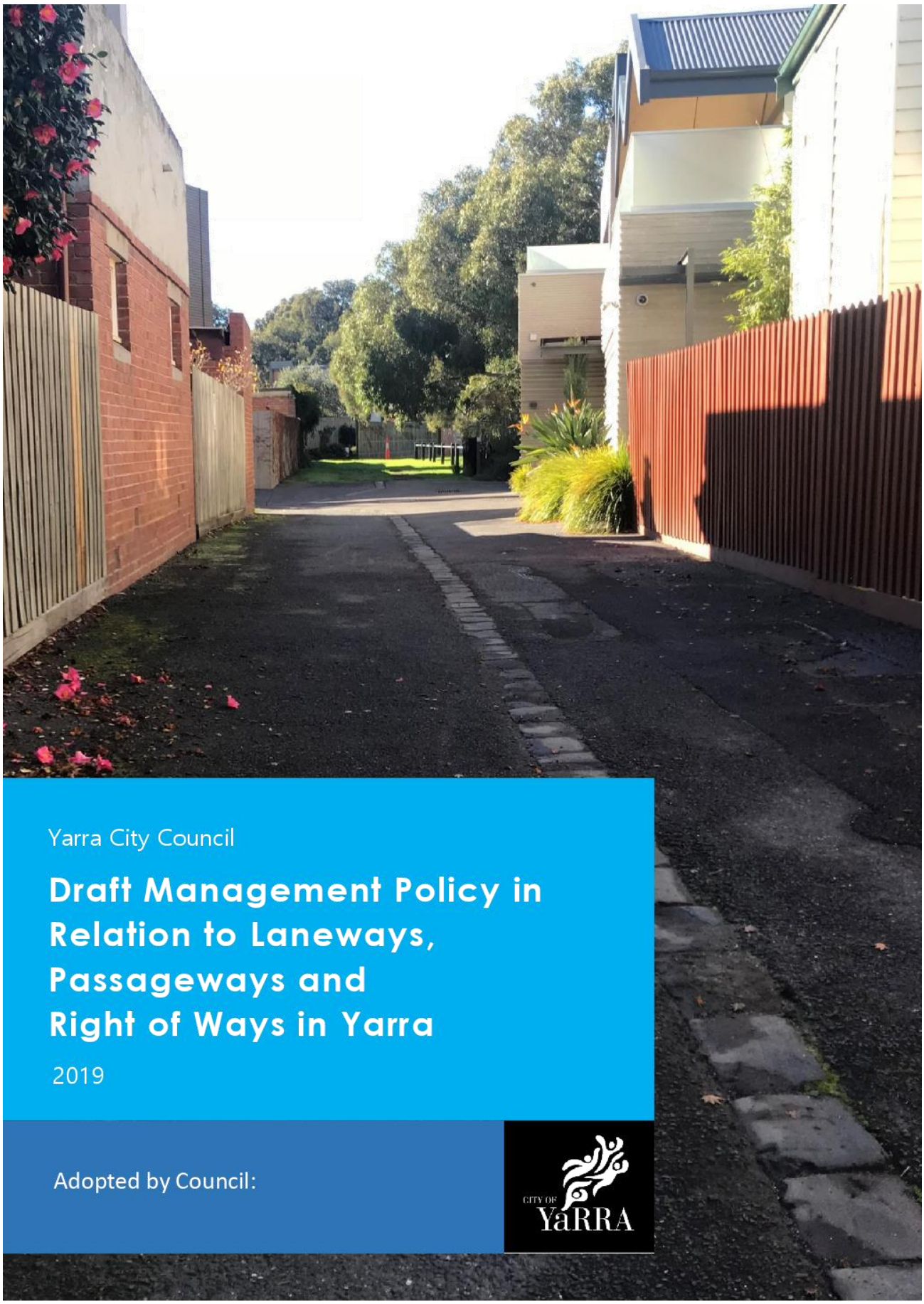
   (d) Council instructs officers to prepare a report to Council on the draft amendment to Council's Road Management Plan (2017-2021) in early 2020 prior to public exhibition.

CONTACT OFFICER: **Danny Millican**
TITLE: **Coordinator Civil Engineering**
TEL: **9205 5762**

Attachments

1 Draft Management Policy Laneways Passageways and ROWs
2 Examples of Laneways and Passageways

Attachment 1 - Draft Management Policy Laneways Passageways and ROWs



Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

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Appendices

Appendix A: Summary of responsibilities: public roads, roads and non-roads

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Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

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1. Introduction

There is an extensive network of streets, laneways, passageways and Right of Ways (ROWs) in Yarra, many of which have been in place since the early establishment of Yarra's suburbs.

Yarra's streets and the majority of its laneways, passageways and ROWs are 'roads' as per the meaning of a 'road' set out in legislation (the relevant legislation is referred to in this Policy where it applies).

Non-State Government roads in Yarra's municipal district ordinarily vest in Council ownership free of all mortgages, charges, leases and sub-leases. In many cases this will include historic 'public highways' (as per the definition(s) set out in legislation) and 'roads' on title that, over time, have fallen into disuse and have subsequently been incorporated into private land.

The ownership, management and access requirements of some laneways, passageways and ROWs can be less clear in comparison to Yarra's streets and in some cases is contested.

There are many laneways, passageways and ROWs in Yarra that are considered to be 'reasonably required for general public use' and as per legislation are 'public roads'.

However, there are some laneways, passageways and ROWs in Yarra that currently do not serve a wider community need and different management approaches need to be considered, noting that the public has a right to access 'roads' in Yarra, subject to any Council (or other relevant authority) permit or restriction that states otherwise.

In some cases, there are laneways, passageways or ROWs that are no longer required to be a 'road' and, subject to the requirements of legislation and Council policy, could become land with an alternative use and/or ownership.

For these reasons, a standalone draft Management Policy has been developed for laneways, passageways and ROWs (referred to hereafter just as laneways and passageways) to help guide decision making in line with legislative requirements and to ensure that community need is prioritised in the management of laneways and passageways.

To achieve this, this Policy sets out guidelines to identify which laneways and passageways are 'public roads' and therefore must be included on Council's Register of Public Roads (referred to hereafter as the Register).

The Policy sets out processes for the inclusion, removal and retention of 'public roads' on the Register and the management of 'public roads' in line with legislation.

The Policy also sets out the processes for the management of laneways and passageways in Yarra that are not 'public roads' (referred to hereafter as 'non-public roads') and provides guidelines on the management and ownership options for laneways and passageways that are no longer required to be 'roads'.

2. Purpose

To provide the framework for consistent decision making regarding the management of laneways and passageways in Yarra.

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3. Objectives

3.1. To establish a policy position in relation to Council's management functions for laneways and passageways in Yarra.

3.2. To guide decision making in line with the requirements of the Road Management Act (2004) and the Local Government Act (1989).

3.3. To ensure safe access and movement on laneways and passageways that are 'reasonably required for general public use'.

3.4. To ensure the integrity and function of Council infrastructure assets typically installed in laneways and passageways such as the stormwater drainage system.

3.5. To ensure that community need is prioritised in the management of laneways and passageways.

3.6. To set out the criteria for deciding which laneways and passageways in Yarra are 'public roads' to be included on the Register.

3.7. To set out the process that Council will undertake following a community enquiry on the management of a laneway or passageway in Yarra.

3.8. To set out Council's position on the future management and ownership of laneways and passageways that currently do not meet the criteria to be a 'public road'.

4. Abbreviations and Definitions

4.1. LG Act – Local Government Act (1989)

4.2. RM Act – Road Management Act (2004)

4.3. RMP – City of Yarra Road Management Plan (2017)

4.4. Register – City of Yarra Register of Public Roads

4.5. Laneway: In the context of this Policy, a laneway is a narrow 'street' that typically provides a shared access carriageway that facilitates the movement of people and vehicles of a suitable size to access the laneway, subject to any traffic management restrictions. Laneways in Yarra have varying access functions which may include providing the only access to a properties or a secondary (usually side or rear) access to properties. Some laneways in Yarra provide direct connections or form part of a link between two streets, while other laneways only provide access to a limited number of properties.

4.6. Passageway: In the context of the Policy, a passageway is a narrow access provided between two or more properties that typically can only facilitate movements by pedestrians and non-car transport. Some passageways in Yarra provide direct connections or form part of a link between two streets, while other passageways only provide access to a limited number of properties.

4.7. Road: This policy refers to a 'road' within the meaning of section 3 of the RM Act and section 3 of the LG Act.

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4.8. Public Road: This policy refers to a 'public road' within the meaning of section 17 of the RM Act.

4.9. Non-Public Road: In the context of this Policy, the term 'non-public road' is used to refer to 'roads' (including laneways and passageways) in Yarra that Council has determined not to be a 'public road'.

4.10. Public Highway: This policy refers to a 'public highway' within the meaning of section 3 of the RM Act and section 3 of the LG Act.

4.11. Right of Passage: This policy refers to 'right of passage' within the context of the rights of road users to access roads within the meaning of section 8 of the RM Act.

4.12. Discontinuance: In the context of this Policy, discontinuance relates to the act and formal processes associated with the discontinuance of a road as per section 12 of the RM Act and Schedule 10 of the LG Act.

4.13. Primary Access: In the context of this Policy, primary access for a property refers to the local street(s) or main road(s), in cases where the property has access from both a street/main road and a laneway or passageway. For properties accessed only from a laneway, the laneway is the primary access.

4.14. Secondary Access: In the context of this Policy, secondary access for a property refers to the laneway or passageway, where the property also has access from a street or main road.

4.15. Coordinating Road Authority: the road authority which has coordination functions in accordance with section 36 of the RM Act.

4.16. Responsible Road Authority: the road authority which has operational functions in accordance with section 37 of the RM Act.

4.17. Gazetted: has been published by Council in an official gazette (a publication that has been authorised to publish public or legal notices).

5. Identifying 'road' and 'public road' status for laneways and passageways in Yarra

5.1. The City of Yarra is both the coordinating road authority and responsible road authority for laneways and passageways that are municipal 'roads' and municipal 'public roads' in Yarra.

5.2. Laneways and passageways in Yarra fall under at least one of the following legislative classifications:

- Laneways or passageways that are 'public roads' under the RM Act;
- Laneways or passageways that are 'roads' but not 'public roads' under the RM Act (referred to in this Policy as 'non-public roads', as laneways or passageways that are 'public roads' also fall under the definition of a 'road' under both the RM Act and/or LG Act); or
- Laneways or passageways that are not 'roads' under the RM Act or LG Act, simply meaning that the laneway or passageway would be a parcel(s) of land.

5.3. In addition to the above classifications, there will also be laneways and passageways in Yarra that are no longer required to be 'roads', but would retain the legal status of a 'road' until the 'road' is discontinued.

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5.4. Council has different responsibilities and risk exposure in relation to laneways and passageways that are 'public roads', 'non-public roads' and 'not roads at all', hence there is a need for Council to adequately identify which laneways and passageways fall into each category.

5.5. The responsibilities and risk exposure for these different categories of 'road' (or 'non-road') is summarised in Appendix A of this Policy.

5.6. A laneway or passageway can only be a 'public road' if it is a 'road'.

5.7. Laneways and passageways in Yarra are 'roads' either through:

- Declaration of road status under an Act (such as RM Act, LG Act, Land Act (1988), Planning and Environment Act (1987) or any other relevant legislation); or
- By being public highways under common law.

5.8. It is noted that the majority of laneways and passageways in Yarra are 'public highways' under common law.

5.9. In many cases this will include historic 'public highways' and 'roads' on title that, over time, have fallen into disuse and have subsequently been incorporated into private land, noting that a 'road' retains the status of a 'road' until it is discontinued.

5.10. In cases where the identification of the 'road' status of a laneway or passageway is not clear, or is contested, Council officers will undertake further investigation using the process set out in Figure 1 (page 6) as a general guideline.

5.11. For a laneway or passageway to be a 'public road' and therefore required to be included on the Register, it must either meet certain statutory definitions or Council may make a decision in writing that the road is 'reasonably required for general public use'.

5.12. The RM Act does not define the phrase 'reasonably required for general public use'. As such it is up to Council (as the Road Authority) to determine, guided by the principles that:

- The road should be available for use by the community as a whole; and
- There is an identified reasonable or legitimate need, such as the road is regularly used by the public or it serves a public need.

5.13. To ensure fair and consistent decision making, 'public roads' will be identified based on the criteria and factors to be considered by Council set out in Figure 2 (page 7).

5.14. The criteria and factors for consideration by Council is justified on the basis of:

- The laneway or passageway is currently used by the public and as such there is a public need for the use of the laneway or passageway.
- The laneway or passageway has an identified movement or access function and contributes to local or regional connectivity for some or all transport modes.
- The public stormwater drainage system plays an important function in managing storm water. In some cases, disruption to the public stormwater drainage system may result in damaged or shorter life of assets, or may impact on neighbouring properties. In such cases Council may decide that it is in the public interest that the laneway or passageway is a 'public road'.

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- The laneway or passageway contributes to public safety or any other legitimate community outcome or need.

5.15. Conversely, laneways and passageways that do not meet the criteria will not be subject to a decision that they are 'reasonably required for public use' and so will not be 'public roads'. This is likely to include:

- Laneways and passageways that only provide access to adjacent properties and has no through connection (unless it has stormwater drainage function or identified legitimate community need); and
- Disused laneways and passageways.

5.16. While these laneways and passageways will not be 'public roads', they will continue to be 'roads' until the 'road' is discontinued. Until discontinuance, the rights of road users under the RM Act to pass along a road will still apply.

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Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

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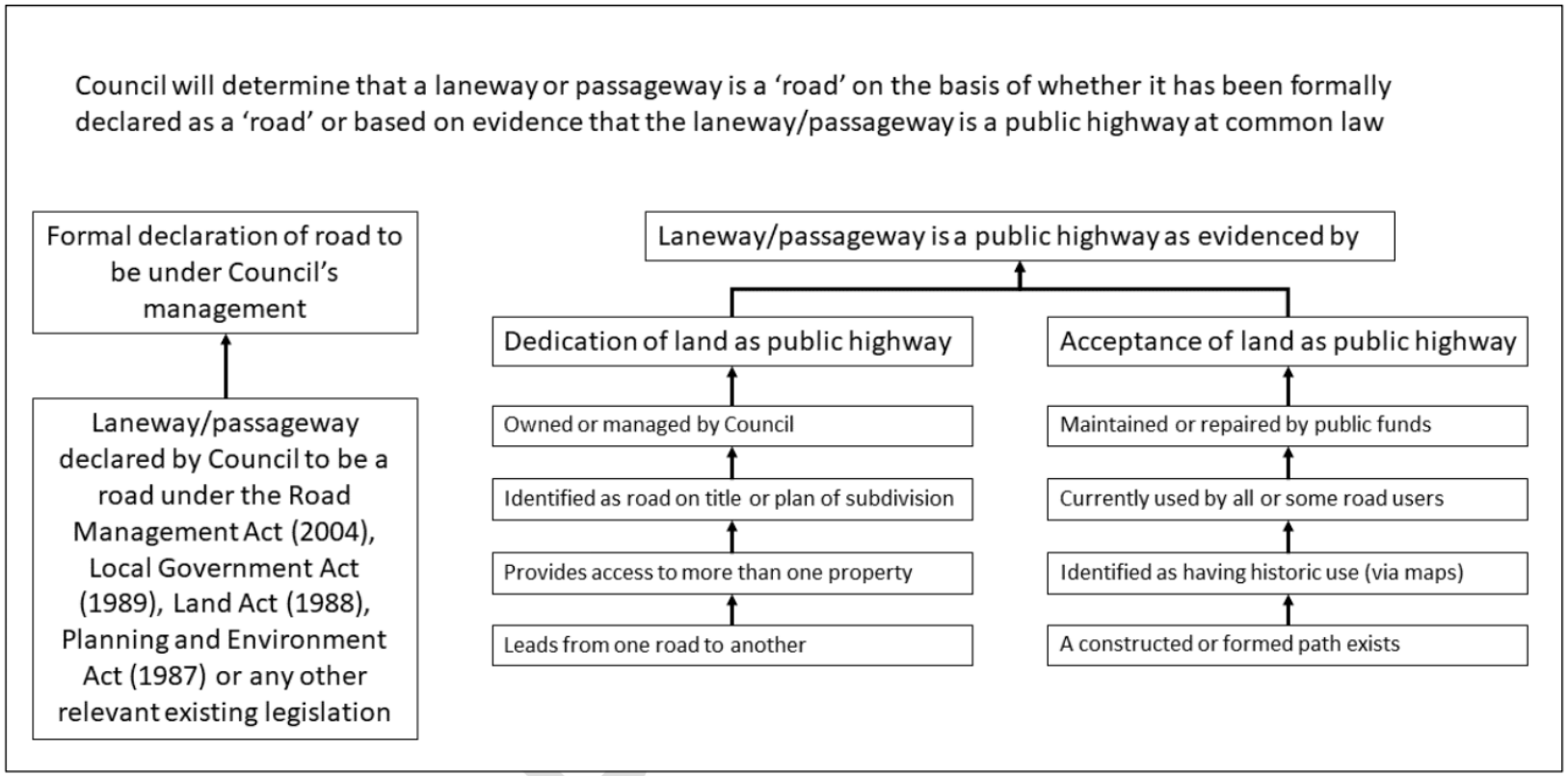

Figure 1 - Guideline to determine whether laneway or passageway is a 'road'

Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

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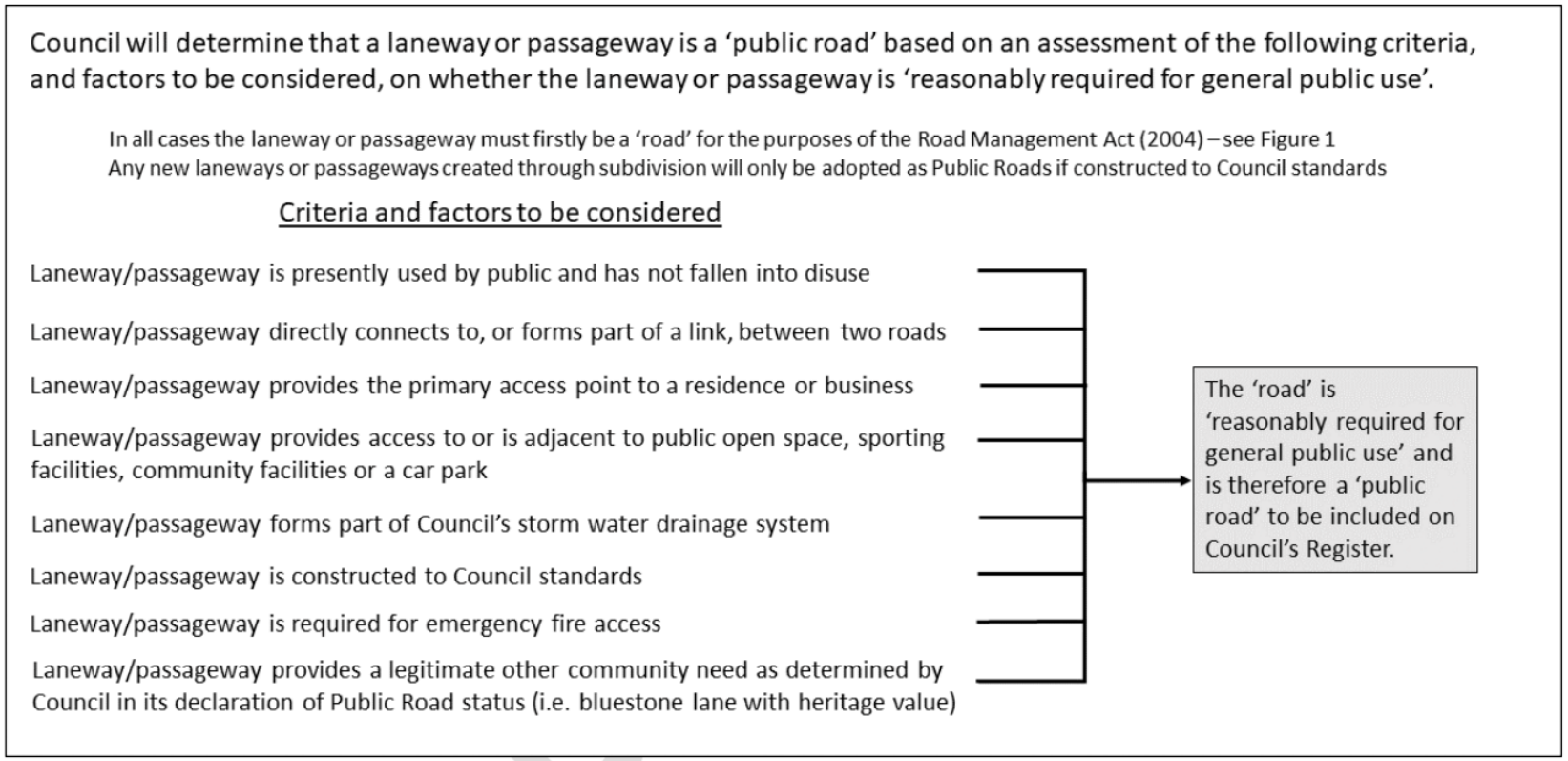

Figure 2 - Criteria and factors to be considered to determine 'public roads'

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6. Management of laneways and passageways that are 'public roads'

6.1. Under the RM Act Council is required to have a Register of Public Roads (Register).

6.2. Council's current Register was first gazetted in 2004 and has been updated as required.

6.3. For a laneway or passageway to be a 'public road' under the RM Act, Council (or a delegate) is required at a meeting of Council to make a decision and record in writing that the laneway and passageway is 'reasonably required for general public use'.

6.4. This decision and record is a formal acknowledgement by Council that it has the responsibility for the ongoing inspection, maintenance, repair and risk associated with the laneway or passageway being a 'public road'.

6.5. Once Council makes this decision, Council will be required to add the laneway or passageway to the Register.

6.6. Similarly, if a 'public road' is no longer 'reasonably required for general public use', Council (or a delegate) is required at a meeting of Council to make a decision and record in writing that the laneway and passageway is not 'reasonably required for general public use'.

6.7. Once Council makes this decision, Council can remove the laneway or passageway from the Register.

6.8. The inclusion or retention of laneways and passageways as 'public roads' on the register will be based on the process and assessment set out in Figure 3.

6.9. Once a laneway and passageway becomes a 'public road', Council is under a statutory duty to inspect, maintain and repair the laneway or passageway.

6.10. Laneways and passageways that are 'public roads' will be managed as per the process set out in Figure 4 (page 9).

6.11. Laneways and passageways that are 'public roads' will be inspected, maintained and repaired as per the applicable standards as set out in Council's Road Management Plan (RMP).

6.12. To ensure that it is economically viable to manage the Register and to meet Council's obligation under the RM Act, Council will ensure that laneways and passageways are constructed or formed in line with standards to ensure safe access and to manage stormwater. Higher standard upgrades as per other policy objectives, such as the conversion of asphalt to bluestone laneways in heritage situations, will be referred to Council's long term capital works planning processes.

6.13. Laneways or passageways that are 'public roads' will have been considered as 'reasonably required for public use' such as by facilitating access or in some cases managing stormwater drainage (or be a 'public road' on another basis under the legislation). Any restrictions or blockages such as private gates or fencing will not be permitted and will be actively identified through inspections and removed via Council's compliance practices to ensure the integrity and facilitation of the public use.

6.14. In some cases, such as redevelopment of adjacent uses, the discontinuance of a laneway or passageway that is a 'public road' may be considered by Council. In such cases, the formal discontinuance process will apply (this process is distinct from the formal process to determine 'public roads').

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Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

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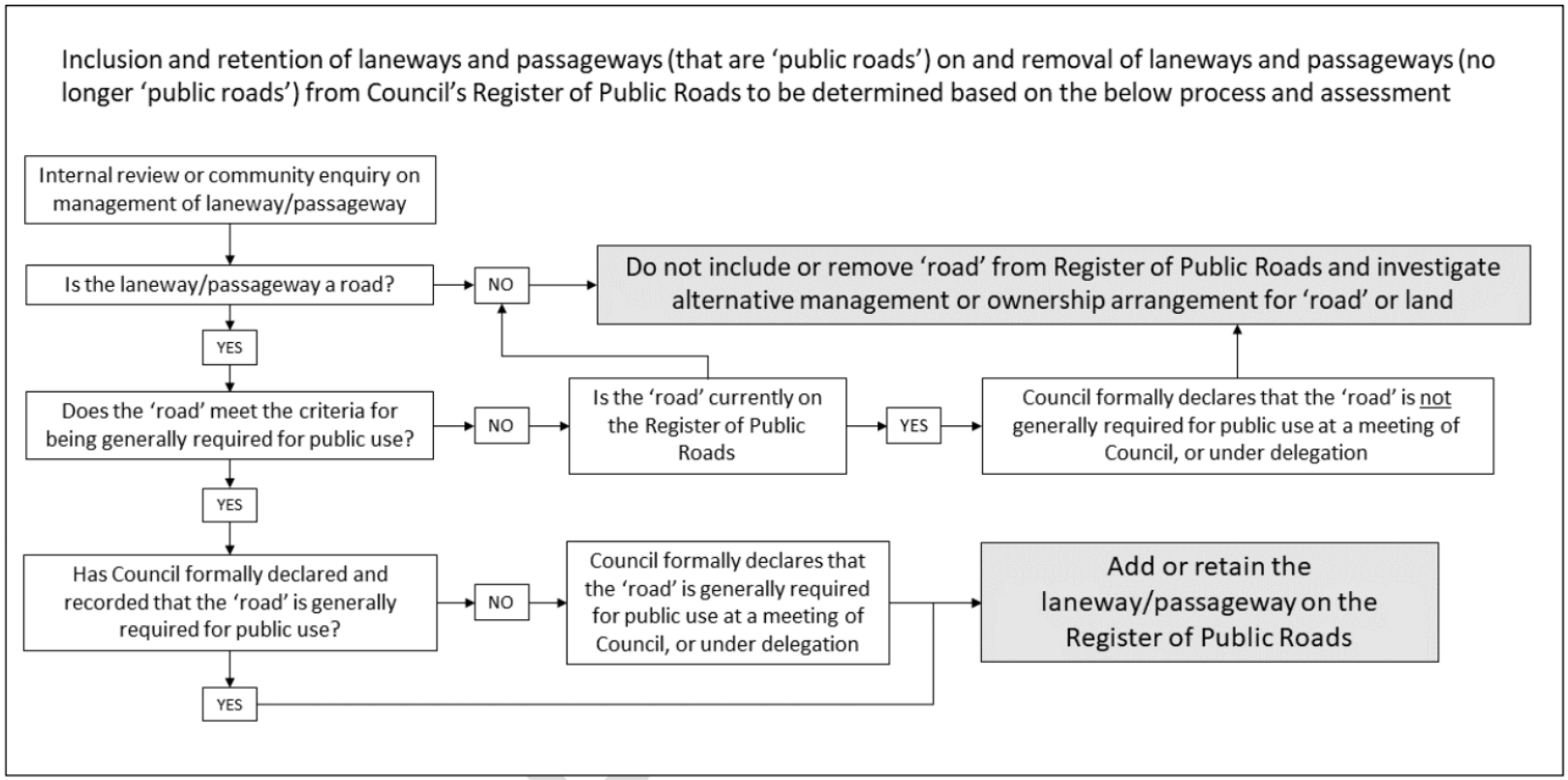

Figure 3 - Process to include, retain or remove 'public roads' on Register

Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

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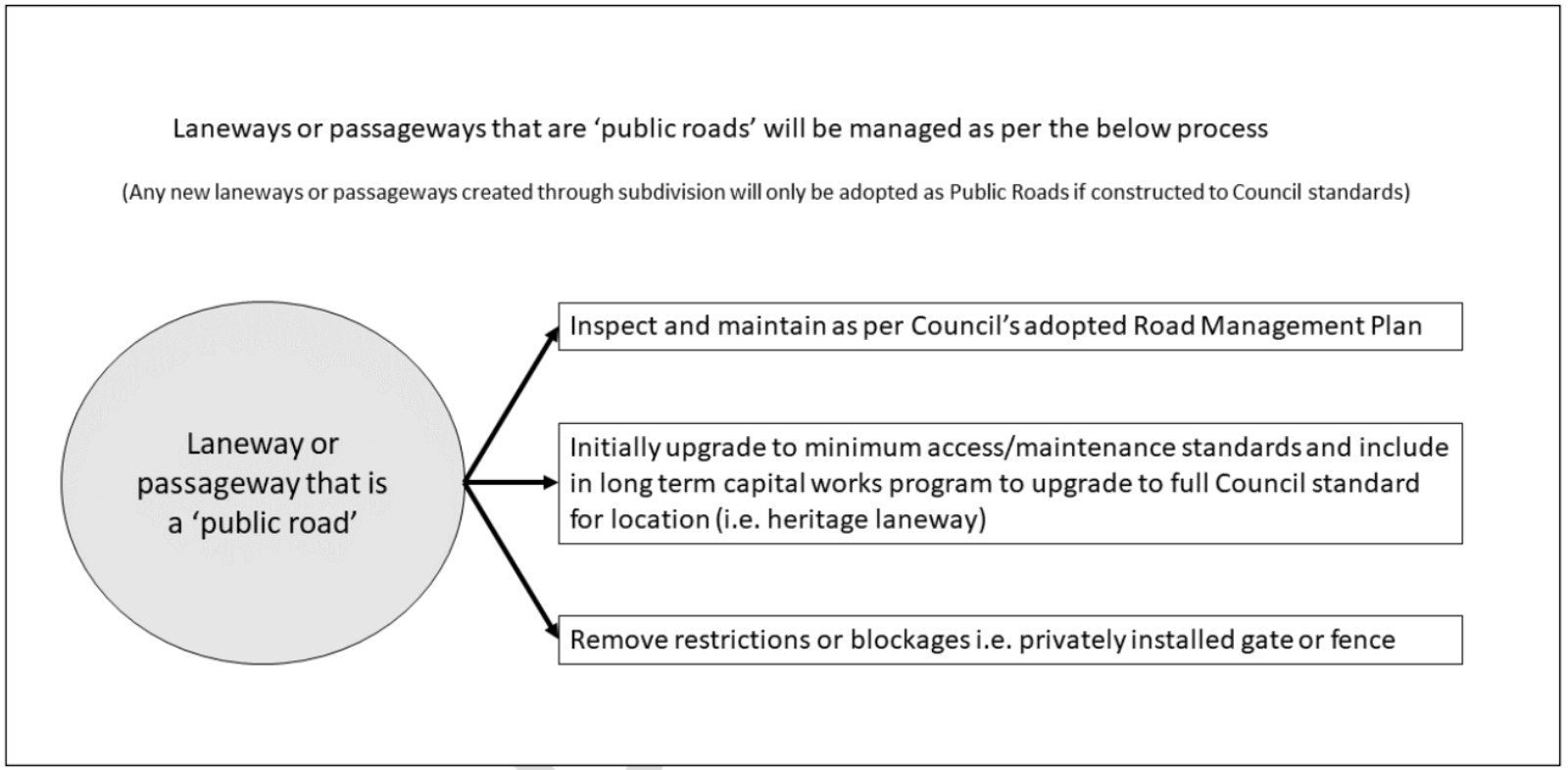

Figure 4 - Management of laneways and passageways that are 'public roads'

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7. Management of laneways and passageways that are 'non-public' roads

7.1. For laneways and passageways in which Council has not decided are 'reasonably required for general public use', or has decided that they are no longer 'reasonably required for general public use', an alternative method of management is required.

7.2. The majority of laneways and passageways in Yarra that are not 'public roads' (i.e. 'non-public roads') will be 'roads' under legislation and will continue to be 'roads' until they are discontinued.

7.3. Examples of 'non-public' roads would include:

- A laneway or passageway between properties that serves no other purpose than providing access to the properties; or
- A disused laneway or passageway with the legal status of a 'road' that has been incorporated into a private development that has not been formally discontinued.

7.4. Council has the care and management of laneways and passageways that are 'non-public roads'.

7.5. However, Council does not have a statutory duty to inspect, maintain and repair 'roads' under its management that are not 'public roads'.

7.6. For 'non-public roads', Council will be at risk of liability for negligence only if it chooses to engage in such inspection, maintenance and repair, or undertakes activities that could be interpreted as imposing a duty on Council to inspect, maintain or repair the 'non-public road'.

7.7. In order to minimise this exposure to liability, Council will maintain a record of 'non-public roads' known to Council, and will manage 'non-public roads' as per the process set out in Figure 5 (page 13).

7.8. There will be no regular programmed inspections of 'non-public roads', although Council will respond to requests from the community regarding safety issues or hazards within the reactive inspection times set out in the RMP.

7.9. Council has discretionary powers to inspect, maintain and repair 'non-public roads'. Council will respond reactively to community requests for maintenance which will be limited to:

- Localised repairs or hazard warning based on level of risk to the community as identified by the inspection.
- Minimal standard of maintenance to extend the lifecycle of the road.
- Laneways and passageways will not be upgraded to a higher standard to which the road is constructed or previously used.

7.10. Roads users have the right to pass along a 'non-public road' and will have this right until the road is discontinued.

7.11. Council will not permit blockages (i.e. privately installed gates and fences) on Council owned or managed 'non-public roads' that restrict the access rights of road users.

7.12. Council will reactively respond to requests regarding obstructions and blockages to laneways or passageways and will enforce the removal any obstructions or blockages, at its discretion, that restrict the previously provided access or minimum required access rights of road users.

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7.13. Identified obstructions will be managed as per Council's compliance process which allows a grace period for corresponding with Council officers and private removal of the obstruction before enforcement action is taken.

7.14. Council will not be required to remove encroachments to provide better than existing access (i.e. to facilitate car or larger vehicle access) on laneways or passageways that are 'non-public roads' given that there will be an alternative primary access (i.e. the public road').

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Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

Document Adopted:

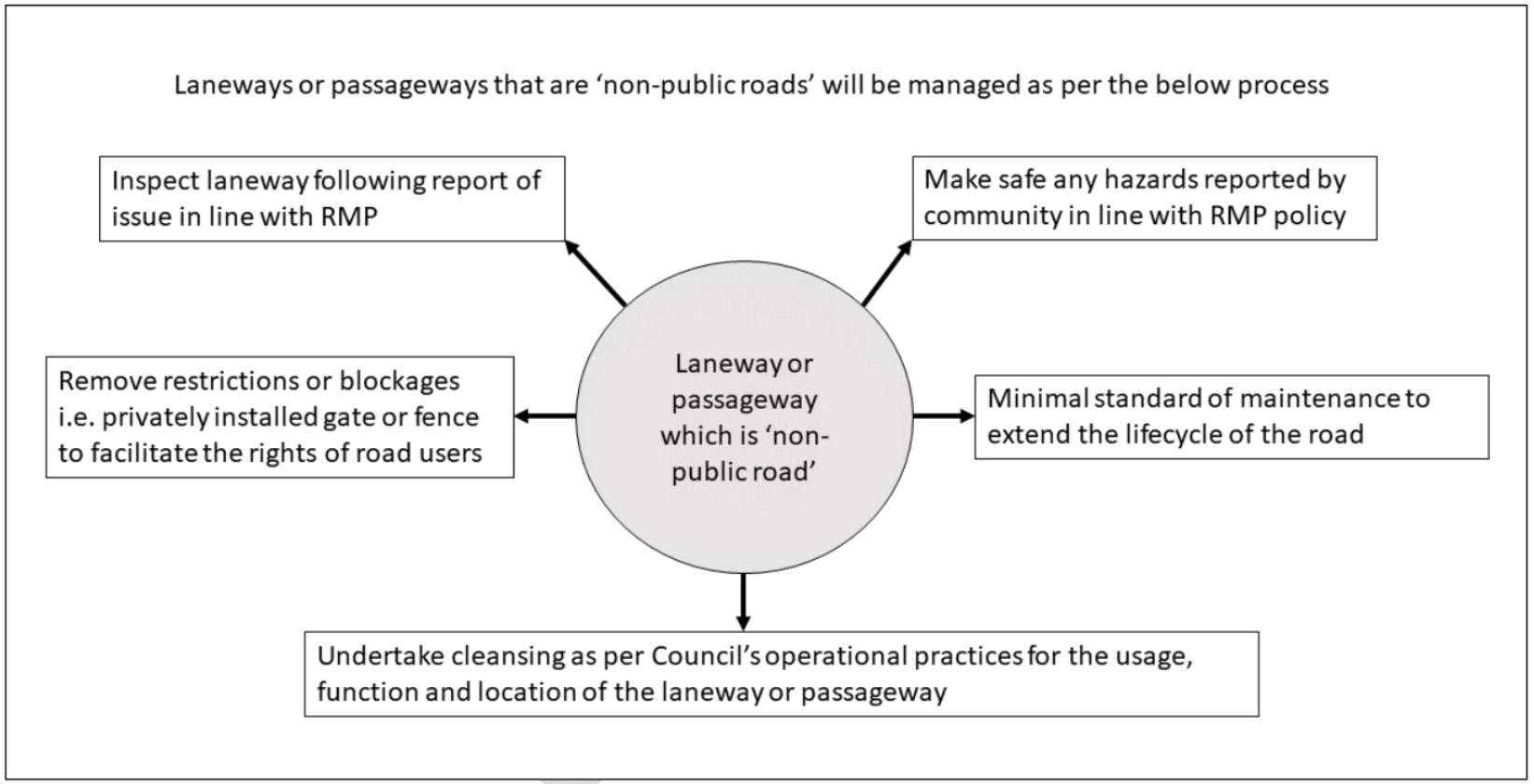

Figure 5 - Management of laneways and passageways that are 'non-public' roads

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8. Management of laneways and passageways no longer required as 'roads'

8.1. Some laneways and passageways in Yarra are currently not required, or may never be required, as roads.

8.2. This would generally include:

- Laneways and passageways that are presently 'roads', where an alternative ownership or temporary management arrangement can be agreed that aligns with Council objectives and does not impact on the rights of adjacent property owners.
- Disused roads incorporated into private property.

8.3. As Council only has discretionary requirements regarding the inspection of 'roads' that are not 'public roads', Council will not routinely undertake a program of determining whether a laneway or passageway should be discontinued as a 'road'.

8.4. This approach is considered justified as adverse possession does not apply in cases where the laneway or passageway is a 'road' and therefore there can be no unintended loss of public land.

8.5. Rather Council will review the ownership and management of the road, on a case by case basis, for example:

- Council has had an unsolicited approach by a landowner or group of landowners to consider the discontinuance of the road status of the land, laneway or passageway.
- A request to consider discontinuance has come as a result of enforcement action where Council has received a request to enforce the Local Law relating to unpermitted blockages (i.e. private gating or fencing) of the land, laneway or passageway.
- An internal review has identified that the cost of cleaning and maintaining the land as a 'road' has become poor value to the community and there is no legitimate or reasonable community benefit relating to further public expenditure.

8.6. Council has the power to discontinue roads, and subject to legislative requirements and Council policy, sell them to a third party or retain them for municipal purposes.

8.7. The review of ownership and management of a laneway or passageway will be based on the process and assessment set out in Figure 6 (page 17).

8.8. In cases where there is no strategic or longer term municipal value, Council's preference will be to discontinue the laneway or passageway and sell the land to a new owner based on a cost agreed with Council's Property Services branch.

8.9. Any proposed discontinuance that will result in private ownership of a laneway or passageway will occur as per the requirements of the RM Act or LG Act, as the case may be, and will be assessed by Council based on advice commissioned and prepared by Council officers, in line with these Act(s), and will take into consideration, for example:

- The interests of the general public, both now and going forward.
- The requirements of emergency services and third party service authorities.
- Impact on Council infrastructure, both now and going forward.

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- Impacts on adjacent property buildings, owners and occupiers.

8.10. In some instances, a Council decision to discontinue a road may result in the retention of the land under Council ownership and control. This may occur:

- Where an agreement cannot be reached with adjacent landowners on the sale of the land, but an alternative management arrangement can be agreed with Council.
- Where the land has a strategic or longer term municipal value such as:
  - The potential for future public access or public infrastructure upgrade, where an interim alternative management arrangement can be agreed with Council.
  - The potential to facilitate future development as per Council's strategic planning objectives, where an interim alternative management arrangement can be agreed with Council.
  - Another important future community function as determined by Council, where an interim alternative management arrangement can be agreed with Council.

8.11. An alternative management agreement relates to the leasing of Council land for a period to be determined within a lease agreement between Council and the tenant.

8.12. The management responsibilities regarding the lease of a discontinued laneway or passageway is set out in Figure 7 (page 18).

8.13. The lease of the land will allow the tenant (or tenants) exclusive use of the land including the erection of temporary infrastructure (such as fences) subject to conditions including:

- The tenant being fully responsible for all cleaning and removal of rubbish.
- The tenant being fully responsible for keeping the land in an acceptable condition.
- The tenant reporting to Council any degradation of land that could result in a safety hazard that could result in a personal injury.
- The tenant reporting to Council any requirement to maintain or repair the land.
- The tenant agreeing to not making any permanent changes to the land or installing permanent structures on or above the land.
- In the case of erection of gates blocking access to land, keys or access codes are to be supplied to adjoining owners with access rights to the land, and any agreed access rights are to be maintained and unrestricted.
- The tenant enabling an annual inspection of the land by Council (or an inspection on request from Council if otherwise agreed).
- The tenant agreeing to a payment of a bond as a means to recover costs if the land is not managed or maintained in line with the conditions of the lease arrangement.
- The tenant accepting that the agreement may conclude, or not continue, at the end of the lease period, and that the lease may be revoked should the tenant not manage the land in line with the conditions of the lease agreement.

8.14. Council will respond reactively to tenant requests for maintenance which will be limited to:

- Localised repairs to make safe any potential hazards.

Document Adopted:

- Minimal standard of maintenance to extend the lifecycle of the road.
- The land will not be upgraded to a higher standard to which the land was constructed or previously used.

8.15. In instances where an alternative management arrangement cannot be agreed during the discontinuance process, the 'road' will not be discontinued, and the laneway or passageway will remain as a 'non-public road' and be managed as per the process set out in Figure 5 (page 13).

8.16. Council will maintain a record of leased land.

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Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

Document Adopted:

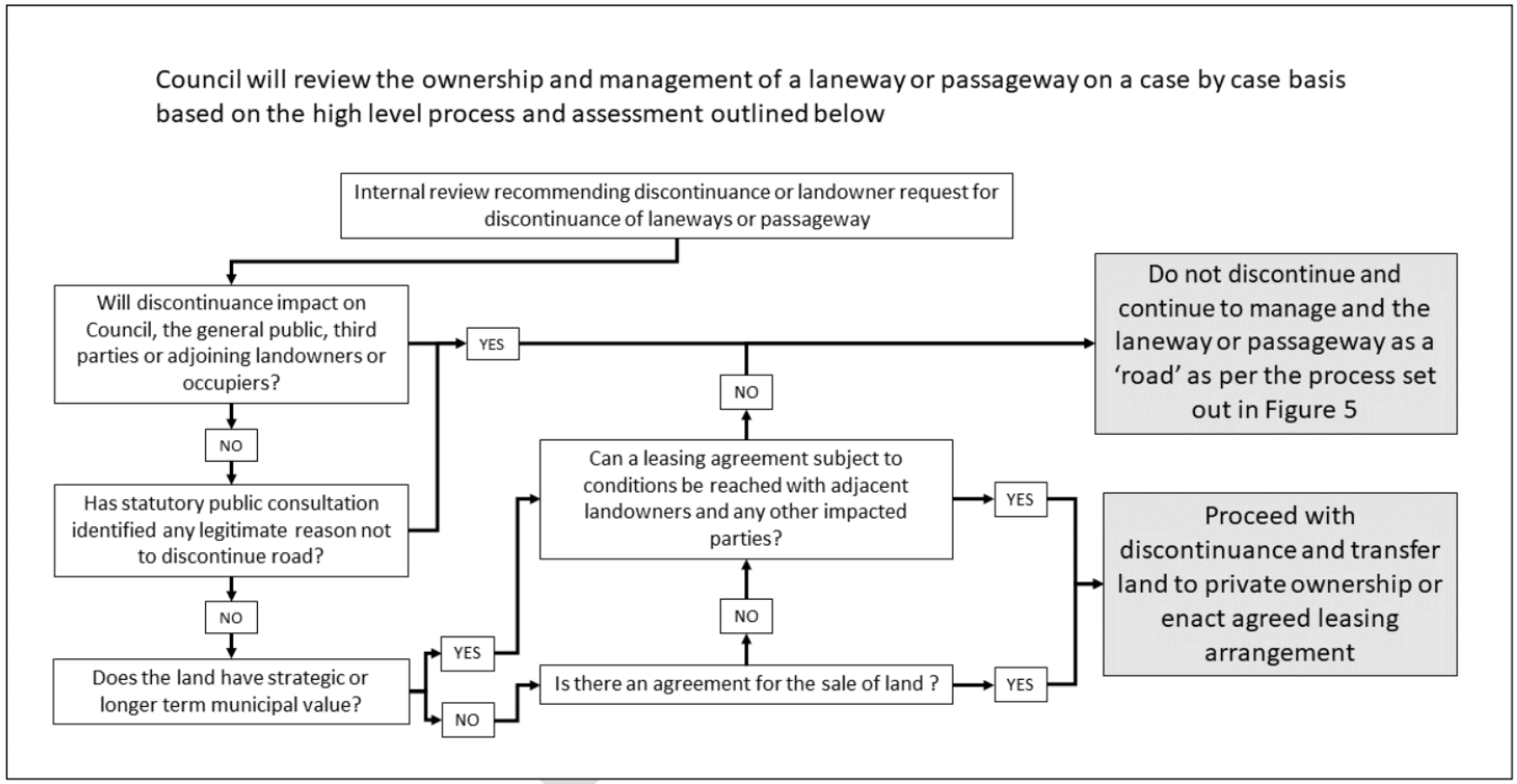

Figure 6 - Process to review ownership and management of laneway/passageway

Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

Document Adopted:

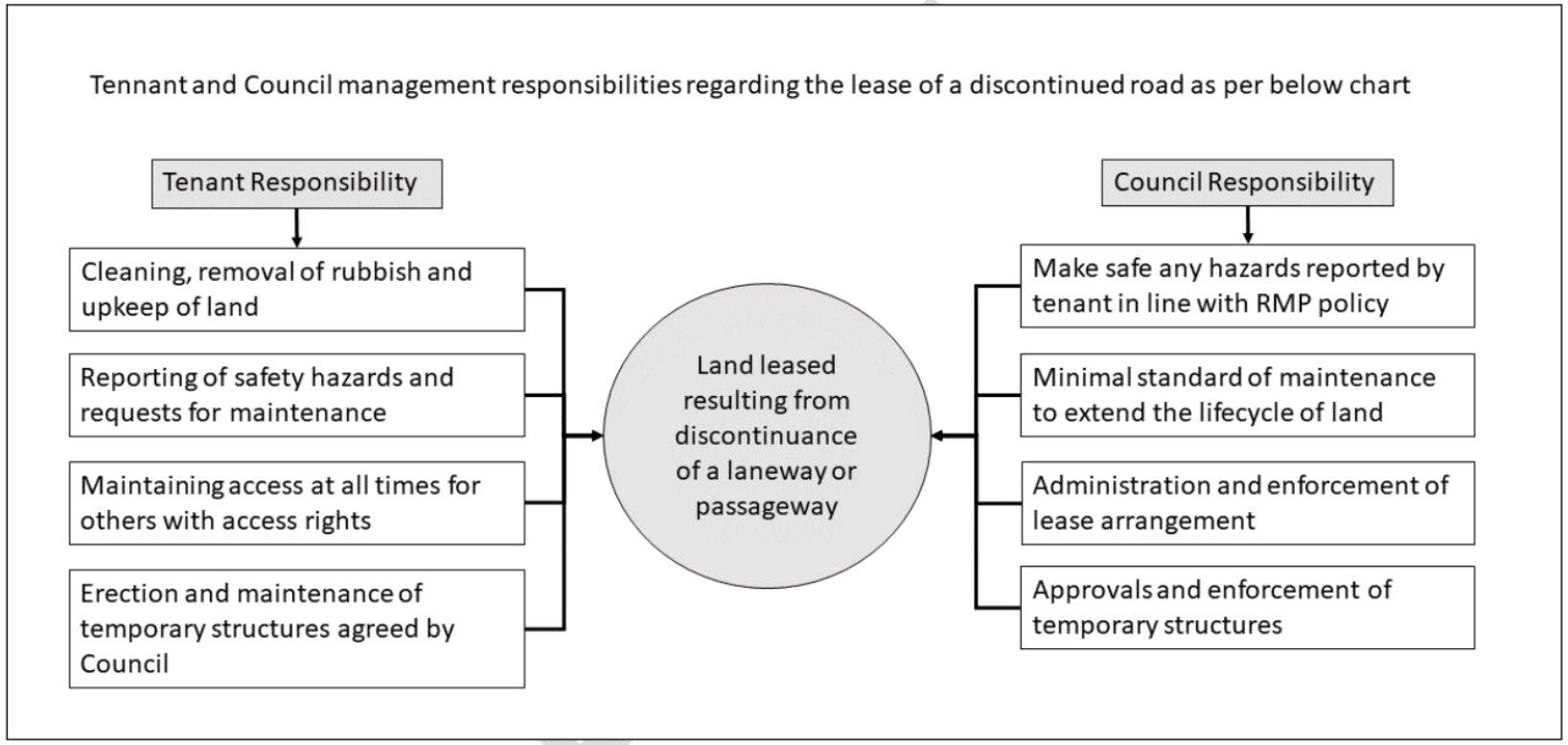

Figure 7 - Management of leased land resulting from discontinuance of a laneway or passageway

Document Adopted:

9. Responsibilities

9.1. The overall responsibility for the management of Council 'roads', 'public roads' and the Register sits with the Director City Works and Assets, and will be administered by branches within this division.

9.2. The overall responsibility for the administration of discontinuance of roads, the enforcement of Local Laws, and the leasing arrangements of Council discontinued roads sits with Director Corporate, Business and Finance and the Group Manager, Chief Executive's Office.

9.3. All Council staff involved in the management of laneways and passageways must inform the relevant administrating branch of any changes or agreements regarding the ownership and management of laneways and passageways in Yarra.

10. Review of Management Policy

10.1. This policy is an ongoing requirement as the Register will be continually reviewed and updated.

10.2. This policy will be reviewed and amended as required within each term of Council.

10.3. This policy will be also be reviewed as part of the review of Council's RMP.

11. References

Road Management Act 2004

Local Government Act 1989

Yarra City Council Road Management Plan 2017

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Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

Maddocks

Appendix A: Summary of responsibilities: public roads, roads and non-roads

	Laneways that are 'public roads' under RM Act	Laneways that are 'roads' (non-public) under RM Act	Laneways that are not 'roads' under RM Act
Description/example [s 3(1) – definition of 'road'] [s 17(1) – definition of 'public road'] [s 12 – discontinuance of roads]	Only laneways that are 'roads' may be 'public roads' (see next column). Usually a laneway will be a 'public road' only if Council has made a decision, in writing that it is a road that is 'reasonably required for general public use'. Reasons for decision: - the laneway is currently and regularly used by the public (generally a sufficient reason on its own); and/or - the laneway connects into and/or forms part of the wider road network; - the laneway abuts land used by the general public: eg public open space, community facilities, car park; - to facilitate future development of neighbouring properties; and/or	Most laneways are 'roads' under the RM Act, but some are not. A laneway is a 'road' if it is a 'highway' under the common law, ie, it has been used: - by the public; - as of right (not trespass or by invitation); - for a long and uninterrupted period of time; - even if *no longer* used by the public. Other factors that may mean a laneway is a 'road': - Council owns it or has access to it; - it is maintained and repaired at the public expense; - it is well-defined (constructed, fenced off); - it leads from one road to another;	Some laneways are not 'roads' under the RM Act, because: - they do not meet definition of 'road' in the RM Act (see column to left); or - they have formally been discontinued as a roads under the RM Act.

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Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

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	Laneways that are 'public roads' under RM Act	Laneways that are 'roads' (non-public) under RM Act	Laneways that are not 'roads' under RM Act
	- the laneway contains public utilities or is required for fire access. (Alternatively, a laneway will be a 'public road' under the RM Act if Council has declared it to be a public highway under the LG Act.)	- it is set aside for public use as a planning permit condition; and/or - it is named and signed. (Alternatively, a laneway will be a 'road' under the RM Act if Council has declared it to be road under the RM Act.)	
Register [ss 17 and 19(4)]	**Yes**, must be added to the Register once it becomes a 'public road', eg: - once Council decides it is reasonably required for general public use; or - once Council declares it to be a public highway under the LG Act. **Note**: a laneway is *not* converted into a 'public road' by being placed on the Register (see row above).	**No**, need not be on the Register (and, if appears on the Register, should be removed). **Note:** - If Council *has never made a decision* about whether a particular laneway is reasonably required for general public use, the laneway may immediately be removed from the Register (no decision required). - If Council *has previously made a decision* that a laneway is reasonably required for general public use – the laneway is a 'public road' and must remain on the Register until Council makes another decision that the laneway is	**No**, need not be on the Register (and, if appears on the Register, should be removed). **Note**: - If the laneway is a former 'public road' that has been discontinued, the Register must note this.

Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

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	Laneways that are 'public roads' under RM Act	Laneways that are 'roads' (non-public) under RM Act	Laneways that are not 'roads' under RM Act
		no longer reasonably required for general public use (which will convert the laneway to a 'road' rather than a 'public road').	
Status [s 108 and Schedule 5 – status of roads] [ss 7–9 – rights of road users] [ss 10; 12 – discontinuance]	'Public roads' are a subset of 'roads' under the RM Act, therefore: - vest in Council, as owner, typically free of any mortgages, leases etc; - are not subject to adverse possession or easements by long use; - cannot be sold or leased; - cannot support private rights of way or easements; and - are not 'premises' and Council is not an 'occupier' for law of negligence. The public has rights in relation to 'roads', including 'public roads', under the RM Act: - all members of the public have a right of passage; and - owners and occupiers of adjoining land have right of access to road from their land.	'Roads' under the RM Act: - vest in Council, as owner, typically free of any mortgages, leases etc; - are not subject to adverse possession or easements by long use; - cannot be sold or leased; - cannot support private rights of way or easements; and - are not 'premises' and Council is not an 'occupier' for law of negligence. The public has rights in relation to 'roads' under the RM Act: - all members of the public have a right of passage; and - owners and occupiers of adjoining land have right of access to road from their land.	No status as 'roads' – ordinary parcels of land: - if discontinued, ordinarily vest in Council; - capable of being subject to mortgages, leases; - capable of being subject to private rights of way or easements; - capable of adverse possession or easement by long use; - may be sold or leased; and - 'occupier' liability is possible. The rights of road users are inapplicable, as not roads.

Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

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	Laneways that are 'public roads' under RM Act	Laneways that are 'roads' (non-public) under RM Act	Laneways that are not 'roads' under RM Act
Council functions and powers to inspect, maintain and repair [ss 36(c) and 37(1)(e) – Council is road authority for municipal roads] [s 34 – functions of road authority] [s 35 – powers of road authority]	Yes – Council is the 'responsible road authority' and the 'coordinating road authority'. See also Council's functions and powers related to roads under the LG Act.	Yes – Council is the 'responsible road authority' and the 'coordinating road authority'. See also Council's functions and powers related to roads under the LG Act.	No – no 'road authority' in relation to land that is a not a road. If Council is owner and/or occupier of laneway, may have functions and powers to inspect, maintain and repair in this capacity (see eg s 14B of the Wrongs Act).
Duty to inspect, maintain and repair [s 40(1) – duty (public roads)] [ss 40(5) and 107 – no duty (non-public roads)]	Yes – express statutory duty on Council as road authority to inspect, maintain and repair public roads. Standard to which duty to be performed is that specified in: - Council's Road Management Plan; - failing that, any relevant policy; or - failing that by reference to s 101.	No – express exclusion of any duty on road authority to inspect, maintain and repair non-public roads. **Note**: If Council chooses to inspect, maintain and repair non-public roads, it may be liable if it does so negligently.	No – no 'road authority' in relation to land that is a not a road. If Council is owner and/or occupier of laneway, may have a duty to inspect, maintain and repair in this capacity (see eg s 14B of the Wrongs Act).
Liability [s 40(1) – duty (public roads)] [ss 40(5) and 107 – no duty (non-public roads)] [ss 39, 101–107 – defences/limitations]	Council may be exposed to liability for: - failing to perform statutory duty to inspect, maintain or repair; or - performing such duty below the required standard. Defences/limitations: - duty always satisfied (any proceeding) if Council acts	Council may be exposed to liability for negligence in inspecting, maintain and repairing laneways, but only if it chooses to engage in such functions. Defences/limitations: - if Council chooses to inspect, maintain and	N/A

Attachment 1 - Draft Management Policy Laneways Passageways and ROWs

Maddocks

	Laneways that are 'public roads' under RM Act	Laneways that are 'roads' (non-public) under RM Act	Laneways that are not 'roads' under RM Act
	in accordance with reasonably Road Management Plan or any relevant policy; - no negligence if acted in accordance with factors in s 101; - no negligence if had no actual knowledge of hazard or defect; and - no negligence if took care reasonably required to ensure not dangerous to traffic.	repair, does so satisfactorily (any proceeding) if Council acts in accordance with reasonably Road Management Plan or any relevant policy; - no negligence if acted in accordance with factors in s 101; and - no negligence if another person was under a duty to do the inspection, maintenance or repair.	

Attachment 2 - Examples of Laneways and Passageways

Attachment 2: Examples of Laneways and Passageways – 'public roads' (to be confirmed subject to further investigation)





Laneways (above left and right) that connect two roads that are known to be presently used on a regular basis by the public





Passageway (below left) that forms part of a link between two roads (see aerial below right) that is known to be presently used on a regular basis by the public

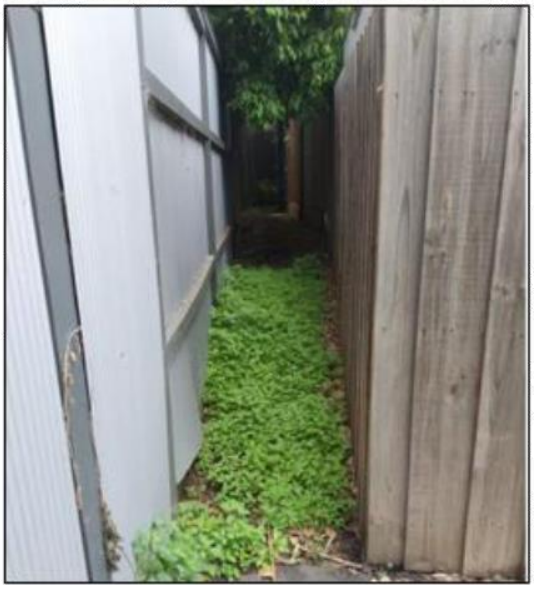
Attachment 2 - Examples of Laneways and Passageways

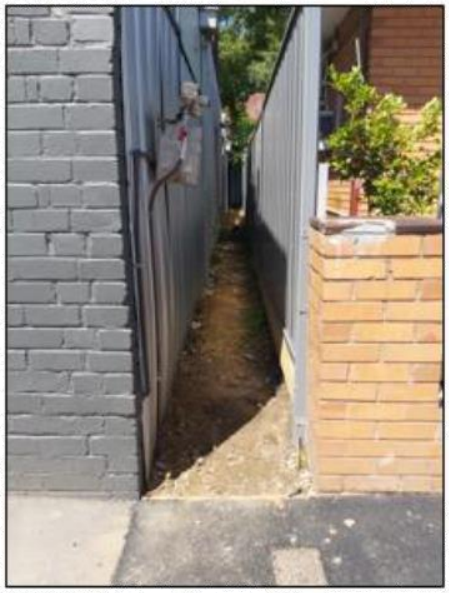
Attachment 2 Continued: Examples of Laneways and Passageways – 'non-public roads' (to be confirmed subject to further investigation)





Laneway (above left) that only leads to the rear of two properties and a disused passageway (above right) that has been incorporated into private property

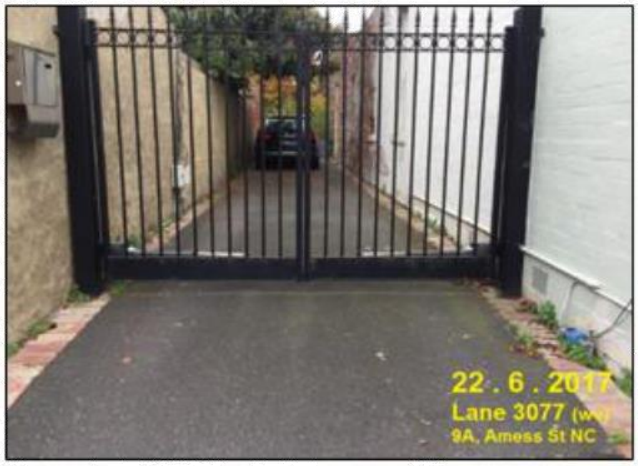




Passageways (below left and right) that that only lead to the rear of properties and has no apparent wider use to the community

Attachment 2 - Examples of Laneways and Passageways

Attachment 2 Continued: Examples of Obstructed Laneways and Passageways





Laneways (above left and right) that that have been gated and incorporated into private property





Passageways (below left and right) that that have been gated and incorporated into private property

11.6 Heidelberg Road corridor - proposed interim provisions in Amendment C272 and permanent provisions in Amendment C273 - Local Area Plan and Discussion Paper

Executive Summary

Purpose

This report outlines the strategic planning work undertaken between Darebin and Yarra Councils that aims to set a common vision and key land use and planning directions for the Heidelberg Road Corridor between the Merri and Darebin Creeks in form of a local area plan.

Based on this work the report recommends that Council submit a request to the Minister for Planning to introduce interim Heritage Overlays to several properties and an interim Design and Development Overlay Schedule for the commercially zoned land along Heidelberg Road (within the City of Yarra).

Key Issues

Yarra's activity centres are identified as key locations for employment and residential growth in both State and Local Policy.

Land along Heidelberg Road in Fairfield and Alphington is experiencing development pressure due to its good access to Melbourne CBD, proximity to public transport and other employment and activity centres.

The communities in Fairfield and Alphington have expressed concerns about the scale and amount of development and have sought stronger planning provisions that achieving greater certainty and a balance between allowing some development, retaining a sense of place and protecting adjacent residential areas.

In response, officers have prepared a draft Local Area Plan and draft interim planning provisions for the Heidelberg Road corridor in conjunction with officers from Darebin Council. The Plan includes a strategic framework for the corridor and proposes the introduction of an interim Design and Development Overlay (DDO) for the Commercial 1 and Commercial 2 Zone areas and some Heritage Overlays along Heidelberg Road.

The provisions would be sought on an interim basis until such time as strategic planning work is completed by Darebin City Council so that Local Area Plan can be finalised and permanent planning scheme amendments can be prepared and exhibited for both Yarra and Darebin. This would involve consultation with the local community.

Financial Implications

The costs associated with obtaining expert advice assessing building form, heritage and traffic / access issues is within the 2019/20 Strategic Planning budget.

PROPOSAL

That Council request the Minister for Planning to introduce interim planning provisions, including a DDO and Heritage Overlay for the Heidelberg Road corridor through Yarra Planning Scheme Amendment C272.

11.6 Heidelberg Road corridor - proposed interim provisions in Amendment C272 and permanent provisions in Amendment C273 - Local Area Plan and Discussion Paper

Reference: D19/203099
Authoriser: Manager City Strategy

Purpose

1. The purpose of this report is to outline:
   (a) the Background Issues and *Discussion Paper* and the *draft Local Area Plan* for the Heidelberg Road Corridor;
   (b) the content of the draft interim heritage and built form provisions for the Commercial 1 and Commercial 2 Zone areas along the Heidelberg Road corridor (within City of Yarra);
   (c) the process for requesting interim provisions (i.e. a request for a Ministerial amendment to the Yarra Planning Scheme through under Section 20(4) of the *Planning and Environment Act 1987); and*
   (d) how permanent provisions would be progressed in collaboration with Darebin City Council.

Background

Managing Growth in Yarra's activity centres

2. Demand for housing within the City of Yarra is high due to its proximity to employment and public transport and Yarra's heritage character, amenity and cultural offerings. State and Local policy support directing employment opportunities and higher density housing to activity centres. Council's adopted *Housing Strategy 2018* sets out Council's approach for managing population and housing growth across the municipality.
3. Yarra's communities acknowledge a need for a degree of change to accommodate growth. However, the community place great importance on planning provisions that better manage change and provide as much certainty as possible about future development outcomes. This includes ensuring a balance between maintaining heritage fabric in the shopping centres and protecting sensitive residential interfaces whilst guiding new development.
4. In response, Council has been progressively introducing interim planning provisions across activity centres to improve guidance for the development occurring in activity centres.

The Heidelberg Road Corridor Local Area Plan (HRCLAP)

5. The former Alphington Paper Mill site (APM) is a significant redevelopment site referenced in *Plan Melbourne* and marked as a high change area. Redevelopment is guided by a site specific Development Plan Overlay and an approved Development Plan. Redevelopment of this site will see a very significant increase in the local population and housing and an expanded economic role of the Heidelberg Road *Neighbourhood Activity Centre*. The APM site is a strategic site where the major growth and change will occur along the corridor. The site will accommodate the tallest forms of buildings along the corridor and it is intended that the other development areas will be lower in height and subservient in their proposed height and scale.

Discussion

6. The local community and representatives on the Council Community Reference Group (CRG) for the former Amcor site, raised concerns about the developments being proposed outside the APM site along Heidelberg Road and requested Darebin and Yarra Councils undertake strategic planning work to prepare new planning provisions to better guide development and provide greater certainty to the community.

7. Darebin and Yarra City Council CEO's agreed to commence a joint strategic planning study for the Heidelberg Road corridor to provide a common strategic basis for a Local Area Plan and new planning provisions. A collaborative approach has assisted achieving coordinated outcomes between Councils.

8. To overcome the differences in resource commitments and timing between Darebin and Yarra City Council, the approach has been to prepare a common strategic framework, (the Local Area Plan), for the Heidelberg Road Corridor and for Yarra to commence detailed work on built form and heritage provisions for those areas within the Yarra municipality.

Approach

9. The projects outlined in this report consist of two components:
   (a) a Background Issues and Discussion (the Paper); and
   (b) the Heidelberg Road Corridor Local Area Plan (HRC LAP), both undertaken in conjunction with officers from the City of Darebin.

10. Detailed built form and heritage assessments undertaken by the City of Yarra, with City of Darebin input includes:
   (a) urban context analysis;
   (b) heritage report;
   (c) transport report;
   (d) Built Form Framework, Design Strategy and Recommendations; and
   (e) preparation of interim Heritage Overlays and an interim Design and Development Overlay.

11. Yarra's detailed built form, heritage and transport work is focused on the commercial zones in the three precincts identified in the Local Area Plan along the south side of Heidelberg Road.

12. All the work considers but does not propose changes to the approved Development Plan for the APM site.

13. The overall project and the draft Paper was discussed with the Alphington Paper Mill Community Reference Group (APM CRG). Subsequently, the Alphington-Fairfield Appropriate Development Association (AFADA) has responded to the Paper and provided comments in a written submissions.

14. The key points made by the community included:
   (a) support urgent introduction of interim planning provisions;
   (b) mandatory heights, generally 4 storeys and 5 storeys on larger sites (+1,000 sqm);
   (c) transitional rear setbacks, based on 2 storey podium height, dependent on rear interface/overshadowing impact);
   (d) change designation in Yarra Housing Strategy from moderate to incremental;
   (e) see higher ESD standards;
   (f) no roof tops terraces;
   (g) no on-street parking permits for new residents;

(h) change some rear lots associated to Heidelberg Rd frontages from C1Z to NRZ;

(i) heritage protection for some sites (all within residential land, not within C1Z), and

(j) upgrades to bike paths, street furniture, some intersections and public transport.

Scope and study area

15. The Heidelberg Road Corridor between the Merri and Darebin Creeks marks the municipal boundary between the cities of Darebin and Yarra.

16. The Local Area Plan has considered a wider study area including residential land along the Heidelberg Road Corridor generally between the Merri and Darebin Creek and the Hurstbridge Railway Line and Yarra River.

17. The primary focus of the Discussion Paper and HRC LAP has been the commercial and industrial zone land adjoining Heidelberg Road in both Darebin and Yarra. The context plan below (see Figure 1) shows the study area, the three precincts identified and some of the key features along the corridor.

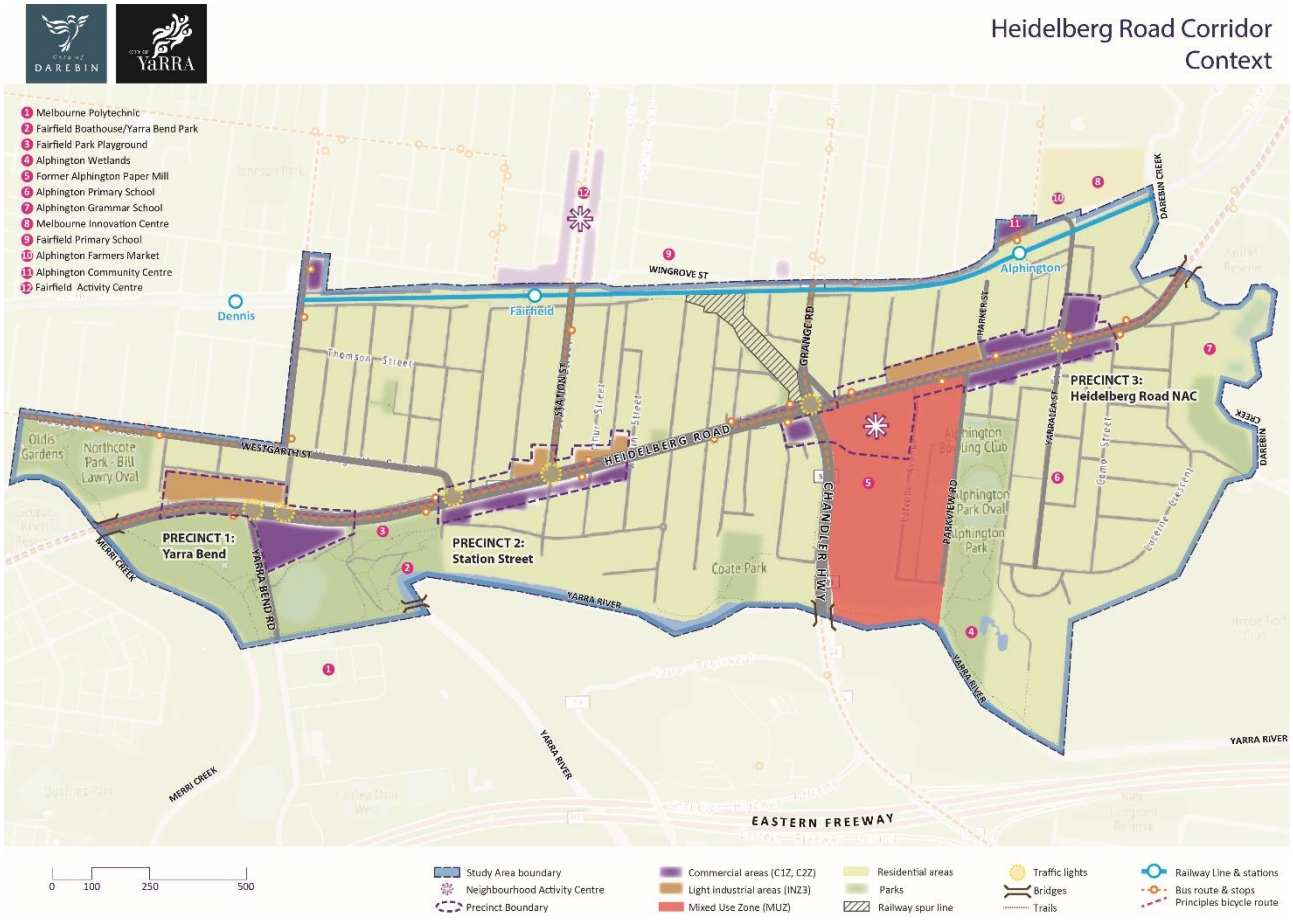


Figure 1: Heidelberg Road Corridor Context

Heidelberg Road Background and Discussion Paper

18. The Paper provides an understanding of the existing context and main issues along the Heidelberg Road Corridor based on information from existing policies, strategies, and workshop discussions between Darebin and Yarra officers and verbal and written submissions from the APM CRG and AFADA.

19. The Paper identifies three precincts along Heidelberg Road (see Figure 1 and Attachment 1):

(a) Precinct 1 – Yarra Bend;

(b) Precinct 2 – Station Street; and

(c) Precinct 3 – Heidelberg Road Neighbourhood Activity Centre (not including the APM land).

20. Table 1 below provides a summary of the matters considered in the Paper:

Table 1: Heidelberg Road Background Issues and Discussion Paper - Key Findings

Issues	Key Findings
Economic	• Investigate the options for the future development and zoning of industrial land in City of Darebin. • Consider applying the C1Z to the Alphington Village (the retail core of APM) to replace the existing Mixed Use zone with no change to the existing DPO approved Development Plan (not part of this proposal).
Population, Community Facilities and Housing	• Housing affordability is an issue, common to Melbourne. The APM redevelopment would contribute approximately 2,500 dwellings with a mix of apartments and town houses to the local area. • As part of the APM redevelopment new community facilities will be provided and located within the APM site.
Transport and Movement	• High vehicle traffic volumes and the width of Heidelberg Road exacerbates the disconnection and barriers between the north and south side of Heidelberg Road. • Limited bus operation hours and poor services make use of bus public transport unattractive. • The corridor has good access to the rail network. • The APM redevelopment, in conjunction with Darebin Council will contribute to improvements in pedestrian and cycling connections. • Bicycle lanes on Heidelberg Road are unsafe. • Walking environment along Heidelberg Road can feel unsafe and has poor amenity due to limited pedestrian crossings, short duration of pedestrian light cycles, fast moving traffic, and the lack of separation from traffic. • A Public Acquisition Overlay (PAO) affects the corridor and if implemented for vehicle traffic would further exacerbate the issues.
Public Realm and Built Form	• There is a lack of landscaping along Heidelberg Road creating a harsh environment that can make walking and cycling uncomfortable. • No built form planning provisions are in place to guide development which can lead to poor development outcomes and uncertainty in planning decisions. • Some development proponents use the APM as a benchmark, leading to out of scale proposals being lodged for consideration. • Each precinct lacks a strong urban design identity.
Open Space and Environment	• Improved connectivity across Heidelberg Road would make open space to the south more accessible. • Lack of canopy trees along Heidelberg Road exacerbates the heat island effect along the corridor.

Heidelberg Road Corridor Local Area Plan

21. The LAP proposes a vision for the Heidelberg Road Corridor and its three precincts. It outlines a set of overarching directions, outcomes and objectives to achieve the vision. Strategic actions guide the realisation of the vision.

22. The proposed Vision for the LAP is '*A better connected community, more diverse business activity and greener, quality streetscapes in Heidelberg Road's precincts.'* It aims to provide a guide for how future development and changes within the three precincts along the corridor can achieve the vision.

23. The framework directions are:

    (a) allow a greater land use diversity across the corridor;

    (b) advocate for better public transport services;

    (c) increase cycling and walking connections and route safety;

    (d) improve housing diversity and affordability;

    (e) improve the public realm in each precinct;

    (f) create a stronger place identity in each precinct; and

    (g) allow moderate levels of change, sensitive to the adjacent residential areas and heritage fabric.

24. The key outcomes and objectives in the LAP are summarised in Table 2 below:

Table 2: **Heidelberg Road Corridor Local Area Plan – Key Outcomes and Objectives**

Diverse economic activity	**Community well-being**	**Improved active transport services and accessibility**	**Individual precinct identity**
Attract a wide range of businesses now and into the future.	Support locating community services closer to the area of need.	Improve public transport services to and along Heidelberg Road.	Create a more pedestrian-oriented, attractive and safe public realm.
Ensure employment-generating land uses are attracted to and retained within the corridor.	Increasing housing diversity and affordability.	Improve access to existing public transport	Ensure public realm and built form achieve a stronger place identity for each precinct.
	Pursue new green space opportunities north of Heidelberg Road.	Increase connections and safety for bike riders.	Ensure new development is sensitive to adjacent residential areas.
		Increase number of pedestrian crossing points along Heidelberg Road.	
		Increase safety for pedestrians.	

Minimise pressure for parking in residential areas adjoining Heidelberg Road.

Reduce or limit vehicle crossovers onto Heidelberg Road to minimise conflicts with pedestrians / vehicles.

25. Key strategic actions from the LAP include:
    (a) each Council to prepare built form frameworks and planning scheme provisions;
    (b) advocate for improved transport and traffic conditions along the corridor including walking and cycling infrastructure and public transport service and facility improvements;
    (c) support a range of housing forms and affordable housing in new development;
    (d) investigate streetscape improvements in key precincts; and
    (e) investigate zone changes in some locations on the northern (Darebin) side of the corridor.
26. An overview of the issues, framework, opportunities and improvements maps strategic actions (and the interim DDO control maps) is provided in **Attachment 1**.
27. The full Background Paper is in **Attachment 2** and the Local Area Plan is in **Attachment 3**.
28. Alongside the overarching strategic work, Yarra investigated heritage, transport and built form matters to inform the draft built from provisions.

Heritage Report

29. Yarra commissioned a heritage report which investigated potential gaps in local heritage significance and planning scheme protection. This work was in two stages:
    (a) the *Heidelberg Road Heritage Review (Stage 1) 2019 RBA Architects* (see **Attachment 4**) made a preliminary assessment of heritage places and a built form review which provided input into the Built Form Framework.
    (b) the *Heidelberg Road Heritage Review (Stage 2) 2019 - Stage 2 Report (recommendations & citations for proposed heritage overlays) RBA Architects* finalised the recommended additions to the Heritage Overlay and provided the citations for each of the proposed Heritage Overlays (see **Attachment 5**).
30. The Heidelberg Road corridor has relatively little heritage building stock. The heritage reports recommend five additional properties in three new Heritage Overlays and provides heritage related recommendations and built form guidance for these places and two existing Heritage Overlays:
    (a) New **HO510** – 358 Heidelberg Road, Fairfield – Garage – car repairs and dwelling;
    (b) New **HO511** - 730-734 Heidelberg Road, Alphington – three shops;
    (c) New **HO512** - 760 Heidelberg Road, Alphington – former shops;
    (d) Existing **HO71** – Former Butcher Shop, 756-758 Heidelberg Road, Alphington (HO71); and
    (e) Existing **HO421** – Porta Factory, 224 Heidelberg Road, Fairfield.

31. The built form guidance for these proposed and existing heritage places has been used in the proposed built form framework. These included the visibility of the brick chimney at the Porta site and setbacks above the heritage street walls of 6 metres to create a sufficient separation between upper level development and heritage fabric below.

32. Other properties fronting Heidelberg Road that were considered, but did not meet the threshold for local heritage protection, is given at Section 4.3 and 4.4 of the Stage 1 report.

33. The property at 2 Killop Street, Alphington is proposed to be removed from the existing Heritage Overlay (Alphington East Precinct HO362). The dwelling which occupies 2 Killop Street is a late 20th Century structure which does not contribute to the Alphington East Precinct which is 'largely characterised by Victorian, Edwardian and Interwar houses with pitched, gabled or hipped roofs.' The Stage 1 Heritage Report concludes at page 13:

> "*The building is not related to the significance of the precinct (HO362) and should be omitted.*"

Transport Report

34. The transport report (see **Attachment 6**) analyses the existing and future movement and access conditions within the three precincts. Based on the analysis, it makes recommendations on the location of preferred vehicle access and provides advice on the content of the proposed built form control,

35. Key recommendations are to:

    (a) avoid vehicle access from Heidelberg Road;

    (b) support pedestrian friendly development;

    (c) provide the required car parking amounts on development sites;

    (d) utilise side streets and laneways where possible; and

    (e) support the improvement of key intersections for pedestrians and cyclists.

Built Form Framework

36. The built form analysis for the three commercial precincts on the south side of Heidelberg Road consists of two reports.

37. The *Heidelberg Road Built Form Framework Part 1 Urban Context Analysis - Hodyl & Co, July 2019* (see **Attachment 7**)**,** provides an in-depth analysis of the urban context, recognising the parklands, sensitive residential properties, urban design conditions and heritage advice.

38. The *Heidelberg Road Built Form Framework – Design Strategy & Recommendations - Hodyl & Co, September 2019* (see **Attachment 8**)*,* formulates a design strategy and outlines the approach used for preparing built form recommendations for each precinct. This was used to guide proposed built form planning scheme provisions and respond to the relevant issues and actions in the Discussion Paper and LAP. The heritage advice discussed above has informed the built form framework.

39. The proposed provisions aim to balance heritage values, rear residential interface impacts and development opportunities. Key factors to determine the potential built form envelope were:

    (a) a street wall height that provides a sense of enclosure to the road without being overwhelming;

    (b) overshadowing of rear residential properties to comply with ResCode;

    (c) visibility of building bulk from the front and rear;

    (d) existing and proposed heritage fabric;

    (e) VCAT decisions; and

(f) property lot depths and size.

40. The Built Form Framework uses the same precincts as those in the LAP but splits Precinct 3 into two parts:

    (a) Precinct 3A deals with a single large site between Chandler Highway and Coate Avenue (572 Heidelberg Road) which has been the subject of a recent VCAT decision; and

    (b) Precinct 3B deals with land east of the APM land from Parkview Road to Como Street.

41. The recommended building height provisions generally range between 4 to 8 storeys, depending on lot depth, rear interface context, existing recent developments and heritage fabric.

42. The tallest forms of up to 8 storeys are proposed at the Porta site in Precinct 1 and in Precinct 3B. Heights ranging between 4 to 6 storeys are proposed in other precincts. Street wall heights range between 2 to 4 storeys. Requirements for ground floor rear setbacks are recommended where the adjoining dwelling is located within 15m of the lot boundary.

43. The Porta site is large and relatively unconstrained, with two road frontages and very limited residential interfaces. It is identified as a strategic development site in the Yarra Planning Scheme (Porta Pty Ltd at the SE corner of Yarra Bend Road). The main sensitivity for this site is the adjoining Yarra Bend parkland and the heritage fabric of the factory and brick chimney. Requirements and guidelines are proposed to include ground floor and upper level setbacks towards Heidelberg and Yarra Bend Road, a mix of building heights and forms, the parkland and retaining key views to the chimney from Jeffrey Street, Yarra Bend Road and the rear parklands. Street wall heights are recommended to be 4 storeys but discretionary, which allows a more nuanced transition down towards the heritage factory.

44. Precinct 2 is a non-residential precinct and recommended maximum heights range between 5 and 6 storeys.

45. The Precinct 3A land adjoins residential areas and has been the subject of a recent VCAT which refused a development proposal of 13 storeys. Evidence prepared on behalf of the City of Yarra at the VCAT hearing recommended a height of 8 storeys with the height and bulk of a development transitioning down towards Coate Avenue and adjoining residential interfaces, including ground floor setbacks. This approach has been tested further in the built form framework.

46. The site at 700-718 Heidelberg Road between Parkview Road and Park Avenue was also subject to a recent VCAT decision. The proposed 8 storey development was reduced to 5 storeys by VCAT, with the decision noting that design flaws resulted in a height reduction. The decision indicated that the large site could accommodate a higher form, subject to better design.

47. 700-718 Heidelberg Road is a larger site in comparison to others in the precinct, but it is not listed as a strategic site in the Planning Scheme like the Porta site in Precinct 1 is. It is recommended to make a distinction based on the lack of Planning Scheme designation and the former APM site being able to accommodate sufficient housing growth in Precinct 3B. A maximum of 6 storeys is recommended for the site.

48. Lower heights and more constrained built form of up to 5 storeys is recommended between Park Avenue and Yarralea Street, Alphington (in the centre of Precinct 3B), partially due to the location of a number of existing and proposed heritage places and a finer grain lot pattern. A lower street wall of 2 storeys is proposed to assist retaining a more intimate character for the centre.

49. East of Yarralea Street, allotments are larger. A 12 metres wide Public Acquisition Overlay (administered by VicRoads) reduces the potential for development. Due to the sensitive residential interfaces directly abutting these sites, a maximum height of 5 storeys is recommended. The street wall height is recommended to increase to 4 storeys to provide for a stronger sense of enclosure as occurs with the development on the corner of Como Street.

Proposed Built Form Provisions – Interim Design and Development Overlay 18

50. The Draft Interim DDO18 (see **Attachment 9**) proposes a mix of mandatory and discretionary height limits, upper level setbacks and street wall requirements which are designed to achieve these objectives. The provisions are summarised in **Table 3** and the proposed interim provision maps are in **Attachment 1**:

Table 3: Summary of proposed building form requirements in the proposed interim DDO

D = Discretionary

M = Mandatory

Requirement	Precinct 1 – Yarra Bend	Precinct 2 – Station Street	Precinct 3A – Coate Avenue 572 Heidelberg Road.	Precinct 3B – Heidelberg Road NAC
Ground floor setbacks - front	3m – M to Heidelberg Road and Yarra Bend Road	3m – D to Heidelberg Road and Park Crescent	3m - M to Heidelberg Road 4.5m - M to Coate Ave	3m – D Parkview to Park Ave; 0m – D Park to Yarralea Street PAO of 12m between Yarralea to Como Avenue (M)
Street Wall Heights	4-6 storeys – D to Heidelberg Rd	Front 4 storeys M	4-8 storeys – M to Chandler Hwy & Heidelberg Rd 3 storeys Coate Ave (M)	2 storey – M between Park Avenue to Yarralea Street 4 storey – M east of Yarralea Street
Upper level setbacks	6m – M	6m from frontage streetwall (Heidelberg Rd and Park Crescent) and 3m from side street – M	6m from Heidelberg Road streetwall and 3m from side street – D 10 metres from Coate Ave streetwall, further 10 metres above secondary street wall – M	6m from frontage streetwall – M 3m from side street – D
Overall Heights	8 storeys (Porta) - M	5-6 Storeys – M	8 storeys – M Note: at corner of Heidelberg Rd & Chandler Hwy	6 storeys Parkview Rd to Park Ave – M 5 storeys east of Park Ave – M

Rear Interface	3m setback from parklands – M 4 storeys height at park interface – M Envelope to be contained within 45 degree angle above – M	8m boundary wall height – D Envelope to be contained within 45 degree angle above – M	8m boundary wall height – D Envelope to be contained within 45 degree angle above – M	8m boundary wall height – D Envelope to be contained within 45 degree angle above – M
Design Requirements	View lines and setbacks from heritage place	No setback for heritage place at Panther Place	Setbacks vary from Coate Ave and rear interface	Setbacks and building form are influenced by the related PAO and VicRoads requirements for the areas covered by the PAO.

51. See Attachment 2 for a map of recommended street wall heights and overall building heights.

Next Steps

52. The Paper and draft Local Area Plan (LAP) have been prepared by officers from the City of Darebin and Yarra. It is proposed that the draft LAP would be used as an interim position until Darebin City Council has prepared its economic analysis and detailed built form work. After such time, the intention is to update the LAP and jointly consult/exhibit planning scheme amendments proposing permanent planning provisions.

53. The LAP would be implemented collaboratively between the two Councils and/or with state agencies, for example advocating for improved bus services. Other projects, such as preparing built form provisions or streetscape upgrades, would be undertaken individually with Councils keeping each other informed.

Request interim amendment – C272

54. Consultant reports and other formal planning scheme amendment documentation has been finalised.

55. Should Council chose to adopt the amendment, the necessary documentation (see **Attachment 10**) would be sent to the Minister for Planning.

Future permanent planning provisions

56. Once Darebin City Council has conducted necessary background work, it is envisaged to undertake a joined consultation effort to finalise the HRC LAP and for Yarra City Council to pursue permanent built form provisions.

External consultation

57. Council officers have consulted with Darebin City Council including:

    (a) Strategic Planning;

    (b) City Design;

    (c) Economic Development;

    (d) Sustainable Transport;

    (e) Traffic Engineering; and

    (f) Community Wellbeing.

58. Council officers also sought input from the Department of Transport to understand the status of the Public Acquisition Overlay. It was advised that the likely intention is to retain the PAO.

59. Council has also briefed the APM CRG (which includes local groups WARI, SAFCA, APMAG).

60. Representation from the Alphington Fairfield Appropriate Development Association (AFADA) was also present at the APM CRG meeting. Written submissions were received from AFADA and residents following the Community Reference Group briefing.

61. The submissions were considered in preparing the Paper, HRC LAP and built form provisions.

Internal Consultation (One Yarra)

62. Internal consultation has included:

    (a) Urban Design;

    (b) Economic Development;

    (c) Strategic Transport;

    (d) Senior Heritage Advisor

    (e) Traffic Engineering;

    (f) Open Space; and

    (g) Community Infrastructure Planning.

Financial Implications

63. The cost of work involved in preparing the current proposals is within the Strategic Planning budget.

Economic Implications

64. The proposals support Council's *Spatial Economic and Employment Strategy 2018* by providing moderate scale redevelopment on commercial zone land which could provide additional floor-space for offices and retail activities. The C2Z land between Panther Place, Station Street and Austin Street (Precinct 2) is retained and provides scope for increased office space and other commercial activity, but excludes apartment redevelopment.

65. There are no economic implications for requesting the Minister for Planning to introduce interim DDOs.

Sustainability Implications

66. The Paper and draft LAP include directions, desired outcomes, objectives and actions which would improve sustainability through improved access to services and open space, potential public realm improvements, the protection of access to sunlight and improved access to public transport.

67. There are no sustainability implications for requesting the Minister for Planning to introduce interim DDOs.

Social Implications

68. The building form proposals aim to improve conditions for pedestrians along Heidelberg Road.

69. There are no specific social implications for requesting the Minister for Planning to introduce interim DDOs, however, they would provide increased certainty to the community around the future built form in the area.

Human Rights Implications

70. There are no known human rights implications.

Communications with CALD Communities Implications

71. CALD communities would be considered as part of the future proposed consultation.

Council Plan, Strategy and Policy Implications

72. The proposals are both consistent with and help to implement the Council Plan 2017 – 2021. Strategy 4.2 is to '*Actively plan for Yarra's projected growth and development and advocate for an increase in social and affordable housing'* and through Initiative 4.2.9 '*Develop planning controls for Heidelberg Road, Alphington in conjunction with Darebin Council*.'

73. The proposals are also consistent with the objectives and policy in the Yarra *Housing Strategy 2018* and the *Spatial Employment and Economic Strategy 2018* because they direct moderate scale growth to the commercial zones in the corridor and seek to strike a reasonable balance between growth and protecting heritage buildings, character and the amenity of the adjoining residential zones.

Legal Implications

74. There are no particular legal implications from the proposals. The proposed interim Amendment C272 would be sought from the Minister for Planning under S 20(4) of the Planning and Environment Act 1987 (the Act).

Other Issues

75. The proposals are unusual because they involve a corridor which is split by the Yarra / Darebin municipal boundary. The current proposals aim to address this by preparing a Local Area Plan (LAP) and Discussion Paper which apply to both the Darebin and Yarra parts of the corridor. Adopting them as an interim position would allow their formal utilisation to inform the built form framework. The proposed interim provisions in Amendment C272 would apply to the Yarra Planning Scheme.

76. It is anticipated that once Darebin City Council has completed the preparation of land use and built form investigations, both Council could coordinate a joined consultation effort to finalise the LAP and align permanent built form provisions for the Heidelberg Road Corridor, as needed.

Conclusion

77. The *Heidelberg Road Background and Discussion Paper 2019* and the draft *Heidelberg Road Corridor Local Area Plan* have been developed in a collaborative process between Darebin and Yarra Council officers. They assist communicating existing issues and propose common directions and outcomes for future improvements. They provide a strategic justification for the proposed interim built from provisions for the City of Yarra areas of the corridor.

78. Amendment C272 seeks to introduce interim provisions which provide balanced guidance for the City of Yarra areas along the Corridor while permanent provisions would be prepared, exhibited and reviewed in the future. In particular, the provisions include a mix of mandatory and discretionary requirements which would reduce the risk of amenity impacts at the interface between the commercial and residential zones and provide greater planning certainty.

79. Seeking the introduction of the proposed Heritage Overlay and Design and Development Overlay schedules as interim provisions by the Minister for Planning under Section 8(1) b and Section 20(4) of the *Planning and Environment Act 1987* would be the quickest way of introducing necessary planning provisions while additional strategic studies are undertaken.

RECOMMENDATION

1. That Council:

   (a) note the officer report regarding recent planning studies in relation to Heidelberg Rd;

   (b) note the strategic planning work and preliminary consultation undertaken while preparing the proposals, together with the supporting building form, heritage and transport documents in the attachments to this report;

   (c) endorse, for the purpose of informing Amendment C272 and for future public consultation, the ***Heidelberg Road Corridor Local Area Plan October 2019*** **(Attachment 3)** and the associated ***Heidelberg Road Corridor – Background Issues and Discussion Paper October 2019*** **(Attachment 2)**; and

   (d) endorse for the purpose of Amendment C272 the ***Heidelberg Road Heritage Review (Stage 1) 2019*** **(Attachment 4)**, the ***Heidelberg Road Heritage Review (Stage 2) 2019 - Stage 2 Report*** **(Attachment 5)**, the ***Heidelberg Road Built Form Framework Part 1 Urban Context Analysis, July 2019*** **(Attachment 7)** and the ***Heidelberg Road Built Form Framework – Design Strategy & Recommendations, September 2019*** **(Attachment 8)**.

2. That Council

   (a) write to the Minister for Planning requesting Interim provisions be approved for the Yarra Planning Scheme through the Amendment C272 introducing a new Design and Development Overlay (DDO18) and additional Heritage Overlays (HO) **(Attachment 10)** under S 20(4) of the Planning and Environment Act 1987; and

   (b) note that a further report will be provided to Council regarding public consulting and finalising the Heidelberg Road Corridor Local Area Plan, and exhibiting permanent built form provisions, Darebin City Council has finalised similar proposals.

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TITLE: **Senior Strategic Planner**
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Attachments

1 Attachment 1 - Heidelberg Road Corridor Overview
2 Attachment 2 - Draft Background Issues and Discussion Paper
3 Attachment 3 - Heidelberg Road Local Area Plan Draft
4 Attachment 4 - Heidelberg Road Heritage Review Stage 1
5 Attachment 5 - Heidelberg Road Heritage Review Stage 2
6 Attachment 6 - Heidelberg Road Transport Engineering Advice
7 Attachment 7 - Heidelberg Road Urban Context Analysis
8 Attachment 8 - Heidelberg Road Built Form Framework
9 Attachment 9 - Heidelberg Road DDO 18
10 Attachment 10 - Yarra C272 Amendment Documentation

Attachment 1 - Attachment 1 - Heidelberg Road Corridor Overview



1

Attachment 1 - Attachment 1 - Heidelberg Road Corridor Overview

Attachment 1 - Heidelberg Road Corridor Local Area Plan Overview

Figure 2: Framework Directions

Draft Vision

"The Heidelberg Road corridor will be a greener, better-connected, more pedestrian friendly and vibrant place"

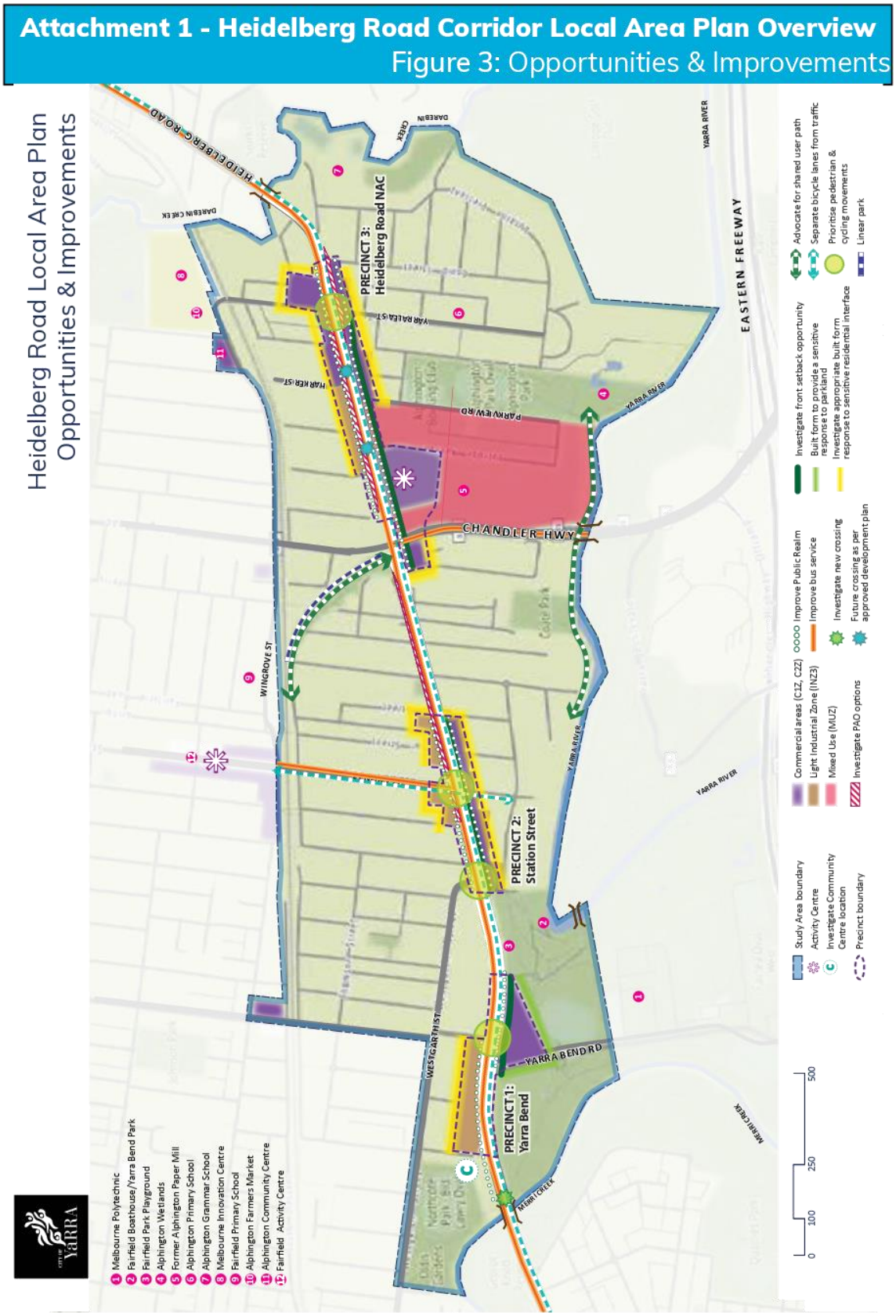


Framework Directions

- Allow greater land use diversity across the corridor
- Advocate for greater public transport services
- Increase cycling and walking connections and route safety
- Improve housing affordability
- Improve the public realm in each precinct
- Create a stronger place identity in each precinct
- Allow moderate levels of change, sensitive to its hinterland

2

Attachment 1 - Attachment 1 - Heidelberg Road Corridor Overview



Attachment 1 - Attachment 1 - Heidelberg Road Corridor Overview

Attachment 1 - Heidelberg Road Corridor Local Area Plan Overview

Table 1: Key Objectives and Strategic Actions

Outcome	Key Objective	Strategic Actions	Applicable Areas	Responsibilities
Higher Economic Vibrancy	Attract a wide range of businesses now and into the future	Review the zoning of Industrial land (currently IN3Z) along the northern side of Heidelberg Road. Consider the directions provided in the Darebin Economic Land Use Strategy, the Darebin Creative and Cultural Framework and Implementation Plan, and in any additional strategic work deemed necessary for determining the future zoning of the IN3Z land.	All precincts	Darebin City Council Darebin City Council
	Ensure employment-generating land uses are attracted to and retained within the corridor	Retain the Commercial 2 Zone on the south side of Heidelberg Road as per adopted Yarra SEES 2018. Rezone land as part of the Alphington Village development from MUZ to C1Z.	Station Street Precincts Heidelberg Road NAC	Yarra City Council Yarra City Council
Community Well-being	Support locating community services closer to their likely area of need	Support the provision of community infrastructure as per APM Development Plan and relevant planning permits.	Heidelberg Road NAC	Yarra City Council
	Increase housing diversity and affordability along the Heidelberg Road Corridor	Support moderate housing change allowed by the applicable zone and direction in respective housing strategies/policies. Encourage a mix of dwelling types in new significant development along the corridor to support household diversity. **Pursue the provision of social and/or affordable housing as part of rezoning, and in significant redevelopments along the corridor (as per the City of Yarra's Social and Affordable Housing Strategy 2019, where within the City of Yarra).** Advocate to the State Government to ensure that any residential use on the Fairfield Rail Spur site be exclusively for public or social housing at accessible locations on the site (while maintaining a shared user path connection between the Fairfield Station and the Heidelberg Road NAC).	All precincts All precincts All precincts Adjacent to Heidelberg Road NAC	Darebin and Yarra City Council Darebin City Council Darebin and Yarra City Council Darebin City Council
	Pursue new green space opportunities north of Heidelberg Road	Advocate to the State Government to ensure that the Fairfield rail spur site has a linear park through the length of the site and provides open space to serve the local community, such as skate facilities and basketball/netball half court.	Adjacent to Heidelberg Road NAC	Darebin City Council

Attachment 1 - Attachment 1 - Heidelberg Road Corridor Overview

Attachment 1 - Heidelberg Road Corridor Local Area Plan Overview

Table 1: Key Objectives and Strategic Actions

Outcome	Key Objective	Strategic Actions	Applicable Areas	Responsibilities
Improved Transport Services and Accessibility	Improve public transport service to and along Heidelberg Road	Advocate to Department of Transport to extend the service hours for bus route 546 into the weekend and for later hours, upgrade bus shelters and provide for additional bus priority measures along Heidelberg Road.	Entire Heidelberg Road Corridor	Darebin and Yarra City Council
		Advocate to Department of Transport for a bus service on Chandler Highway across the Eastern Freeway to Kew/Hawthorn/ Burnley.	Heidelberg Road NAC	Darebin and Yarra City Council
		Advocate to Department of Transport that if the PAO is acted upon, it is to be utilised for public or active transport purposes.	Station Street Precinct and Heidelberg Road NAC	Darebin and Yarra City Council
	Improve access to existing public transport	Advocate to the State Government (Department of Transport, DELWP and VicTrack) to ensure that the redundant Fairfield rail spur site has a shared user path through the length of the site to provide a connection from the APM to Station Street, Fairfield.	Adjacent to Heidelberg Road NAC	Darebin and Yarra City Council
		Advocate to VicRoads for the additional Heidelberg Road crossings at Latrobe Avenue and Harker Street are implemented to increase access to bus stops and railway stations.	Heidelberg Road NAC	Darebin and Yarra City Council
	Increase connections and safety for bike riders	Advocate to the Department of Transport as the responsible authority for Heidelberg Road for a fully separated bi-directional bike path on the south side of Heidelberg Road - including the southern side of the Merri Creek Bridge.	Entire corridor	Darebin and Yarra City Council
		Investigate options to increase safety for bike riders and potentially advocate to the State Government.	Entire corridor	Darebin and Yarra City Council
		Ensure bike rider safety when pursuing additional Heidelberg Road crossings at Harker. Street and improving intersections, for example Yarralea Street, Station Street and/or Jeffrey Street.	All precincts	Darebin and Yarra City Council
		Investigate upgrading the footpath along the railway line between Fulham Road and Yarralea Street to a 3m shared user path, as well as provide connections onto all intersecting side streets.	Heidelberg Road NAC	Darebin City Council
		Investigate better connectivity options to the Merri Creek Trail, including new Heidelberg Road crossing at the Merri Creek Bridge to improve access to the wider bicycle network.	Yarra Bend Precinct	Darebin and Yarra City Council
		Investigate the opportunity for a shared user path along the Yarra River from Alphington Street to the APM Site.	Heidelberg Road NAC	City of Yarra

Attachment 1 - Heidelberg Road Corridor Local Area Plan Overview

Table 1: Key Objectives and Strategic Actions

Outcome	Key Objective	Strategic Actions	Applicable Areas	Responsibilities
	Increase permeability for pedestrians across Heidelberg Road	Implement the additional Heidelberg Road crossings at Latrobe Avenue and Harker Street as part of the APM Development.	Heidelberg Road NAC	Darebin and Yarra City Council
		Pursue a new Heidelberg Road crossing at the Merri Creek Bridge.	Yarra Bend Precinct	Darebin and Yarra City Council
		Support new pedestrian connections between the two sides of Heidelberg Road to achieve better access to existing open spaces south of Heidelberg Road.	All precincts	Darebin and Yarra City Council
	Increase safety for pedestrians	When undertaking built form investigations, consider ways to create greater separation and/or a stronger sense of openness from Heidelberg Road.	All precincts	Darebin and Yarra City Council
		Advocate for longer pedestrian light cycles at intersections, in particular Yarralea Street, to improve pedestrian safety.	All precincts	Darebin and Yarra City Council
		Advocate for signal prioritisation at intersections to increase safety for pedestrians.	All precincts	Darebin and Yarra City Council
		Advocate to raise pedestrian crossings across Yarralea Street and investigate whether other intersections along Heidelberg Road may require similar upgrades as change occurs.	All precincts	Darebin and Yarra City Council
	Minimise pressure on parking in residential areas behind Heidelberg Road	Investigate potential options to limit overflow of car parking from new development into existing residential areas behind Heidelberg Road.	All precincts	Darebin and Yarra City Council
	Reduce or limit vehicle crossovers onto Heidelberg Road	When undertaking built form investigations, consider vehicle access from side streets and/or lanes to achieve a pedestrian-friendly and safer outcome towards Heidelberg Road.	All precincts	Darebin and Yarra City Council
		Support lot consolidation for narrower development sites fronting Heidelberg Road otherwise creating sufficient vehicle access would lead to a poor urban design outcome for pedestrians.	All precincts	Darebin and Yarra City Council

Attachment 1 - Attachment 1 - Heidelberg Road Corridor Overview

Attachment 1 - Heidelberg Road Corridor Local Area Plan Overview

Table 1: Key Objectives and Strategic Actions

Outcome	Key Objective	Strategic Actions	Applicable Areas	Responsibilities
Individual Precinct Identity	Create a more pedestrian-oriented, attractive and safe public realm	Investigate options for greater separation from Heidelberg Road to provide relief from heavy traffic and create a greater sense of space for pedestrians and potential trading/ commercial space.	All precincts	Darebin and Yarra City Council
		Investigate ways to increase canopy landscaping and level of landscaping consistency in each precinct.	All precincts	Darebin and Yarra City Council
		Investigate ways to achieve more active frontages at ground level (and other Crime Prevention Through Environmental Design approaches), fine grain facade articulation and lower street wall heights of 2 to 4 storeys to maintain a human scale and general sense of openness for each precinct.	All precincts	Darebin and Yarra City Council
		Pursue lower speeds for Heidelberg Road to increase safety and improve place quality in the Heidelberg Road Neighbourhood Activity Centre.	NAC	Darebin and Yarra City Council
	Ensure public realm and built form efforts achieve a stronger place identity that is suitable to each precinct's context and role	Both municipalities pursue a streetscape and planting palette to achieve consistency in the streetscapes.	Entire corridor	Darebin and Yarra City Council
		Increase canopy landscaping within each precinct and investigate ways to soften the public realm.	All precincts	Darebin and Yarra City Council
		Create a connection to the Yarra Bend Parklands in the Yarra Bend Precinct and be sensitive to the parkland (increase canopy cover on larger sites, create view lines and/or connections, maintain lower interface edge).	Yarra Bend	Darebin and Yarra City Council
		Support a modern, more attractive commercial strip in all precincts while preserving its own identity.	All precincts	Darebin and Yarra City Council
		Strengthen the Heidelberg Road Neighbourhood Activity Centre as a fine-grain, lower-scale local shopping strip with increased staying-quality for people.	Heidelberg Road NAC	Darebin and Yarra City Council
	Ensure new development is sensitive towards existing residential uses	Encourage moderate mid-rise development that is lower and subservient to the APM.	All precincts	Darebin and Yarra City Council
		Prepare built form controls that minimise overshadowing of adjoining sensitive spaces, minimises visual bulk and overlooking.	All precincts	Darebin and Yarra City Council

Attachment 1 - Attachment 1 - Heidelberg Road Corridor Overview

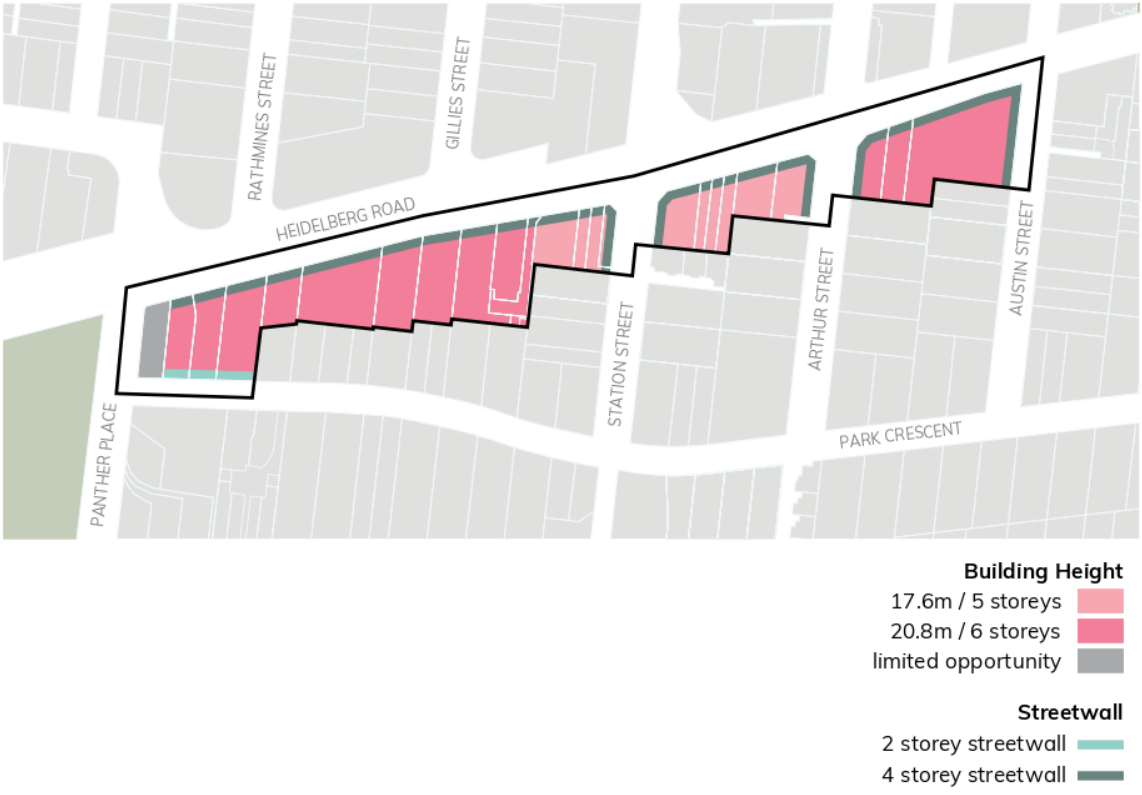
Attachment 1 - Heidelberg Road Corridor Local Area Plan Overview

Figure 4: Heidelberg Road Interim DDO18 Map - Precinct 1



Attachment 1 - Heidelberg Road Corridor Local Area Plan Overview

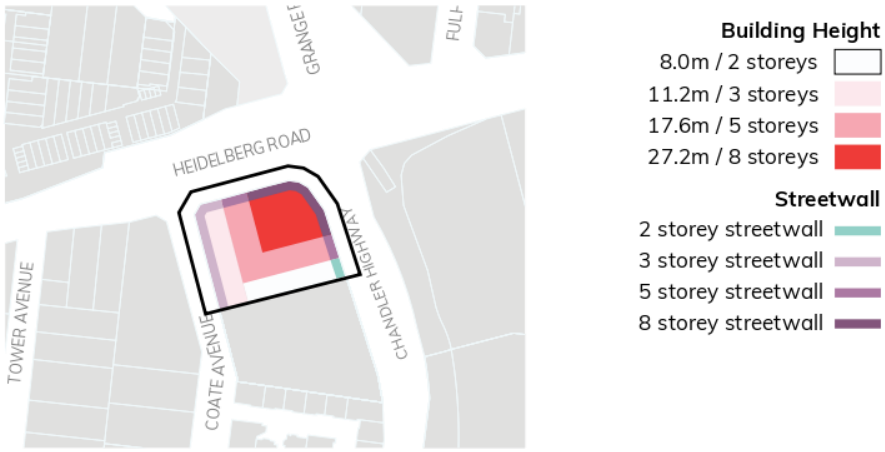
Figure 5: Heidelberg Road Interim DDO18 Map - Precinct 2



Attachment 1 - Attachment 1 - Heidelberg Road Corridor Overview

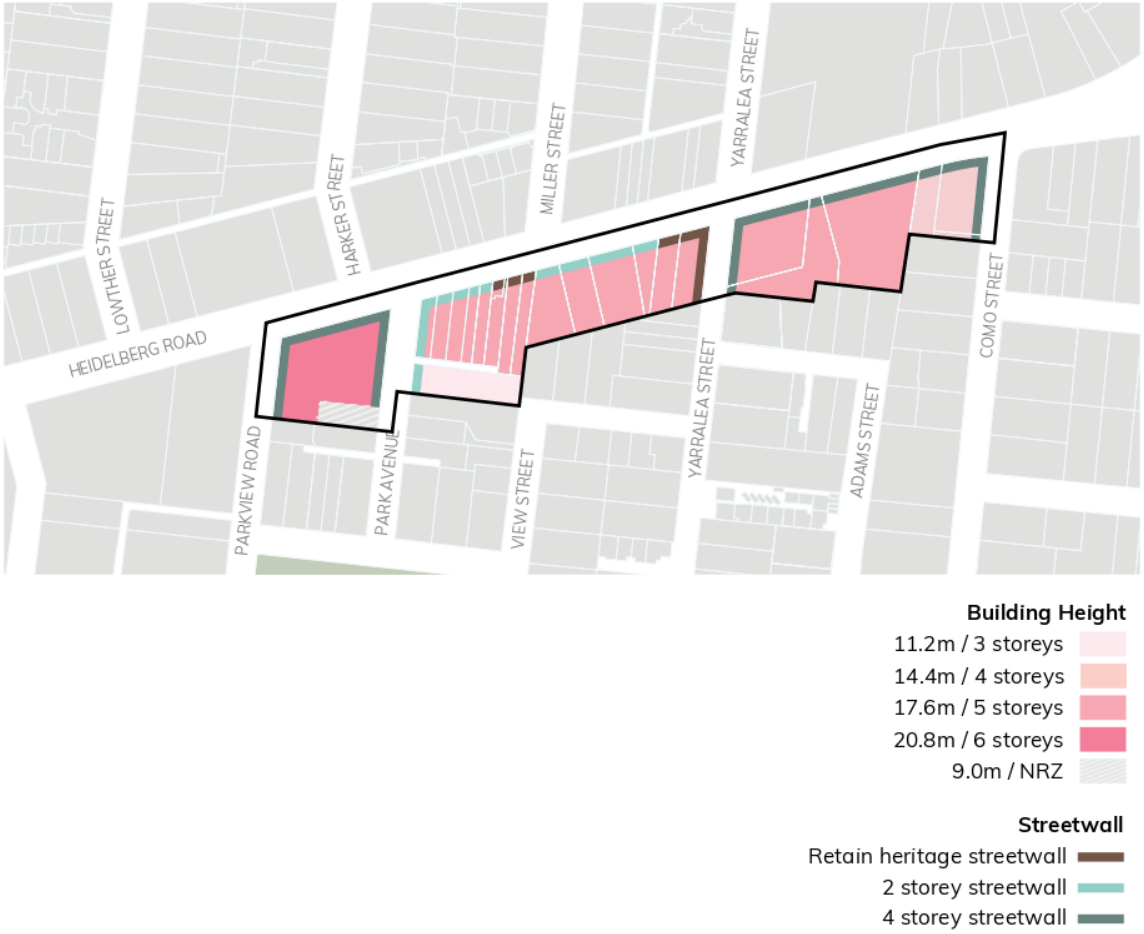
Attachment 1 - Heidelberg Road Corridor Local Area Plan Overview

Figure 6: Heidelberg Road Interim DDO18 Map - Precinct 3A



Attachment 1 - Heidelberg Road Corridor Local Area Plan Overview

Figure 7: Heidelberg Road Interim DDO18 Map - Precinct 3B



Attachment 2 - Attachment 2 - Draft Background Issues and Discussion Paper





Yarra City Council

Heidelberg Road Corridor

Background Issues and Discussion Paper

13 November 2019

CITY OF YARRA



Acknowledgement

Yarra City Council and Darebin City Council acknowledge the Wurundjeri as the Traditional Owners of this country, pay tribute to all Aboriginal and Torres Strait Islander people in Yarra and Darebin and give their respect to Elders past and present.

DRAFT

List of Acronyms

- Alphington Paper Mill site and redevelopment (APM)
- Commercial 1 Zone (C1Z)
- Commercial 2 Zone (C2Z)
- Commercial 3 Zone (C2Z)
- Darebin Economic Land Use Strategy 2014 (DELUS)
- Darebin Planning Scheme (DPS)
- Darebin Housing Strategy 2013 - revised 2015 (DHS)
- Design and Development Overlay (DDO)
- General Residential Zone (GRZ)
- Heritage Overlay (HO)
- Industrial 3 Zone (IN3Z)
- Mixed Use Zone (MUZ)
- Neighbourhood Activity Centre (NAC)
- Neighbourhood Residential Zone (NRZ)
- Plan Melbourne 2017-2050 (Plan Melbourne)
- Public Acquisition Overlay (PAO)
- Residential Growth Zone (RGZ)
- Road Zone – Category 1 (RDZ1)
- Special Building Overlay (SBO)
- Special Use Zone (SUZ)
- Water Sensitive Urban Design (WSUD)
- Yarra Housing Strategy 2018 (YHS)
- Yarra Planning Scheme (YPS)
- Yarra Spatial Economic and Employment Strategy, August 2018 (SEES)

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Attachment 2 - Attachment 2 - Draft Background Issues and Discussion Paper



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Executive Summary

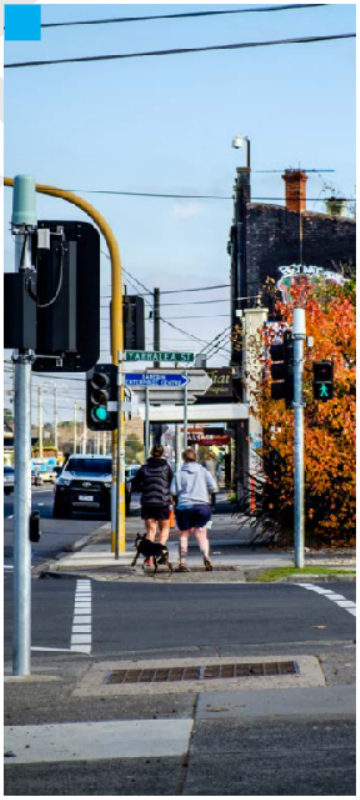
The Alphington Paper Mill (APM) redevelopment is a key driver for change along Heidelberg Road. Due to its significance, interest in the area is growing, and change in other parts along Heidelberg Road is likely. Darebin and Yarra City Councils have committed to prepare an overarching, strategic plan to ensure future development and change outside of the APM addresses current issues, and the Heidelberg Road corridor better serves the local community. This Background Issues and Discussion Paper is the result of collaboration between Councils to identify key issues and implications. This will inform a subsequent Local Area Plan and opportunities for the Heidelberg Road corridor.

The APM is the largest development site within the study area. The current planning policies and strategies of both Councils direct moderate levels of growth towards Heidelberg Road, with the surrounding residential hinterland identified as minimal change. Both planning schemes generally support more sustainable outcomes, including the uptake of public and active transport over private vehicles, a more pedestrian-friendly public realm, reduction of the urban heat island effect and resource-efficient built form that is sensitive towards its surrounds. The industrial areas along the north side of Heidelberg Road are identified for further investigation.

Three distinct commercial/light industrial precincts along Heidelberg Road are the main focus for this Paper (see Map 1). Development will be directed towards them as other areas have limited scope for development growth. These precincts are:

- Precinct 1 Yarra Bend Precinct: a mixed area with apartments, timber manufacturing and restricted retail surrounded by significant parklands on the south side.
- Precinct 2 Station Street Precinct: a strip of warehouses with restricted retail, offices and automotive repair and car sales uses; of note is the triple storey Grandview Hotel and a large car sales business.
- Precinct 3 Heidelberg Road Neighbourhood Activity Centre: a mixed area including the APM and large warehouses to the eastern end, more traditional small shop frontages at its core and again larger footprint uses to the eastern end.

The precincts currently have lower levels of amenity due to the wide road width, high traffic volumes and speed, lack of pedestrian and cycle connectivity across the road, inconsistent and partially inactive building frontages, lack of landscaping and narrow footpaths that abut the road space. Large parts of the study area are outside of the Principal Public Transport Network, bicycle and pedestrian connections are inconsistent and/or unsafe, limiting synergies between the north and south sides of Heidelberg Road and limiting access to existing infrastructure (i.e. railway stations, parklands, businesses). Recent built form outcomes vary in quality and lack consistency. Previous approaches and solutions may need to be reconsidered as the APM and other changes increase land use and development activity along Heidelberg Road. A brief summary of the issues and implications is provided below.



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Economic

- The redevelopment of the APM will change the economic role of the Heidelberg Road NAC (Precinct 3) as a place and will likely trigger further use and development changes and opportunities.
- The appropriateness of the Industrial 3 Zone (IN3Z) along the north side of the road should be reconsidered in light of the directions provided in the Darebin Economic Land Use Strategy, the Darebin Creative and Cultural Infrastructure Framework and Implementation Plan and additional strategic work where necessary.
- Continuing to apply the MUZ for all of the APM site may no longer be the most appropriate zone and may lead to unnecessary planning permit requirements for the Alphington Village commercial precinct. A Commercial 1 Zone is more consistent with the approved Development Plan as it applies to the Alphington Village commercial precinct which is the main hub for retail and commercial activity.
- A lack of strategic guidance and planning requirements for development and the public realm may lead to inconsistent and poor quality outcomes and limit future opportunities.

Population

- A small population and low housing density has led to lower levels of local commercial and other service provision as activity is dispersed over the study area.
- High housing prices due to the dominance of large allotments and detached houses in an inner urban area make it difficult for middle to lower income households to be proximate to services and employment options.
- The APM will increase the population, help diversify the available dwelling types and concentrate the provision of additional services, particularly in Precinct 3, but it does not address all service and community facility issues across the corridor.
- Pressure on other precincts along Heidelberg Road will increase and their role in relation to the APM is less clearly defined, particularly Precincts 1 and the remainder of Precinct 3.

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Transport and Movement

- High traffic volumes are likely to increase even further, exacerbating existing issues such as constrained pedestrian and cycle movement and north-south crossings, and poor street amenity due to traffic noise and other pollution.
- A lack of separation from fast moving traffic, lack of crossing opportunities and short traffic light cycles for pedestrians make walking less attractive, limit accessibility to services and reduce the potential synergies between businesses on either side of Heidelberg Road. A lack of designated, separated bicycle lanes on Heidelberg Road, combined with a lack of crossing opportunities and lack of prioritisation at traffic lights make bike riding unsafe and less attractive to a wider range of users. The variations in road width and traffic lanes from 4 to 6 has impacts on traffic flow in general, and also on the capacity to improve conditions for pedestrians, cyclists and public transport. Reducing this to a consistent four lanes could provide opportunities for improvements for the other modes. This issue in turn relates to the PAO.
- Implementing the PAO to facilitate private vehicle movement would likely exacerbate existing issues.
- The limited bus operating hours, no bus priority and poor provision of bus shelters limit potential uptake of this mode as an alternative to the private vehicle, in turn increasing or reinforcing the high vehicle reliance of the study area.
- A direct pedestrian and cycle connection between the APM and the Fairfield Railway Station/ Activity Centre on Station Street is missing.
- Upgrades to the Chandler Highway, additional crossing points in Precinct 3 and the east-west bicycle route along the Eastern Freeway will address some issues, but not all and will increase traffic flows.
- Some sites require careful consideration to allow vehicle access because additional crossovers onto Heidelberg Road should be discouraged to reduce conflicts between vehicles using the crossovers and other road users.





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Public Realm and Built Form

- Landscaping is missing or inconsistent along Heidelberg Road, in turn making walking and visiting the precincts less attractive for the pedestrians and cyclists.
- Built form responses across the corridor are inconsistent and suggest a low priority has been given to quality of street frontages or interfaces of the existing businesses.
- Specific built form guidance for industrial and commercial sites along the Heidelberg Road corridor is required to improve local character and amenity.
- Recent development proposals on Commercial 1 Zone land are using the approved APM Development Plan building heights as a precedent to propose tall buildings within the study area that exceed moderate change levels likely to cause significant off-site amenity impacts to residential zoned land including overshadowing, loss of privacy and excessive building bulk.
- The APM will help improve parts of the public realm and built form issues in the Heidelberg Road NAC, but not all.
- Implementing the PAO by widening Heidelberg Road to facilitate vehicle movements would likely lead to poorer public realm outcomes.

Open Space and Environment

- Lack of connectivity to the existing open spaces.
- A lack of canopy landscaping reduces habitat-linkages and exacerbates urban heat island effect along Heidelberg Road which makes it uncomfortable for the pedestrians and cyclist.
- Lack of WSUD treatment along Heidelberg Road.
- Poor provision of local parkland north of Heidelberg Road.

The proposed local area plan will consider the issues and implications to formulate a future direction and desired outcomes for the three precincts along the Heidelberg Road Corridor which will guide improvements more comprehensively.







1. Purpose, Approach and Context

Purpose

The aim of this Background Issues and Discussion Paper (this Paper) is to inform a future high-level plan that guides change towards improving the attractiveness of Heidelberg Road for people and businesses. The focus rests with the commercial and light industrial precincts as the most likely areas where change could be accommodated. A wider study area recognises the role the surrounding context plays in relation to the functioning of Heidelberg Road as a corridor and regarding each precinct.

The development of a new mixed use centre and approx. 2,500 dwellings at the former APM site is a key driver for attracting further changes in other areas along Heidelberg Road in Alphington and Fairfield. Developments will include supermarkets, smaller retail shops, a community space, a child care centre, apartments and community housing. In its Council Plan 2017-2021, Yarra City Council has committed to preparing an overarching plan for the remaining areas outside of the APM to ensure change occurs in a guided manner, responds to the local scale, local community needs and leads to positive outcomes in the medium to long term. Based on community expectation, Darebin and Yarra City Council recently agreed to collaboratively prepare such a plan, based on existing, collective knowledge.

This Paper describes the study area, analyses regional and local planning directions and describes the urban context and local conditions. Based on this, key issues and implications are identified to understand the impact upon Heidelberg Road and its precincts. A future local area plan will formulate desired outcomes and make recommendations for improvement.

The APM Development Plan and its approved developments are not being revisited or re-assessed. Findings (or impact) from the approved Development Plan and associated work have been considered and included where relevant. The zoning of land within the General Residential and Neighbourhood Residential Zones is not proposed to be changed, and therefore has not been analysed in detail in this paper.

Approach

This Paper is informed by:

- the APM Development Plan and relevant planning permits;
- directions and information from existing Darebin and Yarra Council strategies and policies;
- feedback from previous community consultations (for example from the Yarra Housing Strategy); and
- a workshop between officers from the City of Darebin and City of Yarra to discuss key issues and opportunities.

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Preliminary Consultation

Preliminary consultation occurred with key community groups during July and August 2019 about a draft of this Discussion Paper. Council received a range of submissions and input from individuals and groups including:

- Alphington and Fairfield Appropriate Development Association Inc.
- South Alphington and Fairfield Civic Association
- West Alphington Residents Inc.

The issues raised by these submissions included:

- A preference for mandatory rather than discretionary or performance related height controls.
- The need to protect the amenity of residential properties at the interface with new development.
- The relevance of recent VCAT decisions about sites in the vicinity of APM and the Heidelberg Road Neighbourhood Activity Centre.
- The need for short-term interim protection to protect the precincts along Heidelberg Road.
- The relevance of recent apartment design requirements to be applied as mandatory controls.
- Proposals to use the Public Acquisition Overlay to introduce separated bicycle lanes and tree lined footpaths between Grange Road and Yarralea Street.
- Rezoning industrial zone land to a Commercial 2 Zone to promote local employment.
- Encouraging high quality environmentally sustainable design.
- Heritage protection for a variety of specific sites.
- Protection and management of rear laneways.
- Support for development contributions to help provide new local infrastructure and community services to meet the needs of a growing population.
- Managing new car-parking provision to minimise use of on-street space by new residents to maximise street activation by avoiding ground level car-parking in new development.
- Improve the safety of road crossings and intersections such as the junction of Yarralea Street and Heidelberg Road for pedestrians and cyclists (particularly students attending local schools and pre-school centres).
- Advocate to Improve local bus and train service to provide a better alternative public transport system.
- Retain the former railway spur site connecting with APM as a public land connection between APM Fairfield Station and shopping centre.

The issues and submissions have helped to inform this Discussion Paper.

This Paper and the future local area plan will inform and guide subsequent detailed projects, such as built form frameworks and controls, associated heritage advice and streetscape master plans.

Context and Local Features

The study area generally covers land between the Merri and Darebin Creeks, the Yarra River and the Hurstbridge Railway Line (see Map 1 below). Measured from the intersection with the Chandler Highway, it is approximately 5.5kms to the edge of Melbourne's CBD. Heidelberg Road is a key arterial road that connects the suburbs of Heidelberg and Ivanhoe with Clifton Hill via Alphington and Fairfield. Key north-south intersections are with the Chandler Highway/Grange Road in Alphington and with Hoddle Street in Clifton Hill. Nearby activity centres are in Station Street, Fairfield, High Street in Northcote and on Queens Parade in Clifton Hill. Most notable destinations or known features in or around the study area are the Fairfield Boathouse, the former APM site, the commercial shopping strip on Station Street in Fairfield, the Yarra River, Merri and Darebin Creeks and associated parklands.

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In terms of public transport, the study area is serviced by the Hurstbridge Railway Line and 3 bus routes. Key bicycle routes follow the creek and parklands as well as some on-road routes on Heidelberg Road, Station Street and Westgarth Street. The majority of the street network consists of local streets that service the suburban residential areas behind Heidelberg Road. The width of Heidelberg Road varies but is generally wider west of Station Street (between 26 to 29 metres approx.).

The Heidelberg Road Corridor incorporates three commercial/light industrial precincts that are distinct from each other in economic activity, built form and the look and feel of their public realm:

Precinct 1 - **Yarra Bend Park**: Consists of a small commercial and light industrial area, the commercial (C1Z) is located to the south of Heidelberg Road bounded by the parkland and the light industrial (IN3Z) is located to the north of Heidelberg Road bounded by Holmes Street, Albert Street and Jeffrey Street. Most significant elements along Heidelberg Road are the large parkland, industrial and warehouse buildings next to public housing flats and the increased width of Heidelberg Road. On the north side of Heidelberg Road, the precinct contains a mix of commercial and industrial uses fronting Heidelberg Road and on the south side of Heidelberg Road, the precinct currently contains a mix of industrial, offices and residential apartments.

Precinct 2 - **Station Street**: The area contains showrooms, bulky goods services and a light industrial area between Panther Place and Austin Street. The more continuous row of warehouse buildings on the south side of Heidelberg Road is complemented by a more varied built form to the north, consisting of warehouses, a parking lot, residential buildings and most notably the three storey heritage building of the Grandview Hotel on the corner with Station Street. Heidelberg Road narrows slightly at this point, gaining a sense of enclosure.

Precinct 3 - **Heidelberg Road Neighbourhood Activity Centre**: This precinct includes commercial and industrial zone land plus the main mixed use / commercial area of APM. East of the Chandler Highway and Grange Road, Heidelberg Road narrows significantly (13 metres approx.). Currently, warehouse buildings and a storage facility dominate the northern side between Clive Street and Harker Street, with the future developments on the APM site creating a modern identity to the south. East of Harker Street and Park Avenue the built form changes towards a more traditional shopping strip of smaller shop fronts. The narrow corridor of Heidelberg Road reinforces the sense of enclosure. The area includes an island site at 582 Heidelberg Road between Chandler Highway and Coate Avenue.







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All areas have a lack and/or inconsistency of landscaping and canopy trees, with the footpath often being hard on the road edge with fast and high volumes of traffic. A more detailed impression of the corridor can be seen in the photographic survey in Appendix A.

The vast majority of the housing stock in the study area consists of low-density, suburban detached or semi-detached dwellings on medium sized lots between the commercial and light industrial areas and in the hinterland to the corridor. Some are covered by heritage overlays. The built form is generally low with mostly single storey buildings. Exceptions to this are the public housing estate on the north side adjacent to the Merri Creek, a couple of 3-4 storey residential buildings east of Yarra Bend Road, a recent townhouse development west of Grange Road and the future developments at the APM. With the exception of the Yarra River environs and two creek banks, the study area is relatively flat in its topography

Due to the proximity to the APM, high exposure to Heidelberg Road, larger land sizes on Heidelberg Road in comparison to the residential hinterland and more restrictive residential zoning of the hinterland it is reasonable to expect that most changes (development and land use) will concentrate on Heidelberg Road. The wider study area shows the proximity to nearby destinations such as Station Street, Fairfield, public transport connections and significant parkland (see Map 1 below). Existing residential areas are unlikely to experience significant change but have been included to acknowledge that the functioning of a corridor is more than just the commercial strip of shops or showrooms fronting it. They all form part of each place on Heidelberg Road. However, the focus of this analysis rests on the commercial and industrial land abutting Heidelberg Road. Map 1 shows the wider context and main features in the area.

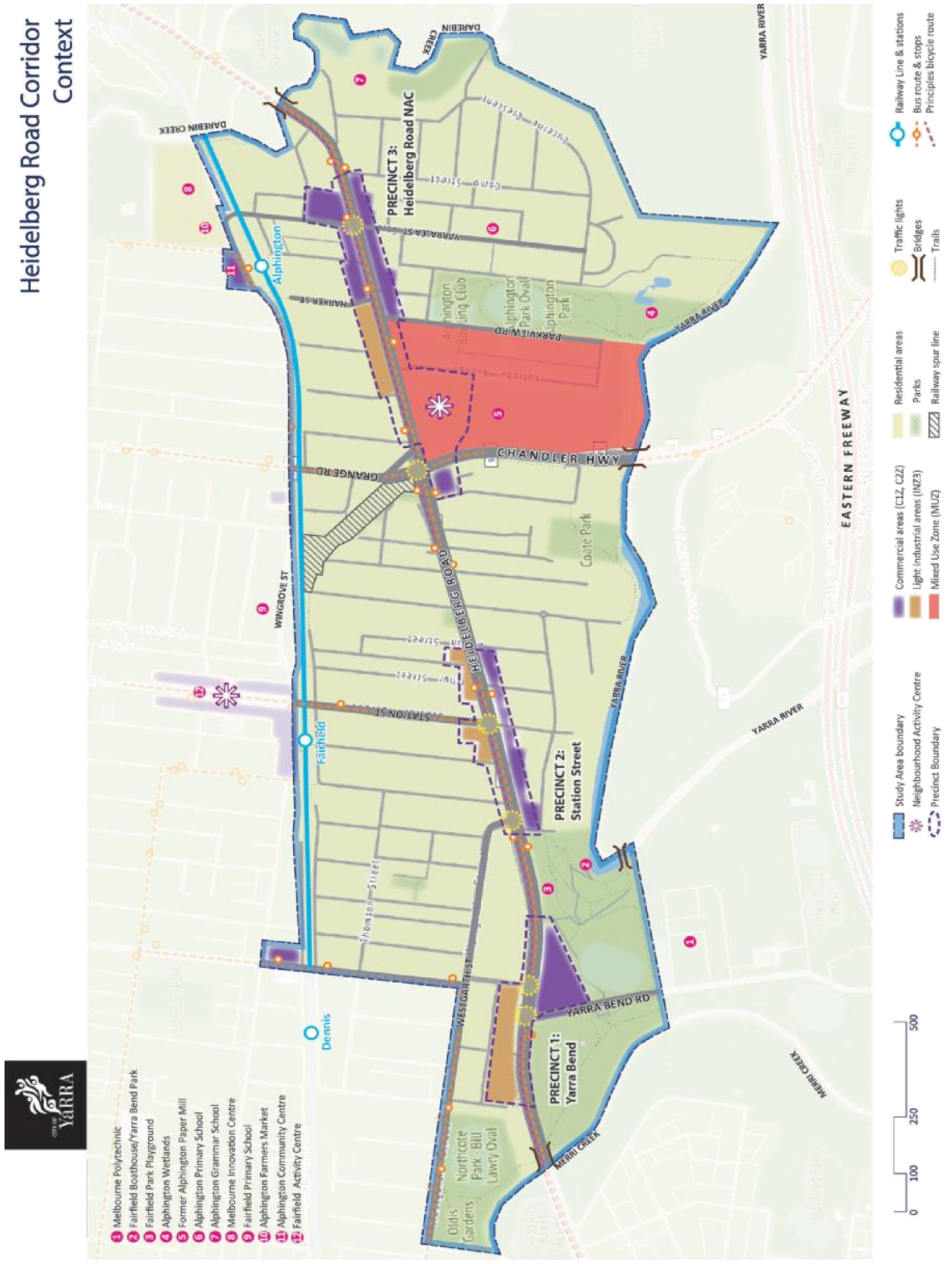








Map 1: Study Area



Alphington Paper Mill Redevelopment

The APM site in Alphington is a 16.5 hectare parcel of land on the corner of Heidelberg Road and the Chandler Highway, extending down to the Yarra River. The site is a major strategic redevelopment within the City of Yarra and within inner Melbourne.

Amcor ceased its paper production and recycling operations at the site in late 2012, and during 2013 arranged for the land to be sold. As part of this, the planning controls over the site were changed by the Minister for Planning. A Mixed Use Zone (MUZ) and a Development Plan Overlay was introduced which allows a mix of commercial and higher density residential uses and specifies the requirements for redevelopment. The Development Plan for the APM site was endorsed by Council on 27 May 2016. The vision for the site includes a 'Village Precinct' next to Heidelberg Road with shops, offices, open spaces, community facilities and dwellings.

Numerous planning permits have been issued for the APM, including apartment buildings along Heidelberg Road and townhouses towards the south-east of the land. Heights ranging from 17 to 14 storeys are concentrated around the north-west corner with the Chandler Highway and taper down to 8 and 6 storeys along Heidelberg Road (eastern edge of the APM). On the 30 April 2019 Council approved the Alphington Village development. This part of the APM forms the main mixed use component of the development and comprises two supermarkets, spaces for retail/hospitality, a child care centre, a community meeting space, a multi-purpose court (to be owned by Council) and apartments. Significantly, the developer and a community housing provider have negotiated the provision of 165 apartment dwellings as affordable housing. This was in response to the DPO requirements for 5% affordable housing. For an overview of the APM and recent planning permit approvals and applications see Map 2 below.

Due to the scale and mix of uses in an otherwise low-density area, changes on the APM are the key driver for future changes that are likely along the Heidelberg Road Corridor, especially in the Heidelberg Road Neighbourhood Activity Centre. Recent planning permit applications for mixed use developments around the APM demonstrate the increased attraction for investment.





Map 2: Alphington Paper Mill Developmet Plan and Recent Planning Permit Activity

Building Height Precinct Plan from approved Development Plan, page 109 (purple - preferred heights, blue - maximum heights).



Figure 8. Building Heights Precinct Plan (overlaid on aerial image with notations)

5 Building heights (approved DPO)
4 Building heights (current and approved applications)

Fairfield Rail Spur Site

The Fairfield Rail Spur site has previously provided an important direct pedestrian connection between the Fairfield Railway Station, the APM site, and Heidelberg Road. The site also has an extensive history of use by the local community. More recently, the State Government utilised the site as part of the nearby Grange Road Level Crossing Removal Project.

The Fairfield Rail Spur Site is owned by the State Government and managed by VicTrack. It is expected that any site specific planning for the long-term use of the site will be managed by VicTrack, and include engagement with the local community and Darebin City Council.

Darebin City Council, at the Council Meeting of 29 April 2019, adopted the following position in relation to the site:

That Council, advocates to the State Government to ensure that the Fairfield Rail Spur:

- Has a direct shared user path and linear park through the length of the site
- Provides open space to serve the local community, such as skate facilities and basketball/netball half court
- Provides that any residential use should be exclusively for public or social housing at accessible locations on the site

Advocates to the State Government to retain the Fairfield Rail Spur site as public land.

Advocates to the State Government to consult with Council and the community about any future uses or development of the Fairfield Rail Spur Site, to inform any decision about its future use.

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2. Planning Background

The Background Issues and Discussion Paper has been prepared within the context of relevant planning strategies and policies. A summary of the relevant planning strategies and policies related to Darebin City Council and Yarra City Council are provided below:

Metropolitan Planning Context

Plan Melbourne is the Victorian Government's metropolitan planning strategy. It was initially released in 2014 and revised in 2017. Plan Melbourne highlights a shift towards an economic, population and transport focussed urban structure for metropolitan Melbourne with five subregions comprising the metropolitan area. The City of Yarra is located within the inner metro region, while the City of Darebin is in the northern region. Some elements of Plan Melbourne that have particular relevance to the study area include the following:

- Providing for jobs growth and an adequate supply of commercial land to accommodate new jobs close to where people live.
- Support a network of activity centres linked by transport.
- Plan for and develop urban renewal precincts.

The former APM was identified as an example of urban renewal (Plan Melbourne 2017 – 2050 Policy 1.3.1):

"Urban renewal precincts should be developed as mixed-use neighbourhoods that offer a range and choice of housing as well as other services. They should offer high levels of amenity and connectivity and integrate into surrounding neighbourhoods.

An example of an urban renewal precinct is the former Amcor Paper Mill site in Alphington, which is set to be developed into a major residential precinct with shops, offices, open spaces and community facilities as well as commercial and retail spaces. The site—which includes affordable housing—will create local jobs and provide up to 2,500 homes for around 5,000 residents."

Plan Melbourne also promotes housing choices close to jobs and services. It develops the concept of 20-minute neighbourhoods with compact, walkable spaces close to public transport (Policy 2.1.2). It also calls for planning to make sure housing supply meets projected needs (2.1.3).

Plan Melbourne also indicates the need for greater certainty about the scale of growth and change in suburbs (2.1.4):

"In areas where greater change is expected—such as urban renewal precincts and mixed-use and activity centre areas—requirements to adhere to preferred heights will also be strengthened. This will be achieved by improving the way height in strategic locations is managed and decisions are made."

It also addresses the way arterial roads are designed at Policy 3.1.3 and meeting the needs of all road users. This includes commuter cycling and better pedestrian friendly neighbourhoods (3.3.1).

At Policy 4.1.2 it deals with integrating place-making into road-space management:

"VicRoads is applying a new transport-planning approach, based on principles relating to 'movement and place', to better engage with the community in considering how streets should perform their movement and place function. This will help the government work with the community to determine what types of movement should be prioritised in each location, and encourage greater interaction between people and places."

Movement and Place

Heidelberg Road and other arterial roads zoned Category 1 Road Zone (RDZ1) in the study area, are managed by VicRoads as the road management authority. VicRoads currently manages the number of trips and priority of different transport modes through the 'Movement & Place' approach and the SmartRoads framework. In principle, it tries to recognise the increasing importance of active transport modes over vehicle trips and attempts to integrate land use and transport planning considerations to better reflect the interplay between land use activity, place function/role and appropriate transport solutions. According to VicRoads' SmartRoads framework map, Heidelberg Road and the Chandler Highway are part of the 'Principal Bicycle Network'. The Chandler Highway and Grange Road are identified as a 'Preferred Traffic Route'.

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Local Planning Context

Below is a summary of the most relevant, overarching strategies and policies to understand the local planning direction for the study area. Other relevant, partially more specific policies and strategies are also included.

Yarra Planning Scheme and Most Relevant Policies

The Yarra Planning Scheme (YPS) identifies the section of Heidelberg Road east of the APM as a Neighbourhood Activity Centre (NAC) at Clause 21.03 – Vision, with the centre shown in Map 3 below. The APM is identified as a strategic redevelopment site. The YPS policies describe the Heidelberg Road Corridor as a 'main road strip'. The corridor functions as a main route which is part of the wider metropolitan arterial road network. Chandler Highway and Grange Road are a major north – south route with the Yarra River crossing point connecting it to the Eastern Freeway.

The Yarra Housing Strategy 2018 (YHS) provides direction for housing growth across the municipality. The purpose of the Strategy is to provide guidance for new housing to meet projected future demand and direct it to the most appropriate locations. In the Heidelberg Road area it indicates:

- Minimal change areas apply to land in the Neighbourhood Residential Zone (NRZ) which applies to most of the established residential areas.
- Moderate change areas apply to Commercial 1 Zone (C1Z) land which applies to parts of Heidelberg Road.
- High change areas apply to the Mixed Use Zone (MUZ) land (APM).

Feedback from the YHS consultation indicated that the community agreed with the minimal change designation of the residential hinterland to Heidelberg Road, with some supporting the moderate designation for the C1Z areas and some requesting a minimal change designation.

Map 3: Yarra Strategic Framework Plan



Yarra Spatial Economic and Employment Strategy, August 2018 (SEES) provides strategic directions for commercial and industrial uses. This strategy identifies areas which will play different roles. The Strategy includes proposals for:

- Employment growth in activity centres (including Heidelberg Road, Alphington).
- Retain and grow major employment precincts.
- Identify preferred locations for housing growth.
- Support the expansion of health related employment and services in Yarra's health precincts.
- Retain other Commercial 2 Zone (C2Z) precincts (including the area near the junction of Station Street, Fairfield).

Clause 21.05 Built Form sets out to enhance Yarra's heritage places, concentrate higher built form in activity centres and strategic sites, retain a fine grain street pattern, improve the built form character of transport corridors and achieve an urban environment that encourages community activity and interaction. In Strategy 17.2 it specifically refers to development in activity centres being no more than 5-6 storeys in height, unless certain criteria are met, such as significant upper level setbacks and design excellence.

Clause 21.06 Transport provides objectives and strategies to reduce car dependency and promotes walking, cycling and public transport. It includes directions such as reducing crossovers to main streets, improving walking and cycling linkages and using rear laneways for access where possible.

Clause 21.07 Environmental Sustainability includes objectives and strategies to achieve a more sustainable built form to minimise greenhouse gas emissions, improve air quality, minimise water usage, to protect waterways and reduce waste.

Clause 21.08-6 Neighbourhoods sets out the locally specific objectives and strategies, including the neighbourhood of Alphington and Fairfield. It identifies the APM and the C1Z land adjacent to Yarra Bend Road as strategic redevelopment sites and the C1Z east of the APM as a neighbourhood activity centre. General guidance for both the Commercial 1 and 2 Zone areas is for development to maintain the hard edge with Heidelberg Road and to reflect the fine grain of the subdivision pattern. The Yarra Bend Road area should improve the interface with the street.

Clause 22.05 Interface Uses Policy intends to reduce the potential for conflicts between commercial and new residential uses as development occurs.

Clause 22.10 Built Form and Design Policy generally guides built form in Yarra towards a positive contribution to the streetscape, responding to local character, scale and form, limiting the negative impacts on surrounding land and to be environmentally sustainable.

Clause 22.17 Environmentally Sustainable Development provides a framework to consider environmentally sustainability early on in the design process to achieve more environmentally sustainable building design, integrated water management, improved affordability and reduced running costs and an improved amenity and liveability for occupants, whether in commercial or residential buildings.





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Darebin Planning Scheme and Most Relevant Policies

The Darebin Planning Scheme (DPS) directs growth to activity centres and to different types of change area. This includes larger centres and 'substantial change' areas such as Preston Central and around Northland as shown on the Strategic Housing Framework.

The Darebin Housing Strategy 2013 (revised 2015) is implemented as Clause 21.03 of the Darebin Planning Scheme and identifies three 'Housing Change Areas' (see Map 4):

- Minimal housing change – parts of Alphington near the railway station and in the Neighbourhood Residential Zone (NRZ)
- Incremental housing change – areas in the General Residential Zone (GRZ) and along Heidelberg Road
- Substantial housing change – areas along Station Street in the Residential Growth Zone (RGZ) and Commercial 1 Zone (C1Z)

Substantial change is anticipated along Station Street, Fairfield, in the RGZ and the C1Z. The form and scale of development in these locations will be guided by the relevant zones and overlays of the DPS. The likely scale is, based on current (Darebin RGZ3 & 4, DDO20) and proposed provisions (Darebin Amendment C161 via proposed DDO21) generally four storeys, which would result in redevelopment at a much lower scale than is envisaged by the Development Plan for parts of the Alphington Paper Mill site.

The area between Holmes Street and Jeffrey Street (included as part of Precinct 1 in this background issues paper) is identified on the Strategic Housing Framework Plan at clause 21.03-1 of the Darebin Planning Scheme as a "Potential Future Substantial Housing Change Precinct".

Clause 21.04 – Economic Development. The Strategic Economic Development Framework Plan at this clause identifies land between Holmes Street and Jeffrey Street (included as part of Precinct 1 in this background issues paper) as being suitable for mixed employment. Locations proximate to Precinct 2 and 3 in this paper are identified as 'local centres' on the framework plan. The clause goes on to recommend that future land use options on Heidelberg Road be examined. The accommodation of smaller restricted retail and trade supply outlets on parts of Heidelberg Road is also supported.

Clause 21.05 – Transport and Infrastructure identifies the Darebin and Merri Creek bridges as key gateways into the municipality. It aims to increase the integration of transport and land use decisions to support walking and cycling infrastructure and facilities and supports to increase density near train stations and key public transport routes.

Clause 22.04 – Industrial and Commercial Activity seeks to ensure that a high standard of urban design is achieved in industrial and commercial areas across the municipality, including suitable landscaping. It guides developments towards minimising negative amenity impacts and reduce conflicts with existing nearby sensitive uses.

Clause 22.06 – Multi-Residential and Mixed Use Development facilitates mixed use developments, requires a high standard of urban design outcomes in the built form, including achieving environmentally sustainable design. New development should create a quality interface with the public realm. Lot consolidation is encouraged to achieve better overall design outcomes, including locating the bulk towards the front to reduce rear bulk visibility and to encourage front- and rear facing developments.

Clause 22.12 – Environmentally Sustainable Development is in its essence similar to Yarra's Clause 22.17 (see above).

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The Darebin Economic Land Use Strategy 2014 (DELUS) considers the future of pockets of Industrial 3 Zone (IN3Z) land along the north side of Heidelberg Road and makes recommendations in regard to the potential rezoning of these areas as follows: The IN3Z land between Holmes and Jeffrey Streets is recommended for rezoning to a Mixed Use Zone (MUZ) with a schedule that includes an objective requiring or encouraging employment uses in appropriate locations. The IN3Z land between Gillies and Austin Streets is recommended for rezoning to the Mixed Use Zone. The IN3Z land between Clive and Harker Streets is recommended for rezoning to the Commercial 2 Zone.

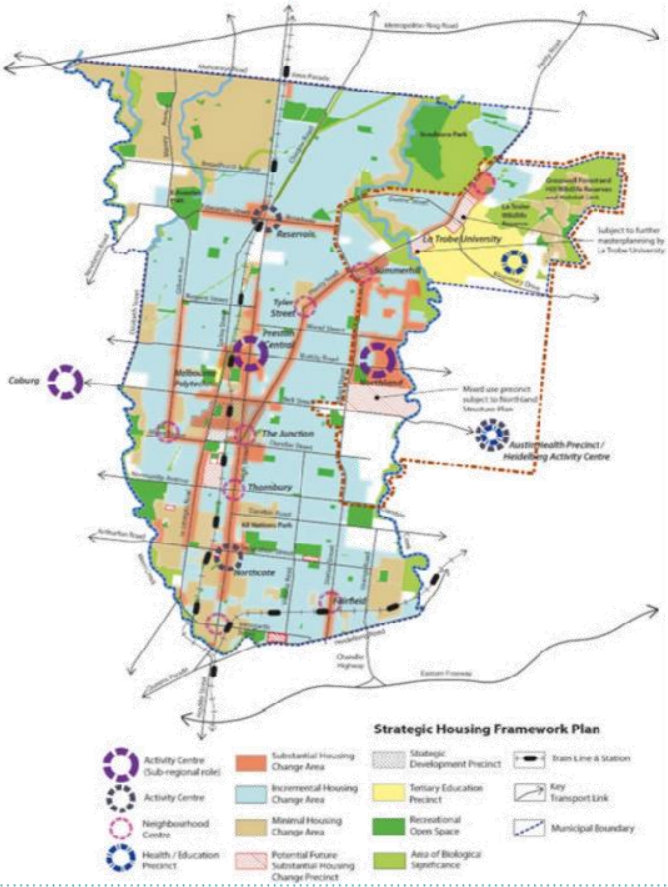
No change to the zoning of Commercial 1 Zone land east of Harker Street is suggested in DELUS.

It is noted that the new Commercial 3 Zone (C3Z) was not considered as a potential option in DELUS as this zone was developed by DELWP since the completion of DELUS.

Darebin's Transport Strategy 2007 – 2027 (and review November 2015) supports an increased role of sustainable transport modes, integrate transport, quality urban design and land use function, reduce transport demands in new developments and improve health and environmental outcomes.

Darebin's Creative and Cultural Infrastructure Framework and Implementation Plan (2018) aims to increase the number of spaces to support creative and cultural uses, help to deliver fit-for-purpose facilities and assist in raising Darebin's profile as a destination for creative practices. The framework recommends that consideration be given to piloting a special use zone in the area of IN3Z land between Holmes Street and Jeffrey Street (part of Precinct 1 in this background issues paper). The implementation plan contends that a mixed-use zoning is likely to result in a reduction in employment in these spaces and increased pressure on existing creative industries to relocate.

Map 4: Darebin Strategic Framework Plan



Zones and Overlays

Most of the land in the study area is zoned as residential (NRZ and GRZ, see Map 5 below). The APM is zoned as MUZ, whereas zoning along Heidelberg Road is made up of C1Z, C2Z, IN3Z and residential zones in between these areas. Numerous heritage overlays apply to residential land and parts of the APM (see Map 6 below). Most notable development overlays are applying to the APM and southern end of Station Street. Environmental and landscape significance is recognised by the Environmental Significance Overlay and Significant Landscape Overlay which apply to the Merri and Darebin Creek environs and to the Yarra River corridor. Along the Yarra River these overlays are supplemented by a Design and Development Overlay (DDO 1) which applies to areas at the interface between the River parklands and private land. It applies to environs adjoining the Yarra River in parts of Fairfield and Alphington. DDO 1 is intended to minimise the impact of any new development on the River corridor and associated parkland.

The Planning Scheme Overlays Map also shows land which may potentially be contaminated and can be developed for sensitive land uses like housing. These areas are covered by the Environmental Audit Overlay. Areas within the study area are subject to potential overland flooding. These are covered by the Special Building Overlay (SBO) and a Land Subject to Inundation Overlay (LSIO) along the creeks and rivers. These areas are identified by Melbourne Water using flood modelling. The Public Acquisition Overlay (PAO1), with VicRoads as the acquiring authority, applies to both sides of Heidelberg Road, generally between Gillies Street and the former spur line, between Fulham Road to near Yarralea Street, along the bend of Heidelberg Road west of Arbor Street on the north side and the south side of Heidelberg Road between View Street and Como Street. The overlay may impact upon the development potential of a number of properties on the north side of the corridor.

Other Relevant Local Policies - Yarra Planning Scheme

Clause 21.10 Future Work mentions to investigate height controls for Neighbourhood Activity Centres and to investigate heritage protection for areas in Alphington.

Clause 22.07 Development Abutting Laneways gives preference to achieve vehicle access off laneways and to ensure pedestrian safety is maintained.

Clause 22.16 Stormwater Management (WSUD) aims to reduce suspended solids to reduce pollution in waterways, reduce peak stormwater peak flows and to promote the reuse of stormwater in new development and extensions over 50 square meters.

Other local policies and strategies – City of Yarra.

Yarra's Urban Forest Policy 2017. This aims to create a more liveable city supported by a healthy and growing urban forest. It makes recommendations on managing current and future tree stock in terms of its health, coverage, distribution and diversity. The goal is to achieve a canopy cover increase of 25% by 2040, compared to 2014 levels. It represents an increase from 17% to 21.25% in total. Analysis associated with this work indicate that the Heidelberg Road study area (where in Yarra) is in comparison heavily treed, whether in parklands, streets or private land. Hotspots in terms of the urban heat island effect are located along the Chandler Highway, Heidelberg Road and some of the residential streets that have less canopy cover. The appendix to the Urban Forest Strategy 2017 shows the canopy cover by suburb. The imagery for Alphington and Fairfield show that coverage is generally high, except for Heidelberg Road and the Chandler Highway.

Strategic Community Infrastructure Framework 2016. This sets a broad framework for community infrastructure across the municipality.

Community Infrastructure Plan 2018. The Community Infrastructure Plan includes information and proposals for more defined local areas. The neighbourhood profile of Alphington-Fairfield is at page 63. The profile contains:

- Current community infrastructure planning (CIP) considerations
- Future considerations for CIP
- A table containing key Community Infrastructure which identifies Council and non-Council facilities and services*
- Other information
- Likely provision gaps

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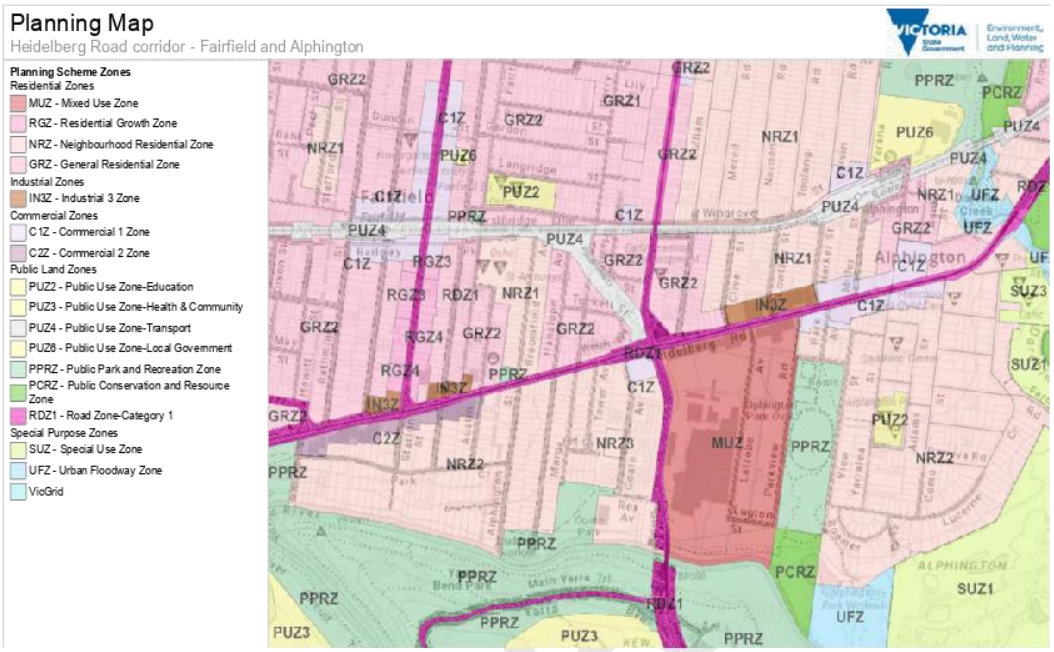
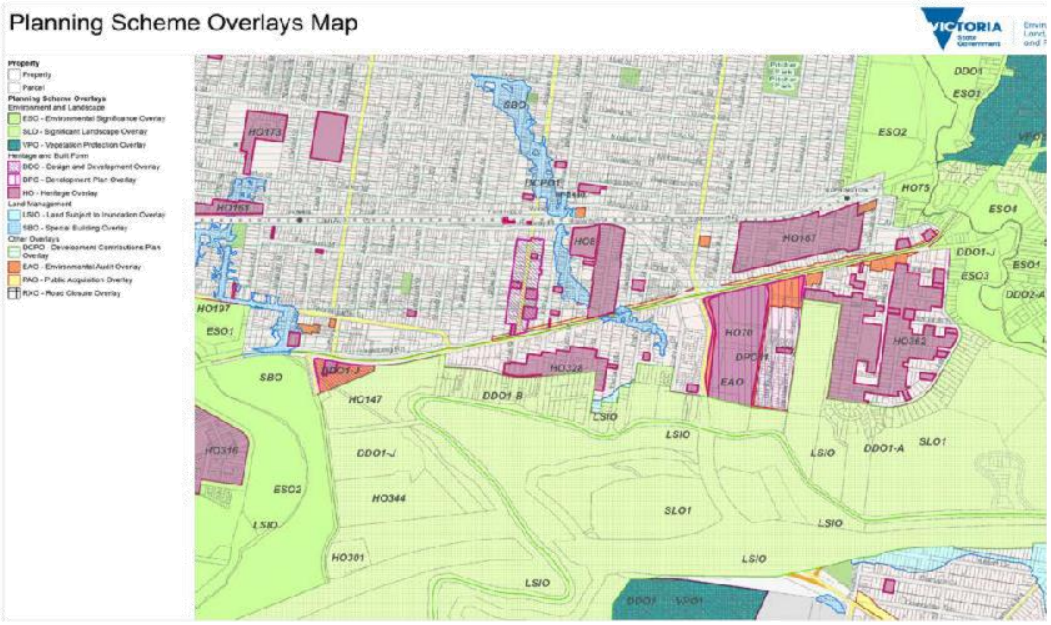
Map 5: Zoning in the Study Area



Map 6: Overlays in the Study Area



Other Relevant Local Policies – Darebin Planning Scheme

Clause 22.03 – Darebin Creek – Adjacent Land Design and Development policy seeks to ensure new development contributes to local Darebin Creek character and that aesthetic impact is considered in assessing new development along the creek environs.

Other local policies and strategies – City of Darebin

The Cycling Strategy 2013-2018 aims to significantly increase the use and safety of cycling and to develop it to the first mode of choice for transport, especially for shorter trips between 2 and 7 km. One of the main objectives is to create a cohesive high quality network of cycle routes that enable direct access to popular destinations within and around Darebin.

Walking Strategy 2018-2028, November 2018 seek to encourage walking as a safe and attractive mode of transport for all by providing quality infrastructure, better pedestrian amenity and education around walking. Some key goals include upgrades to the walking network and enhance connectivity to important destinations, to reduce barriers to improve community health, safety and equity of access. The strategy identifies Heidelberg Road crossings of Station Street, Grange Road and Yarralea Street as primary pedestrian routes and Gillies Street and Jeffrey Street as secondary routes. The strategy goes on to describe the preferred design outcomes for these routes.

The Green Streets Streetscape Strategy 2012-2020 aims to increase the tree canopy cover to 25%, increase Water Sensitive Urban Design (WSUD) and passive irrigation measures, increase the permeable surfaces within streetscapes and increase the opportunities for urban food production.

The Urban Forest Strategy 2013-2028, aims to increase liveability and provide a greater connection with nature across Darebin. It seek to achieve this by increasing tree coverage on public lands to at least 25% over 15 years and increase indigenous and native trees to provide local habitats.





Implications of Strategy and Policy Direction

In summary, the Darebin and Yarra Planning Scheme and other Council policies and strategies indicate the most intensive growth in the study area will take place on the APM, as identified in the approved Development Plan. Within the APM, the highest level of activity and development will be located along Heidelberg Road and at the Chandler Highway intersections. Most employment growth is likely to be accommodated in the APM, and to a lesser extent in the existing C1Z, C2Z and IN3Z land abutting Heidelberg Road.

The residential hinterland to Heidelberg Road is identified as low-change areas. Moderate change is directed towards the commercial areas along Heidelberg Road (where outside of the APM), supporting a mix of uses with restricted retail/bulky goods and light manufacturing in the Yarra Bend Precinct and Station Street Precinct, and strengthening the Heidelberg Road NAC in terms of achieving a wider mix and higher intensity of uses, including residential. The C2Z in Precinct 2 is not identified to be changed, whereas the future status of the IN3Z pockets along the north side of Heidelberg Road is to be investigated. Yarra City Council's built form policy provides guidance that development in activity centres and strategic redevelopment sites should be no more than 5-6 storeys. There is currently no specific built form guidance for the study area, such as a Design and Development Overlay, from either Council. DDO1 in the Yarra Planning Scheme provides guidance only to properties in the Yarra Bend Precinct on the south side of Heidelberg Road. Future land uses and built form needs to consider sensitive residential interfaces.

The various strategies and policies support a public realm and infrastructure that is pedestrian and cycle friendly. They aim to reduce negative impacts of climate change (i.e. a locally reduced heat island effect through canopy landscaping) and recommended providing urban infrastructure and built form that is water-sensitive, and more resource and energy efficient. Creating better connections across Heidelberg Road is identified as a need to improve cycling as a transport mode and to better connect the community and visitors with services and existing assets (i.e. parks, community houses, schools, railway stations). The importance of significant parklands along the Merri, Darebin and Yarra is recognised and needs to be protected and enhanced as change occurs.



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3. Place Analysis

The place analysis focusses on the general economic role and function of Heidelberg Road, likely population changes, transport matters and trends, the status of the public realm, built form and open space provision. It provides a general description, highlights key issues that have either been identified in existing policies and/or strategies, previous community consultations, site inspections or in a collaborative workshop between Darebin and Yarra Officers. A photographic survey to support the analysis is provided in Appendix A. Supporting maps can be found in Appendix B and census and population data is available in Appendix C. A detailed list of issues and opportunities that were identified in the workshop is provided in Appendix D. Key issues and constraints are visualised in Map 7.

Economic Role and Function

Economic activity in the study area is mostly concentrated within the three precincts along Heidelberg Road. Broadly, these precincts plays an important role by providing for a range of uses, including local services, restricted retail, space for small-scale light industrial uses and associated employment opportunities. The APM and its mixed use Alphington Village development will be a key driver for change in the local area, providing an economic anchor particularly to the Heidelberg Road NAC (Precinct 3). It will significantly increase economic activity, the retail and hospitality offering and provide additional employment opportunities.

Yarra Bend Park: The area is spread diagonally across Heidelberg Road and the nature of economic activity differs between the sides. On the south side there is the industrial use of Porta Pty Ltd, a large timber product manufacturer. Residential apartments and a rehabilitation centre are located east of Porta Pty Ltd. Land on the north side is occupied by light industrial and some restricted retail uses (i.e. smaller furniture shop), storage facilities, engineering firm, gardening store, art gallery and function services.

Station Street: Land in this precinct is dominated by a mixture of light industrial and restricted retail uses. Some offices, recreational and few retail uses are also found. Namely these are car sales yards, auto repair shops, furniture or tile stores, small offices, gyms, a café and most notably the Grandview Hotel on the corner with Station Street. The nature of businesses between the north and south side of Heidelberg Road appear to be similar. Most land uses likely benefit from the high exposure and medium to larger land parcels and buildings. Upon two site inspections of Heidelberg Road (17 December 2018 and 17 April 2019), the vacancies in Precinct 2 appeared to be relatively low, although further investigation would be required to confirm vacancy rates.

Heidelberg Road NAC: The land uses in these areas include a wide variety of services, ranging from a large footprint storage facility, restrictive retail premises, offices, automotive repairs east of Harker Street to small, local retail services between Park Avenue/Harker Street and Yarralea Street. These include a restaurant, café, post office, massage parlour and gym. Around Yarralea Street and east of this location, the nature of businesses changes again to uses with larger building footprint, such as a large bottle shop, automotive repairs and take away premises. In the NAC some vacancies were visible, but the area still showed a certain level of economic activity. In the medium to long-term the level of activity in the NAC will likely increase as the APM is redeveloped and the area's economic profile as a destination increases. The APM will include a shopping and commercial centre with two supermarkets, specialty shops, hospitality, offices and community facilities. This will strengthen the role of the remaining NAC on Heidelberg Road as its population catchment and commercial exposure is increased.

Other small-scale economic and non-residential land use activities such as medical centres, shops, cafes, churches, schools and childcare services are located in the residential areas, spread out over the study area. A small local employment hub just outside of the study area is the Melbourne Innovation Centre on Wingrove Street, Alphington, just south of the Darebin Parklands.

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TILE GALLERY

Issues and Implications

An increase in population and economic activity, largely due to developments at the APM will likely trigger higher levels of interest and change in three precincts, especially Precinct 3. The push for residential development is likely to increase the pressure on economic uses and the provision of employment spaces in new development. The City of Yarra is also seeing recent increases in office-developments, particularly in areas similar to Precinct 2. The appropriateness of the industrial zoning along the north side has been questioned in the DELUS.

The recent Darebin Creative and Cultural Infrastructure Framework highlights the need to support creative industries through any zoning changes, and discusses an alternate option for the north side of Precinct 1. Connections, public realm and built form matters are discussed in separate sections. However, generally a lack of crossing opportunities and lower quality of public realm is likely limiting current and future potential as it hinders exchange between the north and south side, discourages walking and reinforces the transient nature to travel through, rather than stop. As no local guidance regarding development changes and public investment, risks of inconsistent outcomes.

Yarra Bend Park: As industrial uses tend to move out of inner city locations, it is likely that the Porta Pty Ltd enterprises may relocate and the area will be redeveloped with a change in use, most likely including significant numbers of dwellings. This may have implications for the north side in the form of pressure to rezone to allow similar uses.

Station Street: The area benefits from the high exposure, appears to exhibit few vacancies and seems to function reasonably well. The high exposure along Heidelberg Road is likely a key factor for this. Yarra's SEES recommends retaining the current C2Z on the south side. Similar to Precinct 1, the appropriateness of industrial zoning along the north side may require further investigation.

Heidelberg Road NAC: Due to the APM the area has already attracted development proposals and will likely continue to do so. This will also come with increased economic activity as the resident population increases and the area transforms to a retail, business and community destination. Local guidance on preferred built form development and public realm outcomes currently does not exist. Development proposals are therefore using the precedent of the APM as a means of justification. The local area (including land around Precinct 3) currently does not have convenient access to a larger supermarket. Independent, smaller supermarkets are located outside of the study area. Developments at the APM will increase the variety of the retail options in the study area and beyond. This may or may not lead to some change in the nature of the retail offer in surrounding centres as commercial activity in the APM is introduced. An increase in worker population will likely support existing businesses nearby. Creating convenient and direct pedestrian and bicycle connections will be important to harness potential benefits of an increased worker and residential population. Additional crossing points as negotiated through the APM Development Plan and the Chandler Highway bicycle upgrades will help address some of these issues, but not all. The approved uses and development in the Alphington Village (APM site) are located in a MUZ, which is part of suite of residential zones. This mismatch will likely lead to unnecessary conflicts between the approved uses and MUZ.

Implication Summary

- The redevelopment of the APM will change the economic role of the Heidelberg Road NAC (Precinct 3) as a place and likely trigger further use and development changes and opportunities.
- The zoning of IN3Z land along the north side of Heidelberg Road may no longer be suitable, and may provide opportunities for change.
- Continuing to apply the MUZ for all of the APM site may no longer be the most appropriate zone and may lead to unnecessary planning permit requirements for the Alphington Village commercial precinct.
- A lack of strategic guidance and planning requirements for public realm and built form changes may lead to inconsistent and poor outcomes and limit future opportunities.

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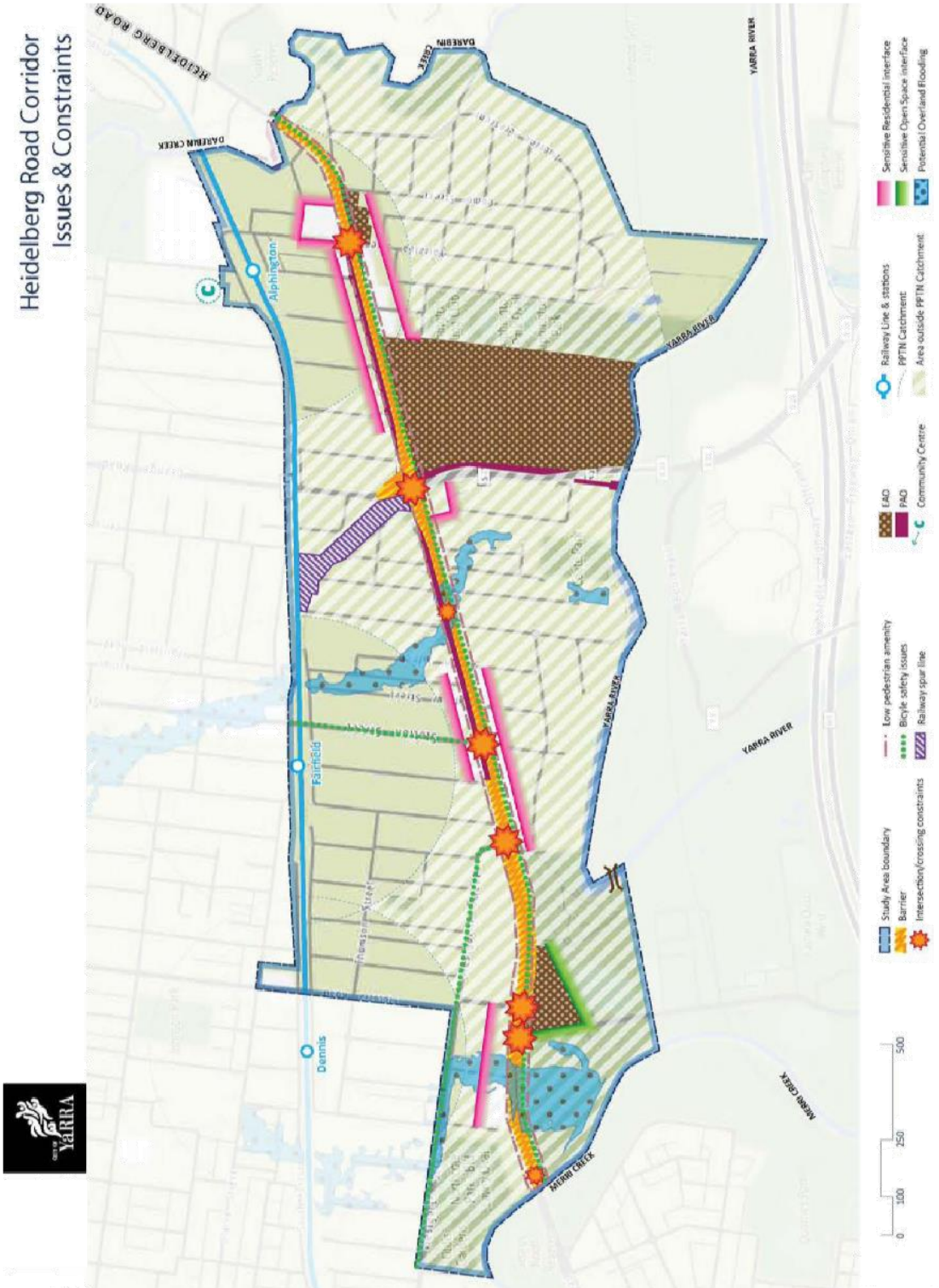
Map 7: Key Issues and Constraints



Population, Community Facilities and Housing Changes

The study area includes significant parts of the suburbs of Fairfield and Alphington. Significant parts of the suburbs are located outside of the study area boundary. For detailed population, household and dwelling data please see Appendix C. Some estimates and forecasts are only available for the entire suburbs. Where available, smaller statistical areas have been used.

Population

The total number of people who stated Alphington and Fairfield as their permanent residence on Census Night 2016 was 5,081 and 6,559 respectively. Within the study area there were 6,325 residents, being evenly spread between Fairfield and Alphington. The below analysis concentrates on the study area only where consistent data sets between the City of Darebin and Yarra exist.

The population is projected to increase in the medium to longer term. The area south of Heidelberg Road, in the City of Yarra, is projected to increase from a population of 3,015 in 2019 to 9,843 in 2041. A significant proportion of that increase will be attributable to the APM redevelopment. Projections for this site indicate a new population ranging between 4,000 and 4,500 people by 2026.

Forecasts relating to age cohorts only exist for entire suburbs, not for smaller statistical areas. They indicate that the largest age groups in 2026 will be in 25 to 29 years of age and in 2041 30 to 34 years. Except for the age cohort of 85+, the smallest growth will occur for the people cohort 65+ and under 20 years of age cohorts. As such, there will be a strong increase in young adults and middle aged population groups, which balances an otherwise generally aging population. Household types are generally projected to remain similar, with lone person households continuing to be the dominant type after couples with children and couples without.

Dominant household size is the lone person household at 33.6%, followed by 'traditional' family of couples with children at 23.27% couples without children 22.69%. The median age is 37.72 years, so slightly older than the Greater Melbourne average of 36. Dominant age cohorts is the 35-49 age group at 23%, followed by the 25-34 age group at 20.32%.

People across the study area generally have a higher income than the Melbourne average, per capita as well as per household. The SEIFA index of disadvantage is 1085. It means the people in the study area are quite advantaged in comparison to the Melbourne average. Unemployment rates are low at 4.89%.







Dwelling Types and Housing Diversity

The overall dwelling stock is predominantly suburban style detached housing, with very little higher density housing such as apartments and an average proportion of medium density housing. Density within the study area is relatively low at 19.42 people per hectare. The proportion of detached housing is much higher in both suburbs than the Inner Metropolitan average of 22.5%, and is particularly high in Alphington. Density data was only available for the entire suburban areas, but can still be uses to gain insight. The proportion of higher density dwellings is significantly lower in Alphington (1.8%) and Fairfield (4.79%) when compared to the Inner Metropolitan average of 43%. The slightly increased percentage of higher density dwellings in Fairfield compared to Alphington is likely due to recent developments along Station Street. The proportion of medium density housing is generally similar to the Inner Metropolitan average. Based on inspection of VicPlan aerial imagery, most medium density dwellings appear to be located outside of the local area plan study boundary. Heritage Overlays that cover a significant portion of the study area's residential land offer a reasonable explanation for this.

The dominant housing tenure is private ownership (incl. mortgage/ being purchased) at approx. 60%, followed by private rental arrangements (35.66%). Social housing is very low at 3.97%. Housing costs are comparatively high in Alphington and Fairfield, whether purchasing or renting. The reported level of renting stress is 19.57%. It is noteworthy that the rental stress in Fairfield is approx. 8% higher than in Alphington.

Recent development trends have seen incremental redevelopment of detached and attached housing in established residential areas in the Neighbourhood Residential Zone and General Residential Zone in the study area. Apartment and attached housing development has been approved and constructed in some sections of Heidelberg Road and in the early stages of redevelopment in the APM site. The approved Development Plan for the site indicates a mix of housing, with an indicative yield of 2500 dwellings.

As indicated in the table the form of housing in the new development in the APM varies. In general the lower scale townhouse and detached housing occurs towards the Yarra River with the higher density and taller building forms located closer to Heidelberg Road and the Chandler Highway. The APM development will significantly increase the supply of housing and increase the diversity of housing in the area. This development will provide 165 dwellings (apartments) as affordable community housing. A new internal street network, forms a connective grid of local streets and a new internal street landscape (also see Map 1 in Section 1 of this Paper).

The other areas which have recently seen approved or proposed apartment developments include parts of the C1Z immediately east of the APM and the site at the south – west corner of Heidelberg Road and Chandler Highway. These proposals have included buildings between five and eight storeys east of the APM and thirteen storeys for site at the south – west corner of Heidelberg Road and Chandler Highway. Recent VCAT decision have either amended proposals to be reduced to 5 storeys or refused the 13 storey proposals. The decisions were not a dismissal of the heights per se but a result of inadequate urban design outcomes.

Amendment C161 to the Darebin Planning Scheme proposes new planning controls to guide the scale of development in the Station Street Activity Centre to generally four storeys in height. Height limits proposed in the amendment reflect the identified heritage character of the traditional shopping strip. The Panel report reviewing these proposals generally supported the amendment, subject to some changes.

A public housing estate is located west of Area 1 in Northcote. The estate consists of approximately 130 dwellings.

Table 1: Dwelling Type Comparison

	Detached Dwelling (% of total)	Medium Density Dwelling (% of total)	High Density Dwelling (% of total)
Alphington	67.5%	30%	1.8%
Fairfield	55%	33%	5%
Inner Metro Area	22.5%	33%	43%

Table 2: Alphington Paper Mill site - approved development plan housing diversity

Housing Type	Estimated Percentage of the Total New Housing
Detached housing	5 - 10%
Townhouses	15 - 25%
Apartments	45 - 70%
Live / work	0 - 10%
Affordable housing	5%
Industrial re-use / interpretation	5 - 15%
Approximate total dwellings	**2500**

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Community Facilities and Infrastructure

Community facilities and/or infrastructure are assessed in the Community Infrastructure Plan 2018 (Yarra City Council) and in similar work by Darebin City Council. Community services and infrastructure were also assessed as part of the background report for the APM Development Plan.







Community infrastructure and services include:

Within the Fairfield – Alphington study area	Outside the Fairfield – Alphington study area
Yarralea Children's Centre	Collingwood Leisure Centre
Alphington Bowls Club	Collingwood Library
Alphington Park Oval and Pavilion	Alphington Community Centre (located in Darebin and Yarra City Council contributes funding, the Centre is a part of the Yarra Neighbourhood House Network)
Fairfield Oval Park:	Darebin International Sports Centre (DISC) is located at John Cain Memorial Park
- Boathouse and Tea Gardens (not managed by Council)	Ivanhoe Library
- Fairfield Amphitheatre	Northcote Library
- Playground	Northcote Swimming Pool
- Maxwell Sutherland Pavilion	North Fitzroy Library, Bargoonga Nganjin
- Cricket nets	Ivanhoe Aquatic Centre
- 2 x soccer grounds, 1 x cricket ground	Darebin Arts (variety of flexible spaces)
- Dog off-leash area	Sparkes Reserve
Yarra Bend Park:	Westgarth Primary School
- Fairlea East and West Ovals, Fairlea Pavilion	Fairfield Primary School
- McCutcheon Oval and Deep Rock Pavilion	Spensley Street Primary School
- Cox Oval	
- Olney Oval	
- Corben Oval and Pavilion	
Alphington Primary School	
Alphington Grammar School	
Alphington Grammar Preschool	
Gum nut Preschool and Childcare	
Complete Care for Kids	
Smart Start Early Learning and Development Centre	
Perry Street Child Care Centre	
Alfred Nuttall Memorial Kindergarten	
Ivanhoe Northcote canoe Club	
St Andrews Kindergarten	
Main Yarra Trail	

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The APM redevelopment will include a mix of community facilities including a 300m2 community space, a multi-purpose court and a 1400m2 'warm shell' (a flexible space which is connected to utilities but which will be fitted out to meet a future use). These facilities will be located in the proposed 'town centre' with retail, service and other facilities, near the corner of Heidelberg Road and Chandler Highway.

Likely provision gaps

Recent assessment in the City of Yarra Community Infrastructure Plan 2018 suggests gaps including:

- A modern maternal and child health facility integrated with associated services
- Better pedestrian and cycling connections to existing and future public spaces and facilities so they are accessible by more sustainable forms of transport
- Spaces / places for active and passive recreation which are close to or integrated with activity centres or other facilities along the Heidelberg Road corridor

Issues and Implications

Areas with a relatively small population combined with low housing density are often less attractive for a diverse range of retail options and other service provisions. It increases the dependence on further travel to meet those needs. Rising prices, whether purchasing or renting, combined with dominant, low density, detached dwellings, have led to the areas of Alphington and Fairfield to become more unaffordable, especially for lower income households. This makes it harder for young adults and families to find housing closer to employment opportunities in the inner Melbourne areas.

A future local area plan cannot solve these bigger socio-economic trends and disparities, but it can give local direction to help address some of the potentially negative effects. As the population increases, the current housing options and level of available services is unlikely to cover the future needs. The APM and its recently approved planning permit for the Alphington Village will increase the dwelling diversity and supply more affordable housing (community housing) to increase accessibility for lower income households in a soon to be well-serviced inner urban area. The APM will increase the population density and diversify the local retail and services options. It will assist in increasing the longer-term viability for local businesses, provide more employment opportunities and likely reduce travel times for the community to cover daily needs.

As changes at the APM elevate the profile, there likely will be increased pressure on the other precincts to provide a greater housing diversity. These locations have a different context and constraints. Housing changes in the other Heidelberg Road precincts need to acknowledge the primacy of housing activity is within the APM and be complementary to it, rather than equal.

The Alphington Community Centre is located near Alphington Station on Kelvin Road. Based on comments from regular users, a community centre near the public housing estate in Northcote is missing because the Alphington Community Centre is not easily accessible due to limited bus operation hours along Heidelberg Road. Other community facility gaps should be investigated including the provision of a modern maternal and child health facility integrated with other services. Improved connections for pedestrians and cyclists would help to make community facilities generally more accessible for a range of users. Redevelopment and change along the corridor should also aim to provide a range of informal and flexible spaces for recreation within the main activity centres and other commercial activity areas.

Implication Summary

- A small population and low housing density has led to lower levels of local commercial and other service provision as activity is dispersed over the study area.
- High housing prices due to the dominance of large allotments and detached houses in an inner urban area make it difficult for middle to lower income households find accommodation close to services and employment opportunities.
- The APM will increase the population, help diversify the available dwelling types and concentrate the provision of additional services, particularly in Precinct 3, but it does not address all issues across the corridor.
- Pressure on other precincts along Heidelberg Road will increase and their role in relation to the APM is less clearly defined, particularly Precincts 1 and the remainder of Precinct 3.
- Potential gaps in community facilities should be investigated to see how they may be best filled as redevelopment occurs, including better connections for pedestrians and cyclists and the provision of spaces for passive or active recreation in commercial or activity centre areas.

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Transport, Movement and Access

The study area is connected by arterial roads, most notably Heidelberg Road, the Chandler Highway and Grange Road. Heidelberg Road, Chandler Highway / Grange Road, Station Street and Westgarth Street are categorised as Road Zone 1 (also see Map 5). The local street network services the residential, suburban hinterland. The width of Heidelberg Road (kerb to kerb) varies. It is generally narrower around the Merri and Darebin Creek bridges and east of Station Street, Fairfield (approximately 13 metres, with the exception of the Chandler Highway/Grange Road intersection). It widens west of Station Street and in parts includes a median with trees (approximately 23 to 26 metres, 29 metres with slip lanes).

A Public Acquisition Overlay (PAO) applies to Heidelberg Road between Darebin Creek, Alphington and Gillies Street, Fairfield. The PAO purpose is to facilitate the purchase of land to allow for a road widening to improve traffic management and accommodate increasing traffic. The Department of Transport and VicRoads are responsible for this PAO and have indicated that it is intended to remain in place. It could, potentially, be used for public transport or 'active transport' for example bicycle lanes or designated bus lanes and wider footpaths and better conditions for pedestrians. It is understood that there are no specific proposals to implement the Heidelberg Road PAO.

Vehicle Movements

Movement along the Heidelberg Road Corridor is dominated by vehicle traffic along Heidelberg Road and the Chandler Highway / Grange Road. The annual average daily volumes for Heidelberg Road as available in the VicRoads Arterial Road Traffic Volumes suggest that the traffic volume is comparable to Bell Street (Coburg, Heidelberg West) or Victoria Parade (Fitzroy, Collingwood; data was accessed via www.vicroads.gov.au on 1 May 2019). Depending on the section of Heidelberg Road, this equates to approx. 10,000 to 22,000 vehicle movements a day. The Chandler Highway currently carries 20,000 to 24,000 movements. Station Street also connects Heidelberg Road with considerable amounts of traffic (6,000-8,000, depending on direction; sources on VicRoads Open Data). The volumes show Heidelberg Road is a key east-west connector that feeds into the Chandler Highway, Hoddle Street and Eastern Freeway network. Heidelberg Road is subject to clearways during morning and afternoon peak hours (west- and east-bound, respectively).

The proportion of people in the study area travelling to work by car is relatively high for an inner Melbourne location at 48.24%. This is mirrored by the high percentage of households (37.89%) with two cars. 25% of people take public transport to work (with 8% more in Fairfield in comparison to Alphington), whilst 3% walk.

Site Access

Direct vehicle access to individual properties along the Heidelberg Road Corridor varies. The generally fine-grain street network often provides additional access from side streets and laneways. In some instances narrower lots (below 15 metres width) do not have vehicle access from Heidelberg Road and have no side street or laneway access. In combination with the clearway, vehicle parking is at a premium for these sites in particular. Vehicle parking on side streets is partially time restricted. VicRoads is responsible for the clearway provisions.



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Public and Active Transport

The study area is serviced by the railway stations of Dennis, Fairfield and Alphington along its northern boundary. Bus routes along Heidelberg Road are the 546 (running along Heidelberg Road between Heidelberg Station and Melbourne University) and the 609 (running along Chandler Highway, Heidelberg Road and Station Street between Kew and Fairfield). The 508 starts at Alphington Station and runs north along Grange Road, eventually connecting to Moonee Ponds. Bus route 546 does not operate on Saturdays or Sundays, despite larger parts of the study area being outside the Principal Public Transport Network (see Map 2). It operates at 30 minute intervals throughout the weekdays, with the last bus leaving citybound at 7PM (Melbourne Polytechnic stop, Yarra Bend Road).

A network of off-road bicycle paths follows the creek environs and parklands, complemented by on-road bicycle lanes on Heidelberg Road, Station Street (south of the railway line), Westgarth and Jeffrey Streets. Heidelberg Road is part of the Principal Bicycle Network and has line markings for on-road bicycle lanes. The bike lanes are shared with fast moving traffic (60km/h, during clearway hours), parked cars (outside of clearway hours) and become inconsistent at intersections (i.e. Station Street). Priority signalling at traffic lights does not exist. Yarralea Street is a main connection for the Alphington Primary School but does not have bicycle lane marking. As part of the Chandler Highway Bridge duplication the old bridge will become designated for pedestrians and bike riders only and designation on the Chandler Highway should be improved.

Footpath widths along Heidelberg Road vary between the 3 precincts and between the north and south sides. In precinct 2 and 3 they are mostly hard to the road edge with moving traffic. Pedestrian crossing points over Heidelberg Road exist at the following intersections:

- Jeffrey Street
- Westgarth Street
- Station Street
- Grange Street / Chandler Highway
- Yarralea Street





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The creek and parklands are well known for the numerous walking paths along the creeks and the Yarra River, attracting local residents and visitors alike. The former railway spur from the Hurstbridge Line previously serviced the AMCOR Paper Mill. Since this service ceased, local residents have used the former spur line for walking. More recently, the space was utilised during construction of the Grange Road level crossing removal project. Darebin City Council has adopted an advocacy position in relation to the Spur Line Site (see section 1 in this paper) which includes advocating for a direct shared user path to be provided through the length of the site. This path would provide a direct connection between the APM and the Fairfield Railway Station and Activity Centre on Station Street.

Fairfield and Alphington Station are important transport nodes in the study area.

The approved Development Plan for the APM site sets out a range of improvements to facilitate access to these stations.

Map 8 below shows the current bicycle routes in blue, public transport options (railway stations in red, bus routes in orange numbers) and hierarchy of the street network.

Issues and Implications

The forecast increase in traffic volumes will likely lead to longer travel times and congestion at peak hours. Flow-on effects include more pollution (noise & air), likely increased conflicts with bike riders and pedestrians, longer bus travel times (there are no bus lanes or bus priority along Heidelberg Road) and reduced productivity and efficiency overall. Upgrades to the Chandler Highway and the level crossing removal at Grange Road will provide some relief to congestion, but the traffic volume created by the APM developments is estimated to fully utilise this new capacity.

Inconsistent and less frequent bus operation hours, poor or non-existent bus shelters and no priority for bus services is likely to discourage higher public transport usage as an alternative to private vehicle use. This could increase traffic volumes and reliance on private vehicles. For a growing community in proximity to numerous significant employment areas such as Collingwood, Fitzroy, Cremorne, Heidelberg, Northland / Preston East and the CBD, current bus operating hours are likely insufficient for future travel needs.

The shared, inconsistent and partially occupied bicycle lanes are unsafe and discouraging to most riders as they require changing lanes into moving traffic, or do not offer enough separation from fast moving vehicles. A lack of priority at intersections (I.e. at Yarralea Street), combined with a lack of connections, whether across Heidelberg Road or along the Yarra River (i.e. in Precinct 1 at the Merri Creek Bridge, in Precinct 3), generally discourages more vulnerable and less confident bike users. Upgrades to the Chandler Highway, additional crossing points in Precinct 3 and the completion of a future east-west bicycle route along the eastern freeway will help address some issues.

Map 8: Travel-smart Map



Similar issues and implications apply to walking. Generally, the current pedestrian realm feels relatively unpleasant and unsafe, due to the low amenity streetscape and high volumes of traffic, along with the lack of crossing opportunities. This discourages walking. A convenient and direct connection to Fairfield Railway Station and Station Street activity centre is currently lacking. Pedestrian movement across Heidelberg Road in Precincts 2 and 3 is currently very limited, preventing potential synergies between businesses and reducing accessibility to services for people. Additional crossing points in Precinct 3 will address some of the connectivity issues. Due to the lack of footpath space, proximity to traffic, and short traffic light cycles for pedestrians, conflicts between users at Yarralea Street intersection have been reported. Being a school route, the current traffic solutions make it less safe for children to walk (or cycle) to school.

The future intention to implement PAO on Heidelberg Road is unclear and uncertain at this point. Its original purpose was for road widening, but it could potentially be utilised for public or active transport services. There is opportunity to resolve the future of the PAO and use it to facilitate improved active transport and streetscape amenity.

As VicRoads is the authority for Heidelberg Road as a Category 1 Road Zone, additional vehicle cross overs along Heidelberg Road frontages are likely discouraged or not supported. Some smaller sites do not have side street or laneway access. Further consideration needs to be given to how to provide access to these properties should uses and development intensify. Potential conflicts between side-street parking for businesses and the adjoining residential areas need to be considered, especially as the clearway along Heidelberg Road is likely to continue to apply.

Implication Summary

- High traffic volumes are likely to increase further, exacerbating existing issues.
- The limited bus operating hours limit potential uptake of this mode as an alternative to the private vehicle, in turn increasing or reinforcing the high vehicle reliance of the study area.
- A lack of designated, separated bicycle lanes on Heidelberg Road, combined with a lack of crossing opportunities and lack of prioritisation at traffic lights make cycling unsafe and less attractive to a wider range of users.
- A direct pedestrian and cycle connection between the APM and the Fairfield Railway Station/ Activity Centre on Station Street is missing.
- A lack of separation from fast moving traffic, lack of crossing opportunities and short cycles of the traffic light and associated long waiting times for pedestrians make walking less attractive, limit accessibility to services and reduce the potential cohesiveness of the Heidelberg Road NAC being impacted by the separation created by Heidelberg Road.
- Utilising the PAO for a road widening to facilitate private vehicle movement would likely exacerbate existing issues with increased traffic noise, traffic volumes, pollution and greater difficulties crossing the road; alternatively it could be used for pedestrians and cyclist and streetscape improvements.
- Some sites require careful consideration to allow vehicle access as additional crossovers onto Heidelberg Road would be discourage.



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Public Realm and Built Form Design

Overall Character

The majority of the study area is designated for residential use or parkland. Most of the study area's road network is comprised of local residential streets, some with a significant tree canopy (i.e. Miller Street, Broomfield Avenue, Alphington Street). The residential areas on either side of Heidelberg Road are hemmed in by the Yarra River to the south and the Hurstbridge Railway Line to the north. Some streets connect across the railway line (i.e. Jeffrey St/Victoria Parade, Station Street, Grange Road and Yarralea Street) or align in a north-south direction, but without a connection across the railway. However, the street network and subdivision patterns north of the railway line and those between the north and south side of Heidelberg Road differ from each other despite similarities in construction periods for these areas. The residential areas are occupied by a mix of predominantly detached housing and some medium density housing such as lower scale apartments and attached houses. The general character of these areas can be described as 'leafy suburban' with larger lots, local residential streets and houses in garden settings which create a high proportion of canopy trees and shade. Heritage studies have identified significant precincts and individual heritage overlays across the study area as shown in Map 6. A Heritage Overlay also applies to the APM which recognises key industrial buildings and features on the site. A DDO also applies to the southern section of Station Street to manage development in this area.

The current building forms in the wider study area are mostly low rise, with one and two storey houses in the residential areas and one, two and occasionally three storey commercial buildings on the commercial and industrial zoned land. The major departure from this will be taller buildings allowable on the APM which range from six to 17 storeys (see Map 2). These taller structures will be concentrated along Heidelberg Road and the Chandler Highway.

Heidelberg Road Character

When travelling through the Heidelberg Road Corridor, its look and feel changes quite considerably due to the change in its width and the alternating residential and commercial pockets. Due to this the commercial areas are defined as three distinct precincts, each with its own character. Local landmarks in the study area include older hotels such as the former Tower Hotel at the corner of Heidelberg Road and Old Heidelberg Road, Alphington, and the Grandview Hotel at the north-west corner of Station Street and Heidelberg Road. Other elements include the heritage structures from the Porta buildings (incl. chimney), the former Paper Mill which will be retained in the redevelopment, the Chandler Highway Bridge over the Yarra River and the River corridor and associated parkland with remnant indigenous vegetation and landforms. These include a former pool and a billabong at the southern end of Alphington Park.

Yarra Bend Park between the Merri Creek and Jeffrey Street/Fairfield Park Drive includes larger and medium-sized lots and distinction of character between the industrial/warehouse buildings on the north and large parklands on the south side. Of note is the 'island'-like location of properties on the south side that are surrounded by parkland. Next to the large parklands leading to the Yarra River are the historic factory buildings and chimney of the current Porta Pty Ltd site at 224-256 Heidelberg Road. The public housing estate adjacent to the Merri Creek on the northern side of Heidelberg Road is also visible landmark. Heidelberg Road is approximately 26 to 29 metres wide in this area, reinforcing a disconnection between the two sides. A small nature strip separates the footpath from moving traffic along the south side, landscaping is inconsistent or missing. The northern side of the precinct differs from the south side as a service road and small nature strip separates the footpath and frontages from Heidelberg Road lanes. Landscaping is also inconsistent.

Station Street between Panther Place/Gillies Street and Austin Street resembles the character of a post-war light industrial, commercial, restricted retail/bulky goods strip due to the medium-sized frontage width, small to medium sized warehouse buildings and Heidelberg Road still being relatively wide (approx. 24 metres). Notable buildings are the 3 storey Grandview Hotel and the large car sales yard with a modern building between Arthur and Austin Streets. The precinct has no nature strip on either side of Heidelberg Road, landscaping is sporadic and the footpath is hard alongside the road edge. Numerous properties have front setbacks that are occupied by car parking, whilst others have retained the building line with the footpath.

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Heidelberg Road NAC also bears unique characteristics. Between the Chandler Highway and Park Avenue/ Harker Street large warehouse buildings and the APM dominate the streetscape. Currently, a small nature strip separates footpath from road. The approved Development Plan for the APM will allow a mix of medium and denser housing, a new shopping centre with supermarkets, specialty shops and office space (also see Map 1). The APM will create a new contemporary architectural character with taller buildings and improved widened footpaths and tree planting along the southern side of Heidelberg Road. This will set a precedent for improvements elsewhere along the corridor. East of this, Heidelberg Road narrows considerably (to approx. 13 metres). Up to Yarralea Street, more typical, single storey shop frontages on narrower lots form a more enclosed and slightly more intimate character.

For a detailed, recent photo survey of each precinct please see Appendix A.









Issues and Implications

Along Heidelberg Road, the public realm and building interfaces in Precincts 1 to 3 appears harsh and uninviting, and lacks a sense of identity. This is symptomatic and likely due to the cumulative effect of:

- narrow footpaths with a lack of or limited separation from fast moving traffic, making pedestrians feel less safe
- a lack of consistent and meaningful landscaping, making the precincts less attractive
- a lack of weather protection above the footpaths, reducing pedestrian-friendliness, especially in Precinct 3
- blank building walls along Heidelberg Road reinforcing the harsh feel to the environs
- current low level of pedestrian activity

These factors reinforce the transient nature of Precincts 1 to 3 where people are discouraged to stay or linger in the precincts, which in turn has implications for businesses. Particularly in precinct 3 where Heidelberg Road and the footpaths are at their narrowest and there is limited separation from the road, these conditions create a harsher environment and diminish the potential to rejuvenate the corridor despite the APM injecting more potential for activity.

As built form guidance or plans for streetscape improvements currently do not exist, there is no clear preferred character for the precincts. The APM will only transform parts of the Heidelberg Road NAC. Recent built form and other urban design proposals provide ad-hoc solutions and use the higher forms at the APM as a precedent, leading to unacceptable outcomes.

The PAO that alternates between the north and south side of Heidelberg Road would require an acquisition of approx.10m from frontages. This would be a severe impact, especially for Precinct 3 where lots generally are less deep and sometimes narrower. Acting on the PAO would, from an urban design point of view, execrable the issues further and make the two sides of Heidelberg Road feel less connected.

Implication Summary

- Walking is discouraged due to narrow footpaths, lack of separation from traffic and lack of crossing points
- Landscaping is missing or inconsistent, in turn making walking and staying in the precincts less attractive
- Built form responses across the corridor are inconsistent and suggest a low priority has been to given to quality street frontages or improved street interfaces for businesses
- Recent development proposals on Commercial 1 Zone land are using the approved APM Development Plan building heights as a precedent to propose tall buildings that exceed moderate change levels and the City of Yarra local policy of restricting height to 5-6 storeys in most circumstances
- The APM will help improve parts of the public realm and built form issues in the Heidelberg Road NAC, but not all
- Implementing the PAO to widen the road and facilitate vehicle movements would likely lead to poorer public realm outcomes including increased traffic, noise and associated amenity impacts on people using the corridor

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Environment and Open Space

With the exception of the Darebin Parkland at the eastern end of the study area, the distribution of open space is one-sided as all large and medium-sized parks and open spaces are south of Heidelberg Road. The most significant areas are adjacent to the Yarra River (Yarra Bend Park) and the Merri and Darebin Creeks. These are going to be protected and improved through initiatives which include stronger planning scheme controls and a proposed Yarra Strategic Plan which is being prepared by the State Government. Other parkland areas include Coate Park and Alphington Park, and the Alphington Wetlands adjacent to the Yarra River. The Old Alphington Swimming Pool is south of Alphington Park.

Issues and Implications

A growing population and local workforce will likely result in greater demand for parklands and local open spaces for respite, recreation and sporting facilities. Due to the lack of signalised pedestrian and bicycle crossing points, the significant parklands on the south side of Heidelberg Road are hard to access for the community on the northern side of Heidelberg Road.

More specific built form guidance currently does not exist to minimise potential negative impacts on the amenity and character of parkland and the public realm. The close proximity of significant bushland along the Yarra River and Merri and Darebin Creek is not legible or clear in some streetscapes, especially along Heidelberg Road.

Due to the lack of treatment via WSUD elements or landscaping along, road-run-off from Heidelberg Road is not adequately addressed.

Implication Summary

- Connection and visibility issues limit the accessibility of existing open space
- A lack of canopy landscaping along the main roads reduces or interrupts habitat-linkages
- A lack of canopy and other landscaping along Heidelberg Road means the urban heat island effect is not addressed along the corridor
- Poor provision of local parkland north of Heidelberg Road





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4. Way Forward

Local Area Plan

To assist in formulating the general future direction for the Heidelberg Road study area, it is recommended that an overarching Local Area Plan (LAP) is prepared as a 'road map' for future development and change. The LAP will help to achieve more attractive and distinctive places in Precincts 1 to 3, and better connect the community with areas inside and outside of the study area.

The LAP will:

- Communicate the key issues discussed in this Paper
- Utilise the key implications identified in this Paper to inform future directions and desired outcomes
- include the following:
  - an agreed vision as an overall goal;
  - key outcomes to address the key issues;
  - key actions regarding future projects that may be undertaken;
  - responsibilities, potential timing and identified trigger points, where relevant.

The LAP will achieve common strategic directions for Darebin and Yarra Councils to inform: urban design and built form controls; directions for public realm work; advocacy work for improved transport outcomes; and communicate the preferred future direction for development and change generally.

As part of the LAP, a heritage assessment and urban design and built form study is underway by Yarra City Council for the southern side of Heidelberg Road.

Given development pressure is continuing within the study area along Heidelberg Road, it is important to provide a basis for planning policy and controls. Depending on the urgency, Councils could consider interim built form controls to ensure a minimum level of consistency is implemented early.

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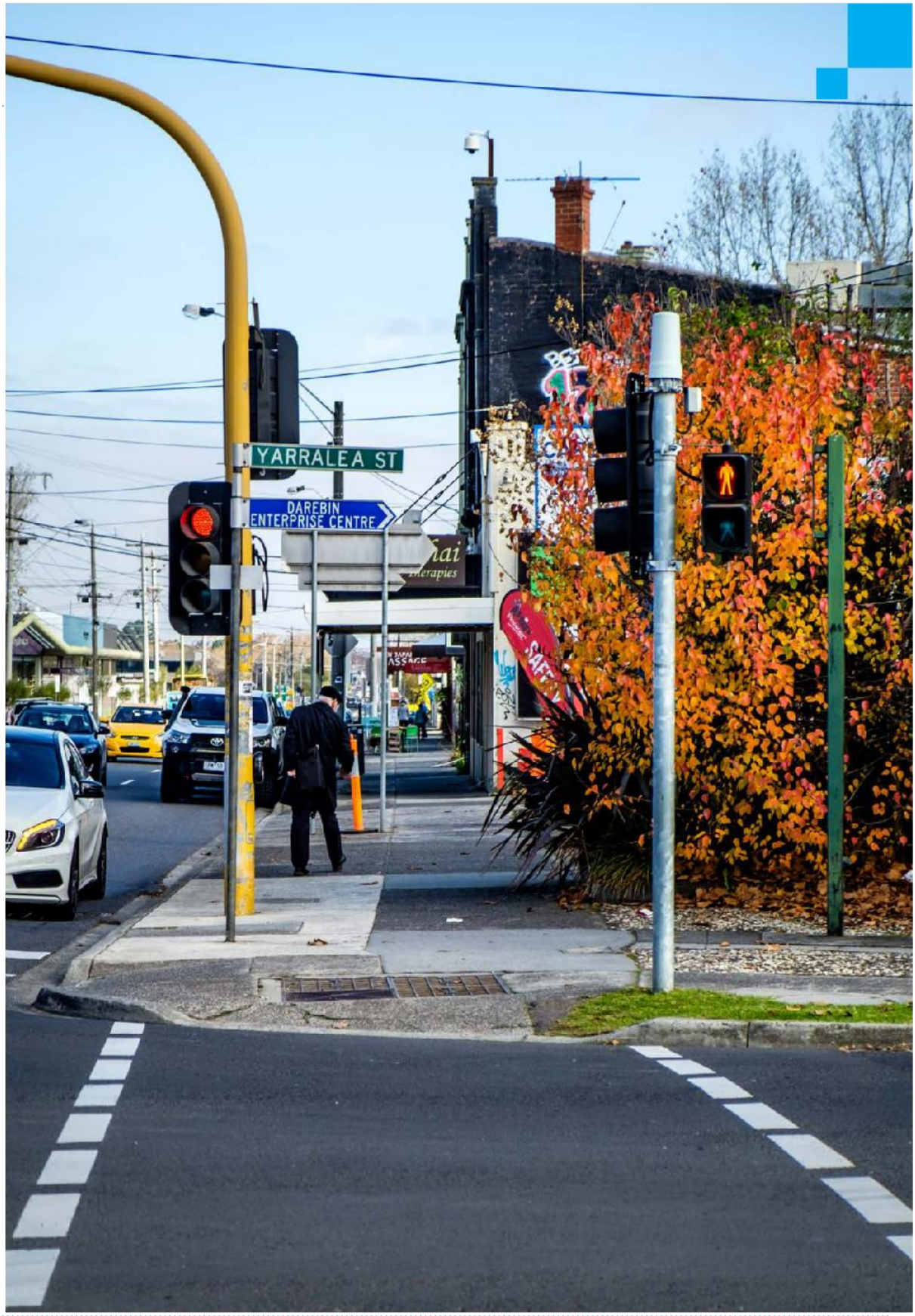
YARRALEA ST
DAREBIN
ENTERPRISE CENTRE

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Darebin Cycling Strategy 2013-2018

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Darebin Walking Strategy 2018-2028

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VicRoads Movement and Place: https://www.vicroads.vic.gov.au/traffic-and-road-use/traffic-management/smartroads

VicRoads Open Data

Yarra Housing Strategy 2018

Yarra Planning Scheme

Yarra Spatial Economic and Employment Strategy, August 2018

Yarra Urban Forest Policy 2017

Appendices List

A. Photographic Survey

B. Map Information

C. Census 2016 Population and Dwelling Data - Id Data and Forecasts

D. Heidelberg Road Corridor: Issues and Opportunities Tables

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Version Number	Purpose/Change	Date
0.1	First working draft	1/10/2019
0.2	Second working draft	14/11/2019

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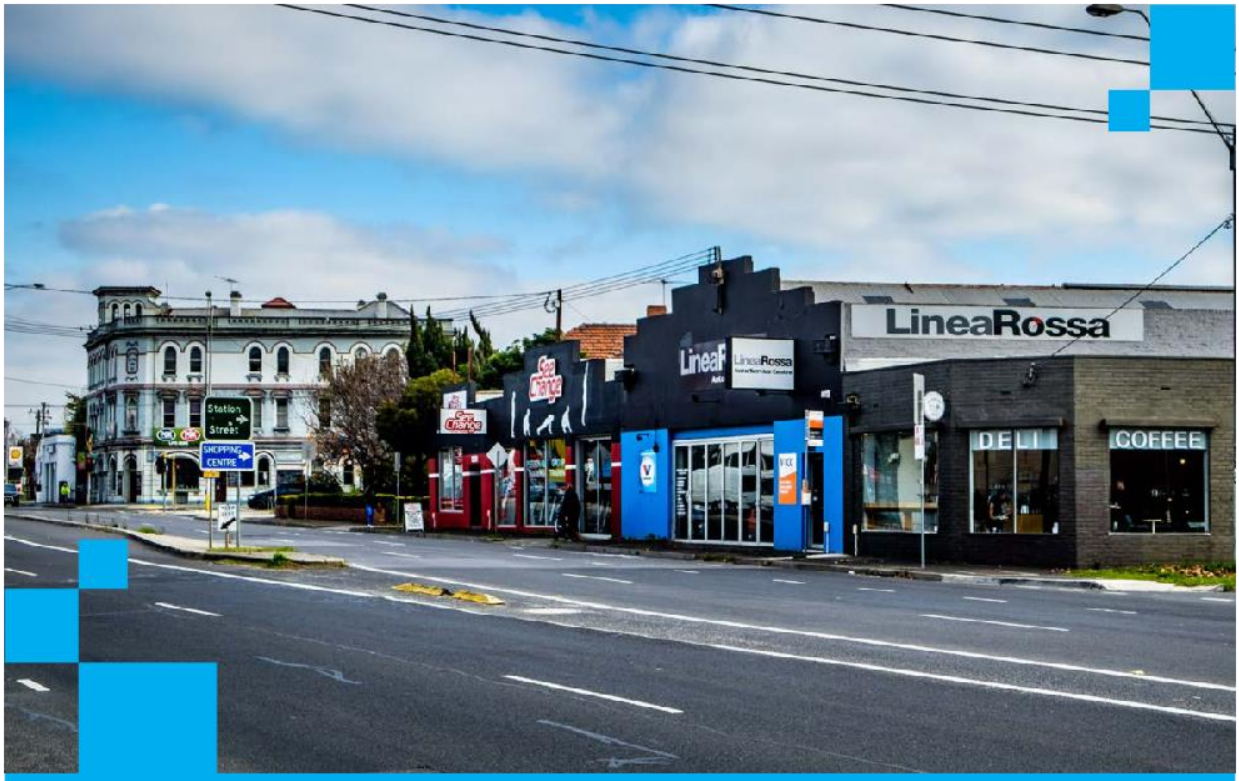
Attachment 2 - Attachment 2 - Draft Background Issues and Discussion Paper



Heidelberg Road Corridor Background Issues and Discussion Paper

Attachment 3 - Attachment 3 - Heidelberg Road Local Area Plan Draft



Yarra City Council

Heidelberg Road Corridor

Local Area Plan

13 November 2019

Acknowledgement

Yarra City Council and Darebin City Council together acknowledge the traditional owners of this land, the Wurundjeri people, and pay respect to all Aboriginal and Torres Strait Islander people in Yarra and Darebin, and to their elders past and present.

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Glossary and Acronyms

• APM	Alphington Paper Mill site (APM) and associated redevelopment Development Plan, endorsed 27 May 2016
• C1Z	Commercial 1 Zone
• C2Z	Commercial 2 Zone
• DDO	Design and Development Overlay
• DELUS	Darebin Economic Land Use Strategy 2014
• DHS	Darebin Housing Strategy 2013 (revised 2015)
• DPS	Darebin Planning Scheme
• GRZ	General Residential Zone
• HO	Heritage Overlay
• HRC-LAP	Heidelberg Road Corridor Local Area Plan
• IN3Z	Industrial 3 Zone
• MUZ	Mixed Use Zone
• NAC	Neighbourhood Activity Centre
• PAO	Public Acquisition Overlay
• Plan Melbourne	Plan Melbourne 2017-2050
• RGZ	Residential Growth Zone
• SBO	Special Building Overlay
• SEES	Spatial Economic and Employment Strategy, August 2018 (Yarra City Council)
• YHS	Yarra Housing Strategy 2018
• YPS	Yarra Planning Scheme

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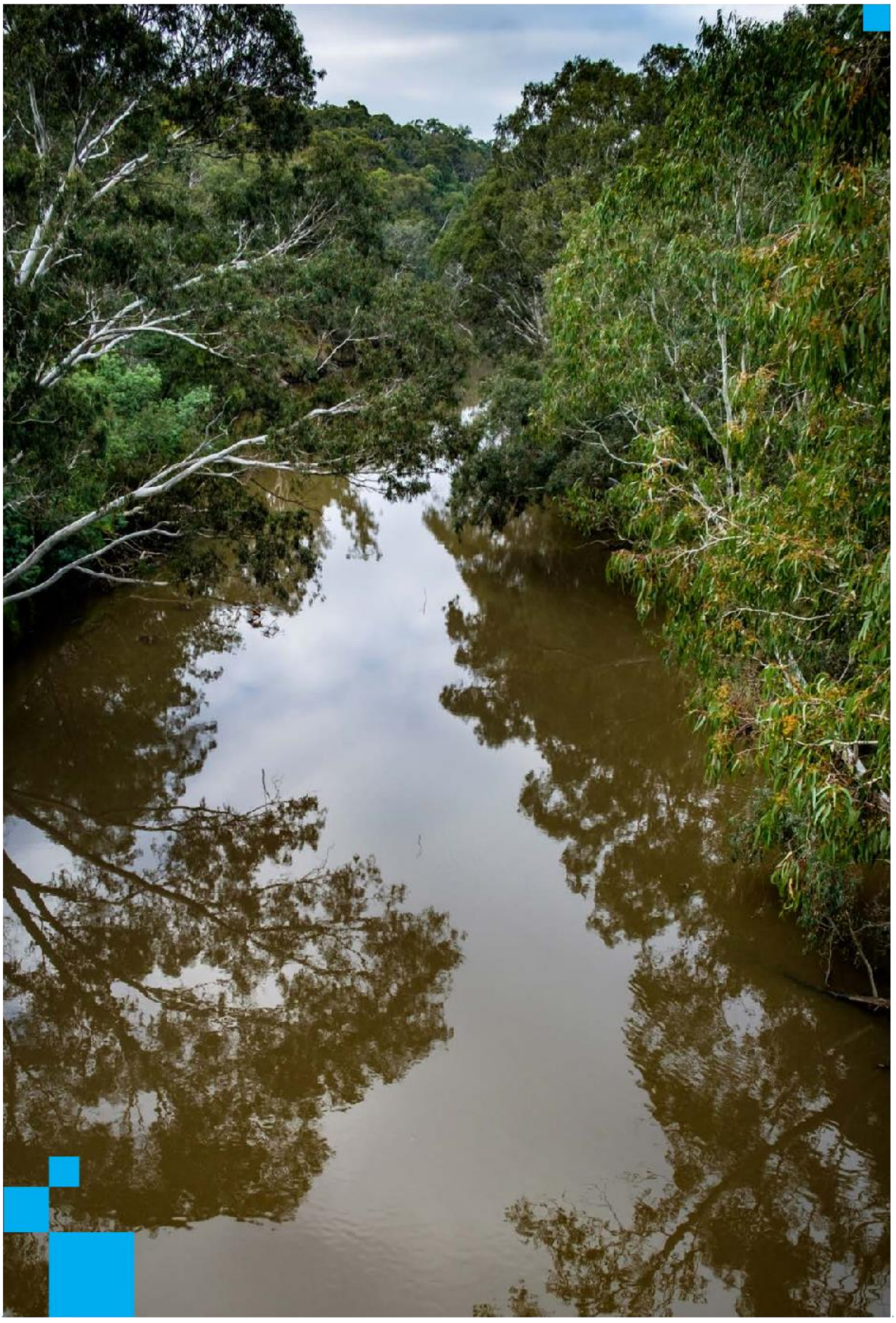

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What is the Heidelberg Road Corridor Local Area Plan?

The HRC-LAP (the Plan) has been prepared by Yarra & Darebin Councils to provide strategic guidance on the future land use planning and development outcomes of the commercial areas along the Heidelberg Road corridor, between the Darebin and Merri Creeks. The Plan responds to the development pressures being experienced along the corridor and the continuing need to provide for Melbourne's housing growth. The Plan has been informed by the background material contained in the Heidelberg Road Background Issues and Discussion Paper 2019, which provides a detailed analysis of the three precincts and identifies key issues and potential opportunities (see Appendix A). It is also informed by directions and information from existing Council strategies, policies and feedback from previous community consultations (for example from the Yarra Housing Strategy) and initial consultation by the City of Yarra with the Alphington and Fairfield Appropriate Development Association and Yarra Council's Amcor Community Reference Group.

Draft Vision

"The Heidelberg Road corridor will be a greener, better-connected , more pedestrian friendly and vibrant place."

The Plan sets out a general framework and preferred outcomes, objectives and strategic actions concentrating on three commercial precincts along the corridor, being:

- Precinct 1 – Yarra Bend Park;
- Precinct 2 – Station Street; and
- Precinct 3 – Heidelberg Road Neighbourhood Activity Centre.



Attachment 3 - Attachment 3 - Heidelberg Road Local Area Plan Draft

Framework Directions



Framework Directions

- Allow greater land use diversity across the corridor
- Advocate for greater public transport services
- Increase cycling and walking connections and route safety
- Improve housing affordability
- Improve the public realm in each precinct
- Create a stronger place identity in each precinct
- Allow moderate levels of change, sensitive to its hinterland

Draft key outcomes and objectives to achieve the vision are:

Diverse economic activity

Attract a wide range of businesses now and into the future

Ensure employment-generating land uses are attracted to and retained within the corridor

Community well-being

Support the location of community services closer to their likely area of need

Increase housing diversity and affordability along the Heidelberg Road Corridor

Pursue new green space opportunities north of Heidelberg Road

Improved active transport services and accessibility

Improve public transport service to and along Heidelberg Road

Improve access to existing public transport

Increase connections and safety for bike riders

Increase permeability for pedestrians across Heidelberg Road

Increase and enhance pedestrian connections, safety and amenity.

Minimise pressure on parking in residential areas behind Heidelberg Road

Reduce or limit vehicle crossovers onto Heidelberg Road

Individual precinct identity

Create a more pedestrian-oriented, attractive and safe public realm

Ensure public realm and built form efforts achieve a stronger place identity that is suitable to each precinct's context and role

Ensure new development is sensitive towards existing residential uses

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1. Introduction

Wider Context

Metropolitan Melbourne is experiencing strong population growth and this trend is forecast to continue as Melbourne reaches an anticipated population of 8 million by 2051 (Plan Melbourne 2017-2050). The cities of Yarra and Darebin are expecting commensurate growth due to proximity and access to employment areas, schools, amenities, transport options and significant parklands along the Yarra River and Merri and Darebin Creeks. This Plan considers how best to facilitate growth within the Heidelberg Road corridor, with a focus on several key commercial/light industrial precincts which front Heidelberg Road.

The study area is broadly defined by the land between the Hurstbridge Railway Line to the north, the Yarra River to the south, and the Merri and Darebin Creeks, to the east and west respectively. The Plan considers the relationship of the corridor to key destinations such as the former Amcor Alphington Paper Mill (APM) site, the Station Street Fairfield activity centre and Alphington and Fairfield Rail Stations, as well as surrounding transport and pedestrian connections (such as the Fairfield Rail Spur), parklands, and low-density residential areas.

The Plan area is approximately 5.5kms from the Melbourne CBD, as measured from the intersection with the Chandler Highway. Heidelberg Road and the Chandler Highway/Grange Road are significant arterial roads that will continue to influence the development of the corridor. At the intersection of these roads, the redevelopment of the APM site is already driving development change in the adjoining activity centre.

The community, and Darebin and Yarra City Councils together have a desire to provide for positive long-term outcomes for the corridor's commercial precincts. Notwithstanding its arterial road status, Heidelberg Road can and should improve to become more user friendly and attractive for businesses.

Map 1 shows the wider context of the Heidelberg Road corridor, its key features, and the three commercial/ light industrial precincts.

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The Plan Area

Heidelberg Road is a key arterial road that connects Heidelberg with Clifton Hill, traversing the suburbs of Alphington and Fairfield. The topography of the study area varies, largely depending on the proximity of the land to the banks of the Yarra River and the Darebin and Merri Creeks. The area north of Heidelberg Road between Merri Creek and Grange Road is relatively flat. The land to the remaining north of Heidelberg Road, east of Grange Road, rises progressively towards Darebin Creek. The south side of Heidelberg Road falls increasingly towards the banks of the Yarra River and Darebin Creek.

The key intersections of Heidelberg Road are at Chandler Highway/Grange Road in Alphington, and at Hoddle Street in Clifton Hill (located outside of the study area). A recent upgrade to the Chandler Highway and to the rail crossing separation in Grange Road has improved traffic movements through the area and surrounding bicycle and pedestrian links.

In terms of public transport, the corridor and its precincts are serviced by the Hurstbridge Railway Line and 3 bus routes. Key bicycle routes follow the creek and parklands as well as some on-road routes on Heidelberg Road, Station Street and Westgarth Street. Most of the street network consists of local streets that service the residential areas behind Heidelberg Road. The width of Heidelberg Road varies, though is generally wider to the west of Station Street.

Residential development is characterised by low-density, detached and semi-detached dwellings on medium sized allotments. Exceptions to this include: the public housing estate at the western edge of the study area; several 3-4 storey residential buildings east of Yarra Bend Road; and, a recent townhouse development along Heidelberg Road, west of Grange Road. Adding greater variation to local building heights, the APM redevelopment will include 14-17 storey residential buildings. There are also several residential heritage precincts within the study area.

Surrounding residential areas and parkland are not envisaged to undergo significant change, however both have been included in the study area to acknowledge their role in shaping the character, use and development of each precinct.









AMCOR Alphington Paper Mill Development

The redevelopment of the former Amcor Alphington Paper Mill (APM) site south-east corner of the Chandler Highway and Heidelberg Road will significantly change the land use and economic role of the Heidelberg Road corridor. The redevelopment is already driving new development proposals in the Heidelberg Road Neighbourhood Activity Centre - Precinct 3 and is likely to continue to be a catalyst for further developments and land use changes in this precinct.

The redevelopment of this major strategic site will result in a substantial increase to local housing supply and, with the Alphington Village commercial and mixed-use centre, will expand the retail and commercial function of the precinct. The development will have the effect of extending the length of the neighbourhood activity centre to the Chandler Highway (included within the Precinct 3 boundary).

The APM redevelopment will include:

- Up to 2500 dwelling with a houses, townhouses and apartments,
- 13,500m2 retail floor space including two supermarkets, shops and hospitality,
- 11,500m2 commercial floor space
- a community building with meeting spaces and indoor multi-purpose court (to be owned by Council)
- a minimum of 5% affordable housing
- 3 new local parks
- Landscaping improvements and public access to the river front land
- Improvements to bus stops, crossings and pedestrian and cycling links to the Alphington Station.

The form and density of development will change the appearance of this part of Heidelberg Road. The tallest buildings will range from 14 to 17 storeys in height, which are to be concentrated around the north-west corner of the APM site. Building heights will reduce to 8 to 6 storeys along Heidelberg Road (to the eastern edge of the APM site) and to the remaining section adjoining the Chandler Highway. Townhouses and low-rise apartments will occur across the remainder of the site.

Fairfield Rail Spur Site

The Fairfield Rail Spur site is located diagonally opposite the APM site and has long provided an important pedestrian link between the Fairfield Railway Station and the APM. The land also has an extensive history of use by the local community.

The Fairfield Rail Spur is owned by the State Government and managed by VicTrack. It is expected that any site-specific planning for the long-term use of the site will be managed by VicTrack, and that it will include engagement with the local community and Darebin City Council.

Darebin City Council has an adopted position to advocate to the State Government to ensure that the Fairfield Rail Spur:

- Has a direct shared user path and linear park through the length of the site;
- Provides open space to serve the local community, such as skate facilities and basketball/netball half court; and,
- Provides that any residential use should be exclusively for public or social housing at accessible locations on the site.

It was also resolved that Council would advocate to the State Government to retain the Fairfield Rail Spur site as public land, and that the State Government consult with Council and the community about any future uses or development of the Fairfield Rail Spur Site, to inform any decision about its future use.

The retention of the Rail Spur link as public land will be key to safeguarding pedestrian connectivity between the Fairfield Railway Station (and broader Fairfield residential area) and Precinct 3 - Heidelberg Road Neighbourhood Activity Centre.

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Precinct Characteristics

There are three commercial/light industrial precincts along the Heidelberg Road Corridor (see Map 1). Each precinct is distinct in their economic role & function, built form, appearance, and feel of the public realm. The Heidelberg Road Background Issues and Discussion Paper 2019 and this HRC-LAP mainly focus on the three commercial/light industrial precincts along Heidelberg Road. Some consideration has been given to the entire Heidelberg Road Corridor where relevant:

Precinct 1 – Yarra Bend Park

consists of a small commercial and light industrial area around Jeffrey Street, Northcote, and Yarra Bend Road, Fairfield. Most significant elements along Heidelberg Road are the large parkland, industrial and warehouse buildings next to public housing flats, and the increased width of Heidelberg Road. Of note is the 'island'-like location of properties on the south side that are surrounded by parkland. Next to the large parklands leading to the Yarra River are the historic factory buildings and chimney of the Porta Pty Ltd site at 224-256 Heidelberg Road. The public housing estate adjacent to the Merri Creek on the northern side of Heidelberg Road is also a visible landmark. Heidelberg Road is approximately 26 to 29 metres wide in this area, reinforcing a disconnection between the two sides. A small nature strip separates the footpath from moving traffic along the south side. The northern side of the precinct differs as a service road and small nature strip separates the footpath and frontages from Heidelberg Road lanes and the area is more accessible by a local street network. Landscaping is inconsistent or missing on both the sides.



Precinct 2 – Station Street

contains showrooms, bulky goods services and a light industrial area between Panther Place and Austin Street. The more continuous row of warehouse buildings on the south side of Heidelberg Road is complemented by a more varied built form to the north, consisting of warehouses, a car sales yard, residential buildings and most notably the three storey heritage building of the Grandview Hotel on the corner with Station Street. Heidelberg Road narrows slightly at this point, gaining a sense of enclosure. The precinct has no nature strip on either side of Heidelberg Road, landscaping is sporadic and the footpath is hard on edge with the road. Numerous properties have front setbacks that are occupied by car parking, whilst others have retained the building line with the footpath.



Precinct 3 – Heidelberg Road Neighbourhood Activity Centre

is located predominantly east of the Chandler Highway and Grange Road intersection, within which Heidelberg Road narrows significantly (13 metres approx.). Currently, warehouse buildings and a storage facility dominate the northern side up to Harker Street, with future development on the APM site creating a modern identity to the south. A small nature strip separates footpath from road. The approved Development Plan for the APM will allow a mix of medium and denser housing, a new shopping centre with supermarkets, specialty shops and office space. The APM will create a new contemporary architectural character with taller buildings, widened footpaths, and tree planting along the south side of Heidelberg Road. East of Harker Street and Park Avenue, the built form changes towards a more traditional shopping strip of smaller shop fronts. The narrow corridor of Heidelberg Road reinforces a sense of enclosure. The precinct includes an island site at 582 Heidelberg Road, although it is not part of the NAC proper.



Planning Policy Summary

Plan Melbourne and the Darebin and Yarra Planning Schemes indicate that the highest level of growth and development along the Heidelberg Road Corridor is to occur within the APM. The approved Development Plan for the APM site concentrates the tallest and most intense development towards the Heidelberg Road and Chandler Highway frontages. The respective municipal housing strategies and/or local policies, support moderate (Yarra side) or incremental (Darebin side) levels of housing change along Heidelberg Road. All the residential land (either with or without heritage protection) along and behind the Heidelberg Road Corridor on the Yarra side is identified as a minimal change area. On the Darebin side, the residential land is identified for incremental change, and minimal change where the Heritage Overlay applies.

The Strategic Framework of the Darebin Planning Scheme identifies parts of the industrial zoned land along Heidelberg Road as potential future housing change area. The Yarra Planning Scheme identifies the commercial land on the eastern end of Heidelberg Road as a neighbourhood activity centre (NAC). The adopted Yarra Housing Strategy 2018 (YHS) states that the estimated supply of new dwellings within Yarra's NACs is 4,400 dwellings up to 2031. Given recent approvals and commencement of construction at the APM, it is likely that the estimates are conservative and will be exceeded. Yarra City Council's local policy for built form in neighbourhood activity centres (Clause 21.05-2) expresses preference for a lower street wall height and lower built form. The protection of heritage fabric is important in both planning schemes.

The various strategies and policies of both planning schemes generally support a public realm and infrastructure that is pedestrian and cycle friendly. They aim to reduce negative impacts of climate change (for example a locally reduced heat island effect through canopy landscaping) and they recommend providing urban infrastructure and development that is more resource and energy efficient.

Creating better connections across Heidelberg Road is identified as a key objective that is needed to improve cycling and walking as transport options and to better connect the community and visitors with services and existing assets (such as parks, community houses, schools, and railway stations). The importance of significant parklands and waterways along the Yarra River, and Merri and Darebin Creeks is recognised and needs to be protected and enhanced as change occurs.

Zoning

The main purpose of zoning is to guide the use of land. The Commercial 1 Zone (C1Z) is generally applied to land designated for retail and shop uses with denser residential development above, often within activity centres. The Commercial 2 Zone (C2Z) is most suitable for restricted retail premises (for example bulky goods stores), offices, warehouses and low-impact manufacturing. The Industrial 3 Zone (IN3Z) is intended to be applied to light industrial areas and manufacturing, often surrounding more heavy industrial uses. The Mixed Use Zone is part of the suite of residential zones and is to provide for housing at higher densities (than other residential zones), whilst still allowing the consideration of some commercial and lighter manufacturing uses.

The zoning of industrial land along the north side of Heidelberg Road is to be reviewed in consideration of the directions contained in the Darebin Economic Land Use Strategy (2014), the Darebin Creative and Cultural Infrastructure Framework and Implementation Plan (2018) and from additional strategic work where necessary. The recently adopted Yarra Spatial Economic and Employment Strategy, August 2018, supports the retention of the C2Z in the Station Street Precinct and the strengthening of the Heidelberg Road Neighbourhood Activity Centre in Alphington. The highest level of economic growth is expected to occur in the Heidelberg Road NAC, particularly in the APM site. With the exception of some Heritage Overlay sites, specific local built form guidance for areas outside of the APM is missing in each planning scheme.

For a more detailed summary and analysis please refer to the Heidelberg Road Background Issues and Discussion Paper 2019 (the Paper). In the Paper, the metropolitan and local policy context was analysed. For a zoning and overlay map please refer to Appendix B).

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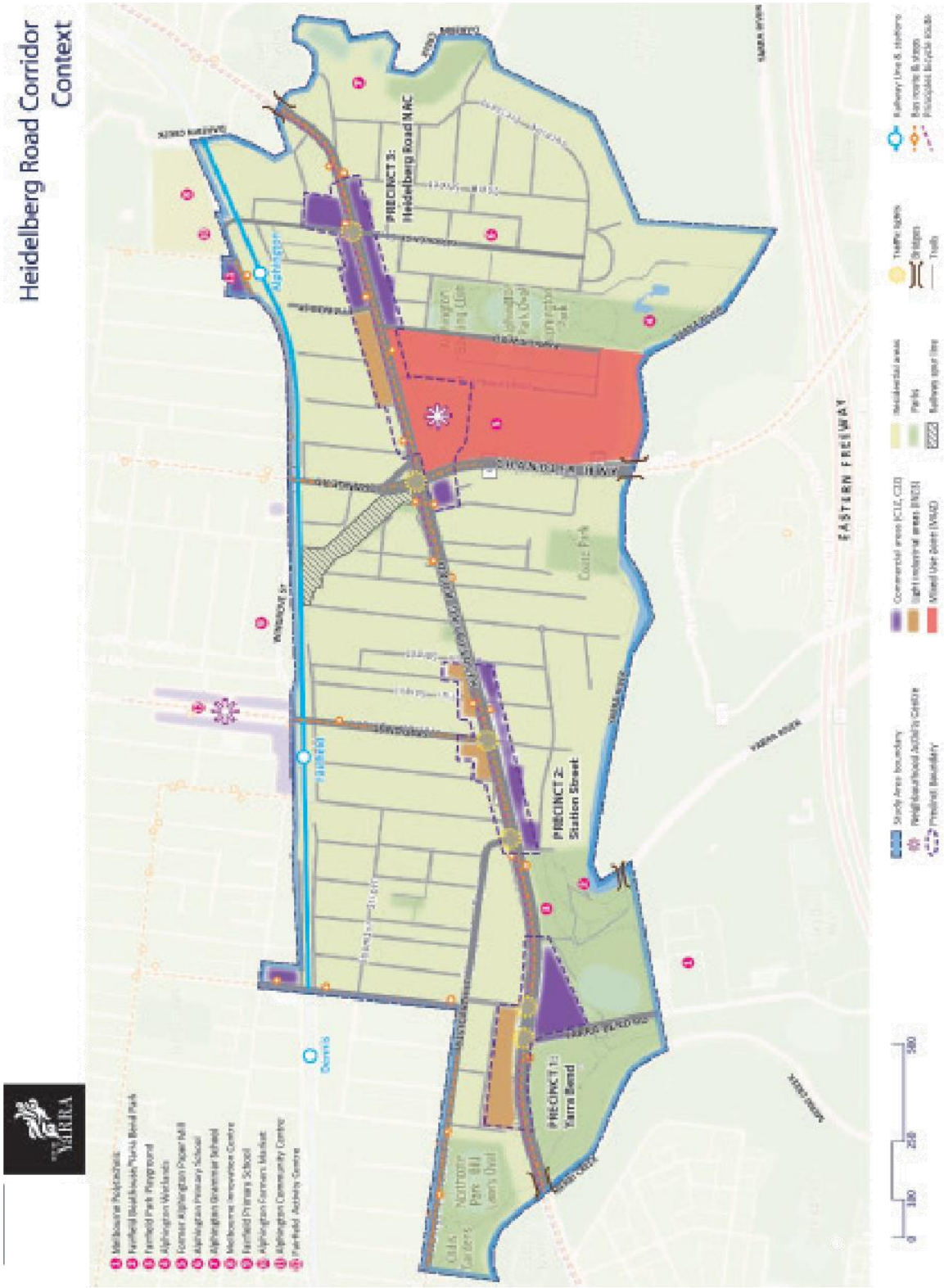
Map 1: Context



2. Place Qualities, Key Issues and Opportunities

The Background Issues and Discussion Paper 2019 identifies a series of issues that relate to community infrastructure, transport and access, urban design, built form and economic activity within the precincts along Heidelberg Road (see Map 2). These were identified through:

- Feedback from previous strategic consultations (such as the Yarra Housing Strategy consultation);
- Advice and feedback from the Alphington Paper Mill Community Reference Group and the Alphington and Fairfield Appropriate Development Association;
- The APM Development Plan;
- Recent planning permit applications and VCAT decisions;
- Existing strategies and policies in Plan Melbourne, the Darebin and Yarra Planning Schemes and adopted strategies;
- General enquiries and feedback from residents and visitors to Darebin's and Yarra's sustainable transport, traffic engineering, urban design, statutory planning, strategic planning and social planning units in relation to for example road safety, parking, planning applications;
- Desktop analysis and site visits.

The advice and feedback provided from the Alphington Paper Mill Community Reference Group and submissions from the Alphington and Fairfield Appropriate Development Association can be summarised as follows:

- Support for lower moderate heights in the remainder of the Heidelberg Road NAC (outside of the APM) with mandatory controls to provide greater planning certainty;
- Strong protection towards the rear interface with residential land;
- Valuing of the intimate 'village' character of the Heidelberg Road NAC;
- Support for environmentally sustainable design in development;
- Support for a greater mix of uses;
- Support for better connections across Heidelberg Road, particularly within the Heidelberg Road NAC;
- Concerns about pedestrian safety, especially around Yarralea Street due to school traffic;
- Concerns raised about additional pressure on residential car parking in side streets and new development needs to supply car parking as required per planning schemes; and,
- Concerns about change resulting from the APM developments in general.

For details please see the Heidelberg Road Background Issues and Discussion Paper 2019. The below provides a brief summary of the qualities, key issues and potential opportunities that could arise out of future changes. Some apply to the entire Heidelberg Road Corridor, whereas others are highlighted as precinct specific where applicable. As corridor-wide and precinct specific issues are linked, they are addressed within each topic.

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Economic Activity

As an arterial road, Heidelberg Road offers a high level of exposure that is especially beneficial to restricted retail businesses (such as bulky goods stores). Being proximate to the CBD and offering a variety of building types and sizes, the precincts are likely attractive to a variety of businesses.



Redevelopment of the Alphington Paper Mill (APM) precinct will change the economic role of the wider Heidelberg Road Neighbourhood Activity Centre (Precinct 3) and is likely to trigger further land use and development changes, opportunities and challenges. It is also likely to influence changes in other parts of the corridor (Yarra Bend and Station Street Precincts).



The zoning of IN3Z land along the north side of Heidelberg Road should be reviewed in consideration of the Darebin Economic Land Use Strategy, the Darebin Creative and Cultural Infrastructure Framework and Implementation Plan, and additional strategic work where necessary.



Population, Housing, Community Services

The residential parts of the study area can be described as green, leafy suburbs with older intact (and partially heritage protected) suburban housing stock. The attractive aesthetic qualities of local streets and the proximity of railway stations and the CBD, are reflected in the high land values.

High housing prices for relatively large allotments with detached houses makes it difficult for middle to lower-income households to live close to services and employment. A relatively small population and low housing densities have led to lower levels of local commercial and other service provision because activity is dispersed across the wider study area.

The APM redevelopment will boost the local population, diversify dwelling types and provide additional services and community facilities (as per the Alphington Village planning permit), particularly in Precinct 3. Pressure for redevelopment will increase in Precincts 1 and 2, and issues of housing diversity and dwelling type will need to be addressed, as will the need to define preferred development intensity.

There is an opportunity to concentrate growth within the precincts along Heidelberg Road, in response to pressure and demand for housing in proximity to employment areas and services. Existing suburban areas to the rear of the corridor can therefore remain for minimal and incremental growth.

An increase in housing density in focussed locations will increase housing diversity and provide, in relative terms, more affordable housing stock in the otherwise expensive suburbs. There is a need to ensure that affordable housing is provided as part of any rezoning or major development that occurs in the precincts. A more diverse and larger population would also help to support existing businesses and would likely attract other businesses and services. A stronger case for improving public transport services could also be made.

On the southern side of the corridor, the highest level of change and capacity will be contained within the APM with an estimated 2,500 dwellings over time. The YHS 2018 estimates that in Yarra's NACs approximately 4,400 dwellings could be supplied until 2031. Comparing this with the future dwelling numbers in the APM does not mean that other areas along the Heidelberg Road Corridor are automatically minimal change areas. However, the figures for the City of Yarra demonstrate that areas within Yarra that are outside of APM are not required to accommodate high change levels in order to meet the required housing capacity. A moderate to lower moderate housing capacity change is likely sufficient to meet longer term capacity needs. The Porta Pty Ltd site within Precinct 1 is mentioned as a strategic site in the Yarra Planning Scheme and identified as moderate change. Precinct 3 within the City of Yarra is also designated as moderate change. The current detailed built form investigation for commercial land within the City of Yarra will help determine where the differences within the moderate change designation lies.

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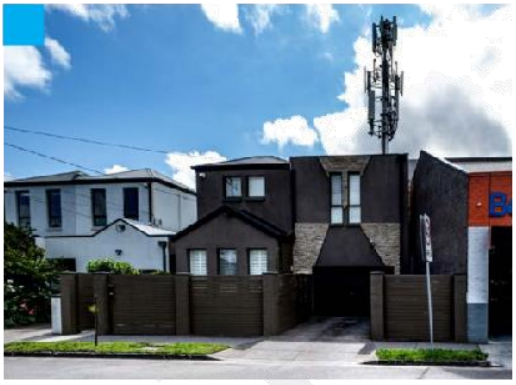







Transport & Movement

The study area has the potential to be a well-connected multi-modal transport area. Heidelberg Road acts as an east-west connector (Heidelberg to Clifton Hill) and Chandler Highway/Grange Road as a north-south connector, there are three railway stations, and a bus service operates along Heidelberg Road between Heidelberg and Melbourne University. The study area also includes a variety of bicycle routes (commuter and recreational purposes) and number of walking paths along significant parklands. There are however several key factors that limit the effectiveness of some transport modes and the serviceability of the study area.

Current high traffic volumes in Heidelberg Road and Chandler Highway / Grange Road are likely to increase, thereby exacerbating existing issues such as pedestrian and cyclist safety, and comfort of travel. The number of traffic lanes on Heidelberg Road currently varies from four to six along the length of the corridor. This not only impacts traffic flow, it significantly limits the ability to achieve better pedestrian, cycling and public transport outcomes due to mode share conflict in the roadway. A lack of designated, separated bicycle lanes along Heidelberg Road, combined with poor crossing opportunities and prioritisation at traffic lights, make bike riding unsafe and less attractive to a wide range of users. The limited bus operating hours also limits the potential to reduce private vehicle reliance in the study area.

Several factors also dis-incentivise walking, including poor separation from fast moving traffic, lack of crossing opportunities and short traffic light cycles. This not only affects pedestrian accessibility to services, it reduces the potential connections and synergies between businesses on either side of Heidelberg Road. Poor conditions and connections, especially to the south of Heidelberg Road, also constrain the role played by railway stations and rail services for populations along the corridor.

Upgrades to Chandler Highway (including the new Yarra River bridges), additional pedestrian / cycle crossing points in Precinct 3 and the east-west bicycle route along the Eastern Freeway will address some issues, but many traffic and access issues remain unresolved.

Heidelberg Road is an arterial road and controlled by VicRoads. A Public Acquisition Overlay (PAO) applies to southern side up to the Yarralea Street intersection and along the north side from Yarralea Street to the west of Station Street. Implementing the PAO to facilitate the movement of vehicle traffic is likely to exacerbate safety, character and amenity issues.

Through advocacy to the State Government, there is an opportunity for a shared user path to be provided through the length of the Fairfield Rail Spur site to provide a non-vehicular connection from the APM site to Fairfield Station and the surrounding residential area. Reinforcement of this historic link will enhance walkability and service connection to the Precinct 3 neighbourhood activity centre.

Vehicle access to some sites from Heidelberg Road may be constrained. In some locations, rear or side street access is not feasible. The provision of new access points (crossovers) to the Heidelberg Road frontage are likely to be discouraged or refused for traffic management reasons. The applicable clearway times also reduce parking availability on Heidelberg Road during peak hours. These conditions have the potential to increase overflow car parking into residential side streets.

As changes to the road network occur, there is opportunity to improve existing bus services, including in a north-south direction to capitalise on the Chandler Highway bridge duplication. There is also the potential to improve access to train stations to provide a more effective alternative to private vehicle reliance. Better safety for bike riders would also likely assist to increase the local uptake of this mode for a wider range of users as well as reduce conflicts between vehicles and more vulnerable cyclists. The attractiveness and safety of crossing options in key locations in each precinct would assist to improve exchange between north and south side of Heidelberg Road, making it more attractive for pedestrians to visit and navigate each precinct.

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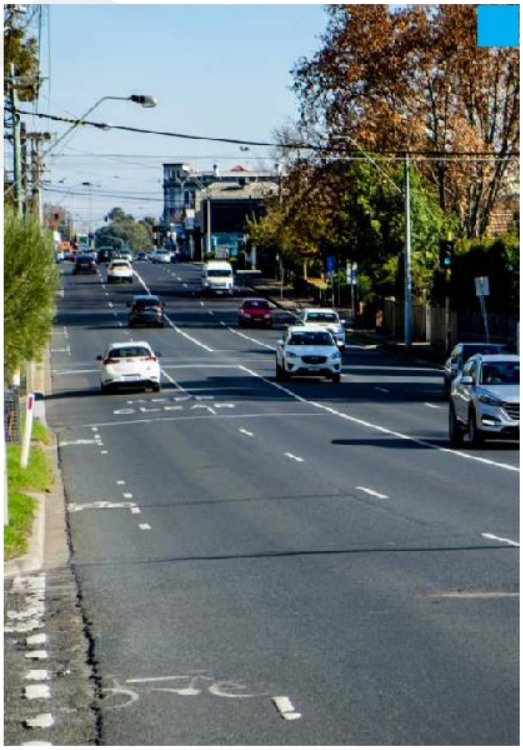

Public Realm & Built Form

Each precinct is distinct in terms of its immediate surrounds and functional role. Yarra Bend Park (Precinct 1) has the most unenclosed feel of the three precincts, with parkland located opposite its northern part. It also has a more fragmented and industrial feel compared to the southern side of Precinct 2, owing in part to a variety of commercial built form and an inconsistent pattern of setbacks. Station Street (Precinct 2) marks a crossing and connection point between the Station Street retail shopping strip and the restricted retail (such as bulky goods) strip on Heidelberg Road. The Heidelberg Road Neighbourhood Activity Centre (Precinct 3) is a changing and emerging small activity centre that has maintained its sense of a local retail strip at its core. Within each precinct, there are shortfalls that prevent a greater sense of place and identity creation.

Across the precincts, walking is made uncomfortable by narrow footpaths, poor separation from traffic, and a lack of crossing points along Heidelberg Road. Landscaping (in particular canopy trees) is missing or inconsistent, making walking and visiting the precincts less comfortable physically, as well as less visually attractive. The built form character along the corridor is inconsistent and geared to address transient needs and passing traffic rather than also catering for a local catchment. Implementing the PAO to facilitate vehicle traffic along Heidelberg Road may cause poorer public realm outcomes, such as a wider and more dominant road space and inappropriate building setbacks.

The APM development will help improve parts of the public realm and some built form issues in the Heidelberg Road Neighbourhood Activity Centre, though it will not resolve all public realm issues in Precinct 3.

Recent development proposals have used the APM Development Plan as a precedent for taller buildings which exceed moderate change levels and the Yarra Planning Scheme local policy for 5-6 storey building heights. Recent VCAT decisions and associated analysis highlight the potential impacts of more intensive redevelopment of commercial zoned land at the interface with residential zoned land. These impacts can include; overshadowing, loss of privacy and building bulk. These impacts tend to be greater when the new development is north of the residential zone land, as is the case on the south side of Heidelberg Road. Allowing change to occur also means needing to protect sensitive rear interfaces more directly.

Areas of identified local heritage significance are limited to a relatively small number of commercial or industrial buildings across the 3 precincts along Heidelberg Road. They include some older shops near Yarralea Street, Alphington, prominent hotels such as the Grandview at Station Street, Fairfield and the Porta Mouldings building opposite Jeffrey Street, Fairfield. There are more substantial Heritage Overlay areas covering adjoining residential and parkland areas.

Going forward, there is a benefit in defining each precinct's future identity and character to guide public realm and built form changes so to create a stronger sense of place. Collaboration between Darebin and Yarra City Councils will be important to achieve as much alignment and consistency as possible in relation to streetscape upgrades, built form, and potentially heritage investigations. Public realm improvements should aim to increase landscaping in each precinct and potentially investigate opportunities on side street corners.

A positive relationship between the ground floor of buildings and footpaths that provides a pedestrian friendly and higher-amenity public realm should be sought.

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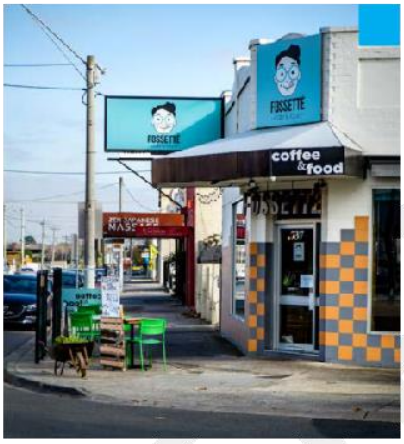
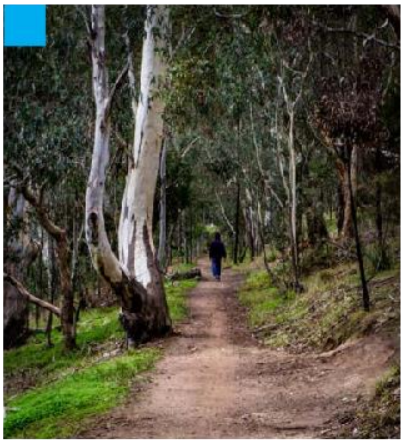
See Change


FOSSETTE
coffee &food


Innovative
curtains & blinds





Open Space & Environment

Fairfield and Alphington are well known for significant parklands and recreational opportunities along and/or near the Yarra River. However, there is an imbalance in the spatial distribution of those open spaces.

Within Alphington and Fairfield, 10% of households do not have access to public open space within a 500 metre walking catchment. Poor or constrained connections for pedestrians and cyclists limit the accessibility of existing open space. Heidelberg Road, for example, is a major access barrier constraining access to parkland along the Yarra River. A lack of canopy tree and landscaping along Heidelberg Road reduces potential habitat linkages. The limited tree canopies and the lack of shade and other landscaping along the corridor do not assist in reducing the local 'heat island' effect.

Increasing and/or improving pedestrian and bicycle connections across Heidelberg Road creates an opportunity to overcome the uneven distribution of open space. This is of particular importance for precincts where housing growth will occur as it will likely encourage people to be more active and to reduce car reliance in higher density areas. Addressing landscape inconsistencies along Heidelberg Road will assist to increase habitat linkages and reduce the urban heat island effect. Utilisation of the Fairfield Rail Spur site for a shared user path and formalised open space, would also improve open space provision and the promotion of sustainable transport.

To ensure that efforts are coordinated, a guiding plan is needed that establishes and communicates use and development expectations for all three precincts.

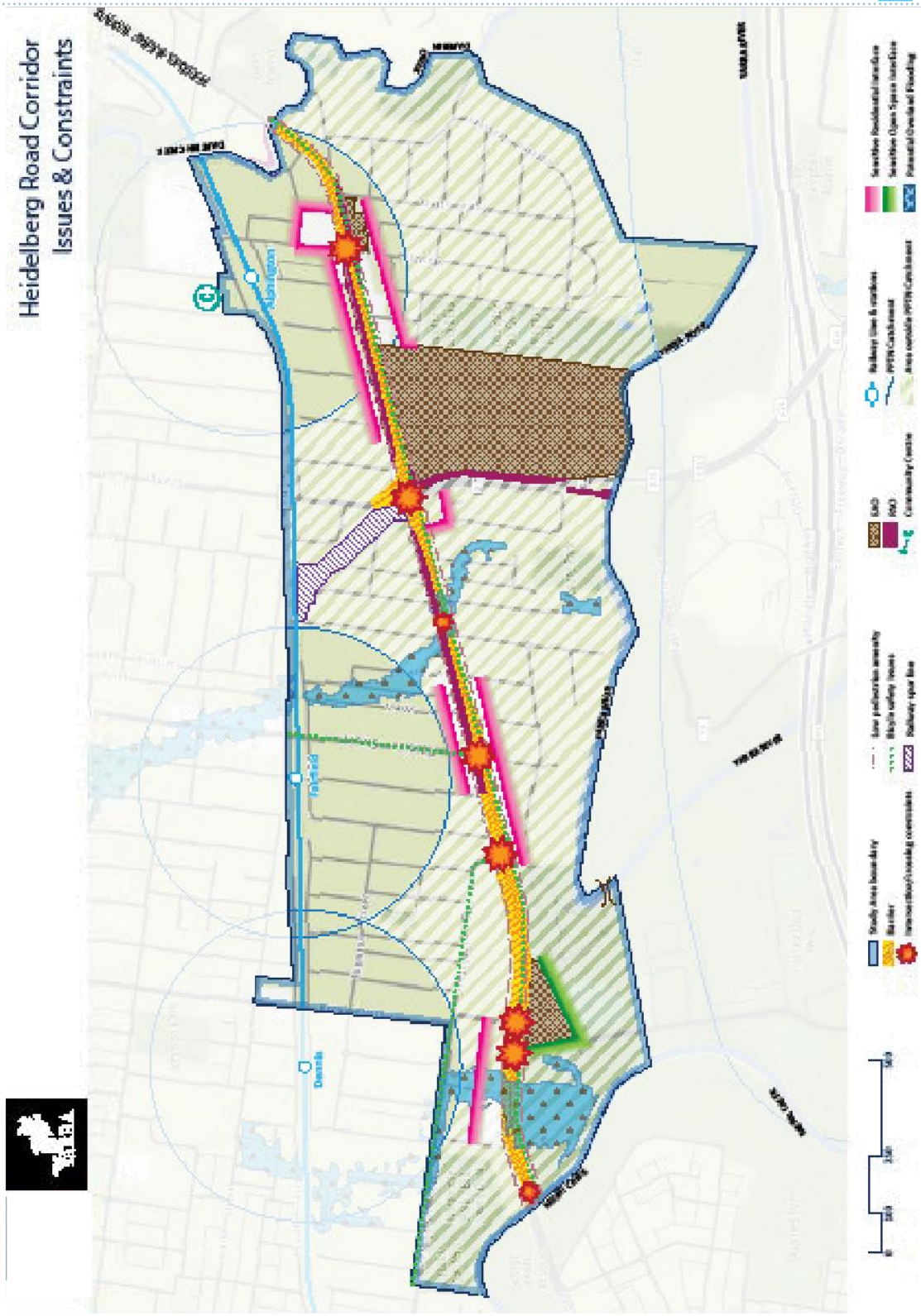








Map 2: Issues



3. A Draft Plan for Heidelberg Road

A vision was drafted to ensure future projects and works achieve a common goal for each precinct along the corridor. Key outcomes and strategic actions will assist in guiding future work on how and what to achieve so the vision is realised over time.

Draft Vision

"The Heidelberg Road corridor will be a greener, better-connected , more pedestrian friendly and vibrant place."

The three distinct precincts along the Heidelberg Road corridor will become livelier, by accommodating new and more diverse businesses and, where appropriate, housing in the form of apartments to accommodate growth and support existing and future businesses.

The public realm will be improved, providing a more welcoming place for residents, visitors and workers, with improved building frontages, landscaping to the streetscape, and a greater sense of openness.

Outside of the APM, the scale and form of buildings will be lower, reinforcing the primacy of the APM site's built form and achieving a more moderate scale suited to the local context and role of each precinct. Guided by this Local Area Plan and new design controls, modest, mid-rise commercial, apartment and office buildings will improve the appearance and character of Heidelberg Road.

The pedestrian and cycling environment will be much more attractive, with improved and increased crossing options, better and safer links to parkland, improved public transport service, community facilities and schools. The corridor will benefit from stronger links to the local and regional parkland along the Merri Creek, Darebin Creek and Yarra River.

The existing small neighbourhood activity centre (Yarra City Council) east of Chandler Highway / Grange Road will be transformed by redevelopment on the APM site and changes within the adjoining commercial land on both sides of Heidelberg Road. Improvements to the existing shops in the neighbourhood activity centre will assist to create a destination with an identity as a modest, local, modern shopping strip.



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Attachment 3 - Attachment 3 - Heidelberg Road Local Area Plan Draft

Framework Directions



Framework Directions

- Allow greater land use diversity across the corridor
- Advocate for greater public transport services
- Increase cycling and walking connections and route safety
- Improve housing affordability
- Improve the public realm in each precinct
- Create a stronger place identity in each precinct
- Allow moderate levels of change, sensitive to its hinterland

Draft Key Outcomes

Diverse Economic activity

The corridor will support a wider range of activities and business, providing employment and services to the local and regional population.

Precinct 1 – **Yarra Bend** will build on its role as a destination for a mix of light manufacturing, restricted retail, creative uses, offices and potentially emerging commercial uses. A moderate extent of denser more diverse housing will benefit from proximity to parkland, and will increase the levels of business activity in the precinct.

Precinct 2 – **Station Street** will strengthen its role as a destination for restricted retail, offices, low-impact manufacturing and potentially creative and residential uses to make use of the high exposure on Heidelberg Road (and its intersection with Station Street) in an inner urban location.

Precinct 3 – **Heidelberg Road Neighbourhood Activity Centre** will strengthen its role as a local mixed-use neighbourhood centre that provides new employment options, offers services and retail options for the community. Denser and more diverse housing provision will concentrate at the APM with more moderate built form outcomes at the surrounding areas to the east and west.

Community well-being

The community will be well connected to local destinations on both sides of Heidelberg Road. More affordable housing will improve access for lower income households to employment opportunities and services. Better connections will increase the accessibility of open space. Community spaces at the APM will assist to provide services where the highest level of change will occur.

Improved sustainable transport services and accessibility

Transport will become more sustainable and safer by giving greater priority to pedestrians and cyclists at intersections and improving routes. Public transport services will improve in frequency, reliability and operation times to become a better, true alternative to driving. Additional crossing points and paths will assist to connect the community across the north-south divide and improve access to existing services and parks. New bus services will connect the precinct to northern and southern destinations.



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Individual precinct identity

The **Yarra Bend** Precinct 1 marks the entry to significant parklands with views of remnant bushland along the Yarra River. Changes should integrate the park setting into the public realm and built form to create a more visible connection.

Lower street wall heights (of up to 4 storeys where in the City of Yarra) will achieve a balance between street enclosure and pedestrian scale, as well as forming an appropriate lower interface to the parklands from the north side of the road. Opportunities to integrate the landscape character into site frontages and streetscape will be utilised.

Larger strategic sites adjacent to the parklands need to ensure ground floor activation is achieved to the edges. View lines and pedestrian connections need to achieve a sense of openness and connection with the parklands. The Porta site is a strategic site in the Yarra Planning Scheme, though not located within an activity centre. It can accommodate moderate heights of up to 8 storeys in certain parts, ensuring a lower transition to the existing heritage fabric, associated chimney and adjoining parklands. There is an opportunity to better define the interface with parkland to the south side through lower building interfaces, and careful material and colour choices that fit in with the park setting. Retaining visibility of the industrial past in buildings towards Heidelberg Road is also important to the precinct's identity.

The **Station Street** Precinct 2 will benefit from an improved pedestrian environment in the public realm and improved building frontages. A greater degree of separation from Heidelberg Road will increase a sense of openness at pedestrian level, allow extra space for landscaping to soften the hard edges and increase the attractiveness of this commercial strip. The PAO may be an opportunity to provide for a more generous public realm, in the form of a landscaped street setback on the northern side of Heidelberg Road. Lower street wall heights (of up to 4 storeys where in the City of Yarra) will achieve a balance between street enclosure and pedestrian scale. Generally, future development could achieve a moderate building height (between 5 to 6 storeys within the City of Yarra), depending on lot depths, rear interface conditions and site accessibility.

The **Heidelberg Road Neighbourhood Activity Centre** Precinct 3 will resemble a traditional, retail shopping area at its core between Harker St/Park Avenue and Yarralea Street, book-ended by more robust forms at the western and, to a lesser degree, at the eastern end. The western area of the APM will mark the most prominent built form and highest levels of activity along the entire Heidelberg Road corridor. Small front setbacks at ground level allow for a greater sense of separation and pedestrian-friendliness with higher street walls providing a greater sense of enclosure along Heidelberg Road. The retail core of this precinct will have lower street wall heights (around 2 storeys within the City of Yarra) to retain the traditional fine grain character and to achieve a balance between street enclosure and pedestrian scale. The smaller lots would likely accommodate only modest building heights (between 4 to 5 storeys within the City of Yarra), particularly due to the PAO on the north side of the road reducing the developable depth of these lots. Larger lots could accommodate moderate mid-rise buildings heights (up to 6 storeys within the City of Yarra), depending on the capacity to limit overshadowing and create greater separation to minimise bulk.

The eastern end of the precinct could potentially accommodate more robust forms with landscaped front setbacks to address the street setback space created by the PAO.

A higher quality public realm, and improved building frontages, along with upgraded pedestrian and bicycle crossing points will improve street amenity, helping to attract visitors, encouraging them to linger, and facilitating movement between retail premises on the north and south side of Heidelberg Road and destinations beyond.

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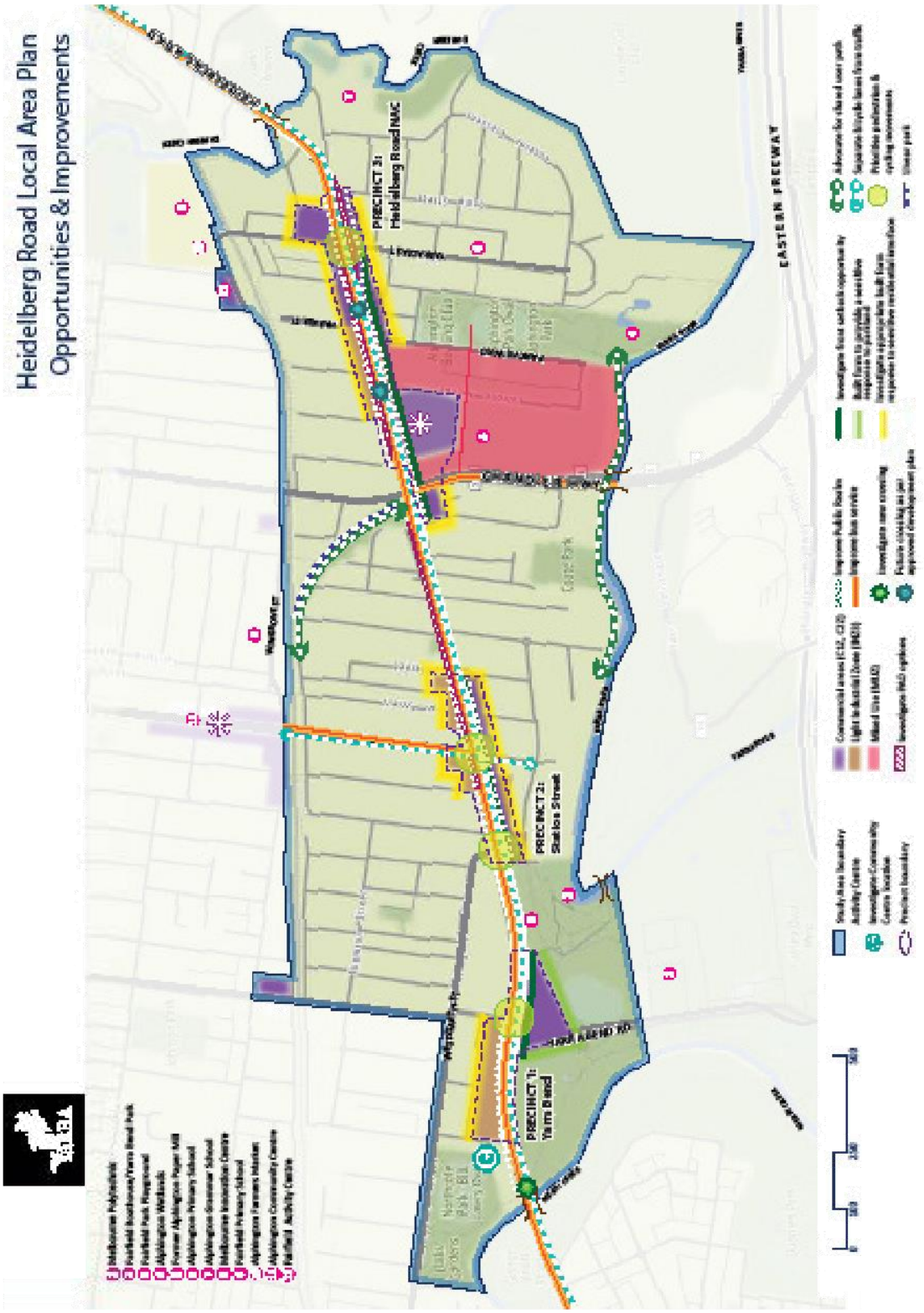
Map 3: Opportunities



Draft Key Objectives and Strategic Actions

The objectives and strategies were drafted to address and provide direction on key issues and opportunities within each precinct and across the Heidelberg Road Corridor. Adhering to these objectives and actions, will ensure that the precincts along Heidelberg Road become more people-oriented, better connected, and more attractive places for the community and businesses.

Table 1: Draft Key Objectives and Strategic Actions

Outcome	Key Objective	Strategic Actions	Applicable Areas	Responsibilities
Higher Economic Vibrancy	Attract a wide range of businesses now and into the future	Review the zoning of Industrial land (currently IN3Z) along the northern side of Heidelberg Road. Consider the directions provided in the Darebin Economic Land Use Strategy, the Darebin Creative and Cultural Framework and Implementation Plan, and in any additional strategic work deemed necessary for determining the future zoning of the IN3Z land.	All precincts	Darebin City Council Darebin City Council
	Ensure employment-generating land uses are attracted to and retained within the corridor	Retain the Commercial 2 Zone on the south side of Heidelberg Road as per adopted Yarra SEES 2018. Rezone land as part of the Alphington Village development from MUZ to C1Z.	Station Street Precincts Heidelberg Road NAC	Yarra City Council Yarra City Council
Community well-being	Support locating community services closer to their likely area of need	Support the provision of community infrastructure as per APM Development Plan and relevant planning permits.	Heidelberg Road NAC	Yarra City Council
	Increase housing diversity and affordability along the Heidelberg Road Corridor	Support moderate housing change allowed by the applicable zone and direction in respective housing strategies/policies. Encourage a mix of dwelling types in new significant development along the corridor to support household diversity. Pursue the provision of social and/or affordable housing as part of rezoning, and in significant redevelopments along the corridor (as per the City of Yarra's Social and Affordable Housing Strategy 2019, where within the City of Yarra). Advocate to the State Government to ensure that any residential use on the Fairfield Rail Spur site be exclusively for public or social housing at accessible locations on the site (while maintaining a shared user path connection between the Fairfield Station and the Heidelberg Road NAC).	All precincts All precincts All precincts Adjacent to Heidelberg Road NAC	Darebin and Yarra City Council Darebin City Council Darebin and Yarra City Council Darebin City Council
	Pursue new green space opportunities north of Heidelberg Road	Advocate to the State Government to ensure that the Fairfield rail spur site has a linear park through the length of the site and provides open space to serve the local community, such as skate facilities and basketball/netball half court.	Adjacent to Heidelberg Road NAC	Darebin City Council

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Outcome	Key Objective	Strategic Actions	Applicable Areas	Responsibilities
Improved Transport Services and Accessibility	Improve public transport service to and along Heidelberg Road	Advocate to Department of Transport to extend the service hours for bus route 546 into the weekend and for later hours, upgrade bus shelters and provide for additional bus priority measures along Heidelberg Road.	Entire Heidelberg Road Corridor	Darebin and Yarra City Council
		Advocate to Department of Transport for a bus service on Chandler Highway across the Eastern Freeway to Kew/Hawthorn/ Burnley.	Heidelberg Road NAC	Darebin and Yarra City Council
		Advocate to Department of Transport that if the PAO is acted upon, it is to be utilised for public or active transport purposes.	Station Street Precinct and Heidelberg Road NAC	Darebin and Yarra City Council
	Improve access to existing public transport	Advocate to the State Government (Department of Transport, DELWP and VicTrack) to ensure that the redundant Fairfield rail spur site has a shared user path through the length of the site to provide a connection from the APM to Station Street, Fairfield.	Adjacent to Heidelberg Road NAC	Darebin and Yarra City Council
		Advocate to VicRoads for the additional Heidelberg Road crossings at Latrobe Avenue and Harker Street are implemented to increase access to bus stops and railway stations.	Heidelberg Road NAC	Darebin and Yarra City Council
	Increase connections and safety for bike riders	Advocate to the Department of Transport as the responsible authority for Heidelberg Road for a fully separated bi-directional bike path on the south side of Heidelberg Road - including across the southern side of the Merri Creek Bridge.	Entire corridor	Darebin and Yarra City Council
		Investigate options to increase safety for bike riders and potentially advocate to the State Government.	Entire corridor	Darebin and Yarra City Council
		Ensure bike rider safety when pursuing additional Heidelberg Road crossings at Harker. Street and improving intersections, for example Yarralea Street, Station Street and/or Jeffrey Street.	All precincts	Darebin and Yarra City Council
		Investigate upgrading the footpath along the railway line between Fulham Road and Yarralea Street to a 3m shared user path, as well as provide connections onto all intersecting side streets.	Heidelberg Road NAC	Darebin City Council
		Investigate better connectivity options to the Merri Creek Trail, including new Heidelberg Road crossing at the Merri Creek Bridge to improve access to the wider bicycle network.	Yarra Bend Precinct	Darebin and Yarra City Council
		Investigate the opportunity for a shared user path along the Yarra River from Alphington Street to the APM Site.	Heidelberg Road NAC	City of Yarra

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Outcome	Key Objective	Strategic Actions	Applicable Areas	Responsibilities
	Increase permeability for pedestrians across Heidelberg Road	Implement the additional Heidelberg Road crossings at Latrobe Avenue and Harker Street as part of the APM Development.	Heidelberg Road NAC	Darebin and Yarra City Council
		Pursue a new Heidelberg Road crossing at the Merri Creek Bridge.		
		Support new pedestrian connections between the two sides of Heidelberg Road to achieve better access to existing open spaces south of Heidelberg Road.	All precincts	Darebin and Yarra City Council
	Increase safety for pedestrians	When undertaking built form investigations, consider ways to create greater separation and/or a stronger sense of openness from Heidelberg Road.	All precincts	Darebin and Yarra City Council
		Advocate for longer pedestrian light cycles at intersections, in particular Yarralea Street, to improve pedestrian safety.	All precincts	Darebin and Yarra City Council
		Advocate for signal prioritisation at intersections to increase safety for pedestrians.	All precincts	Darebin and Yarra City Council
		Advocate to raise pedestrian crossings across Yarralea Street and investigate whether other intersections along Heidelberg Road may require similar upgrades as change occurs.	All precincts	Darebin and Yarra City Council
	Minimise pressure on parking in residential areas behind Heidelberg Road	Investigate potential options to limit overflow of car parking from new development into existing residential areas behind Heidelberg Road.	All precincts	Darebin and Yarra City Council
	Reduce or limit vehicle crossovers onto Heidelberg Road	When undertaking built form investigations, consider vehicle access from side streets and/or lanes to achieve a pedestrian-friendly and safer outcome towards Heidelberg Road.	All precincts	Darebin and Yarra City Council
		Support lot consolidation for narrower development sites fronting Heidelberg Road otherwise creating sufficient vehicle access would lead to a poor urban design outcome for pedestrians.	All precincts	Darebin and Yarra City Council

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Outcome	Key Objective	Strategic Actions	Applicable Areas	Responsibilities
Individual Precinct Identity	Create a more pedestrian-oriented, attractive and safe public realm	Investigate options for greater separation from Heidelberg Road to provide relief from heavy traffic and create a greater sense of space for pedestrians and potential trading/commercial space.	All precincts	Darebin and Yarra City Council
		Investigate ways to increase canopy landscaping and level of landscaping consistency in each precinct.	All precincts	Darebin and Yarra City Council
		Investigate ways to achieve more active frontages at ground level (and other Crime Prevention Through Environmental Design approaches), fine grain facade articulation and lower street wall heights of 2 to 4 storeys to maintain a human scale and general sense of openness for each precinct.	All precincts	Darebin and Yarra City Council
		Pursue lower speeds for Heidelberg Road to increase safety and improve place quality in the Heidelberg Road Neighbourhood Activity Centre.	NAC	Darebin and Yarra City Council
	Ensure public realm and built form efforts achieve a stronger place identity that is suitable to each precinct's context and role	Both municipalities pursue a streetscape and planting palette to achieve consistency in the streetscapes.	Entire corridor	Darebin and Yarra City Council
		Increase canopy landscaping within each precinct and investigate ways to soften the public realm.	All precincts	Darebin and Yarra City Council
		Create a connection to the Yarra Bend Parklands in the Yarra Bend Precinct and be sensitive to the parkland (increase canopy cover on larger sites, create view lines and/or connections, maintain lower interface edge).	Yarra Bend	Darebin and Yarra City Council
		Support a modern, more attractive commercial strip in all precincts while preserving its own idenity.	All precincts	Darebin and Yarra City Council
		Strengthen the Heidelberg Road Neighbourhood Activity Centre as a fine-grain, lower-scale local shopping strip with increased staying-quality for people.	Heidelberg Road NAC	Darebin and Yarra City Council
	Ensure new development is sensitive towards existing residential uses	Encourage moderate mid-rise development that is lower and subservient to the APM.	All precincts	Darebin and Yarra City Council
		Prepare built form controls that minimise overshadowing of adjoining sensitive spaces, minimises visual bulk and overlooking.	All precincts	Darebin and Yarra City Council

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4. Implementation

This Local Area Plan identifies key issues and opportunities for the use and development of the Heidelberg Road corridor, with particular focus on three predominantly commercial precincts. The key outcomes of this Plan envisage a future for the corridor that is more connected and pedestrian oriented as growth and change occurs.

The vision of this Local Area Plan will be achieved by ensuring that future private and public projects are guided by the Plan's actions and outcomes.

Some of the objectives and strategic actions can be pursued jointly between Yarra and Darebin City Councils, whereas others are likely to be independent projects involving a consultative approach with the other Council. Advocacy work is more likely to be successful when undertaken collaboratively. Whereas built form work and heritage investigations can be undertaken independently, in consultation with the other Council, and in alignment with the key outcomes and objectives of this Plan.



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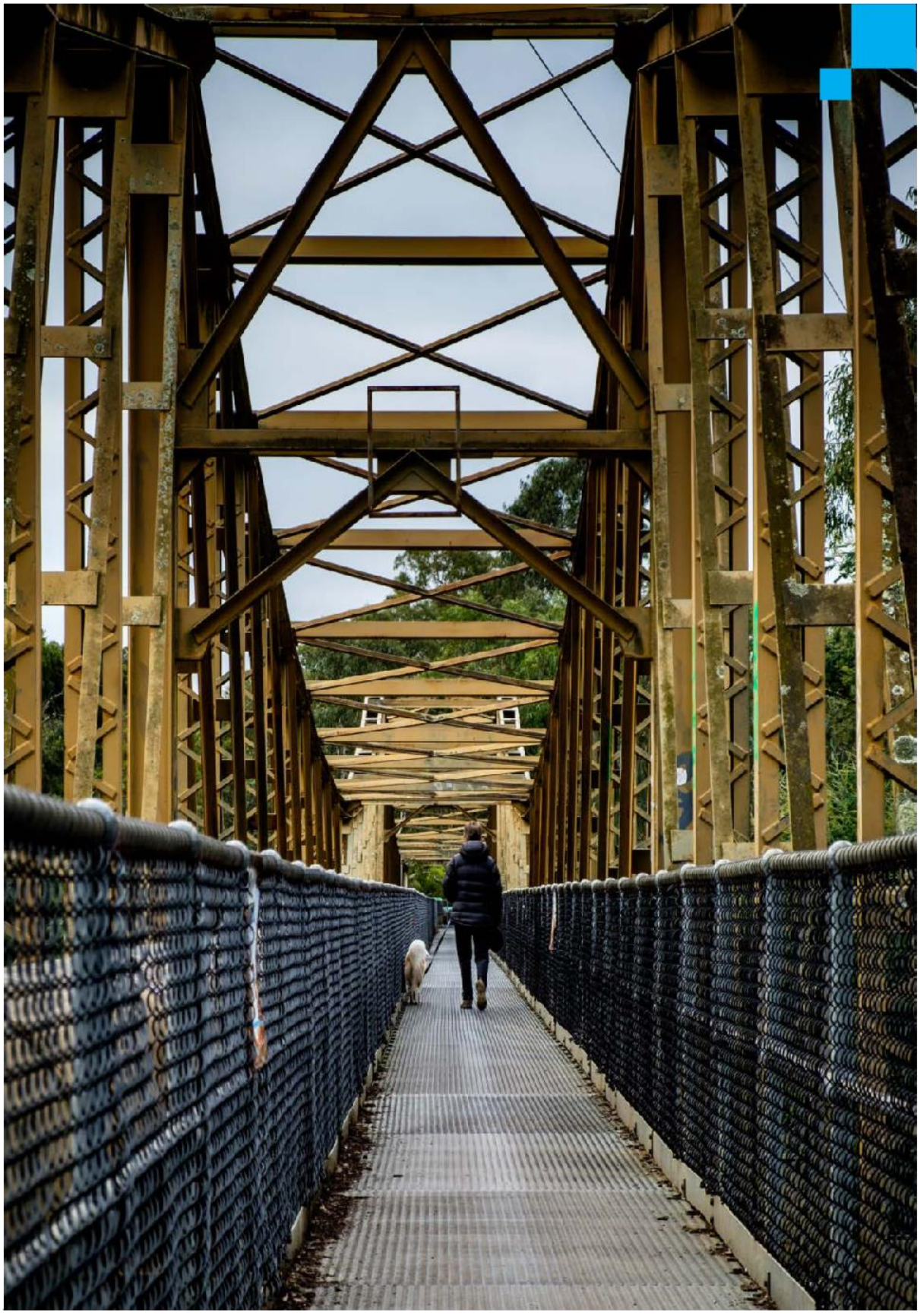

Reference List

Alphington Paper Mill Development Plan, endorsed 27 May 2016 – Volume 1 & 2

Chandler Highway Modelling 2015 – Aecom for VicRoads

Community Infrastructure Plan - Yarra City Council 2018

Community Infrastructure Planning Policy - Yarra City Council 2016

Darebin Planning Scheme

Darebin Housing Strategy 2013 (revised 2015)

Darebin Creative and Cultural Infrastructure Framework and Implementation Plan 2018

Darebin Cycling Strategy 2013-2018

Darebin Economic Land Use Strategy 2014

Darebin Greenstreets Streetscape Strategy 2012-2020

Darebin Transport Strategy 2007 – 2027 (and review November 2015)

Darebin Urban Forest Strategy 2013-2028

Darebin Walking Strategy 2018-2028

Demographic Estimates and Projections Australia, Australian Bureau of Statistics 2018

Heidelberg Road Background Issues and Discussion Paper 2019

Heidelberg Road Built Form Framework (Part 2): Design Strategy and Recommendations 2019

Id Community – Demographic Resources: Community Profile, Social Atlas, Population Forecast

NE Link – Environment Effects Assessment – Appendix C Forecast traffic volumes

Plan Melbourne 2017-2050

Strategic Community Infrastructure Framework – Yarra City Council 2016

The Darebin Economic Land Use Strategy 2014

VicRoads Movement and Place: https://www.vicroads.vic.gov.au/traffic-and-road-use/traffic-management/smartroads

VicRoads Open Data

Yarra Housing Strategy 2018

Yarra Planning Scheme

Yarra Social and Affordable Housing Strategy 2019

Yarra Spatial Economic and Employment Strategy, August 2018

Yarra Urban Forest Policy 2017

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Appendices List

A. Heidelberg Road Background Issues and Discussion Paper 2019

B. Zoning and Overlay Maps

C. Photographic Survey

Version Number	Date
0.1	31/10/2019
0.2	21/11/2019

Status of this document

This draft Strategy is currently an internal working draft, has not been endorsed by the Yarra City Council and is not intended for further distribution.

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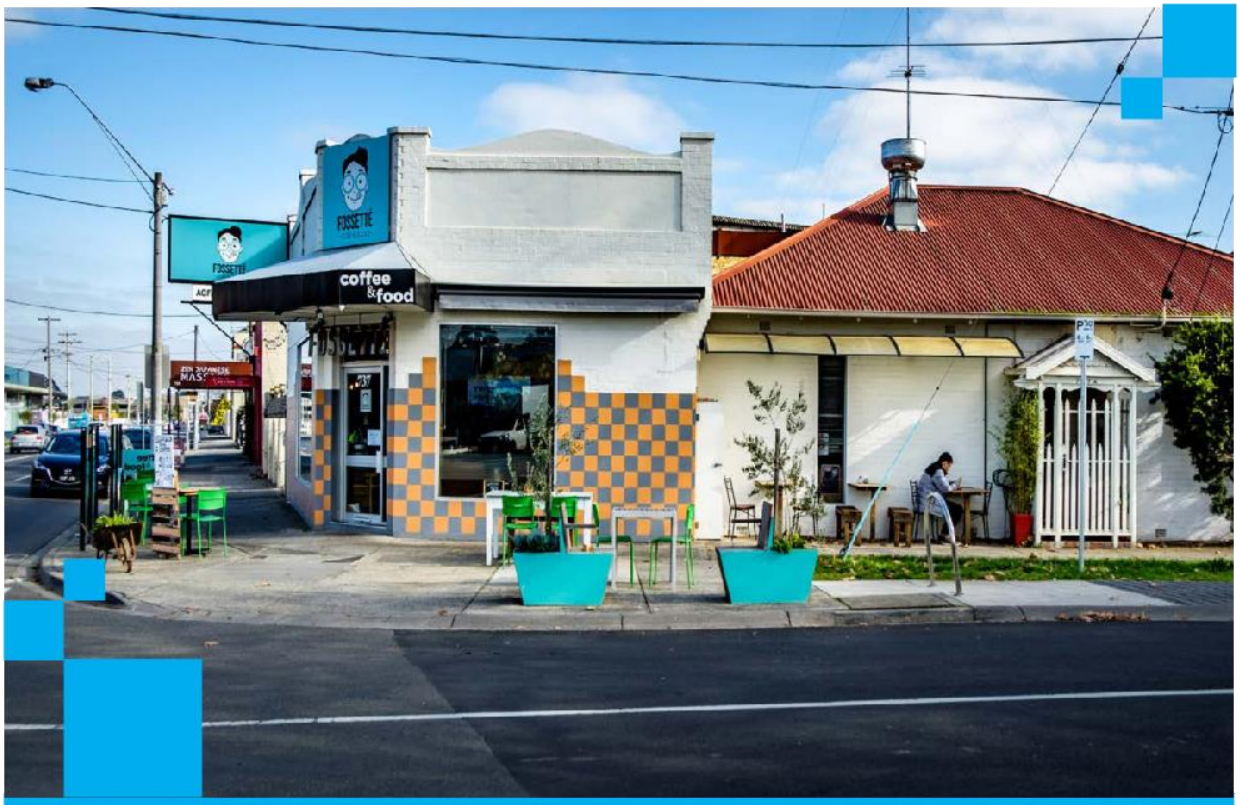
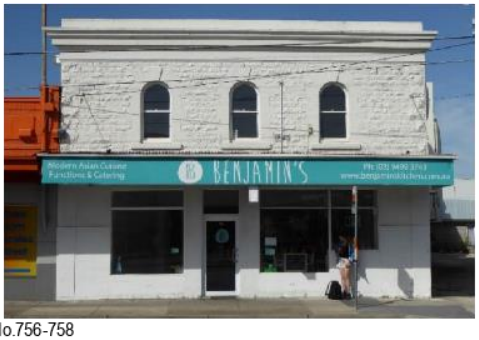
Attachment 3 - Attachment 3 - Heidelberg Road Local Area Plan Draft



Heidelberg Road Corridor Local Area Plan



No.756-758


No. 358

Heidelberg Road Heritage Review (Stage 1)
2019

Stage 1 Report

City of Yarra

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Attachment 4 - Attachment 4 - Heidelberg Road Heritage Review Stage 1

1 INTRODUCTION

1.1 Brief

This report, the *Heidelberg Road Heritage Review 2019,* has been prepared by RBA Architects + Conservation Consultants for the City of Yarra. It relates to the building stock within the Commercial 1 and Commercial 2 Zones along (the south side of) Heidelberg Road between the Merri and Darebin creeks.

The brief was to undertake the following:

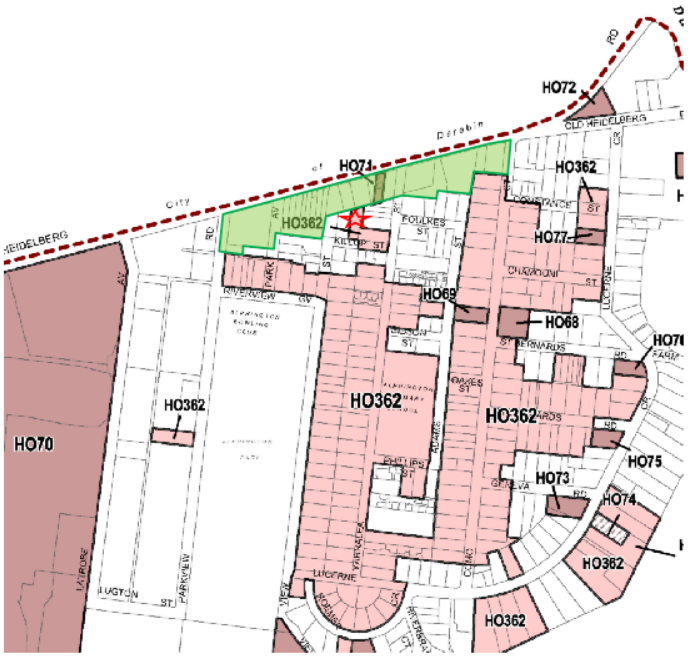
- Review the heritage values of HO 71 (756-758 Heidelberg Road, Alphington) and the currency of its citation,
- Determine whether 2 Killop Street, Alphington should be included in HO362 (Alphington East Precinct),
- Identify any sites of potential heritage value in the study area,
- Provide recommendations for built form controls for any existing and recommended heritage overlays.

1.2 Location

The study area primarily relates to the commercial zones along the south side of Heidelberg Road and extends across parts of the suburbs of Fairfield (western part) and Alphington (eastern part).



Map No. 3HO
Existing HO421 (Porta)
Western part of study area (Commercial 1 and 2 Zones) shown in green



Map No. 4HO showing existing HO71 and 2 Killop Street, Alphington (identified with a star, part of HO362)
Eastern part of study area (Commercial 1 and 2 Zones) is shown in green

1.3 Background

Previous Heritage Studies

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8, prepared by Graeme Butler and Associated, revised May 2017
- City of Yarra Heritage Review, Thematic History Volume 1, prepared by Allom Lovell & Associates, July 1998
- City of Northcote Urban Conservation Study prepared by Graeme Butler, revised February 1983

Existing Listings

There are three sites in the study area listed in the Schedule to the Heritage Overlay:

- HO421 – Porta factory, Heidelberg Road, 224 Heidelberg Road. Existing citation not to be reviewed.
- HO70 – Australian Paper Mills Boiler House, 626 Heidelberg Road. This building has been the subject of a previous amendment and will not be considered as part of this project.
- HO71 – Shops, 756-758 Heidelberg Road – basalt building constructed circa 1860. Existing citation to be reviewed.

1.4 Acknowledgements

The authors are grateful for the assistance provided by the City of Yarra officers.

2 METHODOLOGY

2.1 Introduction

The methodology adopted in undertaking this phase of Heidelberg Road Heritage Review (stage 1) was in accordance with the processes and criteria outlined in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance*, known as the *Burra Charter* (Australia ICOMOS, 2013). The key tasks included:

- Site inspections - largely limited to a visual assessment of each property from the perimeter and were undertaken during April 2019.
- Preliminary historical research and analysis of the extant fabric in relation to documentary evidence where applicable.
- Preparing data sheets.
- A preliminary assessment of the significance of each place based on the research and the extant fabric, and with reference to the relevant HERCON criteria.

2.2 Research

Primary sources were mainly employed and have included:

- Photographs, including aerial photographs, held by:
    - Landata (aerial),
    - Darebin Archives,
    - National Archives of Australia (NAA),
    - State Library of Victoria (SLV),
    - University of Melbourne (aerial).
- Drainage plans (Yarra Valley Water),
- Melbourne Metropolitan Board of Works (MMBW) Plans, held by the State Library Victoria,
- Sands & McDougall's street directories,
- Plans (SLV, etc),
- Various newspapers (*Age*, *Argus*, *Herald*, etc).

2.3 Data Sheets + Citation

A data sheet was prepared for individual buildings, or groups of buildings, of potential significance within the study area. A citation was prepared for HO71.

Within the data sheets/citation the following are provided:

- Name (usually relating to the original owners or purpose),
- Address,
- Summary history – including date of construction and period (Federation, Interwar, Post WWII),
- Summary description – including assessment of condition and intactness (poor, fair, good),
- Comparative – examples of similar places,
- Relevant HERCON Criteria,
- Recommendation.

2.4 Preliminary Assessment of Significance

For heritage professionals generally in Australia dealing with post-contact cultural heritage, the process outlined in the *Burra Charter* underpins the approach to heritage assessment and conservation adopted by the authors of this report.

Burra Charter

The methodology adopted in the assessment of the significance (or heritage values) has been in accordance with the process outlined in the *Burra Charter* (or The Australia ICOMOS Charter for Places of Cultural Significance). As outlined in the *Burra Charter*, the criteria considered include aesthetic (including architectural), historical, scientific (or technical), social and spiritual values. These values have been translated into the HERCON Criteria, discussed below.

2.5 Applying the Heritage Overlay

'Applying the Heritage Overlay' August 2018 (Planning Practice Note 1) provides guidance about the use of the Heritage Overlay, including the following:

- What places should be included in the Heritage Overlay?
- What are recognised heritage criteria?
- Writing statements of significance.

The practice note indicates that the HERCON criteria are to be employed when assessing heritage significance.

HERCON Criteria

These widely used criteria were adopted at the 1998 Conference on Heritage (HERCON) and are based on the earlier, and much used, Australian Heritage Commission (now Australian Heritage Council, AHC) criteria for the Register of the National Estate (RNE).

The HERCON criteria are essentially a rationalised (more user-friendly) version of the AHC Criteria (which included different sub-criteria for cultural or natural heritage). It is also noted in the aforementioned practice note that 'The adoption of the above criteria does not diminish heritage assessment work undertaken before 2012 using older versions of criteria.' Reference to the relevant HERCON criteria is outlined at the end of the data sheets. The definition of these criteria are outlined in the following table.

Criterion	Definition
A	Importance to the course, or pattern, of our cultural or natural history (historical significance).
B	Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity).
C	Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential)
D	Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)
E	Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
F	Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).
G	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance)
H	Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

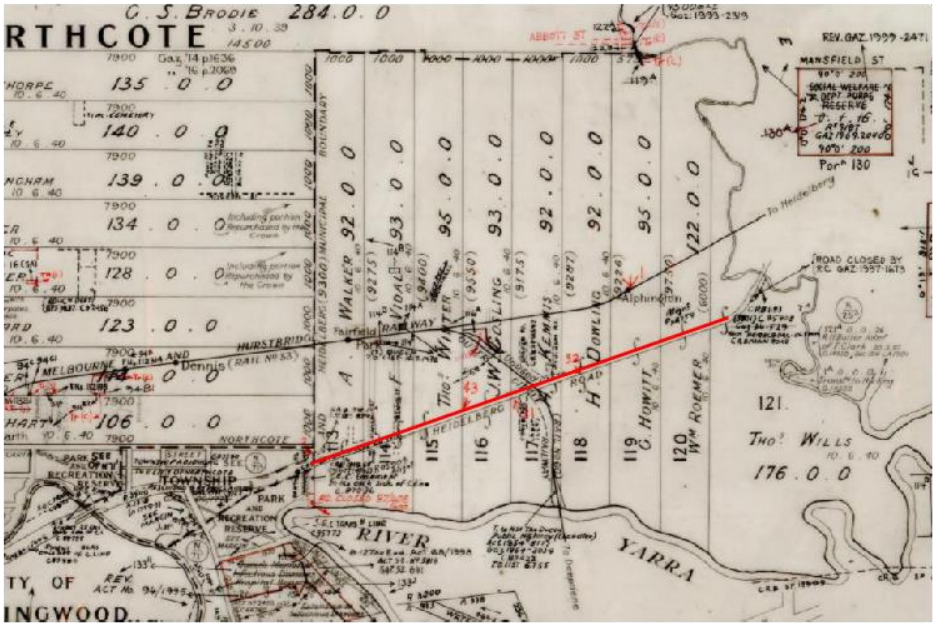
3 STUDY AREA – Overview of Development

3.1 Introduction

The existing heritage studies provide scant information regarding the residential and commercial development within the Heidelberg Road study area, particularly during the 20th century. Due to the lack of background information a brief historical overview has been produced, outlining what is evident from historical aerials and MMBW plans.

3.2 Historical Overview

The study area along Heidelberg Road is located in what was the Parish of Jika Jika. The area includes sections of what is now Fairfield, Alphington and Northcote. During the 1840s the land was divided into a series of narrow allotments with frontages to the Yarra River or Darebin Creek.[1]



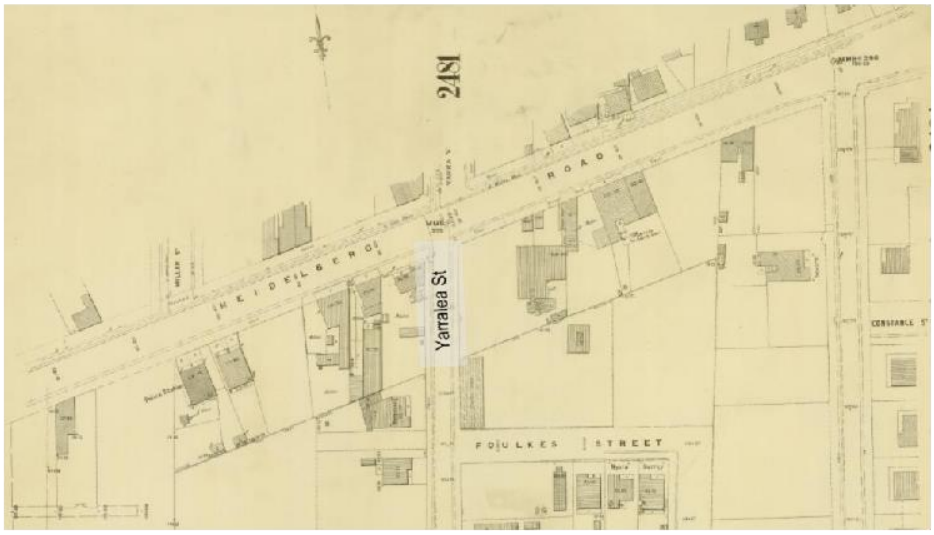
Part of Parish of Jika Jika J16(5)
Section of Heidelberg Road within study area (red line)
(Source: Landata)

From the mid to late 1800s Heidelberg Road functioned as the main thoroughfare for visitors en route to the town of Heidelberg and the shops served those travelling as well as local residents.[2] This included Fulham Grange, an early farm and vineyard owned by the Perry Brother's and "Alphington Village," a resting place for travellers west of the Darebin Creek crossing, established by William Manning in 1854.

In 1900 several shops and retailers occupied the south side of Heidelberg Road. At that time the section of road between Grange Road and Como Street included a butcher, general store, post office and telephone office.[3]

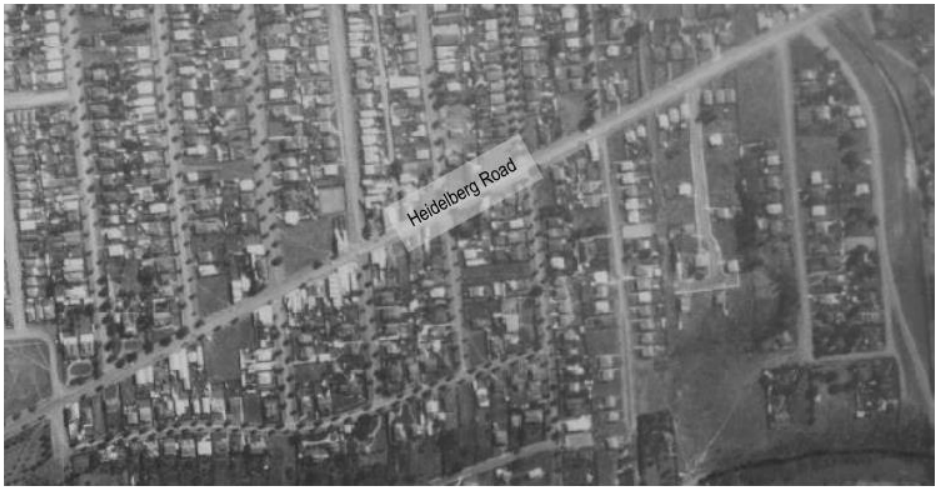
1 City of Darebin
2 City of Yarra Heritage Review, Allom Lovell & Associates, 1998
3 Sands & McDougall directory, 1900

By 1914, as evident in the following MMBW, some parts of Heidelberg Road had been fairly developed, though other sections were sparsely developed. Early houses and buildings along Heidelberg Road were either timber or masonry (brick or stone), often with smaller outbuildings to the rear.



1914 MMBW Detail Plan 1318
Showing east end of Heidelberg Road - about Yarralea Street, Alphington
(Source: SLV)

By 1931, there was considerable development along Heidelberg Road. For instance, the land between Panther Place and Grange Road consisted of typically narrow, rectangular allotments with some larger, vacant lots.



1931 Aerial, Heidelberg Road - west end of study area (between Panther Place and Grange Road)
(Source: Landata, 1931 Nov - Maldon Prison, Proj. No. 1931, Run 15, Frame 2741)

By 1945, according to the following aerials, a number of light commercial buildings (a combination of shops and warehouses) had been constructed on the south side in this section of the Heidelberg Road. Some smaller parcels had been consolidated into larger sites.



1945 Aerial, Heidelberg Road – west end of study area (between Panther Place and Austin Street)
(Source: Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59,529)



1945 Aerial, Heidelberg Road – east end of study area (between Parkview Road and Lucerne Crescent)
The northern half of Alphington East Precinct (HO362) is evident
(Source: Landata)

By 1956, the concentration of commercial/light industrial sites along parts of Heidelberg Road, similar to the current circumstance, had been established. A number of previously vacant sites had been developed with small warehouses, etc.



1956 Aerial, Heidelberg Road – study area
(Source: Landata, Melbourne Outer Suburbs Project, Pro. No. 250, Run 13, Frame 146)

A 1978 aerial highlights the large number of light commercial buildings that had been constructed along the south side of Heidelberg Road by that time, including at the Paper Mills site.



1978 Aerial, Heidelberg Road – study area
(Source: Landata)

4 FINDINGS

4.1 Introduction

This section outlines the findings regarding the following:

- HO71,
- Places of Potential Heritage Value,
- Other Sites Considered,
- 2 Killop Street, Alphington.

4.2 HO71

It was confirmed that the basalt building at 756-758 Heidelberg Road (HO71) more than adequately meets threshold for local significance.

An updated citation was prepared for HO71 that meets the contemporary standard, refer to Appendix A.

4.3 Places of Potential Heritage Value

Datasheets (refer to Appendix B) have been prepared for five individual places which were considered to be of potential heritage significance. Details of these five sites are outlined in the following table. Of these, three were considered to have strong potential to meet the threshold for local heritage significance (those at nos 358, 730-734, and 760-764), with the other two (nos 460, 774) less so.

On further discussion with Council, only three have been recommended for further work in Stage 2 and were reviewed in regards to built form analysis and recommended controls.

Address – No. (Heidelberg Rd)	Name	Date/Period	Details
358	House & Tyre Outlet	Late 1950s/Postwar	House – Modernist influence Unusual combination of house and adjoining tyre outlet
460	Duncan Rubber Co. Showroom & Warehouse	1956/Postwar	Sawtooth roof forms Intact facades
730-734	Group of 3 shops	1933/Interwar	Single storey builldings with intact shopfronts
760-764	A Cooper Knitting Manufacturer	Mid-1930s/Interwar	Single storey buiding with intact parapet and most original openings
774	Former Ampol Service station	By 1965/Late 20th century	Stages of construction not certain Original frame (sign) survives

4.4 Other Sites Considered

The following table outlines the other buildings in the study area which were noted for their potential heritage value. A data sheet was not prepared for this group as they were generally assessed as not having sufficient potential to reach the threshold for local heritage significance.

Of this group, the earlier buildings had been altered to varying degrees, whereas the two late 20th century buildings were largely intact. The latter two, whilst good examples, are difficult to assess in regards to other similar building stock in the municipality as there are few, if any, from this time that have been assessed as having heritage value. This is in part because many such buildings are located within precincts whose significance primarily relates to late 19th century (Victorian), and possibly early 20th century (Federation and/or Interwar) phases of development and so have tended to be graded non-contributory. These two buildings might warrant consideration as part of a latter 20th century review of similar buildings across the municipality.

No.	Details	Image
276	Office building (Wellways) Brutalist style – constructed in 1975 (Yarra Valley sewerage plan). Architect unknown. From 1965 until at least 1971 - occupied by Collins Motors (The Age). Large two storey Brutalist building with a bold rectangular form, bands of textured concrete, and metal-framed windows with brise-soleil (sunshade) to upper level with some intervening textured, cream brick piers to side and rear. Some yellow/gold tinted glass – possibly Stopray range, manufactured by the Glaverbel (Industries) or similar. Intact, good example but only 45 years old and limited appreciation for this type of architecture	
388	Shop/Warehouse (Beds for Backs) Interwar/Art Deco brick garage – ca late 1930s From at least 1933 (Sands) 388-394 is occupied by Elite Knitting Co Pty Ltd 1935 MMBW – extant building not evident. Subject site consists of four lots (brick building to two west sites and timber buildings to east side) 1945 aerial – extant building evident Curved entrance with original brick steps, JD emblem, rendered parapet, steel hopper windows to recessed west section. Roof truss/sawtooth roof evident through vehicular opening. Façade is considerably altered	

No.	Details	Image
402	Shop (Platform Commercial Furniture) Interwar/brick garage – ca 1940 1931 Aerial – structure with a similar building footprint and gabled roofs as extant building From at least 1933 (Sands) – 402-406 is occupied by F W Smith, motor garage 1935 MMBW – one brick and one timber building on the front of the site 1945 aerial – extant buildings evident Brick parapet with brick capping Large openings introduced to façade, much altered Short return at east end intact	
728	Shop (Take shape) Interwar period Prior to 1945 – no. 728 not listed 1945 aerial – site appears vacant 1955 – no. 728 is listed and included in nos 726-730 1968 image (NAA) – originally had a stepped parapet with steel framed hopper windows. Rosmear Engineering Co. P/L, plumber's requisites, occupy the building (Sands) Much altered facade	
750-754	Pair of shops Federation period – by 1914, possibly earlier 1898 – site is possibly occupied by Mrs H Schmidt bakery and occupied by Wm Johnson, baker in 1904 (Sands) 1914 MMBW – extant building footprint evident (timber building) 1916 – site (then no. 373) is listed as vacant Single storey pair with pyramidal/hip roof. Pair of curved parapets and capped piers, altered openings. Relatively early, distinctive form, but partly altered facades	
782	Factory/Head Office (Machinery Forum) Contemporary two storey brick building constructed in 1981 (Yarra Valley sewerage plan). Architect unknown. 1954 – previous factory on subject (782-788) with bluestone buildings 1962 – previous factory on subject site. Auction for 'modern factory, store, offices 1978 aerial - vacant but site configuration suggested Unusual L-shaped plan and form dictated by site configuration which wraps around no. 774. Distinctive undulating façade to the north west and south west corner. Arched entry door and 'lozenge'-shaped window on the east facade	

No.	Details	Image
	Machinery Forum, since 1956 (website) Intact Late 20th century building with distinctive form, and broadly reflective of Brutalist style Good example but less than 40 years old and limited appreciation for this type of architecture	

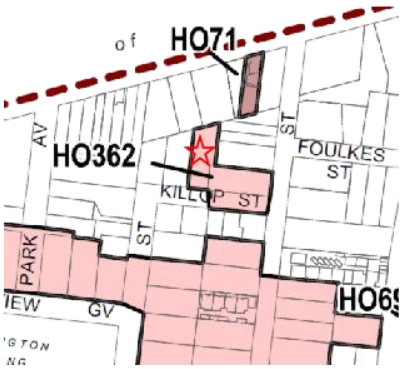
4.5 2 Killop Street, Alphington

2 Killop Street is located in the north end of the Alphington East Precinct Heritage Overlay (HO362). This residential precinct is broadly bound by Lucerne Crescent (to the east), Romer Crescent (to the south) and View Street (to the west), however there are some smaller outlier sections.

2 Killop is located in one of the small peripheral sections of HO362 that also includes 59 Yarralea Street. The latter is a weatherboard-clad bungalow with a distinctive oblong opening to the porch.

The statement of significance for Alphington East Precinct Heritage Overlay (HO362) is as follows:

> **Why is it significant?**
> The precinct is historically and aesthetically significant as a residential enclave, physically contained by the early transport route of Heidelberg Road and the natural barrier of the Yarra River, which was built up in the late Victorian-era and early 20th century as consistent and well preserved house groups in the Italianate, Federation and Californian Bungalow suburban styles, differing to most other parts of the City by their garden setting and deep garden setback. (Criteria A & E)
>
> The precinct is aesthetically significant for the distinctive street layout arising from Manning's early Alphington village subdivision, with its curving base in the form of Roemer Crescent at the Yarra River. (Criterion E)
>
> The precinct is historically significant for the artistic associations of the area as the chosen domain (along with the adjoining Ivanhoe and Heidelberg areas) of many prominent artists and businessmen linked with art and artisan pursuits from the late 19th and early 20th centuries. (Criterion A)



HO362 and 2 Killop Street (star)


2 Killop Street (Nearmap 2019)

2 Killop Street is a single storey house constructed during the late 20th century and consists of a series of rendered cubic forms with a parapet concealing the roof. The colour palette is relatively plain and with teal accents to the trims

and mouldings. The street façade features a curved bay window and a small entrance canopy but is dominated by a double width garage.

To the west at 4 Killop Street is a much altered timber building, probably dating to the Interwar period, which is appropriately not included in the heritage overlay.

The house at 2 Killop Street is an anomaly at the edge of the Alphington East Precinct largely characterised by Victorian, Edwardian and Interwar houses with pitched, gabled or hipped roofs. Prevailing wall types include weatherboard, face pressed brick and stucco wall cladding. Street facing timber verandahs supported by timber posts are also common.[4] 2 Killop Street was constructed during a latter period and varies greatly in style, form and materials to the graded building stock in the precinct. The building is not related to the significance of the precinct (HO362) and should be omitted.



2 Killop Street – façade/south elevation, included in HO362



4 Killop Street – not included in HO362



59 Yarralea Street – east elevation, included in HO362



59 Yarralea Street – south elevation, included in HO362

[4] Statement of Significance, Alphington East Precinct (VHD)

5 BUILT FORM REVIEW

5.1 Introduction

Built form guidelines have been developed for the following five sites, two of which are existing heritage overlays (HO71 + HO421) and three proposed heritage places.

- Porta Factory - 224 Heidelberg Road, Fairfield (HO421)
- House (Valeema) & Tyre Outlet - 358 Heidelberg Road, Fairfield
- Group of 3 Shops - 730-734 Heidelberg Road, Alphington
- Former Butcher Shop - 756-758 Heidelberg Road, Alphington (HO71)
- A Cooper Knitting Manufacturer - 760-764 Heidelberg Road, Alphington

5.2 Porta Factory - 224 Heidelberg Road, Fairfield (HO421)

Existing Conditions

The Porta Factory was constructed during the 1920s. The original roof consists of three narrow, gabled roofs and a tall corniced chimney stack in exposed face brick to the south of the building. On the west face is the word 'PORTA', vertically displayed in cream bricks. The Heidelberg Road façade retains the original stepped parapet and consists of a moulded brick capping and paired corbels. The street level façade has four original window openings with multi-paned timber-framed windows, concrete lintels and moulded brick sills and a single course brick plinth. The east (side) elevation retains an original window and moulded brick sill. Nearby is a small, original dormer roof section.

A sympathetic, narrow brick addition (relating to the vehicular entry) constructed after 1945, has been built to the west of the original building extending past and enclosing the area around the brick chimney. The detailing on the street facing parapet matches that of the original section and also includes a corbelled brick eave to the west end. The façade has a single timber-framed window with matching moulded brick sill and a double timber door with vertical boards and concrete lintel. To the west side is a small skillion roofed addition.

The entire street façade has been painted.

The Porta Factory is included within DDO1-j (Map No. 3DDO) of the Yarra Planning Scheme and part of the site constitutes heritage overlay HO421. The heritage overlay includes a small section of the more recently constructed metal clad building to the west. This section is not considered to have heritage significance.

Recommendations

- Retain original, three narrow gable roofs including dormer roof in the north-west corner,
- Retain brick chimney stack including iron bands,
- Maintain a view/sightline of the original cream brick 'PORTA' sign integrated into the west face of the chimney. The sightline would ideally be from the north-west corner of the site and from Heidelberg Road.
- Generally, retain an open space to the rear of the building to allow interpretation of the original roof forms,
- Retain street facades including original stepped parapet and detailing, openings, concrete lintels, multi-paned timber-framed windows and moulded brick sills. Encourage removal of paint to reveal original face brick finish.
- Maintain visibility of the single window on the east (side) elevation. Retain a 5-metre setback from Heidelberg Road and about a 3-metre separation from the east (side) elevation.
- Retain post-1945 narrow, gable roofed brick addition to the west including parapet, openings, windows and doors, and parapet on the street façade. Allow removal of small skillion-roofed structure on the west side.
- Maintain a 3-metre setback from Heidelberg Road and a 3-metre separation from the west (side) elevation of the post-1945 brick addition.

- Allow the removal of the recently constructed metal clad building to the west



Retain single window, lintel and sill on east elevation



Retain view/sightline of integrated 'PORTA' sign on chimney from the street

5.3 House (Valeema) & Tyre Outlet, 358 Heidelberg Road, Fairfield

Existing Conditions

The two storey L-shaped house was built in two stages and consists of the rectangular east half of the building constructed circa late 1950s, and the subsequent west wing and entry porch. The parts are highly intact and integrated. The strong form of the building is most visible from Panther Place from the south and west, where the gable roofs and blank west wall are most evident. Openings and steel-framed windows on the south and west elevations are original elements.



Panther Place (west elevation) – building form and original openings



Park Crescent (south elevation) – original openings

The single storey tyre outlet building is visible from the intersection of Heidelberg Road and Panther Place. The original parapet roof of the tyre outlet and prominent gable roof of the house are visible. On the north-east corner of the tyre outlet building is a chamfered brick corner with original raised street numbers. The upper section of the brick façade features brick courses in a header configuration and a horizontal, shallow recessed panel on the north façade.

Below this is an original garage opening and rendered concrete lintel. On the west façade of the tyre outlet is an original timber door and two large original steel windows. To the front of the site are the location of the petrol bowers is evident.



Heidelberg Road – original parapet roof, openings, doors and windows of tyre outlet. Original bowser pipes to front of site (indicated).



Heidelberg Road – original roof form of house is visible

Recommendations

House (Valeema)

- Limited opportunity for alterations and additions,
- Retain existing building form including gable roofs and entry portico,
- Retain original glazed roof tiles,
- Retain original openings and steel-framed windows,
- Retain existing pattern of openings and minimal window to wall/ratio, to maintain the bold yet restrained aesthetic of the house.

Tyre outlet

- Limited opportunity for alterations and additions,
- Retain original brick parapet,
- Additions should maintain a 2-metre setback from the edge of the parapet,
- Additions should maintain a 2-metre setback from the north face of the house, ensuring the original roof form remains legible,
- Retain original brick detailing including header and rowlock course configurations, shallow recessed panel and small chamfered brick corner with raised signage to the north-west corner,
- Retain original openings, concrete lintel and timber door and steel framed windows on the west façade,
- Retain indications of bowsers to the front of the site,
- Allow removal of lightweight canopy to the west side,
- Retain original street numbers reading '358' and possibly 'Bridgestone tires' sign,
- Opportunity to extensively glaze-in open parts of the site.

5.4 Group of 3 Shops - 730-734 Heidelberg Road, Alphington

Existing Conditions

The group of three shops maintain intact parapets that are visible from Heidelberg Road. The single storey post office building at no. 730 has an original square pediment and capped brick piers, which have been painted. The original hipped roof to the rear of the parapet is visible from Heidelberg Road. Nos 732 and 734 have original plain parapets

that have also been painted. A narrow walkway between no. 730 and no. 732 enables visibility of the east parapet return of no. 730 and the west parapet return of no. 732. The original red brick walls are also evident.



No. 730 – the original parapet, east return and hipped roof are visible from Heidelberg Road



No. 732 – the original parapet and west return are visible from Heidelberg Road

The shopfront of no. 730 is highly intact and retains the original shopfront and symmetrical configuration. This consists of the original recessed entry floor tiles with pressed metal ceiling above, dark green wall tiles and mouldings to the lower section, copper-finish shopfronts and toplight windows with textured/patterned glass.

Nos 732 and 734 retain original shopfronts bearing the name of the manufacturer (Duff) however these have been overpainted. A section of the original horizontal moulding to the west end of no. 732 also survives.



No. 730 – original shopfront



No. 730 – original section of roof visible from Heidelberg Road indicated by the dotted line. Visible parapet returns of nos 730 and 732 indicated by the red arrows
(Source: Nearmap)

Recommendations

General

- Retain brick parapets. Encourage paint removal to expose original red brick,
- Retain walkway/separation to front between no. 730 and no. 732 to maintain visibility of the east parapet return of no. 730 and the west parapet return of no. 732. Allow removal/replacement of the brick wall and door leading to the walkway.
- Retain original canopies.

No. 730

- Maintain original gable roof form and visibility from Heidelberg Road. Additions to the first floor and above should retain a 6-metre setback from the street parapet,
- Retain original shopfront configuration and finishes including recessed entry, original floor tiles, pressed metal ceiling, wall tiles and mouldings, copper finish shopfronts and toplight windows with translucent glass.

Nos 732 and 734

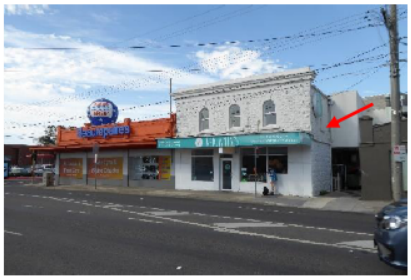
- Additions to the first floor and above should retain a 6-metre setback from the street parapet,
- Retain original shopfront joinery. Encourage removal of paint to expose original finishes.

5.5 Former Butcher Shop, 756-758 Heidelberg Road, Alphington (HO71)

Existing Conditions

The two storey building was constructed circa 1860 and is the oldest surviving commercial building of the Alphington Village. The former Butcher Shop has original basalt walls (now overpainted), hipped roof form, rendered moulded parapet, three semi-circular arched windows with brick dressings and keystones to the first level street façade, and a single window with brick dressings to the west (side) elevation.

The building is located at the west end of Heidelberg Road and has a prominent street presence. This is partly due to the low scale massing of the adjacent buildings. The street façade, original parapet and hipped roof are widely visible from the street and the west (side) elevation remains exposed.



The entire west (side) elevation of the former Butcher Shop (HO71) remains exposed



The prominence of the former Butcher Shop (HO71) is evident from the intersection of Heidelberg Road and Yarralea Street
(Source: googlemaps)

Recommendations

- Retain form and visibility of the original hipped roof.
- Retain original basalt walls and plinth. Encourage removal of paint to reveal basalt and brick.
- Retain two storey street façade including three arched openings and timber-framed windows to the first floor with brick dressings and keystones, and moulded parapet and cornice.
- Retain single arched opening and timber-framed window to the first floor of the western (side) elevation.
- A maximum of three storeys to the rear to retain the prominence of the subject building.
- Maintain a minimum 3-metre separation from the west (side) elevation to enable visibility of the original basalt wall and window opening, and legibility of the original building form.
- Retain shopfront wall tiles (contributory element) and encourage removal of paint to expose original finishes.

5.6 A Cooper Knitting Manufacturer, 760-764 Heidelberg Road, Alphington

Existing Conditions

The former factory building is located adjacent to the former Butcher Shop (HO71), in the south-west corner of the intersection of Heidelberg Road and Yarralea Street. The original brick parapet of the former factory building has been painted and consists of capped brick piers and small sections of roughcast render. Sections of original soldier course detailing have been retained below the parapet edge.

A remnant section of an early brick wall to the front of the site is visible from Yarralea Street. The original eastern plane of the narrow, gable roof beyond is also visible from street level.



The original form is visible from the intersection of Heidelberg Road and Yarralea Street



Original roof form and openings along Yarralea Street

The Heidelberg Road façade retains the original chamfered entrance in the north-east corner, three original window openings and timber frames to the east and west window. An original moulding at the west end also survives. The Yarralea Street façade retains original concrete lintels and door and window openings, although three windows at the south end have been truncated and glass bricks added. The timber windows and doors are either original or early additions.



Retain eastern plane of narrow, gable roof
(Source: Nearmap)



Encourage removal of paint and fixed rendered panels on parapet

Recommendations

- Retain original form of parapet and brick detailing,
- Encourage removal of paint on brick walls and parapet to reveal earlier finishes. Encourage removal of non-original panels on parapet,
- Maintain a 6-metre setback from Heidelberg Road,

- Retain front gable roof section,
- Retain the eastern plane of the long, gable roof along Yarralea Street,
- A maximum of three storeys to the rear of the building to retain the prominence of the former Butcher Shop, adjacent to the subject site,
- Maintain street facades including the chamfered entrance, original concrete lintels, openings, timber windows, timber shopfront frames and mouldings, and concrete lintels on the street facades,
- Retain shop canopy,
- Allow the removal/modification of buildings to the west half of the site that are not visible from the road.

APPENDIX A - HO71 Citation

FORMER BUTCHER SHOP (HO71)

Address	756-758 Heidelberg Road, Alphington
Significance	Local
Construction Dates	c. 1860
Period	Early Victorian
Date Inspected	2019



Statement of Significance

What is Significant?
The two storey Former Butcher Shop at 756-758 Heidelberg Road, Alphington, constructed circa 1860. Significant aspects include the basalt walls, both front and side elevations (now overpainted), hipped roof, rendered moulded parapet, three semi-circular arched windows to the upper level façade with basalt sills, brick quoining and keystones, and a single window with basalt sill and brick quoining to the west side.

The tiling to the shop front (now overpainted) dates to the early 20th century and is a contributory element. The canopy dates to the mid-20th century and is also a contributory element.

How is it Significant?
The Former Butcher Shop at 756-758 Heidelberg Road, Alphington, is of local historical and aesthetic significance to the City of Yarra.

Why is it Significant?
The Former Butcher Shop is of historical significance as the oldest surviving commercial building of the original Alphington Village, established in the 1850s and 1860s. The village was a small enclave along the main road and served as a stopping point

en-route to Heidelberg. The building was occupied by a succession of butchers from the 1860s to the early 1930s. (Criterion A)

The Former Butcher Shop is of aesthetic significance as a largely intact (apart from the shop front) early-Victorian period commercial building of basalt construction. The building is designed in the Regency style and features a well-composed, symmetrical façade of elegant proportions with pronounced classical detailing such as quoining and keystones (in light of much contemporary architecture). The building demonstrates restrained classical detailing largely in basalt - walls of rock-faced ashlar blocks contrasting with plain-faced (smooth) elements (prominent keystones, sills and the moulded parapet), in combination with brick (possibly cream) quoining to the windows. (Criterion E)

Description

The building at 756-758 Heidelberg Road, Alphington, is a two-storey building with predominantly basalt walls designed in the Regency style. The façade is symmetrically composed and consists of a basalt plinth, three arched windows at first floor and a prominent moulded parapet and cornice that conceals a metal-clad hipped roof.

The Regency style refers to the era in the early 19th century when George IV was Prince Regent and is stylistically characterised by a simplified and restrained elegance. Facades were symmetrically composed and typically consisted of a parapet concealing the roof beyond. This is evident in the balanced arrangement of arched openings and prominent moulded cornice. While stucco was the main material, external masonry walls were often finished in face brickwork with refined and subtle brick detailing. This is reflected in the subtle projections of brick quoining to the windows and outer edges of the facade and visual contrast of brick (possibly cream) and basalt.



Symmetrical first floor features three original arched windows


Shop front

The first floor windows are intact and feature brick quoining, keystones and projecting basalt sills with a smooth finish that contrasts with the rough basalt wall. Projecting keystones and expressed basalt quoining to the edges of the façade, demonstrate a restrained elegance indicative of the Regency style.

The west (side) elevation is exposed and features a single segmental arched window with brick quoining and smooth basalt sill. The timber sash windows are not original however are consistent with the aesthetic of the building. The façade, including the basalt parapet and side elevations have been painted, however it is likely the brick quoining to the windows was originally cream coloured.

The shop front of the subject building has undergone substantial alterations, probably multiple times. The entrance is off centre and there are large timber-framed windows to either side. The lower part of the wall consists of overpainted tiles dating from the early 20th century and the upper section has been rendered. A cantilevered canopy dating from the mid-20th century has replaced the earlier verandah.



View from east



West elevation

Possible Architect

Given the refinement of the façade, it is likely the subject building was architect designed. The possible application of cream brick quoining to windows and doors is a stylistic device evident in the work of prominent Melbourne architects, Crouch and Wilson. The practice was responsible for the design of a number of noted buildings during the Victorian period, including 12 Jolimont Terrace in East Melbourne constructed in 1868. The two storey basalt residence is similar to that of the former Butcher Shop and consists of cream brick quoining and lintels to windows and doors.

The partnership of Crouch & Wilson was formed in 1858 by Thomas James Crouch (1832-89) and Ralph Wilson. Crouch was born in Hobart and was trained by Alexander Dawson. In 1852 he moved to Melbourne and in 1859 formed a partnership with Ralph Wilson. Due to Crouch's Wesleyan background, the practice was engaged to design some 40 churches throughout Victoria, Tasmania and New Zealand. They are particularly noted for their use of brickwork, both polychrome and in combination with basalt.[5]

History

The subject site formed part of Crown Portion 120, Parish of Jika Jika, comprised of 122 acres purchased by Sydney based merchant Charles William Roemer in 1840.[6] In 1852, the property was acquired by Charles Montagu Manning (Solicitor General of Sydney) who saw potential for establishing a resting place on the way to Heidelberg. Manning subdivided the land into 130 lots of varying sizes, including provision for shops on both sides of Heidelberg Road.[7] From 1853, lots from the 'Alphington Estate' were being offered for sale.[8]

> This fine estate is about three miles from Melbourne, on the high road to Heidelberg. It contains 122 acres of land, subdivided into lots to suit purchasers; and is particularly well adapted for market gardens, villas, etc.[9]

The land was slow to sell however, with only 16 sales by the end of 1856.[10] The map below shows that by 1855 a few buildings had been constructed in Alphington either side of Heidelberg Road. Amongst the earliest buildings were a general store with post office, the Wesleyan Chapel (extant) in Darebin, a bakery, a butcher (subject site) and at least two hotels.[11]

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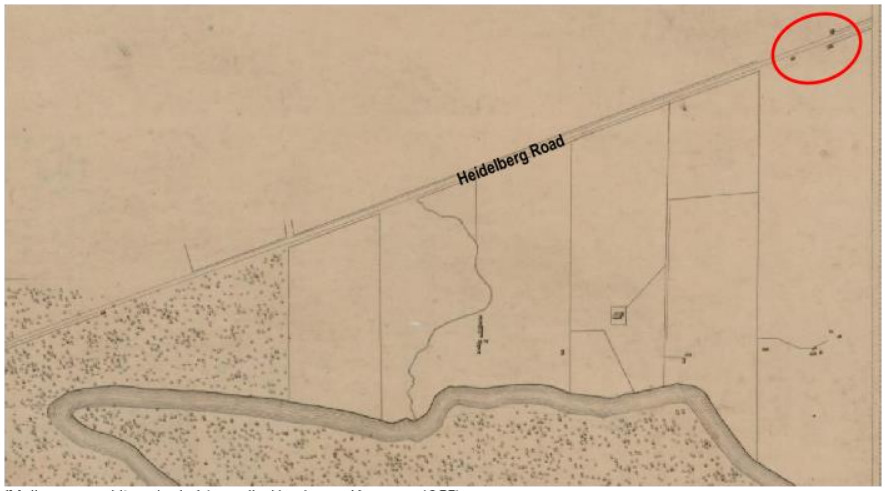
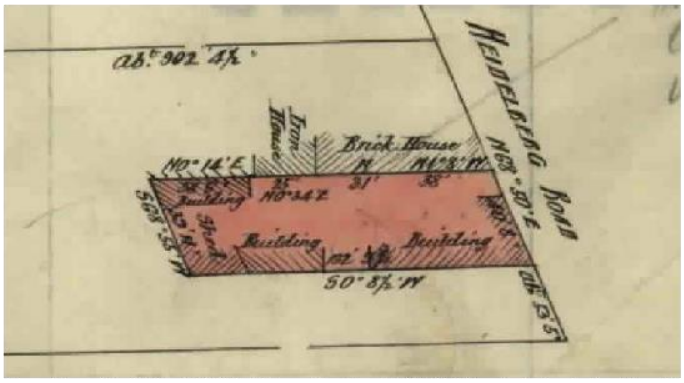
5 Elva Errey, 'Victorian Architectural Ornament 1880-1920', Melbourne University 1972, p332
6 Roemer also purchased other land in the Port Phillip District, totalling 847 acres (343 hectares) - A F Pike, 'Charles William Roemer 1799-1874', Australian Dictionary of Biography
7 Andrew Lemon, *The Northcote Side of the River*, 1983, p48
8 The Alphington Estate was named after Alphington (near Exeter) in Devonshire, England, the birthplace of Charles Montagu Manning. *The Argus*, 5 April 1854, p9.
9 *The Argus*, 8 August 1853, p8
10 A Lemon, *The Northcote Side of the River*, p48
11 A Lemon, *The Northcote Side of the River*, p48



'Melbourne and its suburbs' (compiled by James Kearney, 1855).
Map dated 1855 showing a section of Heidelberg Road in Fairfield and Alphington. The map shows Heidelberg Road largely undeveloped, apart from three buildings (indicated) in the vicinity of the subject site.
(Source: State Library of Victoria)

Land containing the subject site was purchased by John Mason in 1855. The extant two storey basalt building was constructed in the late 1850s or early 1860s. By 1863 it was owned and occupied by the butcher Thomas King(s), and there was a slaughter house and yards to the east.[12] It appears that King also worked as a baker for a period during the 1860s.[13] During the 1860s, King placed various advertisements for staff in the newspaper, including for 'a steady man as butcher' (February 1863), 'a young lad that can kill and dress sheep' (March 1865), and 'a steady baker' (April 1865).[14] The building is said to have undergone improvements in 1865 and in 1868.[15]



Plan of the subject site in 1887 (Heidelberg Road is at right). Hatching indicates the location of buildings.
(Source: Certificate of Title, Vol. 1886 Fol. 194)

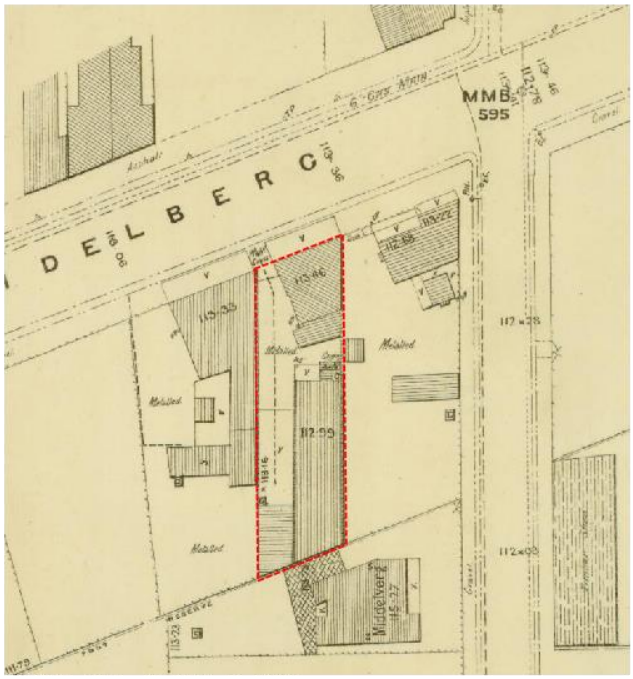
12 Graeme Butler, *City of Northcote Urban Conservation Study*, 1982 (Building Reference Number: 49)
13 *The Argus*, 25 April 1865, p1; Sands and McDougall's Street Directories 1866+1867
14 *The Argus*, 3 February 1863, p1 (the reference to 'J' C King in the advertisement appears to be in error); *The Argus*, 8 March 1865, p1; *The Argus*, 25 April 1865, p1.
15 Graeme Butler, *City of Northcote Urban Conservation Study*, 1982 (Building Reference Number: 49)

Around 1879, the subject site was purchased by John Woolcock, butcher of Johnston Street Collingwood[16] - the Torrens title was obtained by Woolcock in 1887.[17] The 1887 title plan shows a building at the front of the site in the location of the subject building, as well as buildings on the east boundary and a building at the rear on the west boundary.

It appears that John Woolcock occupied the building for several years following the purchase. John Woolcock died in 1912, and the property was retained by members of the Woolcock family until 1959, after which time there have been various owners.[18]

From about 1890 to the early 1930s, the shop was leased to various butchers, including Ferrar Phillips (c.1890-1904), Charles W Phillips (1905-1912), Frederick R Vizard (1913-1915), Alfred Helm (1917-1919), and A E Wortley (1920-c.1930). After this time, the use of the site changed – in the 1930s and 1940s it was occupied by fruiterers, first William Eldridge and later L Buffington, and from the 1950s to the 1970s by confectioners including S C Gailey, S Brown, B Gaynor, I S Martin and K Papas.[19]

The MMBW plan of 1914 shows the footprints of the buildings at the subject site at that time. The extant basalt building is shown with a front verandah and additional masonry and timber sections attached behind (probably single storey, now removed). Large timber buildings and a covered area are shown in the rear yard, with access from Heidelberg Road provided on the west side of the site. The building footprints are consistent with those in the 1945 aerial photograph.

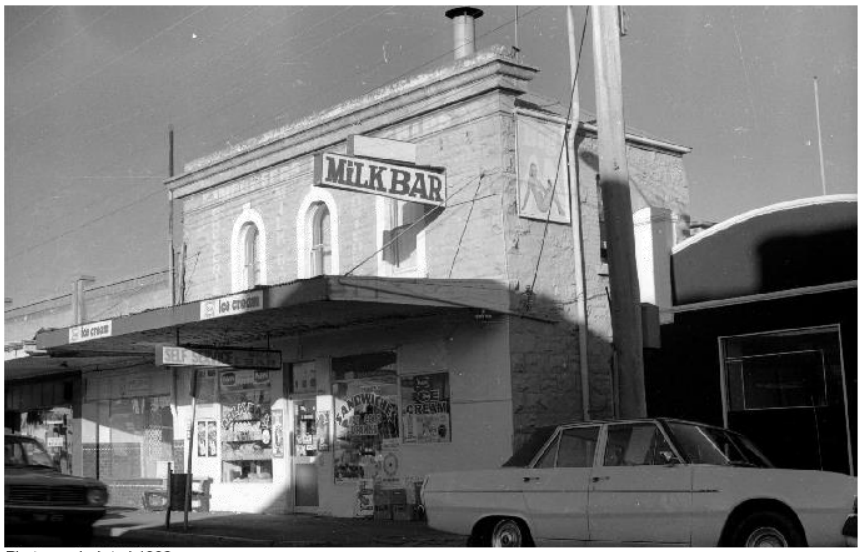


MMBW Detail Plan No. 1318, dated 1914
(Source: State Library of Victoria)

16 Graeme Butler, *City of Northcote Urban Conservation Study*, 1982 (Building Reference Number: 49)
17 Certificate of Title, Vol. 1886 Fol. 194
18 Certificate of Title Vol. 5698 Fol. 563
19 Sands and McDougall's Street Directories



Aerial photograph dated December 1945
(Source: Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523)



Photograph dated 1982
(Source: Darebin Archives LHRN3652)

By the 1980s, the front verandah had been replaced with a cantilevered canopy and the basalt walls had been painted. Between 2013 and 2016, the rear part of the site behind the basalt building was redeveloped.

Comparative Analysis

Details of most of the buildings dating to the 1850s and 1860s with an individual heritage overlay in the City of Yarra are summarised in the following table. Several are constructed in basalt with others being of brick and timber. Only a few display the influence of the Regency style, primarily HO183 + HO121 (both houses), or have some classicising detailing. The main shop buildings on Victoria Street, Abbotsford (Nos 295+511) are less articulated examples. In light of this, it can be said that the subject building is a rare and distinguished example of its type in the muncipality.

HO	Name & Address	Date	Details
HO3 (VHR H654)	Former Grosvenor Common School 2 Bond Street, Abbotsford	1863	Two storey brick with some basalt to ground floor
HO227	House 6 Bosisto Street, Richmond	1858	Single storey basalt, coursed and quarry faced, cornice and parapet. Some Regency style influence
HO102	House 10-16 Derby Street, Collingwood	1868-69	Two storey bi-chrome brick, rendered cornice/parapet
HO13	House 13 Grosvenor Street, Abbotsford	1867	Single storey brick cottage, gable roof
HO14	House 19 Grosvenor Street, Abbotsford	Pre-1864	Single storey timber cottage, gable roof
HO268	Roeberry House 3 Hull Street, Richmond	1861	Two storey rendered stone with some classicising detailing
HO270	House 72 Kent Street, Richmond	1865	Single storey basalt cottage, gable roof Later verandah detailing
HO27	House 233 Langridge Street, Richmond	Pre-1870	Single storey brick, hipped roof, symmetrical Has some Italianate detailing including cornice
HO275	Warehouse 41 Madden Grove, Richmond	Circa 1860s (?)	Single storey basalt with red and cream brick detailing
HO115	Houses x2 12 Napoleon Street, Collingwood	Pre-1858 (?)	Single storey basalt, rendered façade, hipped roof
HO38	Houses x2 39 Nicholson Street, Abbotsford	1868-69	Part single, part two storey basalt with rendered façade, gable roofs
HO183 (VHR H172)	Royal Terrace 50-68 Nicholson street, Fitzroy	Circa 1860	Three storey, Regency style – basalt and render
HO121	Houses 37 Oxford Street, Collingwood	1869	Two storey brick, brown brick with cream brick quoining + dressings, concealed roof. Regency style
HO122	Houses 39-41 Oxford Street, Collingwood	Pre-1858	Pair of single, storey timber cottages with gable roofs
HO56	Shop 295 Victoria Street, Abbotsford	1868	Two storey, rendered masonry corner building with parapet concealing roof, limited detailing
HO61	Shop 511 Victoria Street, Abbotsford	1860	Two storey, red-brown brick corner building, with rendered parapet concealing roof, limited detailing

Condition
Good

Integrity
Largely intact

Previous Assessment
City of Northcote Urban Conservation Study (Graeme Butler, 1982) – Recommended for state and local listing.
City of Yarra Heritage Review (Allom Lovell and Associates, 1998) – Graded 'B'[20] and recommended for heritage overlay controls

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay
The proposed extent of the heritage overlay would be to maintain the current heritage overlay (HO71) as indicated.



Recommended extent of Heritage Overlay
(Source: Nearmap, April 2019)

20 Three gradings were used in the study: 'A' (primary significance – state level), 'B' (primary significance – local level) and 'C' (contributory significance – local level)

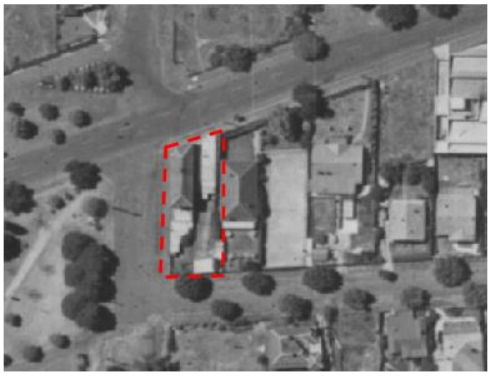
APPENDIX B – Data Sheets

No.	Address	Name
1	358 Heidelberg Road, Fairfield	House (*Valeema*) & Tyre Outlet
2	460 Heidelberg Road, Fairfield	Duncan Rubber Co. Showroom & Warehouse
3	730-734 Heidelberg Road, Alphington	Group of 3 shops
4	760-764 Heidelberg Road, Alphington	A Cooper Knitting Manufacturer
5	774 Heidelberg Road, Alphington	Former Ampol Service station

HOUSE (VALEEMA) & TYRE OUTLET

Address 358 Heidelberg Road, Fairfield

Previous Assessment N/A



1945 aerial showing earlier timber buildings on the subject site (Source: Landata)



Nearmap 2019

History

- In 1935 several timber framed buildings (probably a house and outbuildings) were located on the subject site. At that stage Panther Place was known as Bond Street. In 1938 no. 358 was occupied by Miss A R Williams, confectioner.[1]
- In 1945 several structures are apparent on the site however the extant buildings are not evident.[2]
- In 1945 no. 358 was occupied Mrs E F Chappel and in 1950 was occupied by Chas H Chappell.[3] The garage is not listed in 1950.
- By 1955 no. 358 had two listings - Lincoln Tyre Service, motor tyres and Mrs E Z Chappell.[4]
- The extant house and tyre outlet were constructed in stages. It is likely the first part of the house and tyre service were constructed during this period.
- A 1956 aerial[5] shows part of the extant house to the south of the site and part of the extant tyre outlet to the north of the site.
- In 1960 no. 358 is listed as Fairfield Tyre Service. R A Cutts is also listed as occupying the site.[6]
- Alterations: A western wing and entrance gable have been added to the house and the tyre outlet may have been extended to the south. Painted signage has been added to the street facades of the tyre outlet.

1 Sands & McDougall directory, 1938
2 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59529
3 Sands & McDougall directory, 1945-1950
4 Sands & McDougall directory, 1955
5 1956 Feb - Landata, Melbourne Outer Suburbs Project, Pro. No. 250, Run 13, Frame 146
6 Sands & McDougall directory, 1960



Panther Street (west) elevation



House – Park Crescent (primary) façade
Junction between original (right) and additions (left)



Tyre outlet



Tyre outlet

Description

- No. 358 is located at the intersection of Heidelberg Road and Panther Place. A two storey Post-WWII period dwelling with an L-shaped footprint is located to the south of the site with frontages to Panther Place and Park Crescent. The painted brick building is indicative of the period with its uncomplicated form and consists of two low-pitched intersecting gable roofs and a single storey entrance gable on the Park Crescent façade with a small sign 'Valeema.'[7] Original elements such as the steel windows and glazed roof tiles remain.
- It is likely that the house was built in two stages as discerned by the slightly different colour tiling to the roof sections (west wing and entry porch) and a break in the brickwork.
- A single storey garage/tyre outlet adjoins the dwelling to the north. The brick building is largely rectangular in footprint, with a chamfered north-west corner. The brick walls and parapet roof have been painted. Large steel framed windows and roller door openings are located on the north and west facades. A brick flange at the north-east corner accommodates a street number (probably original). awning/carport extends from the south end of the west façade.
- A frame mounted 'Bridgestone tires' sign has been installed on the roof (possibly at an early stage). Original bowser pipes remain to the front of the site.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- No ready comparison for this combination.

7 The derivation of the name is uncertain, possibly an adaptation of Walima – banquet part of traditional Islamic wedding.

- 28-30 Johnston Street, Collingwood (part of HO324, Johnston Street Precinct). Not significant. Basic brick garage constructed in 1960s-70s.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	The two storey brick house and tyre outlet are representative of the Post-WWII period activity along the Heidelberg Road, which has long been a major thoroughfare with pockets of commercial/industrial development.
E	Aesthetic	Intact and unusual example of a combined house and adjoining tyre outlet on a prominent corner site, probably built in stages during the 1950s.

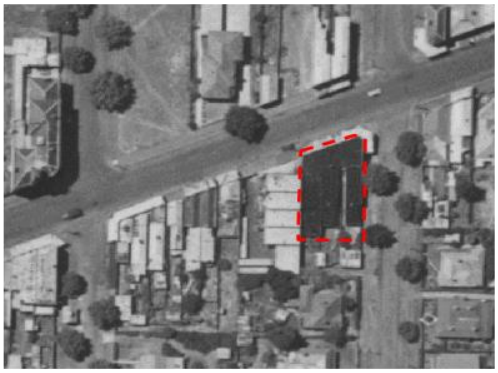
Recommendations

It is considered that the place has strong potential to meet the threshold for local significance and is recommended for further assessment during Stage 2.

DUNCAN RUBBER CO. SHOWROOM & WAREHOUSE

Address 460 Heidelberg Road, Fairfield

Previous Assessment N/A



1945 aerial showing earlier buildings on the subject site
(Source: Landata)



1978 aerial showing the extant building
(Source: Landata)

History

- In 1945 the site was occupied by three small buildings with verandahs along Heidelberg Road, and larger rectangular sections with chimneys to the rear.[1]
- From 1945 to 1950, nos 460-464 (the subject site) was occupied by various individuals and retail shops. In 1945 Mrs L A Crocker, fruiterer is listed at no. 460 and Mrs S Connor, a grocer, is listed at no. 464. In 1950 T Robbins occupied a factory situated at no. 464 and rubber goods manufacturer, Duncan Rubber Co. occupied no. 462.
- From 1955 to 1965 nos. 460-464 (the subject site) was occupied solely by rubber goods manufacturers, Duncan Rubber Co Pty Ltd.[2] The site appears vacant in a 1956 aerial of the site,[3] and it is likely the extant building was constructed soon after for the company.
- The extant building is evident in a 1978 aerial.[4]
- Alterations: The original materials have been painted and tile cladding has been added to the chamfered corner entry at street level.

1 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523
2 Sands & McDougall directory, 1955-1965
3 1956 Feb - Landata, Melbourne Outer Suburbs Project, Pro. No. 250, Run 13, Frame 146
4 1978 Apr - Landata, Western Port Foreshores, Proj. No. 1716, Run 3, Frame 105



Heidelberg Road (north) elevation


Arthur Street (east) elevation


Sawtooth roof forms from Heidelberg Road


Steel framed windows on the Arthur Street (east) facade

Description

- The two storey brick building is located at the intersection of Heidelberg Road and Arthur Street and is currently occupied by a tile company. The entrance to the building is located on a chamfered corner to the north-east edge of the site. The Heidelberg Road facade has a brick sections at either end with a partial return to Arthur Street.
- The Heidelberg Road façade is divided into four bays by a series of steel girders. The ground floor features four large rectangular windows while the first floor consists of four large tripartite timber windows with wide mullions. Unusually horizontal timber board cladding spans between the steel girders. The chamfered corner is articulated in a similar manner.
- The original cream brick colour employed to the street elevations has been recently painted (evident on Google streetview). Original openings with multi-paned steel framed windows and brick sills remain at ground and first floor level and prominent rainwater heads are recessed at street level. The rear (south) façade retains the original red brick facade and cream brick quoining to the south west corner of the building.
- The sawtooth roofs are highly visible and highlight the function of the building, and is unusual in this largely suburban context.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- Few buildings of the Post WWII period are probably noted as contributory but several are located in precincts whose significance relates to earlier periods (Victorian, Federation and Interwar).
- An example at 409-429 Gore Street, Fitzroy (part of HO334, South Fitzroy Precinct). Not contributory. Two storey, brick factory, now painted also, constructed during 1960s. It has long banks of metal framed windows and recessed glazed entry.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	Representative of the Post-WW II period and the expansion of commercial development in the Heidelberg Road area during the 1950s.
E	Aesthetic	Intact example of a two-storey Postwar period factory built on a prominent corner site with sawtooth roof forms. The brick building is distinguished by the expression of steel girders, large expanses of glazing and combination of materials including timber boards. Original openings, timber and steel windows remain intact.

Recommendations

It is considered that the place has potential to meet the threshold for local significance and could be further assessed during Stage 2.

GROUP OF 3 SHOPS

Address 730-734 Heidelberg Road, Alphington

Previous Assessment N/A



1945 Aerial
(Source Landata)



Nearmap 2019

History

- In 1933 the subject site at nos 730-734 was vacant.[1]
- In 1933, nos 730-734 were listed as occupied.[2] This includes R Nickless, fruiterer at no. 730 and E J March, bootmaker at no. 734.
- The extant buildings at nos 730-734 appear in a 1945 aerial.[3] A hipped gable roof is situated to the front of the three sites with narrower buildings and minor structures to the south of no. 732 and 734.
- By 1968, the Alphington Post Office was located no. 730.[4] The building continues to operate as a Post Office.



Heidelberg Road elevation – no. 734 (left) and no. 732 (right)



Heidelberg Road elevation – no. 730 (left) and no. 728 (right)

1 MMBW Plan 116, dated ca 1933
2 Sands & McDougall directory, 1933
3 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523
4 National Archives of Australia, 1968



1968 Heidelberg Road elevation – no. 730 (Alphington Post Office) (Source: NAA)





Shopfront – no. 730

Description

- The group of three Interwar period shops at nos 730-734 Heidelberg Road are each located on a narrow allotment.
- Nos 732-734 are a single storey brick pair of shops with a plain parapet that conceals two metal clad hipped gable roofs. To the rear of no. 732 is a narrow outbuilding and a timber shed. The two structures appear in a in a 1945 aerial and are possibly original.

  The street facades are identical and for the most part retain original shopfronts. The badge of the manufacturer (Duff) survives on each shopfront however these have been overpainted. The configuration of the shopfronts and detailing of the parapet is typical of the Interwar period and despite having been painted, are intact.
- No. 730 is single storey brick building and is more elaborate than nos. 732-734. The stepped parapet features a square pediment and capped brick piers at either end. The original configuration of the shopfront remains and features a central recessed tiled entry with pressed metal ceiling, copper-finish shopfronts and dark green tiles and mouldings to the lower section.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- Interwar period shops have probably not been well assessed in some precincts if the period of significance relates primarily to earlier periods, Victorian and Federation.
- 207 Bridge Road, Richmond (part of HO310, Bridge Road Precinct). Not contributory. Single storey brick shop constructed in 1930. Altered shopfront though Roman brown brick pier intact.
- 160 Johnston Street, Collingwood (part of HO324, Johnston Street Precinct). Not contributory. Single storey brick, paired shops with stepped parapet and recessed shopfronts. Largely intact.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	Representative of the Interwar period and the expansion of commercial development in the Heidelberg Road area.
E	Aesthetic	Intact group of single-storey Interwar period buildings. The brick buildings feature original parapets and intact shopfronts.

Recommendations

It is considered that the place has strong potential to meet the threshold for local significance and is recommended for further assessment during Stage 2.

A COOPER KNITTING MANUFACTURER

Address 760-764 Heidelberg Road, Alphington

Previous Assessment N/A



1945 Aerial



Nearmap, 2019

History

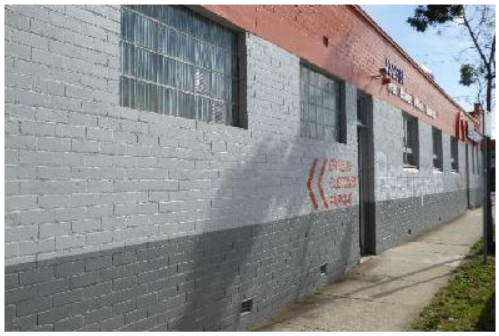
- In 1914 the subject site at the intersection of Heidelberg Road and Yarra Street (now Yarralea Street) was occupied by timber-framed structures with a frontage to Heidelberg Road.[1] Smaller timber structures were situated to the middle of the site.
- Mrs Mary Kennedy, grocer, occupied no. 383 (the subject site) from at least 1916 to 1921.[2]
- Various occupants are listed as occupying no. 383 during the 1920s – early 1930s. In 1922, no. 383 is occupied by Ryan James, hairdresser and tobacconist. The building later functions as a billiard saloon from 1925-1931.[3]
- The timber structures remained on the site until at least 1933.[4] (At this stage Yarra Street had been renamed Sutton Street however Street Directories maintain Yarra Street until 1942 at which stage it is renamed Yarralea Street).
- In 1933, no. 383 was renumbered as nos 760-764. No. 760 was listed as vacant while no. 762 and no. 764 were occupied by D Nicholson, hairdresser and J Harris, billiard saloon.[5] In 1935 no. 760 was occupied by F Fletcher, boot repairer, no. 762 was listed as vacant and no. 764 was occupied by D Nicholson, hairdresser.[6]
- A Cooper, knitted goods manufacturer occupied no. 764 in 1938 and 1945[7] for who the extant building was probably constructed.
- The extant building, with the exception of a few minor structures to the west of the site is evident in a 1945 aerial of the site.[8] The site consisted of small gabled roof forms to the north of the site with narrower gabled roof forms to the rear.
- Alterations: The central window on the Heidelberg Road façade has been modified and the original façade has been repainted. Rendered panels have been added to the parapet. The southern windows on the east elevation have been truncated in height.

1 MMBW Detail Plan 1318, dated 1914
2 Sands & McDougall directory, 1919-1921
3 Sands & McDougall directory, 1925-1931
4 MMBW Plan 116, dated ca 1933
5 Sands & McDougall directory, 1933
6 Sands & McDougall directory, 1935
7 Sands & McDougall directory, 1938, 1945
8 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523



Heidelberg Road (north) elevation


1982 image – showing original parapet detailing


Yarralea Street (east) elevation



Yarralea Street (east) elevation

Description

- The single storey brick building is located on the corner of Heidelberg Road and Yarralea Street. The entrance is located on a chamfered north-east corner.
- The building consists of diverse roof sections indicating some staged construction on the site and typically clad with metal sheeting.
- A brick parapet features on the Heidelberg Road facade with a partial return to Yarralea Street. The parapet consists of capped brick piers that extend through the parapet and small sections of roughcast render. Original contrasting brick elements such as soldier course detailing below the parapet edge has been painted. The south and east facades are relatively plain.
- Concrete lintels and the original pattern of openings remain on the street facades and the outermost windows on the Heidelberg façade retain their original timber mouldings. The north end of the Yarralea Street façade features original timber windows with brick sills. Further south glass bricks have been introduced into the truncated openings.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- Interwar period factories/warehouses have probably not been well assessed in some precincts if the period of significance relates primarily to earlier periods, Victorian and Federation.
- 33 Spensley Street, Clifton Hill (part of HO316, Clifton Hill East Heritage Overlay). Not significant. Brick factory/warehouse, now units constructed in 1925. Façade largely intact.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	Representative of the Interwar period and commercial development in the Heidelberg Road area during the late 1930s.
E	Aesthetic	Intact example of a single-storey Interwar period building built on a prominent corner site. The brick building is distinguished by its parapet and projecting piers, and articulated with a combination of smooth and rough cast render. Original pattern of openings remains intact with some change to the windows.

Recommendations

It is considered that the place has strong potential to meet the threshold for local significance and is recommended for further assessment during Stage 2.

FORMER AMPOL SERVICE STATION

Address 774-780 Heidelberg Road, Alphington

Previous Assessment N/A



1978 Aerial



Nearmap, 2019

History

- In 1933[1] several timber-framed structures were located on the subject site and by 1945[2] multiple structures were evident on the site. Some of the structures are visible in 1954.[3]
- In 1955, no. 774 is not listed.
- In 1956 several structures were situated on the east half of the site while the remainder of the site consisted of a large grassed area. The extant building is not evident.[4]
- In 1960 Richardson & Kirwan Py Ltd operated a 'used trucks' business from the site [5]
- In 1965 no. 778 is listed as Ampol Service Station.
- The subject building is evident in a 1978 aerial of the site.[6] The roof form is slightly different from the existing roof however the building footprint is the same. The entire site appeared to be paved.

1 MMBW Plan 116, dated ca 1933
2 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523
3 1954 Mar - Landata, Melbourne and Metropolitan Project No. 3, Proj. No. 174, Run 19, Frame 42
4 1956 Feb - Landata, Melbourne Outer Suburbs Project, Pro. No. 250, Run 13, Frame 146
5 Sands & McDougall directory, 1960
6 1978 Apr - Landata, Western Port Foreshores, Proj. No. 1716, Run 3, Frame 105



Yarralea Street (west) elevation



Heidelberg Road - west wing



Heidelberg Road – east end



Signage in north-west corner

Description

- The single storey Postwar service station is located on the corner of Heidelberg Road and Yarralea Street. The building is located to the rear south-east corner of the site and comprises an east and a west wing. A sign, whose frame is probably original, is located in the north-west corner of the site while the remainder of the site is concreted.
- The skillion roof forms are a distinctive feature of the building. The west wing consists of a metal-clad roof and external wall that 'wraps' around the building while the east wing consists of a cantilevered roof supported on thin columns, forming a carport. The north facades have a combination of infill panelling and glazing.
- The original brick wall on the south facade remains however some openings have been modified.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- It seems no service station has been identified as contributory to a precinct, or individually significant, in the municipality. This may be the most intact, relatively early example.
- 206-208 Johnston Street, Fitzroy (part of HO334, South Fitzroy Precinct). Not contributory. Had been a similar type but altered/rebuilt.
- 786-794 Nicholson Street, Fitzroy North (part of HO327, North Fitzroy Precinct). Not contributory. Similar scale/type which may be (partly) intact.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	Representative of the Postwar period and the expansion of commercial development in the Heidelberg area during the early 1960s.
E	Aesthetic	Intact example of a Postwar period service station built on a prominent corner site. The building is distinguished by its skillion roof forms which are evocative of the period.

Recommendations

It is considered that the place has potential to meet the threshold for local significance and could be assessed during Stage 2.



No.760-764



No. 730-734

Heidelberg Road Heritage Review (Stage 2)
2019

Stage 2 Report (recommendations & citations for proposed heritage overlays)

City of Yarra

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Attachment 5 - Attachment 5 - Heidelberg Road Heritage Review Stage 2

1 INTRODUCTION

1.1 Overview

This report, the *Heidelberg Road Heritage Review 2019,* has been prepared by RBA Architects + Conservation Consultants for the City of Yarra.

It provides recommendations and citations for the following three proposed heritage overlays within the Commercial 1 and Commercial 2 Zones along (the south side of) Heidelberg Road between the Merri and Darebin creeks.

- No. 358 – House *(Valeema)* & Service Centre
- No. 730-734 – Group of 3 shops
- No. 760-764 – A. Cooper Knitting Factory (Former)

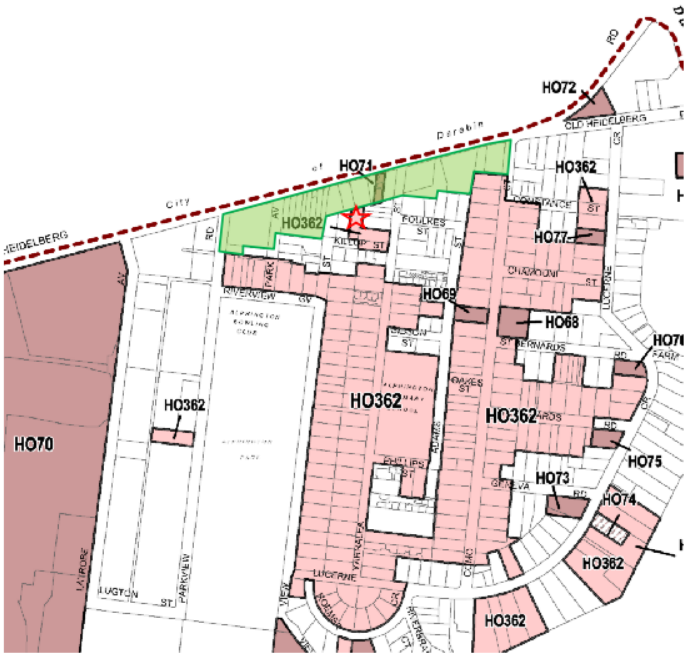
In addition, an overview of the development along Heidelberg Road has been prepared to assist with the preparation of the citations and the attribution of significance.

1.2 Location

The study area primarily relates to the commercial zones along the south side of Heidelberg Road and extends across parts of the suburbs of Fairfield (western part) and Alphington (eastern part).



Map No. 3HO
Existing HO421 (Porta)
Western part of study area (Commercial 1 and 2 Zones) shown in green



Map No. 4HO showing existing HO71 and 2 Killop Street, Alphington (identified with a star, part of HO362)
Eastern part of study area (Commercial 1 and 2 Zones) is shown in green

1.3 Background

Previous Heritage Studies

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8, prepared by Graeme Butler and Associated, revised May 2017
- City of Yarra Heritage Review, Thematic History Volume 1, prepared by Allom Lovell & Associates, July 1998
- City of Northcote Urban Conservation Study prepared by Graeme Butler, revised February 1983

Existing Listings

There are three sites in the study area listed in the Schedule to the Heritage Overlay:

- HO421 – Porta factory, Heidelberg Road, 224 Heidelberg Road.
- HO70 – Australian Paper Mills Boiler House, 626 Heidelberg Road.
- HO71 – Shops, 756-758 Heidelberg Road – basalt building constructed circa 1860. Existing citation was reviewed in Stage 1.

1.4 Acknowledgements

The authors are grateful for the assistance provided by the City of Yarra officers.

2 METHODOLOGY

2.1 Introduction

The methodology adopted in undertaking this phase of Heidelberg Road Heritage Review (stage 2) was in accordance with the processes and criteria outlined in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance*, known as the *Burra Charter* (Australia ICOMOS, 2013). The key tasks included:

- Site inspections - largely limited to a visual assessment of each property from the perimeter.
- Historical research and analysis of the extant fabric in relation to documentary evidence.
- Preparation of a physical description.
- Assessment of the significance of each site based on the research and the extant fabric.
- Preparation of citations (statement of significance, history and description) for those places warranting heritage protection, with reference to the relevant HERCON criteria.

2.2 Research

A combination of primary and secondary sources were consulted as follows.

Primary sources were mainly employed and have included:

- Photographs, including aerial photographs, held by:
    - Landata (aerial),
    - Darebin Archives,
    - National Archives of Australia (NAA),
    - State Library of Victoria (SLV),
    - University of Melbourne (aerial).
- Drainage plans (Yarra Valley Water),
- Melbourne Metropolitan Board of Works (MMBW) Plans, held by the State Library Victoria,
- Sands & McDougall's street directories,
- Plans (SLV, etc),
- Various newspapers (*Age*, *Argus*, *Herald*, etc.).

2.3 Citations

A citation was prepared for 3 individual buildings, or groups of buildings, of potential significance within the study area.

Within the citations the following are provided:

- Name (usually relating to the original owners or purpose),
- Address,
- History – including date of construction and period (Federation, Interwar, Post WWII),
- Description – including assessment of condition and intactness (poor, fair, good),
- Comparative – examples of similar places,
- Relevant HERCON Criteria,
- Recommendation.

2.4 Assessment of Significance

Each statement of significance is provided in the recognised, three part format of:

- What is significant?
- How is it significant?
- Why is it significant?

Burra Charter

For heritage professionals generally in Australia dealing with post-contact cultural heritage, the process outlined in the *Burra Charter* underpins the approach to heritage assessment and conservation adopted by the authors of this report.

The methodology adopted in the assessment of the significance (or heritage values) has been in accordance with the process outlined in the *Burra Charter* (or The Australia ICOMOS Charter for Places of Cultural Significance). As outlined in the *Burra Charter*, the criteria considered include aesthetic (including architectural), historical, scientific (or technical), social and spiritual values. These values have been translated into the HERCON Criteria, discussed below.

2.5 Applying the Heritage Overlay

'Applying the Heritage Overlay' August 2018 (Planning Practice Note 1) provides guidance about the use of the Heritage Overlay, including the following:

- What places should be included in the Heritage Overlay?
- What are recognised heritage criteria?
- Writing statements of significance.

The practice note indicates that the HERCON criteria are to be employed when assessing heritage significance.

HERCON Criteria

These widely used criteria were adopted at the 1998 Conference on Heritage (HERCON) and are based on the earlier, and much used, Australian Heritage Commission (now Australian Heritage Council, AHC) criteria for the Register of the National Estate (RNE).

The HERCON criteria are essentially a rationalised (more user-friendly) version of the AHC Criteria (which included different sub-criteria for cultural or natural heritage). It is also noted in the aforementioned practice note that 'The adoption of the above criteria does not diminish heritage assessment work undertaken before 2012 using older versions of criteria.' Reference to the relevant HERCON criteria is outlined at the end of the data sheets. The definition of these criteria are outlined in the following table.

Criterion	Definition
A	Importance to the course, or pattern, of our cultural or natural history (historical significance).
B	Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity).
C	Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential)
D	Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)
E	Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
F	Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).
G	Strong or special association with a particular community or cultural group for social, cultural or

Criterion	Definition
	spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance)
H	Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

3 STUDY AREA – Overview of Development

3.1 Introduction

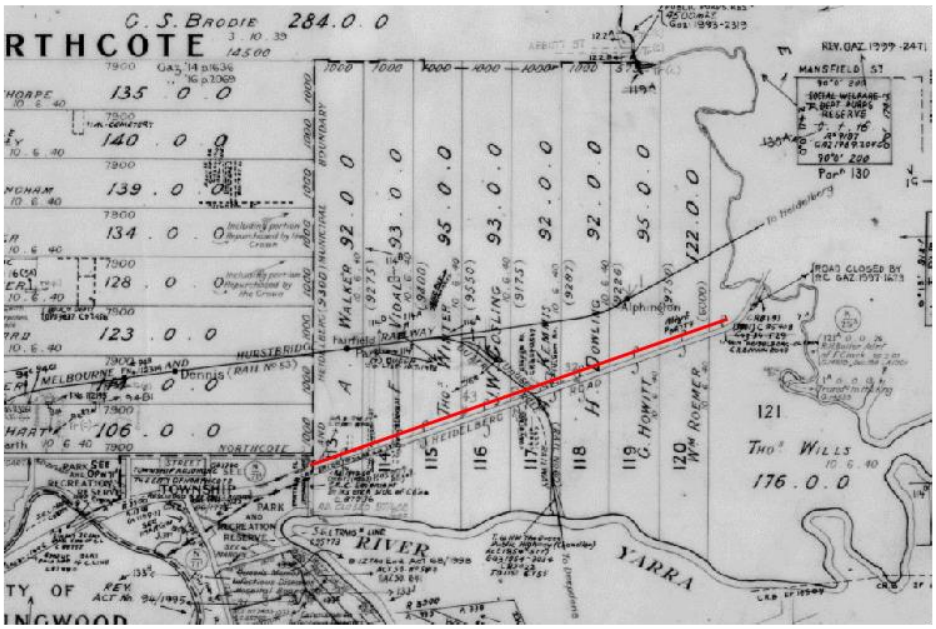
Heidelberg Road has a distinct history as it was established as a major thoroughfare early in Melbourne's history and has accommodated some industrial activity in an otherwise largely residential/suburban part of Melbourne.

This preliminary overview of development of the relevant part of Heidelberg Road has been prepared given the lack of specific detail regarding it in the Thematic History (Allom Lovell & Associates, *City of Yarra Heritage Review*, vol. 1, 1998). This is partly due to the study area being located on the periphery of the municipality, and over the last 150 years of European development, Heidelberg Road has typically formed the barrier between municipalities, such that its history has been traditionally fragmented by this artificial division.

3.2 Historical Overview

The study area along Heidelberg Road is located in what was the Parish of Jika Jika. During the 1840s the land was initially divided into a series of large but generally narrow (about 90-100 acres) Crown allotments with frontages to the Yarra River or Darebin Creek. The rich soil, topography of the land, and close proximity to the Yarra River was considered desirable.[1] The area includes sections of what is now Fairfield, Alphington and Northcote.

Heidelberg Road was developed along the line of an earlier track leading to Heidelberg via a crossing point on the Darebin Creek (now Alphington). The Heidelberg area attracted wealthy settlers from the late 1830s. Despite the road being well used by those travelling to and from Heidelberg, development along the road (in today's Alphington and Fairfield region) was initially slow.[2]



Part of Parish of Jika Jika J16(5)
Section of Heidelberg Road within study area (red line) (Source: Landata)

1 City of Darebin
2 Andrew Lemon, *The Northcote Side of the River*, 1983, p35-36

Alphington Village was established by William Montagu Manning (Solicitor General of Sydney) who acquired Charles William Roemer's original Crown Allotment 120 in 1852 and, seeing potential for a resting place on the way to Heidelberg, subdivided the land into 130 lots of varying sizes, including provision for shops on both sides of Heidelberg Road.[3] The allotments were distributed around a north-south access road called Yarra Street (now Yarralea Street) which extended towards the Darebin Creek.[4]

From 1853, lots from the 'Alphington Estate' were offered for sale.[5] The land was slow to sell however, with only 16 sales by the end of 1856.[6] Amongst the earliest buildings in Alphington were a general store with post office, a bakery, and at least two hotels.[7] The former butcher shop at 756-8 Heidelberg Road was built circa 1860 and is the oldest surviving commercial building of the original Alphington Village. The Wesleyan Chapel constructed circa 1859 on the north side of Heidelberg Road also remains. (City of Darebin)



'Melbourne and its suburbs' (compiled by James Kearney, 1855).
Map dated 1855 showing a section of Heidelberg Road in Fairfield and Alphington with only a few buildings recorded (indicated).
(Source: State Library of Victoria)

While the Fairfield-Alphington area remained sparsely settled it was not unproductive and local farms were able to provide local produce to travellers passing through the area.[8] 'Fulham Grange' was an early farm and nursery located halfway between Fairfield and Alphington and along the Yarra River. Established in 1849 by Richard Perry, the portion of land consisted of 75 acres on the north side of Heidelberg Road and 25 acres of land on the south side of the Heidelberg Road, which was bound by the Yarra River.[9] Fulham Grange was captured by painter Eugene von Guerard in 1855 and depicted the untamed bush and 'real Australian trees… with a degree of care and accuracy of scientific value.'[10] A farmhouse, vegetable garden, vineyard, carriage and birdhouse are evident in von Guerard's painting '…a pocket of cultivation nestled cosily in the bush.'[11]

3 A Lemon, *The Northcote Side of the River*, p48
4 Graeme Butler, *City of Northcote Urban Conservation Study,* revised February 1983, p5
5 The Alphington Estate was named after Alphington (near Exeter) in Devonshire, England, the birthplace of William Montagu Manning. *The Argus*, 5 April 1854, p9.
6 A Lemon, *The Northcote Side of the River*, p48
7 A Lemon, *The Northcote Side of the River*, p48
8 A Lemon, *The Northcote Side of the River*, p48
9 *Leader,* 24 December 1875, p9
10 A Lemon, *The Northcote Side of the River*, p48
11 A Lemon, *The Northcote Side of the River*, p48

The nursery expanded in 1869 to include a jam factory with fruit cultivated in the extensive gardens, supplying various fruit preserves, bottled fruits and the like.[12]



1855 The farm of Mr Perry on the Yarra. Painted by Eugene von Guerard
(Source: www.bonhams.com/auctions/21362/lot/17/)

The land boom of the 1880s saw prominent land speculators Charles Henry James and Percy Dobson acquire large sections of land along Heidelberg Road, and large housing estates were established in the Fairfield-Alphington area. Many of the estates were created from early farms lining the Yarra River such as Fulham Grange.

James and Dobson were responsible for housing estates such as Fulham Grange Estate, Fairfield Park and St James Park. 95 allotments in the Fulham Grange Estate were auctioned as early as March 1883 at a 'most successful sale' held by Gemmell, Tuckett and Co.[13]

In April of that year, further allotments in the Fulham Grange Estate with frontages to the Yarra River were advertised and catered to affluent buyers.

> 'To Gentlemen Seeking Suitable Land for the Erection of Villa Residences, Speculators, Builders, and Others.
> Fulham Grange Estate. Heidelberg Road. Perry's Nurseries.
> ... All that valuable block of land, situated on the Heidelberg-road, and known as the
> Fulham Grange Estate,
> being that portion of the estate having frontages to the
> River Yarra'
>
> 'Subdivided into 75 full sized building allotments... being only about four miles from the City of Melbourne, commanding most charming and lovely views as far as the eye can reach.'
> 'The whole of this land had been in a high state of cultivation for a great many years. Sections of land sold at £100 per acre were planted with ornamental trees and shrubs as well as fruit trees of every description... within a very short distance of the Clifton-hill omni-buses and equal distance from the Alphington and Fairfield park railway stations.'

A further 47 allotments in the Fulham Grange Estate Extension No. 3 were auctioned in September 1884.[14] 30 of those allotments were located along the newly named Grange Road and Fulham Road. In September 1885 'valuable village sites' fronting Heidelberg Road were advertised.[15]

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12 www.bonhams.com/auctions/21362/lot/17/ accessed 5 September 2019; 'Messrs. Perry Brothers' Jam Factory,' *Cornwall Chronicle,* 15 May 1869, p2

13 Real Estate, *Herald,* 5 March 1883, p3. It is likely the 1883 auction included allotments with Heidelberg frontages, however due to poor image quality this could not be verified.

14 Land Sale at Fulham Grange, *Age,* 1 September 1884, p6

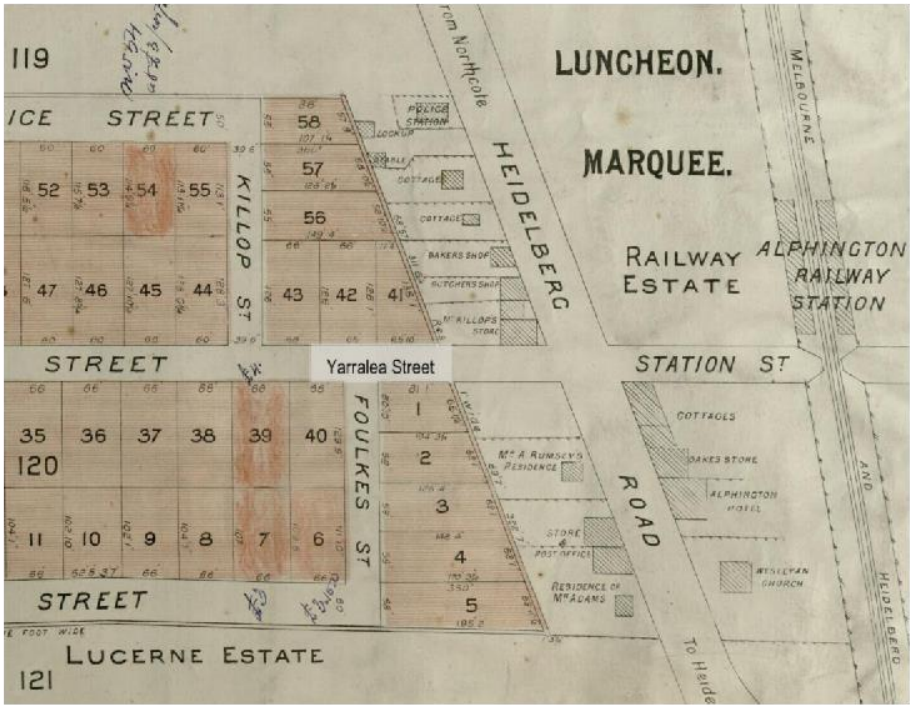
15 Sales by Auction, *Argus,* 2 May 1883, p6

> 'Valuable villa sites' situate in Fulham Grange Estate on the south side of the Heidelberg Road, Alphington and being the pick of the land in Perry's Nursery.
> Having frontages to the Heidelberg Road, Fulham Road, Grange Road.
> Each allotment having good frontages and noble depths.'

Many of the housing estates in the Fairfield-Alphington area were viewed as being largely remote. Despite auction notices advertising the convenience of the nearby Alphington and Fairfield park railway stations along Heidelberg Road, the stations were not officially opened until 1888.[16] The opening of the Fulham Grange Railway Station in March 1891, near the intersection of Grange Road and Heidelberg Road, was a failed attempt to improve public transport in the area as the route was closed two years later.[17] Despite the establishment of street facing allotments along Heidelberg Road, many of those allotments about Grange Road, remained undeveloped and vacant.[18]

In 1885 a large section of the Lucerne Estate, east of Alphington Village, was sold at auction. The estate formed part of Crown portion 121 purchased by Thomas Wills in 1840 who had erected a bluestone mansion called *'Lucerne'* (demolished in 1962).[19]

In 1887 '58 splendid villa sites' were advertised in the auction notice for Knockando Estate, south of the Alphington Village. At that stage the village was well established, catering to travellers as well as local residents. The village consisted of several small shops including a baker, butcher, Mr. Killop's store, Oakes store, small cottages and residences. There was also a police station, post office, Alphington Hotel and the Wesleyan Church.



Extract from an auction notice for Knockando Estate in Alphington dated 1887, showing the development existing along Heidelberg Rd at that time. Yarra Street is to the centre of the image and Lucerne Estate is to the bottom of the image.
(Source: State Library of Victoria)

16 Yarra City Council
17 Yarra City Council
18 1910 MMBW Detail Plan 1315
19 Darebin City Council

The *Alphington East Residential Precinct* (HO362) captures this early phase of residential development and is described as 'a residential enclave physically contained by the early transport route of Heidelberg Road and the natural barrier of the Yarra River that includes Victorian, Federation and Interwar houses, with garden allotments.'[20] A number of notable artists resided in the area during the early 20th century, such as William Frater (56 Lucerne Crescent - now demolished) and William McInnes (54 Lucerne Crescent).

Several institutional buildings were constructed at the west end of Heidelberg Road (Fairfield) during the late 19th century such as the Yarra Bend Asylum Lodge and the Infectious Diseases Hospital. The Grand View Hotel (HO36) at 429 Heidelberg Road was constructed in 1888 and by the turn of the century a modest strip of shops had been erected along Heidelberg Road, between the Merri Creek and Austin Street.[21] This included several grocers, a laundry, dairy, news agent, bootmaker, fruiterer and wood merchants and saw mills.

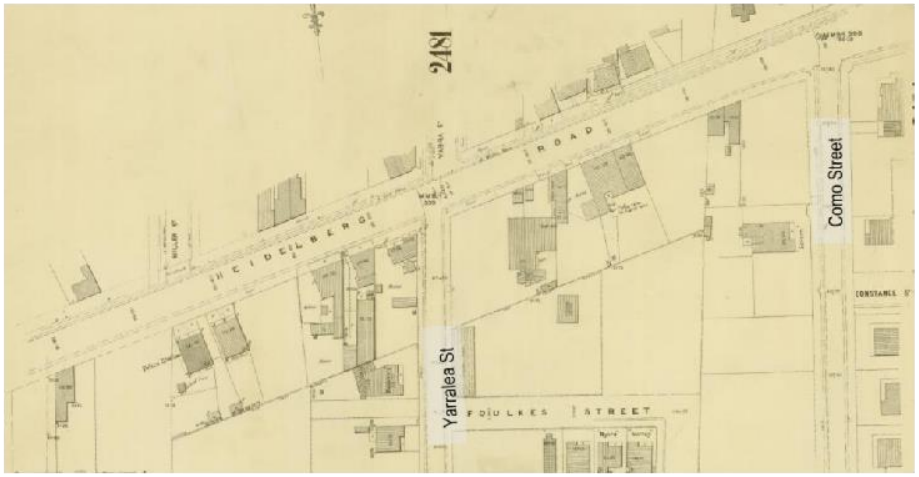
In 1910 '19 splendid business and villa allotments' in the Alphington Park Estate on the south side of Heidelberg Road were advertised.[22] The subdivision centred around Park Avenue and was bound by Riverview Grove to the south. The subdivision consisted of eight business allotments, each with an approximately 50-foot frontage to Heidelberg Road.



Auction notice for Alphington Park Estate in Alphington dated 1910, showing eight rectangular allotments with frontage to Heidelberg Road.
(Source: State Library of Victoria)

By 1914 several buildings in the original Alphington Village had been demolished and new buildings erected.[23] Some buildings such as the former butcher shop remained although additional structures had been constructed to the rear. Small groups of timber houses had been constructed south of the street facing allotments while some lots remained vacant.

20 Statement of Significance, Alphington East Precinct, VHD.
21 Sands & McDougall directory, 1900, p286
22 Auction Notice dated 1910, State Library of Victoria
23 1914 MMBW Detail Plan 1318, SLV



1914 MMBW Detail Plan 1318
Showing Alphington Village at the east end of Heidelberg Road - about Yarralea Street, Alphington
(Source: SLV)

Some sections along Heidelberg Road remained largely undeveloped as evident in the following MMBW dated 1914. Allotments directly to the west of the Alphington Village between St Elmo Road (now Latrobe Avenue) and Park Avenue were vacant while some development (four masonry public buildings) had occurred on the north side of Heidelberg Road.[24]



1914 MMBW Detail Plan 1317
Showing the east end of Heidelberg Road - about Parkview Road, Alphington
(Source: SLV)

24 Trevor Westmore, MMBW Plans – Terms and abbreviations, September 2018

By 1919 the Fairfield-Alphington region had experienced a steady increase in the number of commercial and residential buildings. The north side of Heidelberg Road consisted of primarily residential buildings while the south side consisted of a combination of primarily small commercial premises, including grocers, cycle builders, a confectioner, and a bootmaker, with some residential buildings.[25]

During the 1920s a number of businesses related to the motor vehicle industry were being established along Heidelberg Road, e.g. garages, engineers, motor body parts were being built.[26] In 1921, there was one motor garage, along Heidelberg Road, located between Parkview Road and Park Avenue.[27] By 1923 this had been renamed the G H Underwood Alphington Central Motor Garage.[28] By 1926 three motor garages were listed on the north side of Heidelberg Road and two were listed on the south side.[29]

The following MMBW dated 1931, shows the development along the west end of Heidelberg Road, Fairfield between Panther Place and Grange Road. The south side of the road consisted of typically narrow, rectangular allotments with some larger, vacant lots. The west end by Panther Place was considerably developed and consisted of narrow commercial buildings while the east end by Grange Road was sparsely developed and consisted of residential buildings.



1931 Aerial, Heidelberg Road - west end of study area (between Panther Place and Grange Road)
(Source: Landata, 1931 Nov - Maldon Prison, Proj. No. 1931, Run 15, Frame 2741)

During the mid-1920s/early 1930s a small number of light commercial/manufacturing businesses were constructed along Heidelberg Road. In 1924 knitting manufacturer, F G Stirling was first listed on the south side of Heidelberg Road, close to Bond Street and in 1933 the Elite Knitting Co Pty Ltd was listed in a similar location.[30] During the late 1930s there was an increased demand for wool textile manufacturing in a bid to aid in Australia's war effort. In 1935 the Alpha Spinning Mills are listed at 714-716 Heidelberg Road and in 1938 A Cooper, knitting manufacturer is listed at no. 760.

The following aerials dated 1945, show a number of light commercial buildings (a combination of shops and warehouses) had been constructed along parts of Heidelberg Road. Some smaller parcels had been consolidated into larger sites and warehouse buildings constructed.

25 Sands & McDougall directory, 1919, p104
26 Sands & McDougall directory, 1930, p312
27 Sands & McDougall directory, 1921, p92
28 Sands & McDougall directory, 1923, p97
29 Sands & McDougall directory, 1926, various
30 Sands & McDougall directory, 1924, p375, 1933, p313



1945 Aerial, Heidelberg Road, Fairfield - west end of study area (between Panther Place and Austin Street)
(Source: Landata, Melbourne and Metropolitan Area Project, No. 5, Run 27, Frame 59,529)



1945 Aerial, Heidelberg Road, Alphington – east end of study area (between Parkview Road and Lucerne Crescent)
The northern half of Alphington East Precinct (HO362) is evident
(Source: Landata, Melbourne and Metropolitan Area Project, No. 5, Run 27, Frame 59,523)

Some allotments in the former Alphington Village had also been subdivided and narrow buildings constructed while some adjacent sites remained vacant.

By 1956, the concentration of commercial/light industrial sites to the far east and west ends of Heidelberg Road, similar to the current circumstance, had been established. A number of previously vacant sites had been developed with small warehouses, etc.



1956 Aerial, Heidelberg Road – study area
(Source: Landata, Melbourne Outer Suburbs Project, No. 250, Run 13, Frame 146)

A 1978 aerial highlights the large number of light commercial buildings that had been constructed along the south side of Heidelberg Road by that time, including at the Paper Mills site.



1978 Aerial, Heidelberg Road – study area
(Source: Landata, Western Port Foreshores, Project No. 1716, Run 3, Frame 105)

4 STAGE ONE – PRELIMINARY REVIEW AND BUILT FORM GUIDELINES

4.1 Components

The stage one report related to the following:

- HO71 – review of heritage value and citation,
- Preliminary assessment of places of potential heritage value,
- 2 Killop Street, Alphington.
- Built form review

4.2 HO71

It was confirmed that the basalt building at 756-758 Heidelberg Road (HO71) more than adequately meets threshold for local significance. An updated citation was prepared for HO71 that meets the contemporary standard.

4.3 Places of Potential Heritage Value

Datasheets were prepared for five individual places which were considered to be of potential heritage significance. Details of these five sites are outlined in the following table. Of these, three were considered to have strong potential to meet the threshold for local heritage significance (those at nos 358, 730-734, and 760-764), with the other two (nos 460, 774) less so.

On further discussion with Council, only three have been recommended for further work in Stage 2 and were reviewed in regards to built form analysis and recommended controls.

Address – No. (Heidelberg Rd)	Name	Date/Period	Details
358	House *(Valeema)* & Tyre Outlet	Late 1950s/Postwar	House – Modernist influence Unusual combination of house and adjoining service centre
460	Duncan Rubber Co. Showroom & Warehouse	1956/Postwar	Sawtooth roof forms Intact facades
730-734	Group of 3 shops	1933/Interwar	Single storey builldings with intact shopfronts
760-764	A. Cooper Knitting Manufacturer	Mid-1930s/Interwar	Single storey buiding with intact parapet and most original openings
774	Former Ampol Service station	By 1965/Late 20th century	Stages of construction not certain Original frame (sign) survives

Other Sites Considered

Seven other buildings in the study area which were noted for their potential heritage value and were assessed as not having sufficient potential to reach the threshold for local heritage significance at this time: nos 276, 388, 402, 728, 750-754, and 782 Heidelberg Road.

Of this group, the earlier buildings had been altered to varying degrees, whereas the two late 20th century buildings were largely intact but difficult to assess in regards to other similar building stock in the municipality as there are few, if any, from this time that have been assessed as having heritage value.

4.4 2 Killop Street, Alphington

A review of 2 Killop Street, located in the north end of the Alphington East Precinct Heritage Overlay (HO362), was undertaken.

2 Killop Street is located in one of the small peripheral sections of HO362 that also includes 59 Yarralea Street. The latter is a weatherboard-clad bungalow with a distinctive oblong opening to the porch. The late 20th century house at 2 Killop Street was determined to be an anomaly at the edge of the Alphington East Precinct largely characterised by Victorian, Edwardian and Interwar houses with pitched, gabled or hipped roofs. It varies greatly to the graded building stock in the precinct and it was recommended to be removed from the precinct on this basis.

4.5 Built Form Review

Built form guidelines have been developed for the following five sites, two of which are existing heritage overlays (HO71 + HO421) and three proposed heritage places.

- Porta Factory, 224 Heidelberg Road, Fairfield (HO421).
- House *(Valeema)* & Service Centre, 358 Heidelberg Road, Fairfield.
- Group of 3 Shops, 730-734 Heidelberg Road, Alphington.
- Former Butcher Shop, 756-758 Heidelberg Road, Alphington (HO71).
- A. Cooper Knitting Factory (Former), 760-764 Heidelberg Road, Alphington.

5 STAGE TWO – CITATIONS FOR PROPOSED HERITAGE OVERLAYS

5.1 Recommendations

Further research and analysis undertaken during 2019 has confirmed that the three proposed heritage overlays warranted recommendation for inclusion in the Schedule to the Heritage Overlay in the Yarra Planning Scheme. The proposed citations for these places are included in the Appendix A.

Address – No. (Heidelberg Rd)	Name	Date/Period	Details
358	House *(Valeema)* & Service Centre	House – 1955 (east wing), c.1980 (west wing) Service centre – 1955 Postwar	House – Modernist influence Unusual combination of house and adjoining service centre
730-734	Group of 3 shops	c.1922 Interwar	Single storey builldings with intact shopfronts
760-764	A. Cooper Knitting Factory (Former)	1922 Interwar	Single storey buiding with intact parapet and mostly original openings

5.2 Locations

The three proposed heritage overlays are indicated in the maps below-

- 358 Heidelberg Road – House *(Valeema)* & Service Centre



358 Heidelberg Road is located to the west end of the subject area at the intersection of Heidelberg Road and Panther Place (Source: Nearmap 2019

- 730-734 Heidelberg Road – Group of 3 shops
- 760 Heidelberg Road – A. Cooper Knitting Factory (Former)



730-734 Heidelberg Road and 760 Heidelberg Road (at the intersection of Yarralea Street) are located to the east end of the subject area.
(Source: Nearmap 2019)

APPENDIX – Citations

	Address – No. (Heidelberg Rd)	Name
1	358	House *(Valeema)* & Service Centre
2	730-734	Group of 3 shops
3	760-764	A. Cooper Knitting Factory (Former)

HOUSE *(VALEEMA)* & SERVICE CENTRE

Address	358 Heidelberg Road, Fairfield
Significance	Local
Construction Dates	House *(Valeema)* 1955 (east wing) and c.1980 (west wing); Service centre 1955
Period	Postwar
Date Inspected	Early 2019



Statement of Significance

What is Significant?
The two storey house *(Valeema)* constructed in 1955 (main part/east wing) and circa 1980 (addition/west wing), and the single storey service centre constructed also in 1955, at 358 Heidelberg Road, Fairfield.

Significant aspects of the two storey house include the form of the building, gable roofs (including original glazed tiles), brick walls, steel-framed windows and minimal window to wall ratio. The 'Valeema' name plate and light fittings on the entry porch are contributory elements.

As the brick walls of the building have a bagged/painted finish, it is appropriate to have paint controls so that future colour schemes and finishes are complementary.

Significant aspects of the single storey service centre building include the original parapet, brick walls including the small projection at the north-east corner (with the original street number '358'), original openings, including concrete lintel to the north

elevation, glazed timber door and steel-framed windows on the west elevation, and roof-mounted 'Bridgestone' and 'tires' signage. The bowser platforms to the front of the site are contributory elements. The lightweight canopy to the west side is not significant.

How is it Significant?
The House *(Valeema)* and Service Centre at 358 Heidelberg Road, Fairfield are of local historical and aesthetic significance to the City of Yarra.

Why is it Significant?
The House *(Valeema)* and Service Centre at 358 Heidelberg Road, Fairfield are of historical significance to the City of Yarra as a long-standing combined commercial and residential site from the late 19th century onwards, that represents a key phase of development during the Post-WWII period. The combined function of house and tyre service centre was established on the site in 1953, operating from two Victorian period buildings on the northern part of the site. During 1955, the whole site was extensively redeveloped whilst retaining the dual function of house and service centre though in two distinct buildings. (Criterion A)

The House *(Valeema)* and Service Centre are aesthetically significant as an unusual and intact combination of house and service centre that are expressed as two distinct entities and designed in the Postwar period. The design of the house and service centre reflect the Modernist aesthetic and consist of bold yet restrained forms that are enhanced by the prominent corner site. The low-pitched gable roof of the house is indicative of the Melbourne Regional Modernist style, which is uncommon in the municipality. (Criterion E)

Description

The site at 358 Heidelberg Road has three street frontages – Heidelberg Road (north), Panther Place (west) and Park Crescent (south). The house is located at the southern end of the site and the service centre at the north. A high brick fence, painted and with a timber gate, separates the two parts of the site. The prominent corner site overlooks Yarra Bend Park.

The two storey L-shaped house was designed in the Postwar period. It is a substantial house that was built in two stages and consists of the likely architect designed main rectangular, eastern section constructed in 1955, and the subsequent west wing and entry porch constructed circa 1980. The two parts are intact and well integrated as they have been designed in a similar mode but the junction between the two parts is evident to the south elevation.

The entrance to the house fronts Park Crescent, though the building is most visible from Panther Place to the west. A high timber fence has been erected along the south boundary and part way along the west boundary of the site. The south (front) yard and west (side) yard are grassed.

The main part of the house has a bold rectangular form and the west wing is a smaller version of it, both with prominent gabled ends that address the street. The low-pitched gable roofs of the extant house are clad in glazed tiles with minimal eaves overhang. The brick walls have been painted a neutral white colour with a bagged finish, enhancing the bold yet restrained aesthetic of the building.


House - façade, south elevation


House – south elevation, window openings and portico. The junction between the original eastern section and later west wing is evident.

The strong volumetric expression of the building is evident from Park Crescent and Panther Place. The south facing elevation is articulated by a series of rectangular openings (original as well as later additions) that maintain a minimal window to wall ratio pattern across the facades. The windows are typically steel-framed casement windows with a horizontal mullion to the upper section and brick sills. At ground floor is a brick entry porch addition constructed circa 1980 that mirrors the low-pitched slope of the main gable and the bagged finish of the brick walls. The porch features a steel entry grille and light fittings to either side. Above the door is a name plate that reads 'Valeema.'

The west wing presents a blank wall to the street boundary, which heightens the bold form of the building. The addition has been sympathetically designed and maintains the aesthetic evident in the original part of the house.

The upper section of the north facing gable end is visible above the garage from Heidelberg Road and Panther Place. There are vents to the roof space, visible in the upper part of the wall. At each end of the original wing is a narrow slit with a wider vent to the west wing.

Awning blinds have been added to various windows at the north-west corner of the wings.



House – west elevation



Service centre and house beyond – north-west corner from Heidelberg Road. Note 'Bridgestone' signage mounted to parapet.

The single storey service centre building at the front of the site at the intersection of Heidelberg Road and Panther Place was constructed at the end of the Postwar period and its cuboid form also reflects the Modernist aesthetic.

The building has an elongated footprint that is angled to Heidelberg Road but more so than that of the street itself. The front part of the site is paved and there is vehicular access from both roads. There are two concrete platforms, indicating the location of former petrol bowsers, to the front of the site. A brick wall defines the east boundary in front of the garage.

The brick building and parapet have been painted however the original openings and brick detailing is evident beneath. The north elevation has a large garage opening with (rendered) concrete lintel. The upper section of the brick façade features brick courses in a header configuration and a horizontal, shallow recessed panel on the north façade. There are original raised street numbers to the pier at the north-west corner and the small projection at the upper end of the of the service centre building in the north-east corner.

On the west façade of the service centre is an original glazed, timber-framed door and two large multi-paned steel windows. Awning blinds have been added above the openings and a lightweight canopy has been added to the garage opening at the south end.

A large 'Bridgestone' tyres sign has been mounted on the roof of the west side of the building and 'tires' to the east side, the latter being the preferred spelling in the North America. Their date has not been confirmed but the signage may date to the early 1960s as imported Bridgestone tyres were available in Australia from 1961.[1]

[1] *Age*, 20 December 1961, p26. Bridgestone is a leading Japanese tyre manufacturer but an Australian division existed from 1980 to 2007 (https://en.wikipedia.org/wiki/Bridgestone, accessed 04.09.19)

Three flagpoles have been mounted on the building and are located on the front section of the roof, the north elevation and west elevation.



Service centre – north-east corner elevation
Note 'tires' signage mounted to parapet and small projection with street number (highlighted)



Service centre – west elevation

The house and service centre are indicative of the Modernist aesthetic which evolved from the late-1920s in Europe. The style was adopted internationally, in Australia primarily after WWII with several regional versions of Modernism evolving in various parts of the country.[2] Elements of the Modernist style include the use of geometric and bold forms and restrained facades with minimal, if any, ornamentation. Roofs concealed by parapets, contrasting angular forms, an emphasis on the horizontal, and the use of large steel-framed windows are typical of the Modernist style.

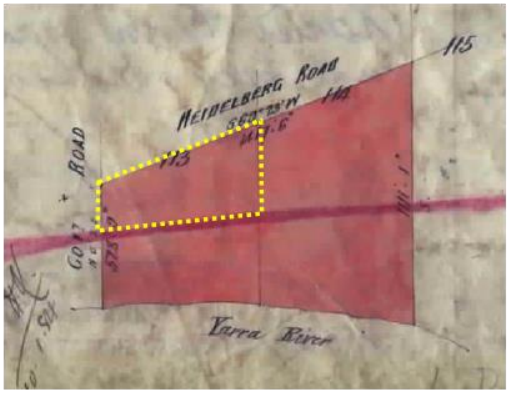
The design of the house is indicative of what has been identified as the Melbourne Regional version of Modernism which characteristically integrated a low-pitched roof – a broad gable or skillion - a familiar traditional roof form rather than the flat roofs of the International Modernist style.

History

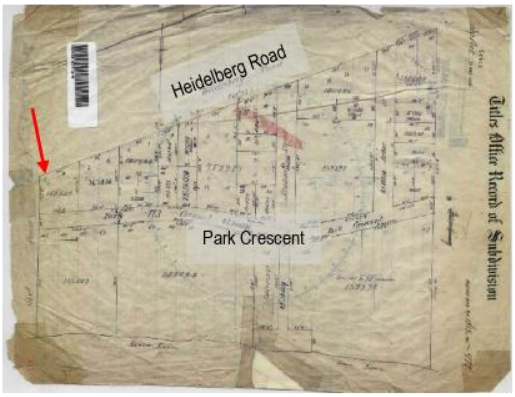
The subject site formed part of Crown portion 113, Parish of Jika Jika, which was comprised of 92 acres purchased by A Walker in 1840.[3] It was one of several similarly narrow allotments with frontages to the nearby creeks and the Yarra River.[4] The rich soil, topography of the land, and close proximity to the Yarra River was considered desirable.[5] Heidelberg Road was located to the south of the allotments and was developed along the line of an earlier track leading to Heidelberg. The road served as an early transport route for those travelling to and from Heidelberg and includes sections of what is now Fairfield and Alphington.

The land boom of the 1880s saw prominent land speculators Charles Henry James and Percy Dobson acquire large sections of land along Heidelberg Road. In 1883 a large section of Crown portion 113 that included the subject site, was transferred to James and Dobson and the land to the north of Park Crescent was subdivided.[6] The allotments facing Heidelberg Road were of varying widths and depths. The subject site was located in the north-west corner of the subdivision.

2 Apperly, Richard & Reynolds, Peter L & Irving, Robert, 1926- & Mitchell, Solomon (1989). A pictorial guide to identifying Australian architecture : styles and terms from 1788 to the present (3rd ed). Angus & Robertson, Sydney p218
3 Landata, Parish of Jika Jika J16(5)
4 A Lemon, *The Northcote Side of the River*, p7
5 City of Darebin, www.darebin.vic.au
6 Certificate of Title, vol.1515/folio 977

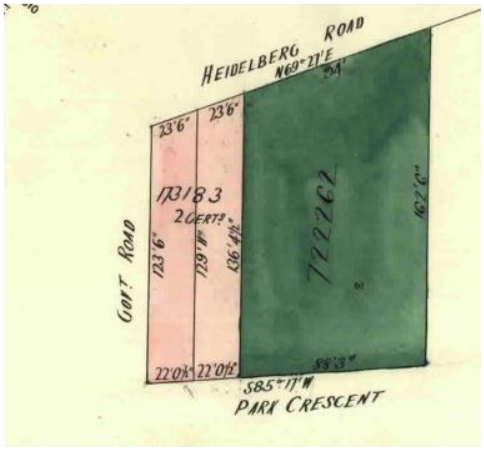


Plan of part of Crown portion 113 and 114, Park Crescent is roughly indicated. The approximate area of the 1883 subdivision is shown dashed.
(Source: Certificate of Title, vol.1515/folio 977)



Plan of subdivision in 1883. The location of the subject site is indicated by the red arrow.
(Source: Certificate of Title, vol.1515/folio 977)

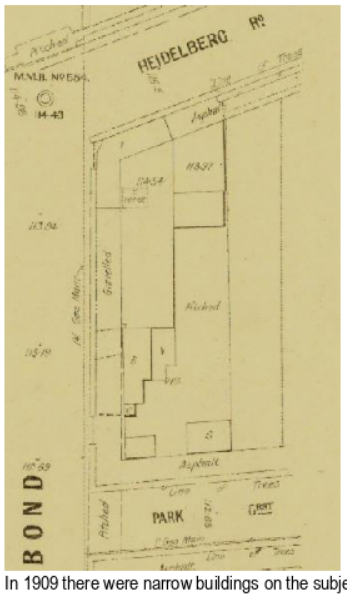
In 1885 land containing the subject site was transferred to salesman, Frederick William Oehr.[7] Oehr further subdivided the land to form two narrow allotments and in 1886 the western allotment was transferred to grocer, John Dickson.[8] At that stage the south side of Heidelberg Road remained sparsely developed with only five commercial premises between Bond Street (what is now Panther Place) and Austin Street.[9] The western allotment was occupied by several grocers during the late 19th and early 20th century including Freeman Bros. (1897-1900), Charles Ponsford (1904 - grocery and hay and corn store), George H Osborne (1912), Edward G Ball (1913) and Walter L Newnham & Co. (1914).



In 1885 two narrow allotments with northern frontage to Heidelberg Road and southern frontage to Park Crescent were formed.
(Certificate of Title, vol.1767/folio 376)

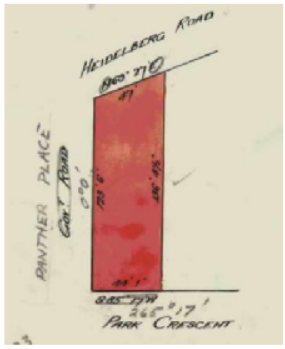
7 Certificate of Title, vol.1767/folio 376
8 Certificate of Title, vol.1840/folio 367801
9 Sands & McDougall directory, 1897, p221

In 1909 buildings with a narrow footprint and a north-west corner verandah are evident on the subject site. [10]



In 1909 there were narrow buildings on the subject site.
(MMBW Detail Plan 1270, SLV)

In 1919 the two narrow allotments were consolidated to form the extant subject site, which had a 47 foot frontage to Heidelberg Road, 123.5 foot frontage to Panther Place and about a 44 foot frontage to Park Crescent. That year the site was transferred to grocers, Walter Lachlan Newnham and Charles Herbert Fullard, who continued to occupy the site until at least 1923.[11] At that stage there were 15 commercial premises on the south side of the road between Panther Place and Arthur Street. This included a blacksmith, saddler, cycle builder and bootshop.[12] During the 1920s the subject site was primarily occupied by grocers and produce dealers.[13]



In 1919 the two narrow allotments were consolidated to form the extant subject site.
(Certificate of Title, vol.4181/folio 836140)

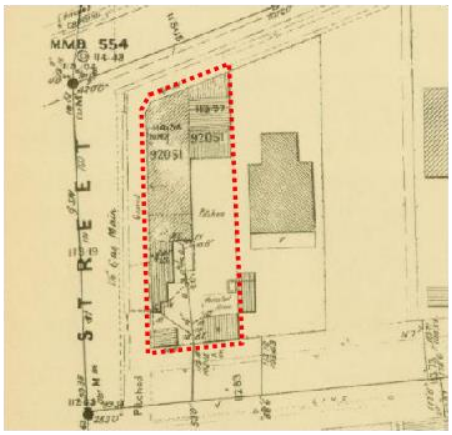
10 MMBW Detail Plan 1270, dated 1909
11 Certificate of Title, vol.4181/folio 836140
12 Sands & McDougall directory, 1919, p104, 326. The subject site is listed as 121-123 Heidelberg Road. Newnham & Son are listed as coachbuilders and occupy 221-223 Heidelberg Road at the intersection of Arthur Street.
13 Sands & McDougall directory, 1925, p390

From the 1920s, several motor vehicle related businesses such as garages, engineers and motor body parts, were being established along Heidelberg Road, being a major thoroughfare.[14] By 1931, the allotments on the south side of Heidelberg Road consisted of light commercial buildings with some vacant lots and Panther Place had been renamed Bond Street. The subject site was occupied by H Stewart, grocer, and thereafter occupied by various produce merchants throughout the 1930s and early 1940s.[15]



Aerial photograph dated 1931, with subject site indicated
(Source: Landata, Maldon Prison Proj. No. 1931, Run 15, Frame 2741)

The MMBW plan dated 1935 shows that the front building was constructed of brick or stone with a hipped roof (and possible chimney) and the structures to the east side and south (rear) were constructed of timber.[16]



MMBW Detail Plan No. 1314, dated 1935
(Source: State Library of Victoria)

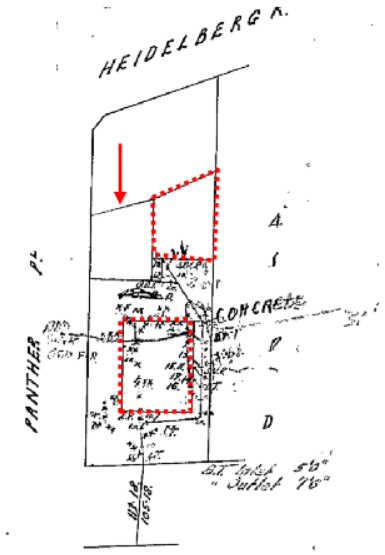
14 Sands & McDougall directory, 1930, p312
15 Sands & McDougall directory, 1931, p313
16 MMBW Detail Plan No. 1314, dated 1935

In 1945 the function of the site shifted from a commercial to residential purpose when it was occupied solely by Mrs E F Chappel, and then Charles H Chappell in 1950.[17]

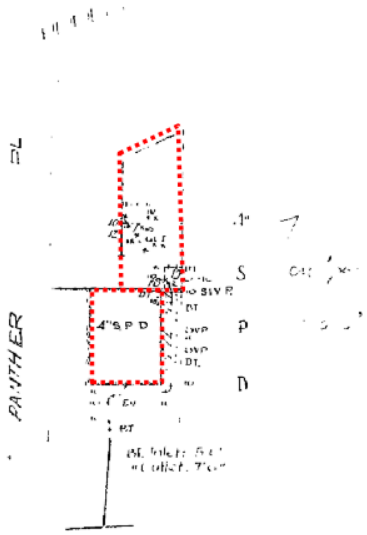
The combination of house and service centre was first established on the site in 1953 when it was purchased by George Bertram Stringer and Harry John King, who had recently become owners of the Lincoln Tyre Service.[18] By 1955 the two independent functions were re-instated at the site when the front part was operating as the Lincoln Tyre Service and the rear house was being occupied by Mrs E Z Chappell.[19]

In 1955 the site was however completely redeveloped though henceforth continued to serve the dual function of a house and service centre. In June and July of that year, the Lincoln Tyre Service advertised for a few staff members.[20] By August 1955 the earlier structures had been demolished and replaced by the main part of the house and the front section of the service centre, as evident in the Property Sewerage Plan.[21] Initially there was probably a canopy to the west side of the service centre building.[22]

In 1959 the subject site was purchased by tyre dealer, Retford Alexander Cutts who occupied the residence and further developed the site.[23] The site operated as the Lincoln Tyre Service until 1960 at which stage it was listed as Fairfield Tyre Service.[24] By 1966 the service centre had been extended south to coincide with the existing footprint.[25] The canopy/structure to the west side had been removed and the extant courtyard wall between the service centre and house had been erected.



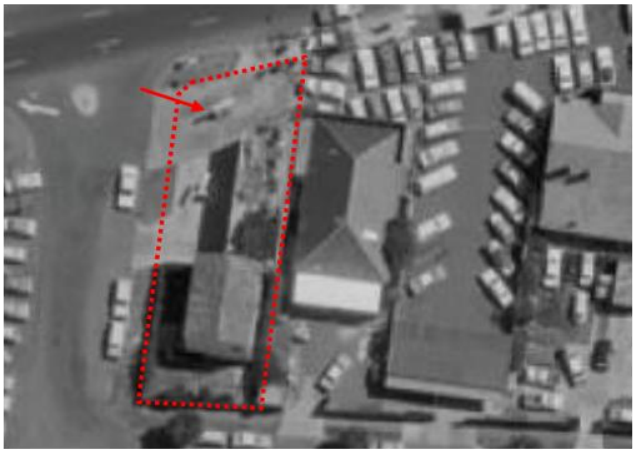
Property Sewerage Plan of subject site dated 1955. The main part of the house and the front section of the extant service centre are indicated and dashed red. To the west side of the service centre was probably a lightweight structure or canopy.
(Source: Yarra Valley Water, Plan No. 92051-1)



Property Sewerage Plan of subject site dated 1966. The main part of the house and the extant service centre are indicated and dashed red.
(Source: Yarra Valley Water, Plan No. 92051-2)

17 Sands & McDougall directories, various
18 Certificate of Title, vol.7842/folio 155
19 Sands & McDougall directory, 1955, p359
20 *Argus*, 1955, various
21 Yarra Valley Water, Property Sewage Plan dated 1955, Plan No. 92051-1
22 The buildings are likely to have been designed by an architect however this has not been confirmed, in part because the building file for the subject site could not be located.
23 Certificate of Title, vol.8218/folio 609
24 Sands & McDougall directory, 1960, p376
25 Yarra Valley Water, Property Sewage Plan dated 1966, Plan No. 92051-2

The main part of the house and service centre (as it stands today) are evident in 1969.[26] The south face of the house is blank with the exception of a single window at first floor level. The building has a light and monochromatic colour palette. The front of the site is paved and includes the extant bowser platforms. Cutts occupied the subject site until at least 1974.[27]



Aerial photograph dated 1969, showing the main rectangular form of the extant house and extant service centre. The extant bowser platforms are evident to the front of the site.
(Source: Landata, 1969 Eastern Freeway Project, Proj. No.754, Run 4, Frame 143)

The existing lightweight canopy on the west side of the service centre had been constructed by 1979 while the extant west wing addition and entry porch of the house were constructed after this period.[28] The western face of the addition was designed in an aesthetic similar to the original house and remained blank to the street. Windows were likely added to the south face of the main part of the house at this stage.

The service centre currently operates as the Fairfield Alignment & Tyre Service.

Lincoln Tyre Service

Lincoln Tyre Service was established as a Lincoln Retreads P/L in 1933 with £5000 capital and £1 shares being offered. The original directors were John Herbert Rudge and Ian Wischer.[29] Their operations relocated over the years, commencing at 430 Riversdale Road Hawthorn, and later moving to 490 Toorak Road, Burwood.[30] By 1952, Stringer and King owned the company and had changed the trading name to Lincoln Tyre Service.[31] The following advertisement, issued soon after the renaming of the company, indicates that they also suppled other garages.

26 1969 - Eastern Freeway Project, Proj. No.754, Run 4, Frame 143
27 Sands & McDougall directory, 1974, p382
28 Aerial photograph dated 1979, Landata, Heytesbury North Project, Proj. No. 793, Run 3, Frame 157 – image not reproduced due to poor quality
29 'New Companies', *Herald*, 20 July 1933, p38
30 Sands & McDougall directory, 1950, p2756
31 *Age*, 31 July 1952, p9


See the . . .
Lincoln Tyre Service Display
(Next to Standard Motors Display)
NEW TYRES, RE-CAPS, RE-TREADS
LOCAL AGENTS: Astra Service Station, Upwey; L. J. Maguire, Boronia; Elliott's Rangeview Garage, F.T.G.; Newman Motors, Belgrave; A. James, Boronia; D. Preston, Belgrave South.
LINCOLN TYRE SERVICE
490 TOORAK ROAD, BURWOOD. WM 4701.

(Source: *Mountain District Free Press*, 26 November 1953, p4)

Thematic Context/Comparative Analysis

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8 (revised May 2017)
- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 7: Individually significant places not from the main development era (revised May 2008)
- City of Yarra Heritage Review (Allom Lovell and Associates, 1998)
- City of Northcote Urban Conservation Study (Graeme Butler, revised February 1983)

Known comparable places in the City of Yarra

There are no ready comparisons for this combination across the municipality. Postwar buildings with individual overlays built after WWII are primarily ecclesiastical buildings and do not make for ready comparison.

There are no examples of Modernist houses or garages with individual overlays built after WWII as many such buildings are located within precincts whose significance primarily relates to the late 19th century (Victorian), and possibly early 20th century (Federation and/or Interwar) phases of development and so have tended to be graded non-contributory.

- 28-30 Johnston Street, Collingwood (part of HO324, Johnston Street Precinct). Not significant. Constructed in the 1960s-70s, the basic single storey brick building has a central, garage opening.
- 2 St Georges Road, Fitzroy North (part of HO327, North Fitzroy Precinct). Not contributory. Constructed between 1950-1965 the single storey brick motor garage has a rectangular form with a chamfered entrance and large garage openings. The garage has a parapet roof and large over painted, multi-paned steel windows.
- 310 St Georges Road, Fitzroy North (part of HO327, North Fitzroy Precinct). Not contributory. Group of four interlocking, two-storeyed brick units. Each unit has a rectangular form and a hip roof and the north and south walls of each unit remain blank. While the function of the building differs from the subject building, a similar Modernist aesthetic is evident.
- 50 Westbank Terrace, Burnley (part of HO331 Racecourse Precinct, Richmond). Not contributory. Constructed between 1950-1960 the single storey 'neighbourhood house' consists of two gable roofed structures with a blank north wall and minimal openings. While the function of the building differs from the subject building, a similar Modernist aesthetic has been utilised.

Condition
Good

Integrity
Mostly intact

Previous Assessment
N/A

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcel of land associated with 358 Heidelberg Road, Fairfield.



Recommended extent of heritage overlay
(Source: Nearmap, August 2019)

GROUP OF 3 SHOPS

Address	730-734 (including 730A) Heidelberg Road, Alphington
Significance	Local
Construction Dates	circa 1922
Period	Interwar
Date Inspected	Early 2019



No. 730



Side access no. 730A (right), no. 732 (centre) and no. 734 (left)

Statement of Significance

What is Significant?
The group of three Interwar period shops at 730-734 Heidelberg Road, Alphington, constructed circa 1922.

Significant aspects of the shops include the brick walls and parapets (now painted), hipped roof forms (largely concealed), street canopies including original soffit linings, the configuration of the shopfronts, shopfront joinery and finishes, tiled mouldings to the west end of no. 732, the recessed entrance of no. 730 including floor tiles, mouldings, pressed metal ceiling and toplights with textured glass. In addition, the original side access to no. 730 (now 730A) as it extends to the depth of the front hipped roof of no. 732, where the intact (unpainted) return walls remain visible.

How is it Significant?
The group of three shops at 730-734 Heidelberg Road, Alphington are of local historical and aesthetic significance to the City of Yarra.

Why is it Significant?
The group of three shops at 730-734 Heidelberg Road, Alphington are of historical significance to the City of Yarra as one of the few remnant intact buildings that denote the Interwar period phase of development in this part of Heidelberg Road area (Alphington Village) during the early 1920s, when building activity increased, including much redevelopment, and the area's commercial function was consolidated. Whilst no. 734 was not purpose built as a post office, it has functioned as such for about half a century. (Criterion A)

The group of three shops are aesthetically significant as an intact group of single-storey, brick Interwar period commercial buildings. Whilst modest in scale, they retain their original parapets and unusually their original shopfronts, two of which were manufactured by Duff (nos 732-734), with the other (no. 730) being notable for intact canopy, the copper finish to its framing and green tiles to the stallboard. (Criterion E)

Description

The group of three shops at nos 730-734 Heidelberg Road were constructed during the Interwar period. The shops are located in a commercial strip on the south side of Heidelberg Road between Park Avenue and Yarralea Street, and are each situated on a narrow allotment. No. 730 is separated from nos 732-734 by a narrow side access (part of no. 730A). The shops are single-storied and feature original parapets and shopfronts.

The subject shops are typical of the Interwar period and feature relatively plain parapets with little ornamentation and street canopies. The brick shop at no. 730 has a symmetrical façade and is the most elaborate of the three shops. The shop has a stepped brick parapet (overpainted) that conceals a metal clad hipped roof and features a square pediment and capped brick piers at either end. The east parapet return has been retained and the original red brick wall is evident. The combination of face brick to the parapet section and render to the lower section was common during the Interwar period.

The shopfront is highly intact and retains the original configuration and finishes which are indicative of the Interwar period. This consists of the recessed entry, floor tiles with pressed metal ceiling above, dark green wall tiles and mouldings to the stallboard, copper-finish shopfronts, and framing with highlights (often overpainted). The toplight windows have textured/patterned glass which is also indicative of the Interwar period. The canopy is clad in corrugated metal sheeting and has a plaster board lined soffit with thin metal battens and a small 'Post Office' sign mounted on the lower edge of the fascia.



Nos 730-734 Heidelberg Road



730 Heidelberg Road – parapet and shopfront



No. 730 Heidelberg Road – typical Interwar shopfront configuration



No. 730 Heidelberg Road – recessed entry including original tiles and pressed metal ceiling

Nos 732-734 are a pair of brick shops with a plain brick parapet (overpainted) that conceals two hipped roofs clad with corrugated sheeting. The west parapet return of no. 732 has been retained and the original red brick wall is evident. The east (side) brick wall of no. 734 has been painted.

The street facades are identical and for the most part retain original shopfronts. The badge of the manufacturer (Duff) survives on each shopfront however the framing has been painted on no. 732. Tiled mouldings to the west end of no. 732 also survive. The configuration of the shopfronts and detailing of the parapet is typical of the Interwar period and despite having been painted, are intact. The canopies have been slightly modified however the original metal corrugated lined soffit no. 732 remains.



Nos 732-734 Heidelberg Road - shopfronts



No. 734 Heidelberg Road – original badge of manufacturer (Duff)

The original side access (no.730A) extends the depth of the hipped roof of no. 732. This separation provides visibility of the intact side parapets of nos. 730 and 732. The front brick wall and door have more recently been added to the laneway and are not significant. To the rear of no.730A is a narrow outbuilding and a small shed (not inspected, evident from aerial). To the rear of no. 732 is a narrow outbuilding which appears in a 1922 sewerage plan of the site and is possibly original. To the rear of this is a detached timber shed which appears in a 1945 aerial.

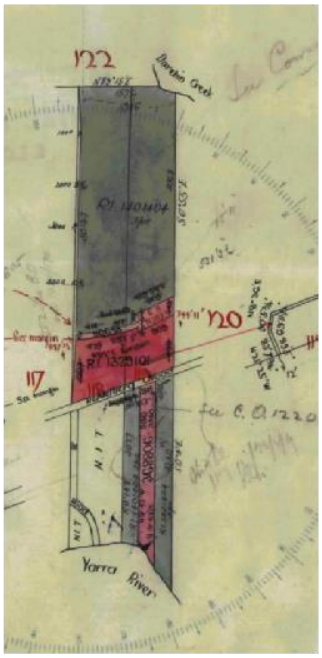
History

The subject site formed part of Crown Portion 119, Parish of Jika Jika, which comprised of 95 acres purchased by G Howitt in 1840.[1] It was one of several similarly narrow allotments with frontages to the nearby creeks and the Yarra River.[2] The rich soil, topography of the land, and close proximity to the Yarra River was considered desirable.[3] Heidelberg Road was located to the south of the allotments and was developed along the line of an earlier track leading to Heidelberg. The road served as an early transport route for those travelling to and from Heidelberg and included sections of what is now Fairfield and Alphington.

In 1852 Alphington Village was established by William Montagu Manning (Solicitor General of Sydney) serving as a resting a place for travellers. The village, located east of the subject site, included the extant former butcher shop at no. 760 constructed circa 1860.

The land boom of the 1880s saw prominent land speculators acquire large sections of land along Heidelberg Road. In 1885 land containing the subject sites was purchased by Albert Miller.[4] Land to the south side of Heidelberg Road was subsequently divided into narrow allotments extending to the Yarra River.[5] In 1896 land containing the subject site was transferred to Edith Maud Bancroft.[6]

1 Landata, Parish of Jika Jika J16(5)
2 A Lemon, *The Northcote Side of the River*, p7
3 City of Darebin, www.darebin.vic.au
4 Certificate of Title, vol.1424/folio 284790
5 Record of Subdivision vol.1424/folio 284790
6 Certificate of Title, vol 2608/folio 521464

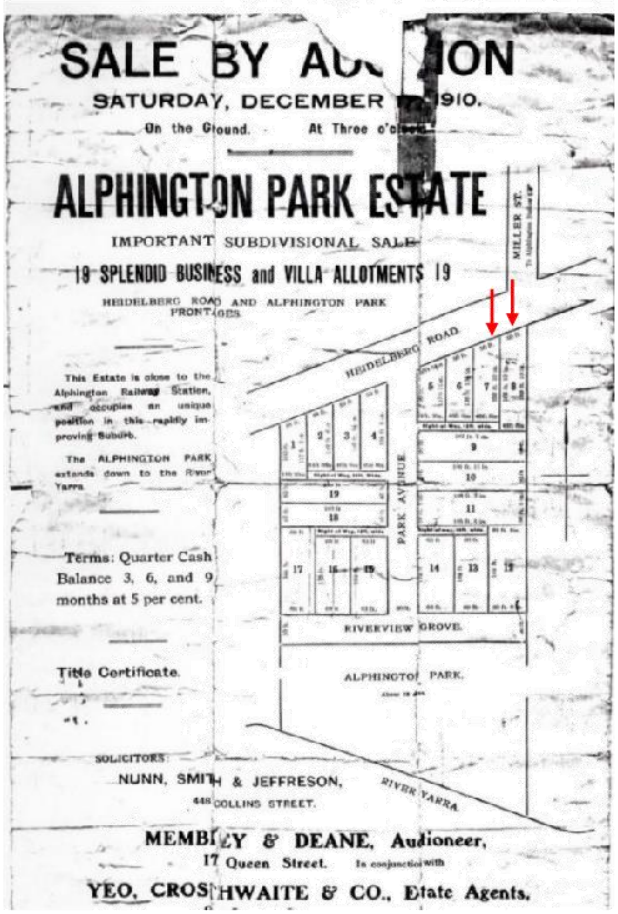


Plan of subdivision in 1885. Land including the subject site was subdivided into narrow allotments
(Source: Certificate of Title, vol.1424/folio 284790)

In 1910 the section of land between Riverview Grove and Heidelberg Road was acquired by George Robert Bennet, James Eldridge Rowe and George Washington Whitcher, and subdivided to form the 'Alphington Park Estate.'[7]

The Estate was subdivided into '19 splendid business and villa allotments.'[8] The allotments were roughly rectangular and included eight business allotments, each with an approximately 50-foot frontage to Heidelberg Road. Part of the subject site (no. 730) formed part of allotment 7, while the remainder of the site (nos 732 and 734) comprised allotment 8, which was slightly longer.

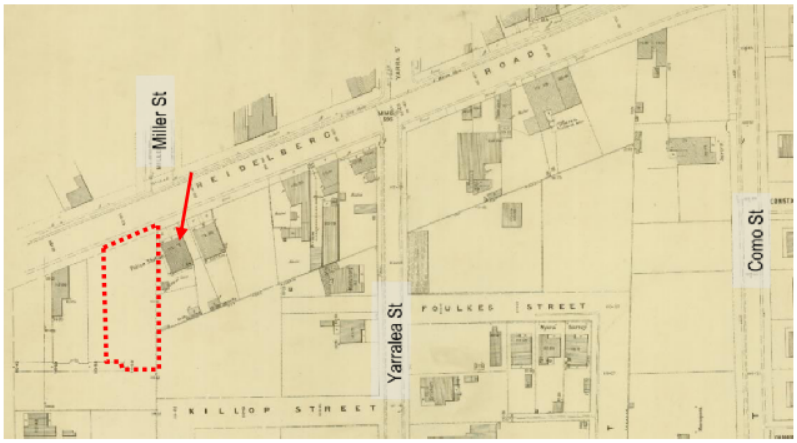
7 Certificate of Title, vol.3475/folio 694831
8 Auction notice for Alphington Park Estate in Alphington dated 1910



Auction notice for Alphington Park Estate in Alphington dated 1910, showing eight rectangular allotments with frontage to Heidelberg Road. The approximate location of subject sites 730-734 Heidelberg Road is indicated. Alphington Village is located directly east of the estate. (Source: State Library of Victoria)

The following MMBW plan dated 1914 shows the buildings that had been constructed nearby in Alphington Village to the east of the subject site and prior to its development. Early houses and buildings were either timber or masonry (brick or stone), often with smaller outbuildings to the rear. Amongst the earliest buildings in Alphington were a general store with post office, butcher, Wesleyan Chapel, a bakery, and at least two hotels.[9] A police station was located adjacent to the subject site. Residential development had occurred to the south of Alphington Village while a large majority of the street allotments along Heidelberg Road (including the subject sites) remained vacant.[10]

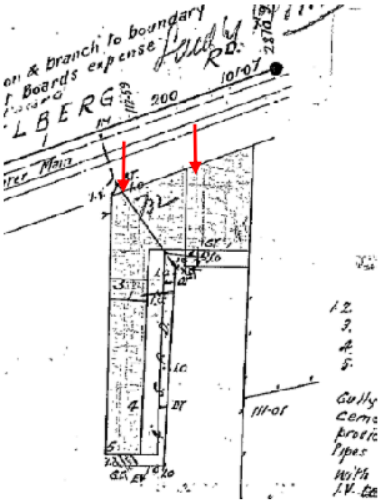
9 A Lemon, *The Northcote Side of the River*, p48
10 1914 MMBW Detail Plan 1317



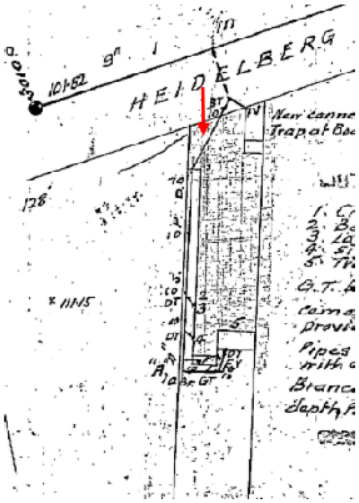
1914 MMBW Detail Plan 1318
Showing the Alphington Village at the east end of Heidelberg Road - about Yarralea Street, Alphington. The approximate boundaries of the subject site is indicated and the sites are vacant. The police station is indicated by an arrow. (Source: SLV)

In 1916 allotment 8 (nos 732 and 734) was acquired by Thomas Trevena, tailor, which included the right of carriage way to the south of the site.[11] Nos 732 and 734 had been constructed by 1923.[12] Both buildings were roughly square in footprint with a chamfered corner however no. 732 included a narrow section that extended to the rear of the site.

The subject building at no. 730 had been constructed by 1924 and had a long narrow rectangular footprint with a stepped section, providing side access.[13] All three building footprints are similar to the extant footprints on the site.



Plan of nos 732 & 734 dated 1923. The building footprint is almost identical to the extant buildings
(Source: Yarra Valley Water, Plan No. 131291-2)



Plan of no. 730 dated 1924. The building footprint is almost identical to the extant buildings
(Source: Yarra Valley Water, Plan No. 136627-6)

11 Certificate of Title, vol.3966/folio 793102
12 Yarra Valley Water, Plan No. 131291-2 dated 1923
13 Yarra Valley Water, Plan No. 136627-6 dated 1924

In 1924 the subject shops were occupied by various commercial businesses. Bootmaker, E J March is listed as occupying no. 730 from 1924-31 and no. 734 from 1933 until at least 1960.[14] Ironmongers and estate agents appear to have occupied no. 732 in 1924 and 1925 and news agency G E A Richardson, appear to have occupied no. 734 in 1926 and 1927.[15] Small commercial businesses continued to operate from the subject sites throughout the 1930s. A Nicholes, a tailor, occupied no. 732 from 1931 to 1933 and the adjacent site at no. 730 from 1935 to 1945.[16]

The subject buildings are evident in a 1945 aerial. A hipped gable roof as well as the canopies are evident to the front of the three buildings with narrower sections and minor structures to the rear of nos 730 and 732.



Aerial photograph, December 1945. 730-734 Heidelberg Road is indicated.
(Source: Landata, Melbourne and Metropolitan Area Project, Project No. 5, Run 27, Frame 59523)

In 1948 no. 730 was transferred to Robert Dunstan McMullen, engineer and Norma Eileen Cattermole, married woman.[17]

In 1948 drawings for a proposed brick factory to the rear of the no. 734 were submitted to the City of the Heidelberg.[18] At this time, the occupier of the building was Mr G H Bryant and the owner of the property was J P Monro.[19] The factory was constructed for Goodwear Plating, an electro plating and metal polishing business, however the building no longer survives.

Circa 1968 the Alphington Post Office was relocated to no. 730.[20] A historic photograph dated 1968 shows the unpainted brick parapet, canopy, shopfront configuration and wall tiles.[21] In 2010 no. 730 was subdivided into two lots, no. 730 (front shop) and no. 730A (rear lot including side access). No. 730 continues to function as a Post Office.

14 Sands & McDougall directory, various. E J March is listed as occupying no. 359 from 1924-1931. In 1933 the street numbers are modified and March occupies the subject site at no. 730.
15 In 1924, ironmonger R S Witcher occupies no. 357 and Land & estate agents occupy no. 357a. G E A Richardson occupies no. 355.
16 Sands & McDougall directory, various. In 1931 A Nicholes occupies no. 357 which is listed as no. 732 in 1933.
17 Certificate of Title, vol.7554/folio 047
18 VPRS 010150, P 0000, Unit 000114
19 VPRS 010150, P 0000, Unit 000114
20 Sands & McDougall directory, 1970, p5. The Alphington Post Office occupied 724 Heidelberg Road from at least 1942 to circa 1968.
21 B5919, 20, NAA



1968 - No. 730 (Alphington Post Office) and adjacent side access (front of 730A).
(Source: B5919, 20, NAA)

Thomas Duff & Bros. Pty Ltd.

Thomas Duff & Bros., was a family enterprise and one of Melbourne's well-known shopfitters, operating from circa 1910 until at least 1942.[22] Duff operated from West Melbourne in the 1920s, relocating to Port Melbourne in the 1930s and North Melbourne in the early 1940s. They manufactured a variety of shop fittings including 'partitions, desks, chairs, tables, screens, showcases, shopfronts, etc.' Duff are responsible for the remodelling of the London Stores at the corner of Elizabeth and Bourke Streets, renovated at the end of the 1930s. The substantial shopfronts featured large display windows that integrated recent lighting methods.[23] Thomas Duff died in May 1921 at his residence in Carlisle Street, Balaclava.[24]

Thematic Context/Comparative Analysis

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8 (revised May 2017)
- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 7: Individually significant places not from the main development era (revised May 2008)
- City of Yarra Heritage Review (Allom Lovell and Associates, 1998)
- City of Northcote Urban Conservation Study (Graeme Butler, revised February 1983)

Known comparable places in the City of Yarra

Interwar period shops have not been well assessed across the municipality as many such buildings are located within precincts who significance primarily relates to the late 19th century (Victorian) and possibly early 20 century (Federation) phases of development and so have tended to be graded non-contributory.

- 207 Bridge Road, Richmond (part of HO310, Bridge Road Precinct). Not contributory. Constructed in 1930, the single storey brick shop has an altered shopfront though the Roman brown brick pier is intact.
- 160 Johnston Street, Collingwood (part of HO324, Johnston Street Precinct). Not contributory. The single storey brick, paired shops have a stepped parapet and recessed shopfronts. The shops are largely intact.

22 Sands & McDougall directory, various; Sands & McDougall directory, various; Sands & McDougall directory, 1942, p2173
23 'Building and Architecture: Modern Shopfronts,' *Age,* 26 December 1929, p4
24 *Herald,* 13 January 1922, p10

Other municipalities

- 684-690 High Street, Reservoir (part of High Street (Reservoir) Commercial Precinct, City of Darebin). Contributory. Constructed in 1928, the Interwar period group of shops have original parapets. No. 682 has an original recessed shopfront.

Condition
Good

Integrity
Mostly intact

Previous Assessment
N/A

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

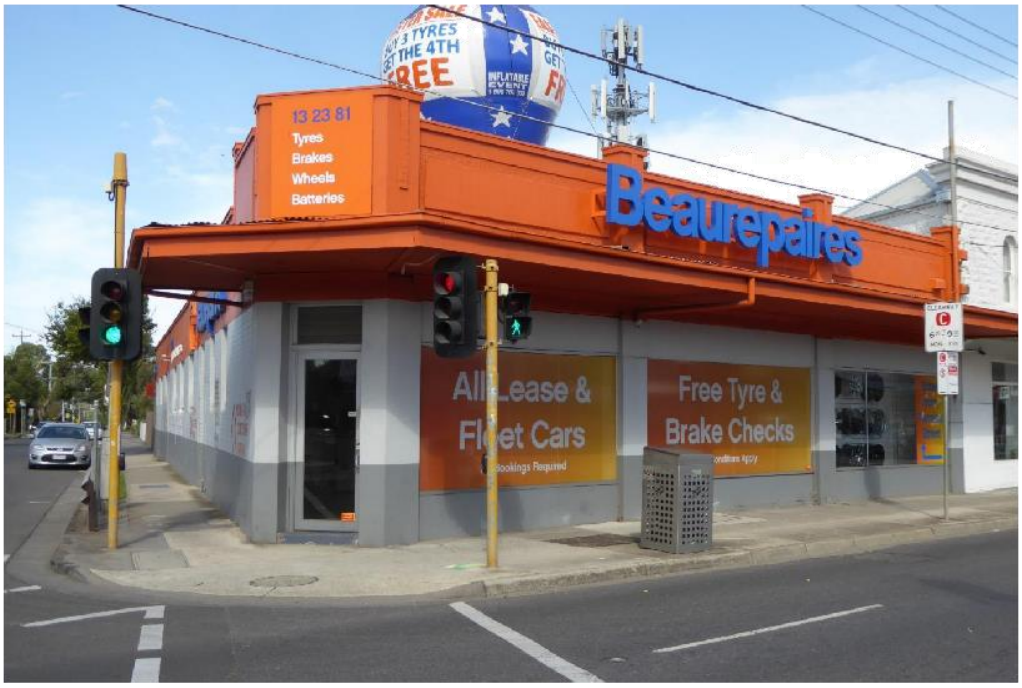
Extent of Heritage Overlay
The proposed extent of the heritage overlay would be the parcels of land associated with 730, 730A, 732 and 734 Heidelberg Road, Alphington.



Recommended extent of heritage overlay
(Source: Nearmap 2019)

A. COOPER KNITTING FACTORY (FORMER)

Address	760-764 Heidelberg Road, Alphington
Significance	Local
Construction Dates	1922 (front part), 1930s-1940s additions
Period	Interwar
Date Inspected	Early 2019



Statement of Significance

What is Significant?
The single storey brick building at 760-764 Heidelberg Road, Alphington, constructed 1922, with additions made during the late 1930s and early 1940s.

Significant aspects include the Heidelberg Road and Yarralea Street facades including brick parapet, visible gable roof sections (primarily to the east side), chamfered corner entrance, concrete lintels, pattern of openings and shopfronts, canopy, and remnant wall moulding (west end of north elevation).

How is it Significant?
The single storey building at 760-764 Heidelberg Road, Alphington – the former A. Cooper Knitting factory - is of local historical and aesthetic significance to the City of Yarra.

Why is it Significant?
Initially constructed as three premises in 1922, the single storey building at 760-764 Heidelberg Road, Alphington was expanded and later consolidated by A. Cooper Knitting Manufacturer. It is representative of the commercial and industrial development that occurred during the Interwar period along Heidelberg Road, and in particular was one of a few knitting enterprises that were established along Heidelberg Road at this time. The rapid expansion of the building during the late 1930s and early 1940s is indicative of the important role of the local knitting industry during WWII. (Criterion A)

The single storey building is aesthetically significant as an intact example of an Interwar period building constructed on a prominent corner site. The brick building is distinguished by its parapet and projecting piers articulated with a combination of smooth and roughcast render contrasting with variations in the brickwork. The original pattern of openings, shopfront division, and canopy remains mostly intact. (Criterion E)

Description

The single storey brick building is located on the corner of Heidelberg Road and Yarralea Street. The entrance is located at the chamfered north-east corner. The building consists of various roof sections indicating some staged construction on the site and typically clad with metal sheeting.

A brick parapet extends the length of the Heidelberg Road facade with a partial return to Yarralea Street and its detailing is indicative of Interwar period design. It is divided into three sections (relating to the original three premises) defined by capped brick piers. The parapet has been overpainted but the original format of contrasting materials and textures remains evident (refer historic photograph below) – red brick against grey smooth and roughcast render. The piers mostly have a smooth rendered finish with a central brick strap and the intervening areas are mostly roughcast render (the panels are fixed over) defined by a soldier brick course above (but below the rendered parapet edge) and stretcher courses below (the upper one of which is projecting). Similar detailing is evident to the lower short return on Yarralea Street however the parapet to the chamfered corner is differentiated by having a smooth rendered finish.



Heidelberg Road (north) elevation



Yarralea Street (east) elevation

The shopfronts are typical of the Interwar period and consist of a recessed entry, large shopfront windows with lower masonry stallboard, framing with highlights (often overpainted) and a cantilevered awning, whose soffit is lined with a narrow corrugated sheet metal. The outermost windows on the Heidelberg façade retain curved sections of timber mouldings (possibly original) and there is an original section of moulded tiling to the pier/wall at the west end of the façade.



Yarralea Street (east) elevation – parapet detailing


Yarralea Street (east) elevation

The Yarralea Street elevation has a much lower parapet so that the long gable roof section, clad in corrugated sheet metal, is widely visible. The brick walls in stretcher bond are painted and a concrete lintel extends above all the openings except for the vehicular entry at the southern end.

The regular pattern of openings remains intact consisting of two doorways and several windows. To the north end, there are timber windows with brick sills though at the southern end the windows have been truncated and glass bricks have been introduced. The doorways have a toplight and largely glazed timber-framed door. The extant joinery to the windows and doors are likely not original but possibly indicative of the original types.

History

The subject site formed part of Crown Portion 120, Parish of Jika Jika, comprised of 122 acres purchased by Sydney based merchant Charles William Roemer in 1840.[1] It was one of several similarly narrow allotments with frontages to the nearby creeks and the Yarra River.[2] The rich soil, topography of the land, and close proximity to the Yarra River was considered desirable.[3] Heidelberg Road was located to the south of the allotments and was developed along the line of an earlier track leading to Heidelberg. The road served as an early transport route for those travelling to and from Heidelberg and includes sections of what is now Fairfield and Alphington.

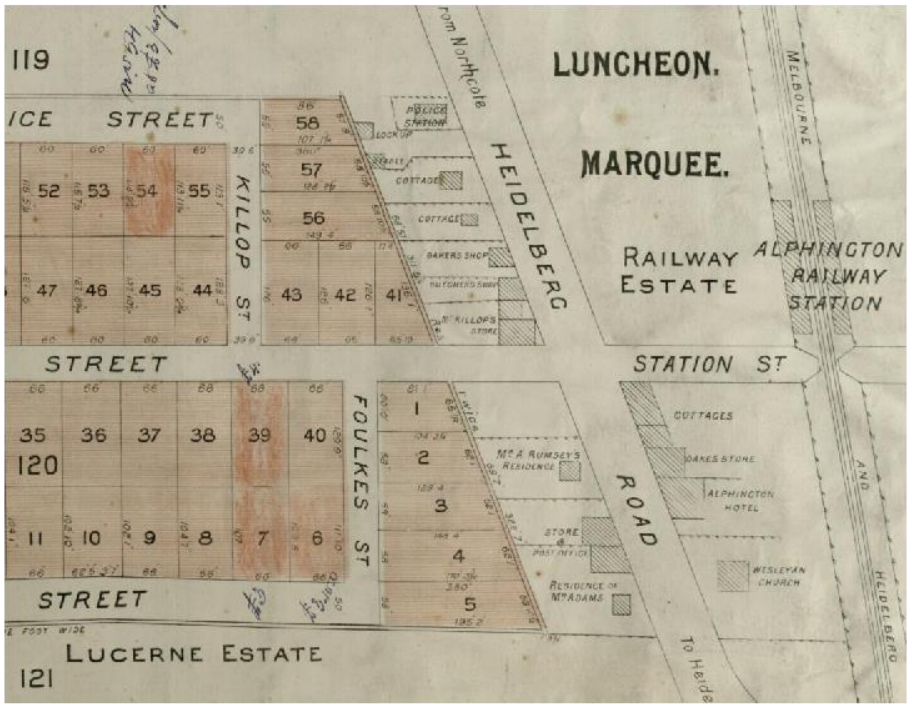
Development along Heidelberg Road remained sparsely settled.[4] Alphington Village was established by William Montagu Manning (Solicitor General of Sydney) who acquired Roemer's original Crown Allotment 120 in 1852 and, seeing potential for a resting place on the way to Heidelberg, subdivided the land into 130 lots of varying sizes, including provision for shops on both sides of Heidelberg Road.

From 1853, lots from the 'Alphington Estate' were offered for sale. The land was slow to sell however, with only 16 sales by the end of 1856. Amongst the earliest buildings in Alphington were a general store with post office, a bakery, and at least two hotels. The former butcher shop at 756-8 Heidelberg Road was built circa 1860 and is the oldest surviving commercial building of the original Alphington Village. The Wesleyan Chapel constructed circa 1859 on the north side of Heidelberg Road also remains.

A building had been erected on the subject site by 1887 and was acquired by storekeeper, John McKillop who continued to occupy the building until at least 1900.[5] That same year, land to the south of Alphington Village was subdivided and advertised as Knockando Estate which comprised of '58 splendid villa sites.' [6] The following auction notice shows the subdivision and buildings in Alphington Village about Yarralea Street. The village catered to travellers as well as local residents and consisted of

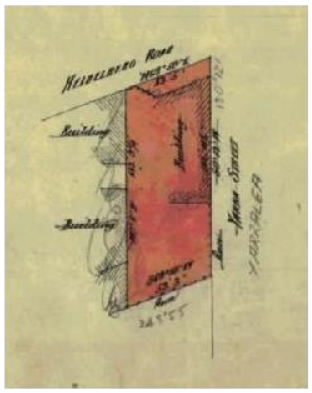
1 Landata, Parish of Jika Jika J16(5)
2 A Lemon, The Northcote Side of the River, p7
3 City of Darebin, www.darebin.vic.gov.au
4 A Lemon, The Northcote Side of the River, p50
5 Auction Notice dated 1887, State Library of Victoria; Certificate of Title, vol.1886/folio 096, 1st edition – McKillop died in 1902; Sands & McDougall directory, 1900, p80
6 Auction Notice dated 1887, State Library of Victoria

several small shops including a baker, butcher, store, small cottages and residences. There was also a police station, post office, Alphington Hotel and the Wesleyan Church.



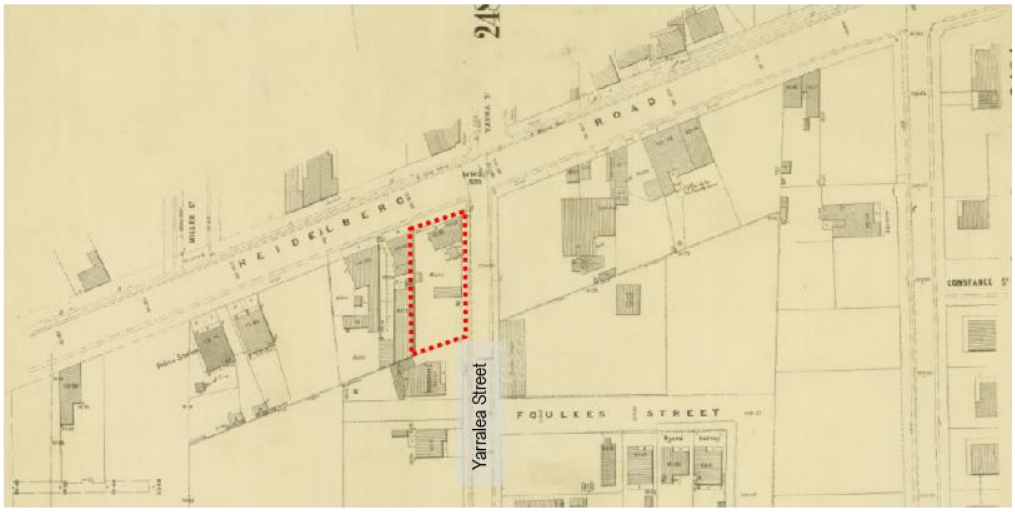
Extract from an auction notice for Knockando Estate in Alphington dated 1887, showing the development existing along Heidelberg Rd at that time. Yarra Street is to the centre of the image and Lucerne Estate is to the bottom of the image.
(Source: State Library of Victoria)

An 1887 plan provides further detail about the subject site. The Heidelberg Road frontage measured about 53.5 feet while the Yarra Street (now Yarralea Street) frontage measured 160 feet. McKillop's store is positioned at the front of the site and has an angled street façade. The extant former butcher shop is also evident.



Plan of the subject site in 1887
(Source: Certificate of Title, Vol.1886 Fol. 096)

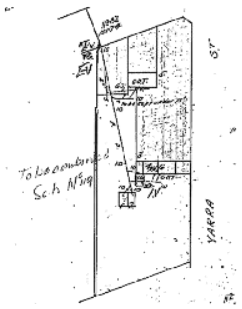
By 1914 some of the buildings on the south side of Alphington Village had been demolished. Some buildings such as the former butcher shop remained with additional structures constructed to the rear. The earlier McKillop's store at the subject site had been demolished and replaced with several timber buildings with verandahs, fronting Heidelberg Road.[7] Smaller timber structures were situated in the middle of the site.



1914 MMBW Detail Plan 1318 showing Alphington Village at the east end of Heidelberg Road - about Yarralea Street, Alphington. The subject site is indicated and consists of several timber structures. (Source: SLV)

Grocer, Mrs Mary Kennedy, occupied the subject site from at least 1916 to 1921 at which stage it was transferred to James Ryan, a hotelkeeper of Heidelberg Road.[8] James Ryan, hairdresser and tobacconist, was listed at the site in 1922 (then no. 383).[9]

In September 1922, Henry Thomas Rust – a farmer residing nearby at 19 Yarra Street, Alphington – acquired the site.[10] It is not certain whether Ryan or Rust redeveloped the site, but at this time the original timber structures were replaced by the front part of the extant building, which was then comprised of three sections – two small premises and a larger corner premises (refer following).



Property Sewerage Plan dated September 1922. The footprints of the three original shops are outlined.
(Source: Yarra Valley Water, Plan No. 101207-3)

7 MMBW Detail Plan No. 1318, dated 1914.
8 Certificate of Title, vol.1886/folio 096; Sands & McDougall directory, 1916-1921. The subject site is listed as no. 383.
9 Sands & McDougall directory, 1922-1923
10 Certificate of Title, vol.1886/folio 096, 1st edition

In 1923, H T Rust was identified at the site as a hairdresser and tobacconist (possibly an error) and in 1924, H T Rust was listed again as such, in addition to an adjoining unnumbered premises with a draper, John Foley. In 1925, H T Rust was identified as an estate agent at no. 381 as well as A Leithoff, hairdresser and tobacconist, and Phillip V McGavin, billiard saloon, both at no. 383.[11] A year prior, a billiard license had been transferred from Rust to McGavin.[12] The billiard saloon continued to operate at the site until 1931.[13]

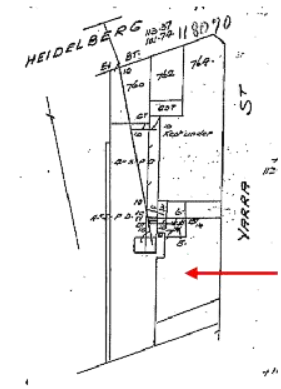
By the early 1920s the Fairfield-Alphington region had experienced a steady increase in the number of residential and commercial buildings. The south side consisted of a combination of primarily small commercial premises, including grocers, cycle builders, a confectioner, and a bootmaker, with some residential buildings.[14] During the 1920s to early 1930, other occupants at the site included a bootmaker and fruiterer.[15] From about 1935 to 1965 the shop at no. 760 was leased to several boot repairers including F Fletcher from circa 1935 to 1950. The central shop at no. 762 was leased to a confectioner, Mrs D Stevens in 1938 before operating as a cake shop from circa 1942 to 1955.

In June 1938, Hilda Mary Cooper of Cedric Street, Ivanhoe acquired the site.[16] From that time until circa 1970, the corner premises at no. 764 was occupied by knitted goods manufacturer, A. Cooper. For over a decade though (from 1938 to 1950) it seemed to also accommodate a hairdresser.[17] In April 1939, the A T Cooper and Co P/L – 'knitting mill proprietor and manufacturers of woollen goods and warehouseman' – was established with £3000 capital. The two subscribers were Alan T Cooper, manufacturer of 16 Station Street, Aspendale and Robert N Vreland, solicitor of 430 Little Collins Street, Melbourne.[18] In the 1937, Alan Theophilus Cooper had been identified as a mechanic living in Cedric Street, Ivanhoe, in the same street/at the same address as Hilda Mary.[19]

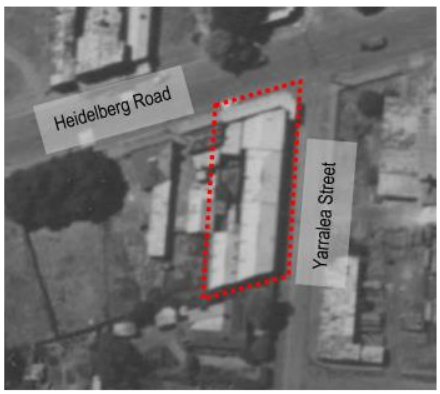
The late 1930s saw an increase in wool textile manufacturing in a bid to aid in Australia's war effort.[20] Local woollen mills intensified production to meet the demand for woollen goods such as blankets, rugs, hosiery and other knitted goods. It is not known what products the newly created company of A. Cooper sold however his business would have been impacted by the wartime demands that were placed on the textile industry. By 1940 Cooper had expanded their knitting manufacturing business and a narrow building was constructed on the south half of the site.[21]

By 1945 Cooper had further expanded, as evident in a historic aerial.[22] The rear building had been extended north to form the extant gable roof on the east side of the site and a smaller building had been constructed in the south west corner of the site. The gable roof, skillion roof and street canopies of the three shops in the north part of the site are also evident.

11 Sands & McDougall directory, note that the listings were typically delayed by a year
12 'Law Notices', *Age*, 14 March 1924, p6
13 Sands & McDougall directory, 1925-1933. In 1933 the building is renumbered as no. 764.
14 Sands & McDougall directory, 1919, p104
15 Sands & McDougall directory, 1922, p96
16 Certificate of Title, vol.1886/folio 096, 1st edition
17 Sands & McDougall directory, 1938, 1945
18 'New Companies', *Herald*, 29 April 1939, p2
19 Electoral Role 1937, subdivision of Ivanhoe, p19
20 'Local woollen mills helping in war effort.' Herald, 22 June 1940, p6
21 Yarra Valley Water, Property Sewerage Plan, Plan No. 101207-0
22 Landata, Melbourne and Metropolitan Area Project, Project No. 5, Run 27, Frame 59523, 1945



The Property Sewerage Plan dated 1940 shows a second building was constructed to the rear of the site indicating the expansion of knitted goods manufacturer, A T Cooper Py Ltd.
(Source: Yarra Valley Water, Plan No. 101207-0)



An aerial photograph dated December 1945
(Source: Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523)

In 1952, ownership of the site was transferred to A T Cooper & Company P/L, who retained it until 1969, when it was sold to Lawrence Valentine Rigby, used car proprietor and Doreen Muriel Rigby.[23] In 1970, A T Cooper, drapers were listed at no. 760 with TAB of Victoria at no. 762 and State Savings Bank (SSB) at no. 764. Both TAB and SSB were listed in 1974 but Cooper was not listed at no. 760.[24]

Subsequently the three premises have been consolidated and the Heidelberg Road shopfront entrances modified. Despite changes to the original shopfronts, the division of the three premises and early timber mouldings remain. Toplights are likely concealed by extant sheeting and other early building fabric beyond this may survive.

A historic photograph dated 1982 shows the original presentation of the parapet. Render with contrasting red brick soldier course detail is evident below the parapet edge.[25]



Photograph dated 1982 showing original presentation of parapets
(Source: Darebin Archives LHRN3652)

23 Certificate of Title, vol.1886/folio 096, 1st and 2nd editions
24 Sands & McDougall directory, 1974, p11
25 A soldier course is a set of bricks laid vertically with the narrow face exposed.

Thematic Context/Comparative Analysis

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8 (revised May 2017)
- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 7: Individually significant places not from the main development era (revised May 2008)
- City of Yarra Heritage Review (Allom Lovell and Associates, 1998)
- City of Northcote Urban Conservation Study (Graeme Butler, revised February 1983)

Known comparable places in the City of Glen Eira
To date, many Interwar period factories and warehouses that have been included as an individual overlay consist of iconic landmark factories or complexes that are often built on a much larger scale than the subject building:

- Dimmeys, 140-160 Swan Street, Cremorne (HO335). The grand two storey drapery store was built in stages between 1907 and 1918 and extended in 1986. The brick building was designed in the American Romanesque style by notable architects H W & F B Tompkins and consists of large plate glass windows (that have replaced original display cases at ground floor) and a four storey clock tower surmounted by a dome.[26] The ground floor functions as a showroom, similar to the subject building.
- Rosella Factory Complex Precinct, 57 & 64 Balmain Street, Cremorne (HO349). The Rosella complex was designed by architect J E Burke and established in 1905 with subsequent buildings constructed during the 1920s. Elements include parapets and saw-tooth roofs, large window openings at street level (previously with multi-paned glazing) rendered concrete lintels and a combination of timber and steel-framed doors and windows.[27]

Interwar period factories/warehouses/showrooms have also been included as individually significant or contributory buildings within precincts:

- MacRobertson Pty Ltd, confectionary works offices, former, 214 Argyle Street, Fitzroy (part of HO334 South Fitzroy Precinct). The single storey factory building was constructed in 1937 for manufacturer MacRobertson Pty. Ltd. Designed in the Moderne style the rendered façade features a banded parapet, overpainted brick work detailing and large steel framed multi-paned windows.
- London Baby Carriage Manufacturers Pty Ltd, Factory and showroom, 151-161 Bridge Road, Richmond (part of HO310 Bridge Road Precinct). The factory and showroom was built in 1941 for Hilda and Ruby Wrixon and is located on a corner site. The single storey brick building was designed in the Moderne style and features a parapet with horizontal banding which has been painted. The street façade consists of large expansive window openings.
- 33 Spensley Street, Clifton Hill (part of HO316, Clifton Hill East Heritage Overlay). Not significant. Brick factory/warehouse, now units constructed in 1925. Façade largely intact.
- Pelaco Factory (& Sign), Former, 21-31 Goodwood Street, Richmond (part of HO332C Richmond Hill Precinct). Individually significant. Large industrial complex associated with Australian shirt manufacturer, Pelaco constructed circa 1922. The utilitarian four storey brick building consists of a rendered upper floor, large steel framed windows and an early neon sign\

Condition
Good

Integrity
Mostly intact

Previous Assessment
N/A

26 Statement of Significance, Dimmeys, VHD.
27 Statement of Significance, Rosella Factory Complex Precinct, VHD.

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcel of land associated with 760-764 Heidelberg Road, Alphington



Recommended extent of heritage overlay
(Source: Nearmap 2019)

Traffix Group

Traffic and Vehicle Access Assessment

Heidelberg Road, Fairfield / Alphington

Prepared for
City of Yarra

November 2019

G27460R-01B

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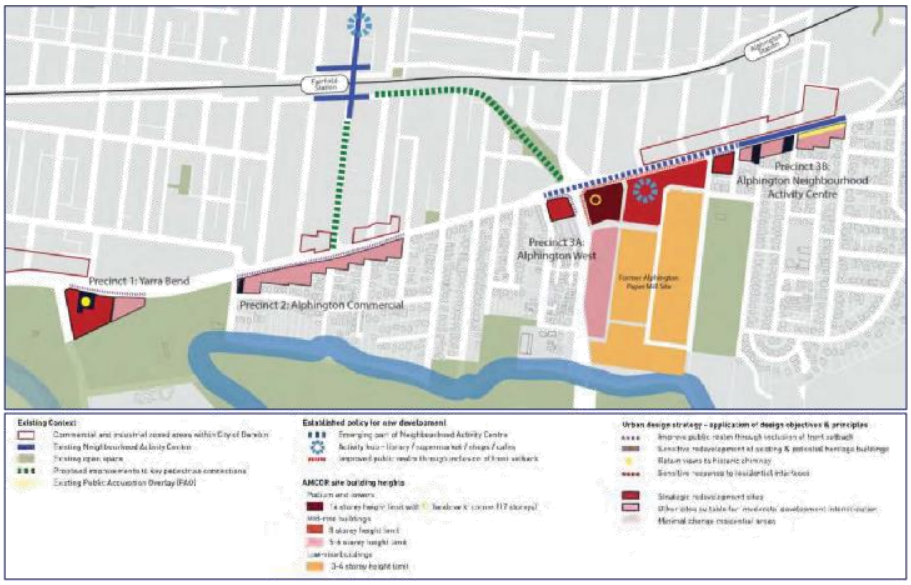
1. Introduction

Yarra City Council has completed a Built Form Framework study for the Heidelberg Road Corridor in Fairfield and Alphington. This Built Form Framework defines the preferred future built form character of the precincts and include principles, guidelines and requirements to guide future development and to manage the level of change. Importantly, this framework will inform the preparation of Design and Development Overlay (DDO) controls and policy for the area.

The study area is detailed in the following figure, as set out within the Urban Design Strategy – Summary Plan (prepared by Hodyl & Co), and comprises Heidelberg Road between Merri Creek and Darebin Creek, development/access to C1Z, C2Z and MUZ areas on the south side of Heidelberg Road (the Yarra CC side of the road) as well as impacts to the adjacent local road network. We note that the study area does not include the Former Alphington Paper Mill Site.



The current use of the land within the study area is currently predominantly commercial in nature. This will change towards a greater proportion of residential development within the commercially zoned land.

The likely increase in residential development throughout the area poses transport challenges for all modes along the Heidelberg Road Corridor and the immediate area. Specific issues which have arisen as part of the local area plan insofar as they relate to transport matters include:

- The increase in overall traffic movements is likely to exacerbate existing issues, including potentially increasing conflicts with other vulnerable road users, increase to bus travel times. The development of the Alphington Paper Mill site is likely to further exacerbate these isues.
- The limited bus operating times, lack of bus shelters and lack of priority movements along Heidelberg Road and at intersections are likely detractors from utilising bus services.
- Inconsistent, shared nature and non-existent provision of bicycle lanes along Heidelberg Road through the precinct discourages bicycle riders (particularly less confident riders).
- A lack of separation from fast moving traffic, lack of crossing opportunities and short traffic light cycles and associated long waiting times for pedestrians make walking less attractive, limit accessibility to services and reduce the potential synergies between businesses on either side of Heidelberg Road.
- Uncertainty with regard to the intention of the Public Acquisition Overlay to potentially widen Heidelberg Road.
- Challenges with regard to vehicle access to potential development sites which do not have frontages to local roads or laneways.

While the traffic impacts of growth along the Heidelberg Road Corridor is acknowledged as a consideration, there is strategic policy support to facilitate increased commercial and residential development in this area. In considering the planning of similar centres across Melbourne, Planning Panels have acknowledged that "future congestion should not stifle development" and the "challenge of managing the road network should not prevent the Amendment from progressing".

It is important that this project recognises the network constraints, the strong strategic support for development in the precinct, and the approach of Planning Panels in the discussion and advice on the future traffic conditions and future performance of Heidelberg Road and the local road network. In particular, this project must help to ensure that future consideration of traffic issues is focused on how best to manage the impacts of future development through improved access arrangements and measures to promote sustainable and active modes of travel through new development.

Traffix Group has been engaged by Yarra City Council to undertake a high level assessment of the future traffic conditions and performance of Heidelberg Road and the local street network taking into account the planned future development, prepare access and movement plans and provide input into the content of the future Design and Development Overlay to facilitate appropriate access and movement throughout the Heidelberg Road Corridor. The objective of the access and movement plans and the DDO is to facilitate 'best practice' access controls to properties abutting Heidelberg Road.

2. Scope & Methodology

The purpose of this study is to provide:

- a high level assessment of the future traffic conditions and performance of Heidelberg Road and local street network, with the planned future development,
- access and movement plan for the study area showing the location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments,
- advice on the content of the future Design and Development Overlay to facilitate appropriate access and movement through new development, and
- undertake a review of the existing public transport, bicycle and pedestrian considerations and infrastructure within the study area.

2.1. Methodology

The adopted methodology for undertaking this study was as follows:

- Undertake a case study of Victoria Street, which is a similar nearby inner urban area which has experienced significant growth in residential development along the corridor over the past 10 years, focusing on the "before" and "after" data for key transport measures, including traffic volumes, bicycle usage and public transport changes.
- Use the Victoria Street example as a basis for assessing the potential impacts additional development may have on the transport network, including the network performance of Heidelberg Road and the local road network as well as increased public transport use and the like.
- Undertake thorough site inspections of the entire study area to document and map:
  - existing access arrangements for each individual property,
  - existing traffic management treatments for all arterial and local roads and laneways/carriageway easements within the study area,
  - existing configuration of each road and laneway/carriageway easement within the study area (including carriageway width and road reservation width), and
  - foreseeable access constraints to each individual property should development occur.
- Liaise with representatives from Council to understand the relevant concerns and desirable access outcomes having regard to the potential impact on the safety and efficiency of the road network.
- Prepare "access" maps showing the preferred location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments, in consultation with Council.
- Review the traffic engineering and transport aspects of the future Design and Development Overlay, which sets out design objectives and outcomes, permit application requirements, and decision guidelines for assessing future planning permit applications, based on the desired access outcomes for future development.

2.2. Reference documents

The following reference documents were used in relation to this assessment

- Heidelberg Road Built Form Framework, Urban Context Analysis - Part 1, prepared by Hodyl & Co (dated September, 2019),
- Heidelberg Road Built Form Framework, Design Strategy & Recommendations - Part 2, prepared by Hodyl & Co (dated September, 2019),
- Heidelberg Road Corridor – Background Issues and Discussion Paper (dated 10th September, 2019),
- Heidelberg Road Corridor Draft Local Area Plan (dated 15th August, 2019), and
- Heidelberg Road – Transport Relevant Sections of proposed interim Design and Development Overlay.

3. Policy Context

3.1. Plan Melbourne 2017-2050

Plan Melbourne is the State Government plan that will guide the growth of Melbourne city for the next 35 years. It sets the strategy for supporting jobs, housing and transport, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.

The plan includes a number of key transport and urban planning objectives that are relevant to the Heidelberg Road Corridor. The most relevant objectives are listed in the table below.

Table 1: Key Objectives of Plan Melbourne in relation to the Heidelberg Road Corridor

Outcome	Directions	Policy
Outcome 2 Melbourne provides housing choice in locations close to jobs and services.	Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.	Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.
	Deliver more housing closer to jobs and public transport.	Facilitate well-designed, high-density residential developments that support a vibrant public realm in Melbourne's central city. Direct new housing and mixed-use development to urban renewal precincts and sites across Melbourne. Support new housing in activity centres and other places that offer good access to jobs, services and public transport Provide support and guidance for greyfield areas to deliver more housing choice and diversity.

Outcome	Directions	Policy
Outcome 3 Melbourne has an integrated transport system that connects people to jobs and services and goods to market.	Transform Melbourne's transport system to support a productive city.	Provide high-quality public transport access to job-rich areas. Improve arterial road connections across Melbourne for all road users. Provide guidance and certainty for land use and transport development through the Principal Public Transport Network and the Principal Freight Network. Improve the efficiency of the motorway network. Support cycling for commuting.
	Improve local travel options to support 20-minute neighbourhoods.	Create pedestrian-friendly neighbourhoods. Create a network of cycling links for local trips. Improve local transport choices.
Outcome 5 Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.	Create a city of 20-minute neighbourhoods.	Create mixed-use neighbourhoods at varying densities. Support a network of vibrant neighbourhood activity centres.
	Create neighbourhoods that support safe communities and healthy lifestyles.	Improve neighbourhoods to enable walking and cycling as a part of daily life.

3.2. State Planning Policy Framework (SPPF)

Clause 18 of the SPPF details state-wide objectives, strategies and policy guidelines relating to transport, including land use and transport planning, the transport system, walking, cycling, the principal public transport network, management of the road system, car parking ports, airports and freights.

The SPPF Transport objectives that are relevant to Yarra are set out in Table 2 below.

Table 2: SPPF Transport Objectives

Clause	Objectives
18.01-1 Land Use and Transport Planning	To create a safe and sustainable transport system by integrating land-use and transport.
18.01-2S Transport System	To coordinate development of all transport modes to provide a comprehensive transport system.
18.02-1S Sustainable Personal Transport	To promote the use of sustainable personal transport.
18.02-2S Cycling	To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.

Clause	Objectives
18.02-2R Principal Public Transport Network	To upgrade and develop the Principal Public Transport Network and local public transport services in Metropolitan Melbourne to connect activity centres, link activities in employment corridors and link Melbourne to the regional cities.
18.02-3S Management of the Road System	To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.
18.02-4S Car Parking	To ensure an adequate supply of car parking that is appropriately design and located.

Detailed state-wide requirements in relation to car parking, loading and bicycle parking are set out at Clause 52.06, 65.01 and 52.34 of the Planning Scheme respectively.

3.3. Local Planning Policy Framework

While Clause 18 sets out the state-wide planning policy in relation to transport, each Council also sets its own local policies at Clauses 20, 21 and 22 of the Planning Scheme.

Clause 21 sets out the Municipal Strategic Statement (MSS).

Clause 21.03 sets out the vision for the municipality, as follows:

Land Use

- *The City will accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged.*
- *Yarra will have increased opportunities for employment.*
- *There will be an increased provision of public open space.*
- *The complex land use mix characteristic of the inner City will provide for a range of activities to meet the needs of the community.*
- *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne.*

Built Form

- *Yarra's historic fabric which demonstrates the development of metropolitan Melbourne will be internationally recognised.*
- *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks.*
- *People will safely get together and socialise in public spaces across the City.*
- *All new development will demonstrate design excellence.*

Transport

- *Local streets will be dominated by walkers and cyclists.*

- *Most people will walk, cycle and use public transport for the journey to work.*

Environmental sustainability

- *Buildings throughout the City will adopt state-of the-art environmental design.*
- *Our natural environment will support additional species of flora and fauna.*

This vision is pursued by the objectives and strategies set out in the land use, built form, transport, environmental sustainability and neighbourhood sections under Clauses 21.04-21.08.

Clause 21.06 sets out Yarra's detailed local Transport policy. The preamble states the following:

Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. This is also a key message of Melbourne 2030 and fundamental to the health and well-being of the community.

While the scope of the planning scheme in managing an integrated transport system is limited, Council will work towards improving the quality of walking and cycling infrastructure as a priority. Note that the term "walking" includes people who use wheelchairs.

Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options.

The specific objectives and strategies for Transport management in Yarra are detailed in Table 3 below.

Table 3: LPPF Transport Objectives & Strategies

Clause	Objective	Strategies
21.06-1 Walking & Cycling	To provide safe and convenient pedestrian and bicycle environments.	30.1 Improve pedestrian and cycling links in association with new development where possible. 30.2 Minimise vehicle crossovers on street frontages. 30.3 Use rear laneway access to reduce vehicle crossovers.
21.06-2 Public Transport	To facilitate public transport usage.	31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.
21.06-3 The Road System & Parking	To reduce the reliance on the private motor car.	32.1 Provide efficient shared parking facilities in activity centres. 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.
	To reduce the impact of traffic.	33.1 ensure access arrangements maintain the safety and efficiency of the arterial and local road networks. 33.2 Ensure the level of service needed for new industrial and commercial operations does not

Clause	Objective	Strategies
		prejudice the reasonable needs of existing industrial and commercial operations to access Yarra's roads.

The City of Yarra is currently undertaking a review of a number of Municipal Strategic Statement (MSS) policy themes, including Transport.

Yarra's Planning Scheme Review – Report on Findings (October 2014) sets out the following in relation to the current Transport policy in the Planning Scheme:

> *An effective and efficient transport network is at the heart of a vibrant, equitable and prosperous municipality. In inner city environments, the management of the limited road and transport space and resources can require balancing of a number of objectives. This is a particular challenge in Yarra, due to the travel demands generated by:*
>
> - *the strategic location of the municipality on the edge of the central city*
> - *the significant and growing mobile population, and*
> - *the presence and proximity of major event attractors.*
>
> *Transport is currently addressed separately in the Context and Vision provisions of the Scheme as well as in strategy at Clause 21.06. It is also addressed in some specific policies such as the parking, access and traffic provisions of Built Form and Design Policy (Clause 22.10).*
>
> *The current policy expresses a preference to reduce car dependency and encourage walking, cycling and public transport use. This appears to have had some success, with Yarra having a higher bicycle use rate than other parts of Melbourne.*
>
> *There are still, however, inconsistencies regarding the requirement for Green Travel Plans, the use of car share schemes and reductions or waiving of on-site car parking.*
>
> *Carparking was considered a particularly contested political issue in the initial consultation; any position or strategy regarding carparking is unlikely to satisfy all stakeholders. The Parking Strategy and Local Area Transport Management Policy provides a framework for the development of local area traffic management schemes.*
>
> *The Scheme would be assisted with clear direction about how Council seeks to facilitate greater use of public transport, walking and cycling, and how and in what circumstances this will translate into reduced car parking, car sharing schemes and the like. The approach should include consideration of car parking in activity centres on a precinct wide basis (rather than site-by-site) as well as strategies relating to visitor car parking and increased bicycle parking.*

3.3.1. Clause 22.07 – Development Abutting Laneways

The City of Yarra has a specific policy in relation to development abutting laneways.

The local policy identifies the need to retain existing laneways and enhance their amenity. It also states that, where appropriate, laneway access for vehicles is to be used in preference to street frontages to reduce vehicle crossovers.

Objectives

- *To provide an environment which has a feeling of safety for users of the laneway.*
- *To ensure that development along a laneway acknowledges the unique character of the laneway.*
- *To ensure that where development is accessed off a laneway, all services can be provided to the development.*
- *To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Policy

It is policy that:

- *Where vehicular movement in the laneway is expected to cause a material traffic impact, a traffic impact assessment report be provided to demonstrate that the laneway can safely accommodate the increased traffic.*
- *Where alternative street frontage is available, pedestrian access from the street be provided.*
- *Pedestrian entries be separate from vehicle entries.*
- *Pedestrian entries be well lit to foster a sense of safety and address to a development. Existing lights may need to be realigned, or have brackets or shields attached or additional lighting may be required.*
- *Lighting be designed to avoid light spill into adjacent private open space and habitable rooms.*
- *Vehicle access be provided to ensure ingress and egress does not require multiple vehicular movements.*
- *Windows and balconies overlook laneways but do not unreasonably overlook private open space or habitable rooms on the opposite side of the laneway.*
- *Development respect the scale of the surrounding built form*
- *Development not obstruct existing access to other properties in the laneway.*
- *Doors to car storage areas (garages) not protrude into the laneway.*
- *The laneway not be used for refuse storage.*
- *All laneway upgradings which provide improved access to the development be funded by the developer.*
- *The laneway meet emergency services access requirements.*

Relevant additional policies and studies (which do not form part of the Planning Scheme) are summarised below.

3.3.2. Council Transport Statement 2006

City of Yarra's Strategic Transport Statement 2006 sets out a clear desire to reduce car dependence in the City of Yarra by promoting walking, cycling and public transport use as viable and preferable alternatives.

The Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists
3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic

The vision of Council's Transport Statement 2006 is ... *"to create a city which is accessible to everyone irrespective of levels of personal mobility and where a fulfilling life can be had without the need for a car"*.

There are seven key Strategic Transport Objectives (STO) to achieve this vision.

Of particular relevance is STO 5, which is to ... *"ensure Council's response to parking demand is based on Yarra's hierarchy and sustainable transport principles"*.

3.3.3. Transport Statement Review 2012

The City of Yarra's Strategic Transport Statement was reviewed in 2012.

Relevant key actions include the following:

- *Develop guidelines for assessing planning permit applications for car parking dispensation.*
- *Develop guidelines for car share operators that address the issues of location, number of bays and signage so that operators are clear as to the process and responsibilities.*

3.3.4. Yarra Parking Management Strategy

The Yarra Parking Management Strategy provides the framework around Yarra's policies for parking permit schemes, parking enforcement, the provision of disability access parking, managing parking around shopping strips, signage and all other parking-related issues and topics.

Council's website states that the fundamental aims of the Strategy are:

- *to reduce the number of cars parking in Yarra,*
- *to promote public transport as an alternative to driving, and*
- *to ensure visitors contribute to the cost of providing Yarra's parking infrastructure.*

A key aim underpinning this strategy is Council's desire to promote sustainable travel, such as cycling, walking and public transport.

Action Area 4 of Council's Parking Management Strategy is an integrated approach for Municipal Parking Strategy and in particular identifies a need to further develop Yarra's policy to provide a disincentive to car ownership and use by working with other sections of Council to promote behaviour change, sustainable transport and introduce more sustainable transport infrastructure.

3.3.5. Liveable Yarra Project

In 2015 Council undertook an extensive community engagement process known as the "Liveable Yarra Project". The consultation consisted of a number of elements including a People's Panel, Advisory Committees, and Targeted Community Workshops, and covered a range of topics, one of which was "Access and Movement".

The "engagement summary" document prepared by Capire Consulting Group (January 2016) summarised the consultation in relation to access and movement as follows:

> *"Access and movement received the highest number of priority votes at 64. Actions around the improvement of cycling, walking and non-automotive transport modes were strongly supported. Panel members suggested trialling street closures to "reclaim" street share for cyclists and pedestrians. The trade-off of busier arterials was seen as largely acceptable pending the trials. Panel members were very supportive of Council efforts to lobby for public transport upgrades."*

The specific Access and Movement recommendations which were summarised in the "engagement summary" document are as set out in Table 4 below.

Table 4: Summary of Parking Recommendations from Liveable Yarra Project

Action No.	Action	Support from People's Panel
1	Articulate targets for street share. Develop a municipality wide plan for transport and access.	86% support 12% not sure 2% disagree
2	Close local (residential) streets to through traffic including living streets.	36% support 48% not sure 16% disagree
3	Increase space for pedestrians and bikes, dedicated lanes/corridors. Decrease car space on the streets.	63% support 22% not sure 15% disagree
4	Require better bicycle parking as part of major development.	76% support 14% not sure 10% disagree
5	Reduce barriers that discourage riding, improve safety, connections, lighting. Council to provide additional cycling infrastructure – a comprehensive network that consistently provides a good level of service.	75% support 18% not sure 7% disagree
6	Move away from a "predict and provide" approach to providing car parking in new development.	86% support 12% not sure 2% disagree
7	Continue to work with State Government to improve performance of current public transport infrastructure assets.	36% support 48% not sure 16% disagree
8	Continue lobbying for improved public transport (new infrastructure and services).	63% support 22% not sure 15% disagree

4. Existing Conditions

4.1. Study Area

The study area extends for an approximately 1.2km long section of Heidelberg Road between Yarra Bend Road and Como Street as shown in the locality plan provided on the following page at Figure 1. The total study area is spread out along this stretch of Heidelberg Road and comprises of 4 precincts (Precincts 1, 2, 3a and 3b). The study area straddles City of Yarra and City of Darebin with Heidelberg Road separating the two municipalities.

Land within the study area is generally zoned either 'Commercial 1 Zone' or 'Commercial 2 Zone', as detailed in the Land Use Zoning Map at Figure 2.

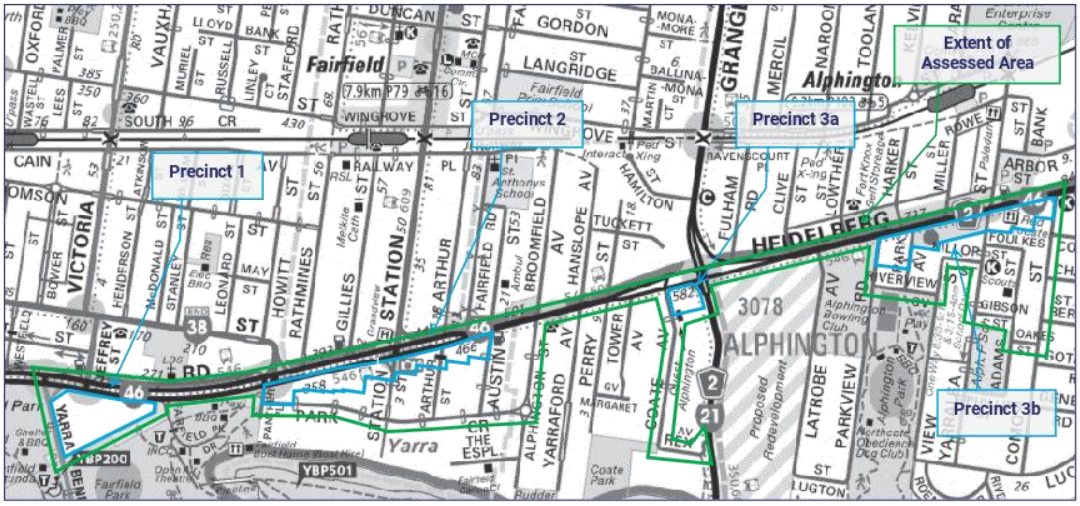


Figure 1: Locality Map

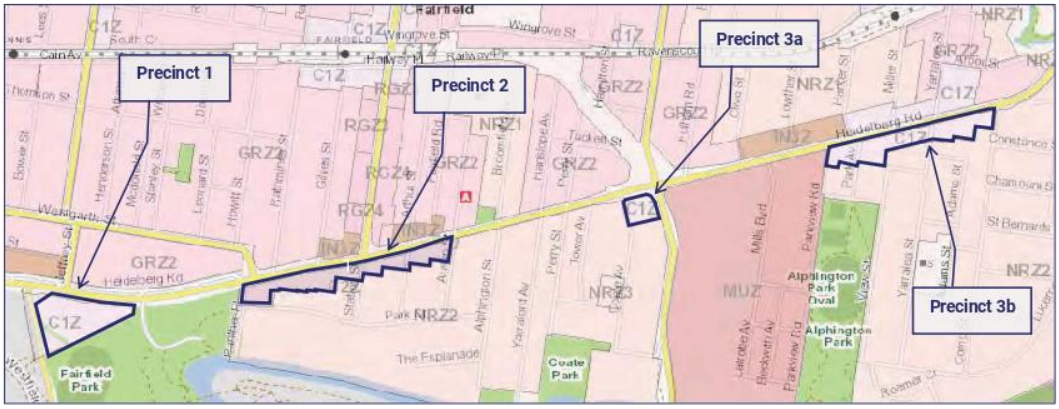


Figure 2: Land Use Zoning Map

Land use within the study area generally comprises a mixture of commercial and industrial use along Heidelberg Road and residential areas immediately north and south of Heidelberg Road.

Key features and land uses located in close proximity of the study area include:

- Alphington Station, located at the north-east corner of the study area.
- Fairfield Station, located west of Station Street and centrally north of the study area.
- Former Alphington Paper Mill, a proposed redevelopment of a mixed use precinct within Precinct 3a on the corner of Chandler Highway and Heidelberg Road.
- Alphington Park, located at the intersection of Parkview Road and Riverview Grove.
- Fairfield Park, located west of Panther Place.
- Yarra Bend Park, located west of Yarra Bend Road.
- Yarra River, located south of the study area.
- Heidelberg Road Neighbourhood Activity Centre is located at the east end of the study area.
- Fairfield Village Neighbourhood Activity Centre is located approximately 450m north of Heidelberg Road.
- Eastern Freeway, located approximately 1km south of the study area.

All of these areas are readily accessible from various parts of the study area via walking, cycling or a short public transport trip.

4.2. Alphington Paper Mill Site

Whilst not located within the study area, the former Alphington Paper Mills site is located in between Precinct 3a and 3b, and accordingly the considerations of the associated development plan for this site is relevant to our assessment of the overall study area.

The Development Plan for the former Alphington Paper Mills site was endorsed in May, 2016, with the following key elements included within the overall plan (quoted from Council's website):

- *4.5% open space*
- *1700 square metres of community facilities and multi-purpose sports court*
- *30 metre wide buffer to the Yarra River*
- *5% affordable housing provision*
- *13,500 square meters of retail and commercial floor space*
- *Estimated 2500 dwelling in the form of town houses and apartments.*

The development plan has been informed by the following objectives (as set out within the overview of the Development Plan documentation:

- *A vibrant community that retains links to the former Alphington Paper Mill and industrial structures of heritage significance. These structures will be adapted and / or interpreted where practical to maintain a visual link to the site's industrial history.*
- *Thriving mixed use precincts, including a well-connected town centre, a village piazza and a community and learning hub. Provide increased live / work opportunities, education and community uses, affordable housing, higher density housing, retail and hospitality.*
- *An increased range of dwelling types that contribute to increased diversity within the local area and respond to changing household sizes, includes 5 per cent of the total dwellings as affordable housing.*
- *A traditional street pattern that efficiently utilises the existing street network, provides a street frontage to the heritage structures to be retained and responds to the topography of the site.*
- *A landscape character relative to the scale of development proposed, which brings the leafy character of Alphington Park and streets into the site before transitioning to the main street landscape envisioned for the northwest corner of the site. North / south corridors link to an industrial heritage landscape and the Yarra River as well as the 'Paper Trail' linear park. These distinctive landscapes contribute to the identification of a series of neighbourhoods with diverse identities and character.*

4.3. Road Network

The following describes the higher order roads within close proximity to the study area, and which have a direct impact on the study area. This study has also reviewed the local roads and laneways within the study area and a detailed review of the existing conditions of these streets is included at Appendix A of this report.

Due to the location of the Yarra River, and associated lack of north-south routes, travelling to and from the south from the Heidelberg Road corridor is somewhat restricted and can only be provided via Chandler Highway. This has impacts on all modes of transport, particularly on cycling and walking

The configuration of **Heidelberg Road** varies considerably throughout each of the precincts. Along its entirety, Heidelberg Road is a VicRoads declared arterial road and Road Zone Category 1 and extends throughout the study area in an east-west direction.

At **Precinct 1**, Heidelberg Road is configured with three lanes in each direction separated by a central median. The westbound carriageway accommodates a kerbside bicycle lane/car parking lane. The westbound carriageway accommodated a kerbside bicycle lane and a service road accommodating one lane for eastbound traffic and kerbside car parking.

The speed limit within this precinct is 60km/h.



Figure 3: Precinct 1 – Heidelberg Road – view east



Figure 4: Precinct 1 – Heidelberg Road – view west

At **Precinct 2**, Heidelberg Road is generally configured with three lanes in each direction separated by a central median with the kerbside lanes accommodating on-street car parking outside of Clearway times. Localised widening occurs at the signalised intersections to accommodate turn lanes. Towards the east end of the precinct, Heidelberg Road narrows to two-lanes in each direction.

The speed limit within this precinct is 60km/h.



Figure 5: Precinct 2 – Heidelberg Road – view east



Figure 6: Precinct 2 – Heidelberg Road – view west

Either side of **Precinct 3a**, Heidelberg Road is configured with two lanes in each direction, with the kerbside lanes accommodating on-street car parking outside of Clearway times. Localised widening occurs at the signalised intersection with Chandler Highway to accommodate three lanes and turn lanes.

The speed limit within this precinct is 60km/h.



Figure 7: Precinct 3a – Heidelberg Road – view east



Figure 8: Precinct 3a – Heidelberg Road – view west

At **Precinct 3b**, Heidelberg Road is configured with two lanes in each direction, with the kerbside lanes accommodating on-street car parking outside of Clearway times. Localised widening occurs at the signalised intersection with Yarralea Street to accommodate right turn lanes from Heidelberg Road.

The speed limit within this precinct is generally 60km/h, with a 40km/h limit applying west of Park Avenue, relating to roadwork.



Figure 9: Precinct 3b – Heidelberg Road – view east



Figure 10: Precinct 3b – Heidelberg Road – view west

Chandler Highway is a VicRoads declared arterial road and Road Zone Category 1 which extends in a north-south direction between Heidelberg Road in the north (where it continues as Grange Road) and the Earl Street in the south (where it continues as Princess Street).

Chandler Highway is separated by a central median and typically provides three through traffic lanes in each direction, with kerbside bicycle lanes on both sides. No Stopping restrictions apply along both sides of Chandler Highway.

A posted speed limit of 60km/h applies to Chandler Highway in the vicinity of the study area.

Within the study area (south of Heidelberg Road), **Station Street** is a local road[1] which extends in a north-south direction between Heidelberg Road in the north, where it becomes a VicRoads declared arterial road and Road Zone Category 1, and a dead end in the south.

Station Street typically provides one through traffic lane in each direction with indented kerbside parallel parking on both sides. On-street parking is typically short-term (2P).

A posted speed limit of 40km/h applies to Station Street south of Heidelberg Road.



Figure 11: Station Street - view north



Figure 12: Station Street - view south

Westgarth Street is a VicRoads declared arterial road and Road Zone Category 1 which extends in an east-west direction between Heidelberg Road in the east and Merri Parade in the west.

Westgarth Street typically provides one through traffic lane in each direction, with dedicated bicycle lane on both sides. Kerbside parking is provided adjacent to the bicycle lanes on both sides. On-street parking is generally unrestricted.

A posted speed limit of 60km/h applies to Westgarth Street.

Yarra Bend Road is a local road[1] which extends in a north-south direction between Heidelberg Road in the north and a loop road to the south, which provides access to the parklands.

Yarra Bend Road provides one through traffic lane in each direction. No kerbside parking is provided on both sides of Yarra Bend Road and limited indented parking are provided on the west side of the road.

The default suburban speed limit of 50km/h applies to Yarra Bend Road.

[1] As defined in the City of Yarra Road Management Plan Register of Public Roads, dated 4th July, 2017.



Figure 13: Yarra Bend Road - view north



Figure 14: Yarra Bend Road - view south

4.3.1. Arterial Road Traffic Volumes

The following table sets out the Average Annual Daily Traffic Volumes of the arterial roads within the study area. This information is sourced from the VicRoads Arterial Road Database (April, 2018).

Table 5: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database – April 2018)

Road Name	Average Annual Daily Traffic Volume (two-way)
Heidelberg Road (each precinct)	
Btw Westfield St/Jeffrey St (Precinct 1)	30,000
Btw Jeffery St/Westgarth St (Precinct 1)	30,000
Btw Westgarth St/Station St (Precinct 2)	29,000
Btw Station St/Chandler Hwy (Precinct 3a)	28,000
Chandler Highway	
Btw Heidelberg Rd/Yarra Bvd	40,000
Grange Road	
Btw Chandler Hwy/Separation St	22,000
Station Street	
Btw Heidelberg Rd/Separation St	16,900
Westgarth Street (north and south)	
Btw Heidelberg Rd/Jeffrey St	6,400

4.3.2. Existing Parking Conditions

On-street parking within the study area is a mixture of short-term (2P or less), medium-term (3 & 4P), unrestricted and permit zone restrictions.

Parking along the south side of Heidelberg Road within the study area is generally unrestricted outside of Clearway 6:30am-9:30am Mon-Fri times, with some short-term parking within Precinct 3b.

Parking within the local streets in the vicinity of the study area is generally controlled by short-term restrictions.

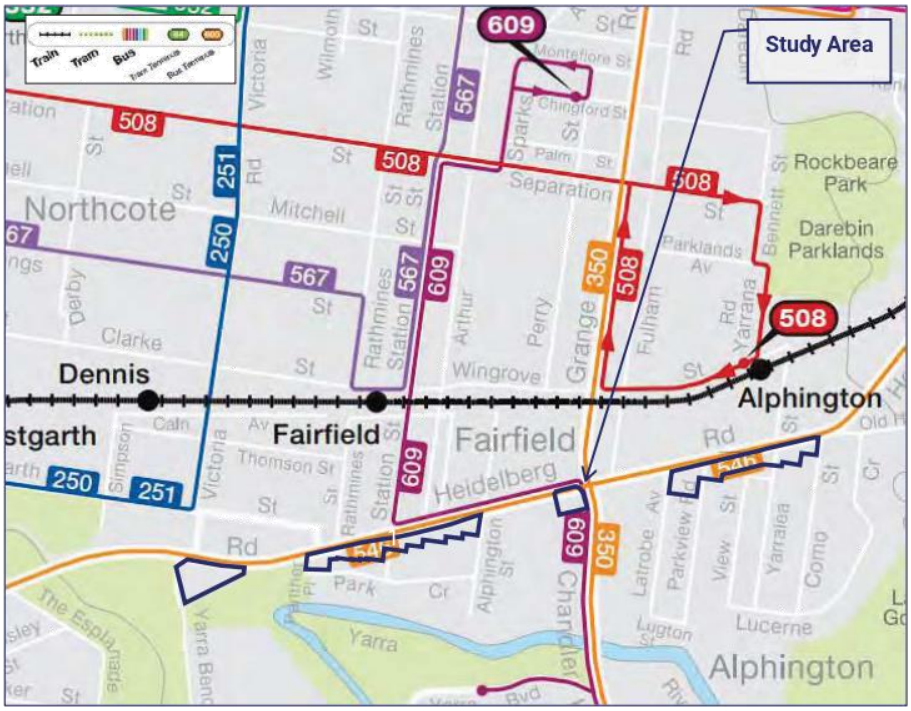
A map detailing the various car parking restrictions throughout each precinct is provided at Appendix B.

4.4. Public Transport

The study area has access to a number of public transport services including rail and bus services within walking distance of the study area.

The existing public transport services within close proximity of the study area are shown on the Public Transport Map at Figure 15 and a summary provided at Table 6.

The study area is partially located within the PPTN Area, as detailed in the map at Figure 16.



Source: Public Transport Victoria

Figure 15: Public Transport Map

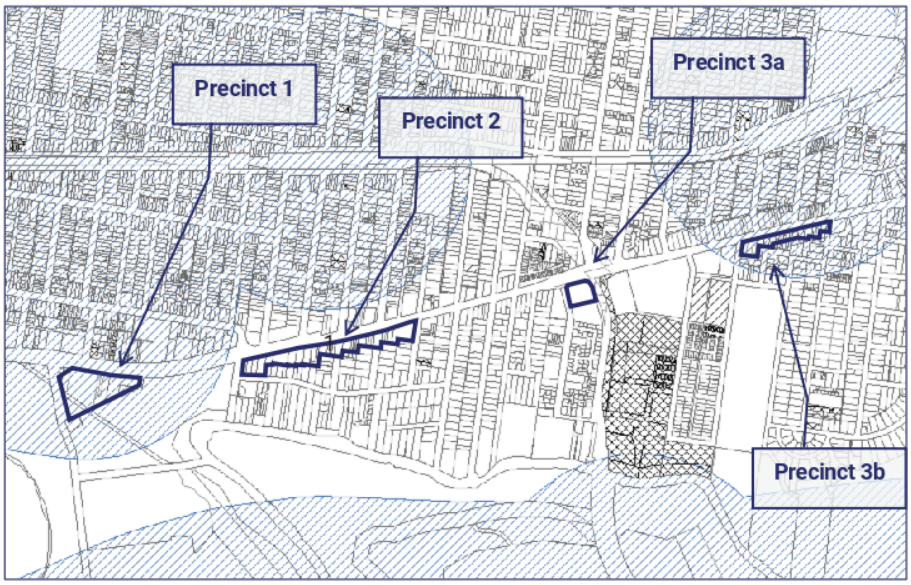


Figure 16: PPTN Map

Table 6: Summary of Public Transport Services

Service	Between	Via	Operating Times (Frequency)		
			Weekday	Saturday	Sunday
Dennis Station, Fairfield Station and Alphington Station – located north of study area					
Hurstbridge Line	Hurstbridge & City	Alphington	Operate at high frequency		
Heidelberg Road – operates through the study area					
Bus Route 546	Heidelberg Station & Queen Victoria Market	Clifton Hill & Carlton	6:20am-6:50pm 30 minutes	Does Not Operate	
Bus Route 609	Hawthorn & Fairfield	Kew	8:05am-1:55pm 60 minutes	Does Not Operate	
Grange Road – located north of the study area					

Service	Between	Via	Operating Times (Frequency)		
			Weekday	Saturday	Sunday
Bus Route 350	La Trobe University & City	Eastern Freeway	7:05am-6:30pm 20 minutes	Does Not Operate	
Westgarth Street – located north of the study area					
Bus Route 250	La Trobe University & City	Westgarth	5:30am-11:20pm 20-30 minutes	6:15am-11:45pm 30-40 minutes	6:40am-10:45pm 30 minutes
Bus Route 251	Northland SC & City	Westgarth	6:50am-8:50pm 20 minutes	7:20am-7:10pm 30-40 minutes	8:25am-5:45pm 40 minutes
Wingrove Street – located north of the study area					
Bus Route 508	Alphington Railway Station & Moonee Ponds	Northcote & Brunswick	5:30am-10:35pm 10-20 minutes	6am-11:35pm 30-60 minutes	8:20am-10:40pm 40-60 minutes

We note that the bus services which travel south, along Chandler Highway, do not operate on the weekend and as such, it is not possible to travel south of the Yarra river efficiently on the weekends.

Similarly, the bus routes which operate along the Heidelberg Road throughout the study area do not operate on the weekends.

The remaining bus services do not operate at high frequency during peak or off-peak times.

4.5. Sustainable Travel Modes

The study area is served by an adequate network of bicycle routes, albeit with some discontinuity and functionality issues. Figure 17 below shows the Travel Smart Map for the study area.

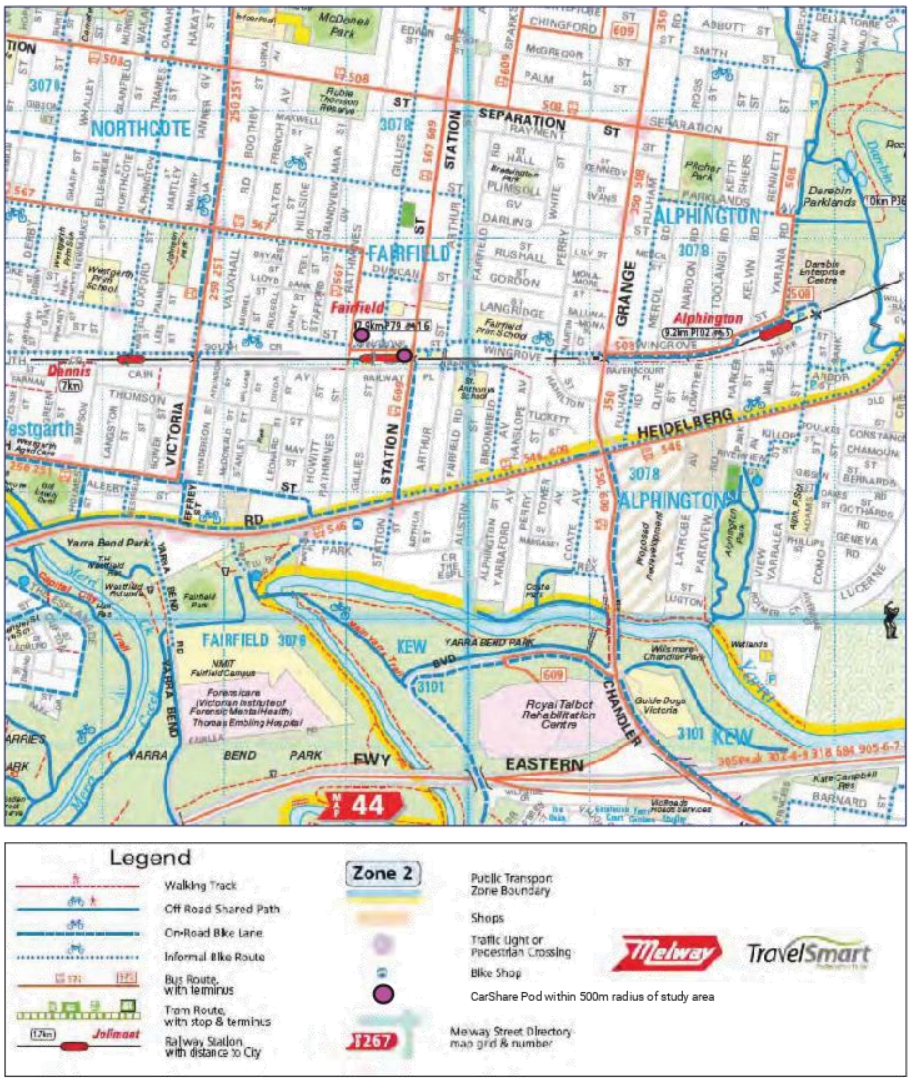


Figure 17: Travelsmart Map

Source: City of Yarra

4.5.1. Cycling

Heidelberg Road provides on-road bicycle lane between Yarra Bend Road/Station Street and Coates Avenue/Chandler Highway. The other sections of Heidelberg Road within the study area are nominated as an informal bicycle route. The bicycle lanes along Heidelberg Road within the study area are disconnected are inconsistent. They are relatively unsafe and not well suited to less experienced cyclists. While there are dedicated bike lanes in some sections many parts of Heidelberg Road either have no bike lane or one shared with parked cars outside the clearway times. In practice the discontinuous route will be of little value to inexperienced cyclists.

On-road bicycle lanes are provided on several of the north-south streets which intersect the study area including Westgarth Street, Station Street, and Chandler Highway. Key off-road bicycle routes include the Capital City Trail to the west, the Main Yarra Trail along the Yarra River to the south and a bicycle trail which extends along the Eastern Freeway.

Chandler Highway provides a good connection from the study area to the south, via dedicated on-street bicycle lanes from Heidelberg Road to the Eastern Freeway. To the south of the Eastern Freeway an-off-road shared path continues to the south-east.

4.5.2. Car Share

As shown on the TravelSmart map at Figure 17, two car share vehicles located north of the study area, in the vicinity of Fairfield Railway Station.

4.5.3. Walking

The study area is somewhat walkable where only some services and destinations are within a convenient walking distance. The Walkscore[2] map for Fairfield and Alphington is illustrated in Figure 18, with a score of 69. This is a measure of the level of accessibility to local services by walking. The score is classified as 'Somewhat Walkable', which states that some errands can be accomplished on foot.

We note that the main pedestrian connection to local services within close proximity to the study area is via Heidelberg Road. The main shopping precinct in close proximity to the study area is Fairfield Village, which is located at least 500m from Precinct 2 of the study area, with greater walking distance for the remaining precincts. We note that level of accessibility to local services within the study area will increase when the development at Alphington Paper Mill site is complete. Upon completion, the development will add additional services including retail shops, restaurant, banks, post office and commercial uses.

The following railway stations are within close proximity to the study area:

- **Dennis Station**, located approximately 750m walking distance from Precinct 1 (10 minutes walk).
- **Fairfield Station**, located approximately 700m walking distance from Precinct 2 (10 minutes walk).

[2] https://www.walkscore.com/AU-VIC/Melbourne/Alphington

- **Alphington Station,** located approximately 850m walking distance from Precinct 3a and 550m walking distance from the east end of Precinct 3b (7-10 minutes walk).

The study area also has access to several walking routes including The Main Yarra Trail along the Yarra River and walking paths through Coate Park and Alphington Park.

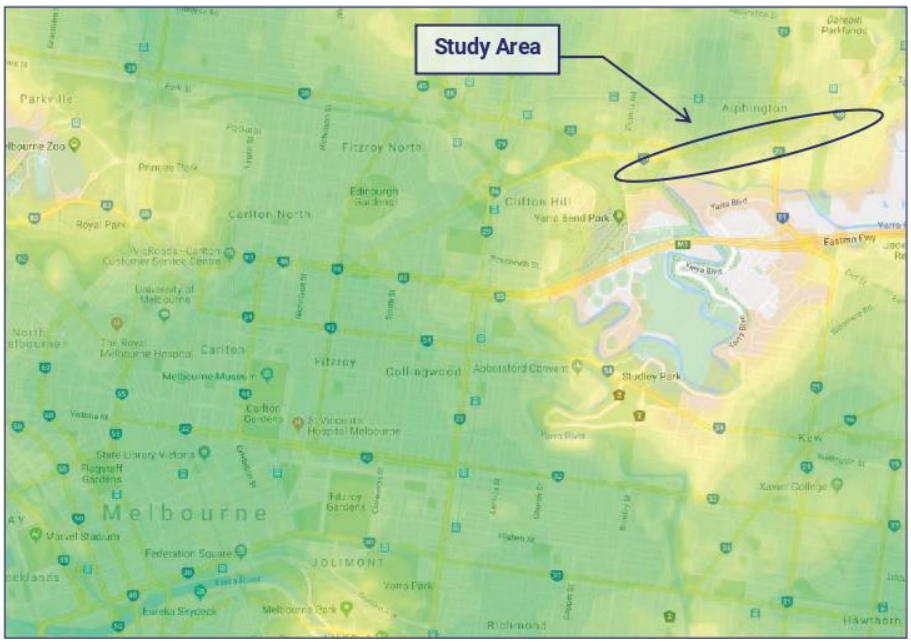


Figure 18: Walkscore Map - Fairfield & Alphington

4.6. Demographics

4.6.1. Car Ownership Statistics

The majority of new dwellings within the study area will be apartment style dwellings. A review of car ownership statistics for 'flats units and apartments' within the suburbs of Fairfield and Alphington and the City of Yarra highlights the following average car ownership statistics. This data was recorded by the Australian Bureau of Statistics (ABS) in the 2016 census.

We note that the sample size for these suburbs is quite limited, as the housing stock is still mostly semi-detached and detached dwellings, rather than apartments. However, the level of apartments is expected to increase in the near future.

These statistics indicate that the parking requirements for dwellings set out under Clause 52.06-5 of the Planning Scheme are generally higher than the car ownership statistics for one and three-apartments in this locality.

Table 7: ABS Census Car Ownership Statistics (2016) – Flat/Unit/Apartment

Type of Dwelling	Number of Cars	Alphington Suburb	Fairfield Suburb	Yarra LGA
1 bedroom Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**0.9**	**0.8**	**0.7**
	0 cars	20%	28%	38%
	1 car	71%	67%	55%
	2 or more cars	9%	5%	7%
2 bedroom Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**1.2**	**1.2**	**0.9**
	0 cars	13%	15%	26%
	1 car	56%	61%	56%
	2 or more cars	31%	24%	19%
3 bedroom Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**1.8**	**1.6**	**1.2**
	0 cars	8%	0%	20%
	1 car	22%	37%	48%
	2 or more cars	70%	63%	33%

4.6.2. Journey to Work Data

A review of Journey to Work data for the suburbs of Alphington and Fairfield, the City of Yarra and the Greater Melbourne highlights the following statistics. This data was recorded by the Australian Bureau of Statistics (ABS) in the 2016 Census.

This data highlights a stronger reliance on public transport, walking and cycling for those living (in particular) within the study area compared with the Melbourne metropolitan area.

Table 8: ABS Census Journey to Work Data (2016)

% mode of travel for 'journey to work' trip	Live within the area (i.e. place of residence)				Work within the area (i.e. place of employment)		
	Alphington	Fairfield	City of Yarra	Greater Melb.	Alphington-Fairfield SA2*	City of Yarra	Greater Melb.
Car as driver	48.3%	43.4%	32.8%	60.2%	68.8%	48.5%	59.8%
Public Transport	22.2%	27.4%	28%	15.4%	6.9%	23.7%	15.8%
Walking	2.6%	3.2%	12.4%	3%	3.5%	5.9%	3.1%
Cycling	6.4%	6.5%	8.6%	1.4%	1.9%	4.3%	1.4%
Other (car passenger, motorcycle, taxi)	3.3%	3.3%	2.9%	4.5%	3.4%	3.4%	4.4%
Other Data (worked at home, did not go to work, mode not stated)	15.6%	14.4%	13.1%	13.8%	14.5%	12.5%	13.9%

4.7. Traffic Management

A detailed review of the existing traffic management measures within the study area is provided at Appendix C. The following map summarises the traffic management measures along or immediately adjacent to Heidelberg Road.

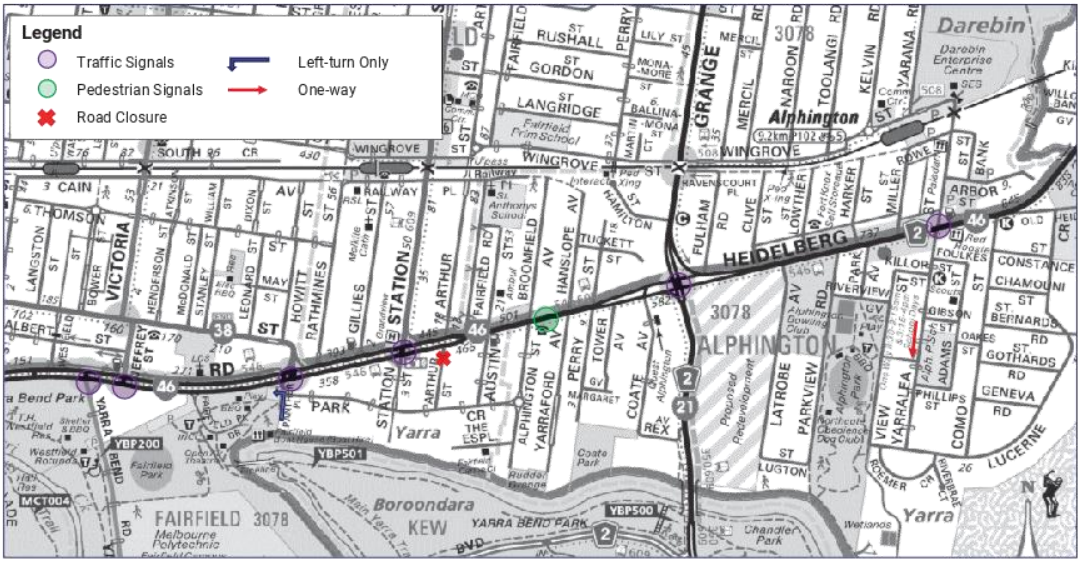


Figure 19: Traffic Management Map

5. Transport Impacts

The primary purpose of this study is to review the traffic engineering implications of the implementation of the Design and Development Overlay, which introduces a range of built form controls to the Yarra Planning Scheme. This amendment is required to implement the recommendations of the Heidelberg Road Built Form Framework prepared by Hodyl & Co in order to allow for more intense development along the Heidelberg Road Corridor.

The key transport engineering impact of the proposed controls is the direction to use local roads and rear laneways for vehicle access to new developments wherever possible and avoid new crossovers to Heidelberg Road. As a result, the use of the laneways and local roads with the study area will increase. This study reviews the potential impacts of new development and makes recommendations to manage the increased use of local roads and laneways.

The following sections provide:

- An overview of the likely traffic impacts of increased development along Heidelberg Road, by reviewing a case study of Victoria Street, Richmond.
- A discussion regarding access to Heidelberg Road being avoided if possible, for vehicle access.
- Identification of locations which may require additional analysis to be completed as part of a development application.
- Recommendations for provision of car parking within each precinct.
- Analysis of potential capacity of the road network to accommodate on-street parking generated from developments.

This study does not seek to undertake detailed traffic modelling of Heidelberg Road or its key intersections. Traditional traffic modelling relies on estimates of future growth of land use intensity and assumptions about future trip generation rates and transport mode choice to assess the impact on a transport network. In our view, these critical modelling assumptions cannot be determined with any certainty for this area.

There are a number of factors that mean that preparing a detailed traffic model for this Activity Centre is not possible. At this time, Yarra City Council has not completed a detailed study regarding possible increases in dwelling numbers or commercial floor space on specific sites, which is an essential requirement of any model.

Future policy on car parking provision is expected to move away from a 'predicted and provide' approach to car parking provision (as identified by the Liveable Yarra Project) towards using car parking as a tool to encourage sustainable transport choices. Car parking provision rates are expected to be lower than have historically been required. The provision of car parking can have a significant impact on the traffic generated by a development site and the mode choice of trips generated by any development and this will greatly affect any assessment of future traffic conditions.

Fundamentally though, a detailed traffic model would not assist in achieving the key objectives of this study, which is to best manage the transport challenges posed by new

development. This is primarily achieved by applying best principles access management techniques to manage this new development.

This study aims to promote alternative transport modes in the following key ways:

Public Transport

- Maximise the accessibility of public transport, including fixed rail and bus services

Walking

- Provide a high quality pedestrian environment, including minimising the impact of vehicle access points along key pedestrian routes, especially Heidelberg Road
- To protect and enhance pedestrian connectivity to key destinations
- Promote public transport by providing good pedestrian and cycling links to public transport stops

Cycling

- Promote a safe cycling environment by minimising the number of conflict points with vehicles

Key outcome of this assessment is an Access and Movement Plan for properties abutting Heidelberg Road. This plan applies best practice vehicle access management techniques to properties abutting Heidelberg Road to manage the impacts of vehicle access to abutting properties on these three modes and maximise the efficiency of the arterial road network. A detailed model of traffic movement along Heidelberg Road would be of no assistance to this assessment. These techniques would be recommended notwithstanding any traffic model.

To take a historical example, a detailed traffic model of the Swan Street/Lennox Street intersection or Swan Street/Church Street intersection would have no impact on vehicle access locations adopted for the Dimmeys redevelopment at 140 Swan Street. Vehicle access to the rear and side of the property, rather than directly to Swan Street was chosen on best practice access management principles.

This report does include a detailed review of Victoria Street, Richmond, as a case study of how traffic conditions on Heidelberg Road are likely to change over time. Victoria Street has a number of parallels with Heidelberg Road and has and will experience some significant development. This case study provides a high level overview of how additional development on Heidelberg Road will change the transport conditions along Heidelberg Road. In our view, this case study provides a better guide to the likely future transport conditions along Heidelberg Road than any mathematical model, which would be based on highly uncertain assumptions regarding development scale, future trip generation rates and mode choices.

5.1. Traffic impacts along Heidelberg Road

In order to assess the likely traffic impacts of increased development along Heidelberg Road, we have undertaken a case study and review of Victoria Street, Richmond. The review generally covers the period between 2006 and 2016.

In April, 2010, Yarra City Council adopted the Victoria Street Structure Plan, a document that built on planning work that occurred between 2002 and 2010. Since that time, significant redevelopment has occurred, particularly within the eastern and western precincts identified by this structure plan.

The following reviews the changes to Victoria Street and the changes in transport along Victoria Street as a model for how Heidelberg Road may evolve over time.

It should be noted that there are some similarities and differences between Heidelberg Road and Victoria Street. Both are key arterial roads located within inner Melbourne providing important routes for travel from outer areas through to the CBD. However, a distinction needs to be made in comparing between Victoria Street as it is now and Heidelberg Road as it is currently.

Victoria Street does perform better in a number of areas compared to Heidelberg Road in terms of its sustainable transport characteristics. This includes closeness to the CBD, the availability of on-road public transport services, walkability and availability of local services. However, access to metropolitan rail services is higher for most of Heidelberg Road than Victoria Street. This provides a different level of public transport access to the CBD (and wider Melbourne).

However, it should be recognised that many of Victoria Streets sustainable transport characteristics have improved markedly in the last 20 years, including increased tram services, number and quality of bicycle connections and changing land use all occurred over the review period.

Heidelberg Road has significant scope for improvement in the areas of cycling, walking and access to local services. This includes the provision of increased on-road public transport services, where there is significant scope to extend the frequency and hours of operation of existing bus services. The full development of the Paper Mill site will provide a much higher level of access to local services within a walkable distance than at present. There are also opportunities to increase the walking and cycling environment along Heidelberg Road.

From a transport perspective, the study area has considerable potential to improve in the key areas that have assisted in achieving the shift in travel patterns seen in Victoria Street.

5.2. Case Study – Victoria Street

In order to assess the likely traffic impacts of increased development along Heidelberg Road, we have undertaken a case study and review of Victoria Street, Richmond. The review generally covers the period between 2006 and 2016. ‘

The case study is provided in detail at Appendix D.

5.2.1. Summary of Case Study

Based on the study, the following conclusions can be drawn from the development of Victoria Street over the last 10 years:

- Victoria Street has experienced significant development over the last 10 years, with over 3,000 new dwellings being constructed on properties that directly abut Victoria Street.
- The daily volume of traffic on Victoria Street has decreased, in some sections by up to 25%.
- Sustainable transport modes for journey to work purposes have significantly increased within the City of Yarra and Richmond for both residents and employees in Richmond.
- Public transport services (trams) on Victoria Street have doubled.
- Bicycle usage has increased significantly as a transport mode within Richmond and Victoria Street.
- Alternative transport modes such as car share vehicles have become available over time.

From the review of case study data, a modal shift is certainly occurring and it is modal shift that is accommodating the increased transportation activity within Richmond. While the population and development intensity along Victoria Street has increased, the daily traffic volumes along Victoria Street and parallel traffic routes has reduced over time and been taken up by alternative transport modes.

It is not evident from the arterial road volume data that non-local traffic is dispersing to other routes. The traffic volumes on Victoria Street, Bridge Road and Swan Street have all fallen over the last 10 years. While, locally generated traffic within Richmond would be displacing non-local or through traffic, however the main shift appears to be towards sustainable transport modes.

A key driver of this change is due to:

- Changes in land use over time along Victoria Street with a shift away from manufacturing towards service and professional industries.
- An increasing mix of land uses including a significant increase in dwellings and new mix of commercial uses in place of industrial uses.
- A change in demographic with the gentrification of Richmond. Residents of Richmond are increasingly younger persons employed in professional industries who live and work locally (including the CBD and nearby Activity Centres). Travel by private car is not necessarily the most convenient mode of travel for many trips to either work or everyday destinations (shopping, etc.). The increased number of dwellings on Victoria Street are well served for everyday needs by a short walk to Victoria Gardens.

5.3. Traffic Impacts to Local Road Network

The following sets out our high level review of the potential traffic impacts to local roads within the study area generated by the proposed height controls and level of development that could potentially occur within the area. The following highlights any locations that should be further analysed during the application process for vehicle access to certain streets.

5.3.1. Precinct 1

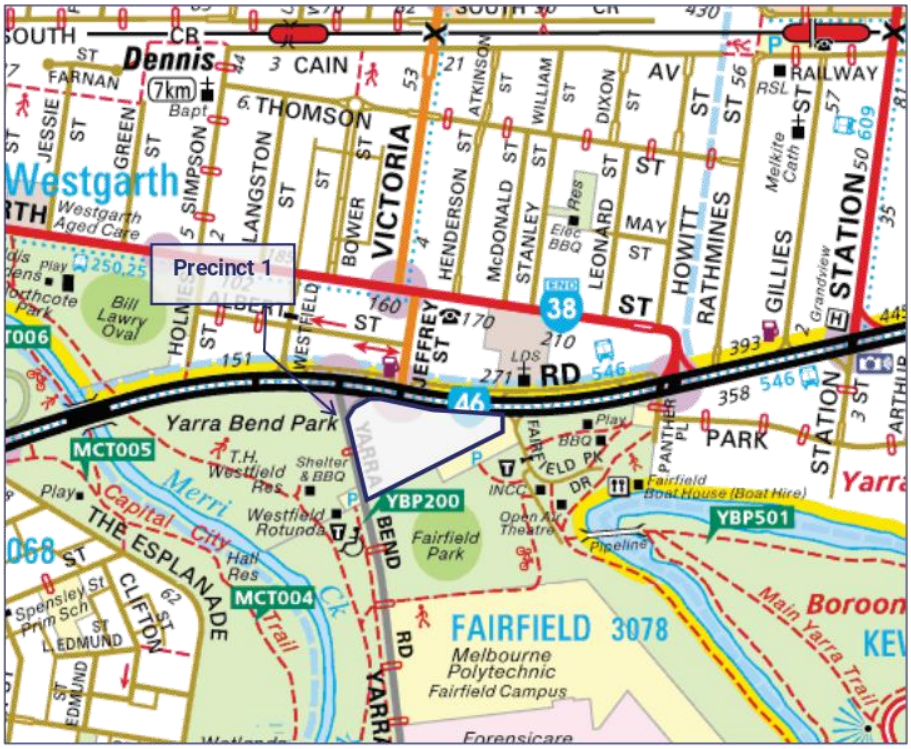


Figure 20: Precinct 1 Map

We understand that the redevelopment of the land in this precinct is likely to be largely residential, with a small amount of commercial. Based on the access and movement plan detailed in Section **Error! Reference source not found.**, vehicle access for the western part of the precinct should be undertaken via Yarra Bend Road, with the remaining properties accessing Heidelberg Road directly.

Existing usage of Yarra Bend Road includes recreational uses associated with Yarra Bend Park, as well as Melbourne Polytechnic and the Thomas Embling Hospital.

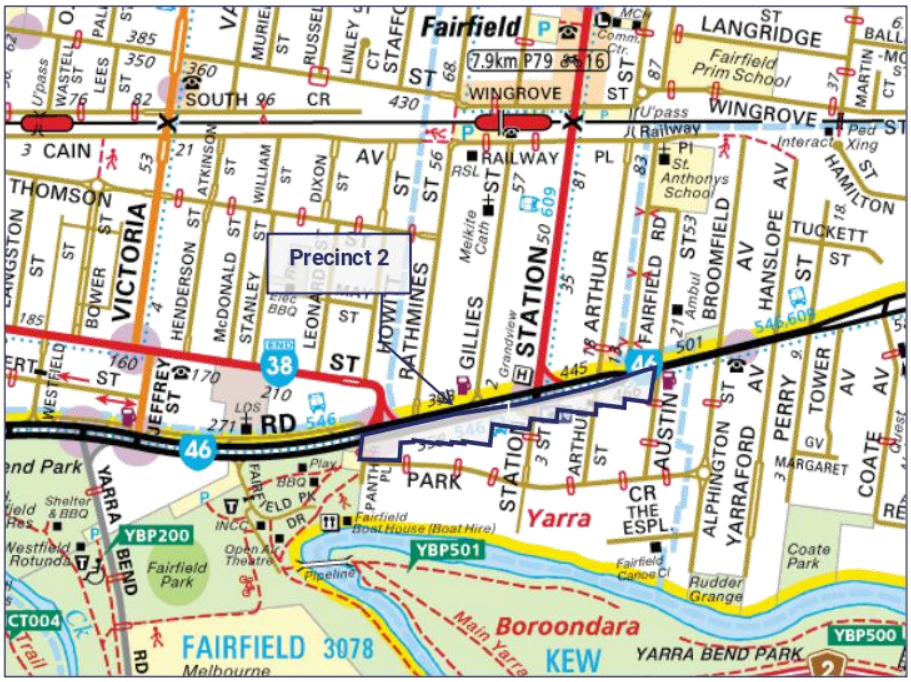
We are satisfied that the level of traffic likely to be generated by Precinct 1 to Yarra Bend Road is expected to be able to be accommodated by Yarra Bend Road, particularly given that the Yarra Bend Road/Heidelberg Road intersection is controlled by traffic signals.

Further, the portion of the precinct which will take vehicle access to Yarra Bend Road is currently occupied by industrial uses, which are likely to be generators of traffic and would include heavy vehicle traffic.

Accordingly, we do not believe the level of traffic generated by the level of development proposed for this precinct will pose a significant issue for the operation of Yarra Bend Road or its intersection with Heidelberg Road.

For any redevelopment of this site utilising Yarra Bend Road for access, the application material would need to include detailed traffic analysis including Sidra analysis of the intersection to ensure that the capacity of the intersection is not exceeded.

5.3.2. Precinct 2



The level of traffic generated as a result of the development proposed for this precinct of a 5 storey height limit is not expected to be significant. We do not expect that the level of traffic will increase to a detrimental level on any of the adjoining local roads.

The block bound by Panther Place and Station Street includes a significant number of properties which will be required to either continue to take vehicle access directly to Heidelberg Road, or not provide parking on the site. The remaining properties accessing the local road network directly do not have the development potential to cause a detrimental impact to Panther Place or Station Street.

We note that Panther Place and Station Street are both controlled by traffic signals at their intersections with Heidelberg Road.

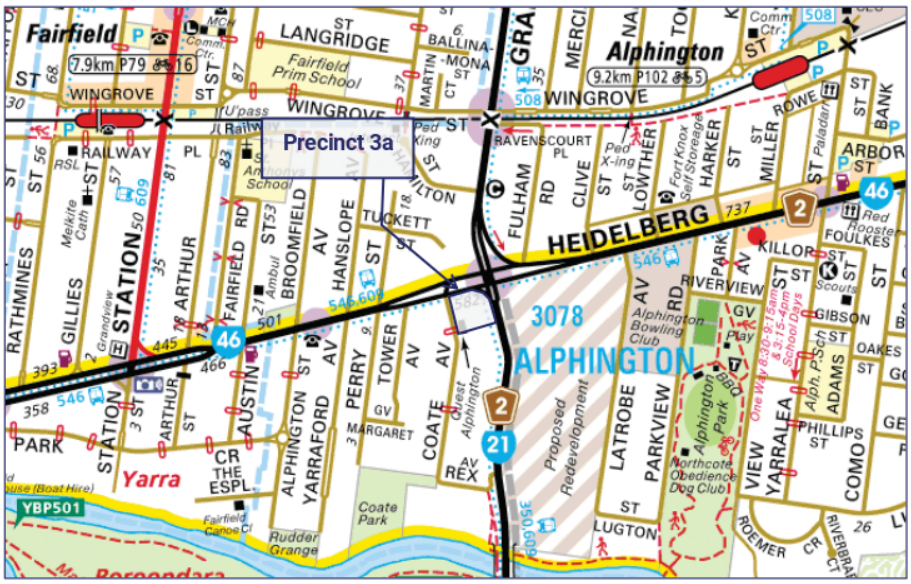
Arthur Street includes a road closure which is located close to the intersection with Heidelberg Road. This road closure will only allow for the properties within the DDO area to access Heidelberg Road. All other properties to the south (and outside the study area) cannot access Heidelberg Road from Arthur Street. Accordingly, it will only be the two sites on either side of Arthur Street which will take access to this section of Arthur Street.

Arthur Street is restricted to left-in/left-out and accordingly, we are satisfied that the likely traffic increase to the intersection will be minor and accommodated by the left-in/left-out nature of the road.

The Heidelberg Road Built Form Framework does not indicate that the intention is for vehicle access to be undertaken via Austin Street. In the access maps discussed at Section 6.3.1 and attached at Appendix F, we are satisfied that vehicle access could be taken to Austin Street and it would be beneficial to do so for the block bound by Austin Street and Arthur Street.

If vehicle access were taken to Austin Street we do not believe this would have a significant impact to Austin Street, as the current use of the site as a car dealership with service centre included would generate a level of traffic which would be potentially comparable to the development potential of this land.

5.3.3. Precinct 3a



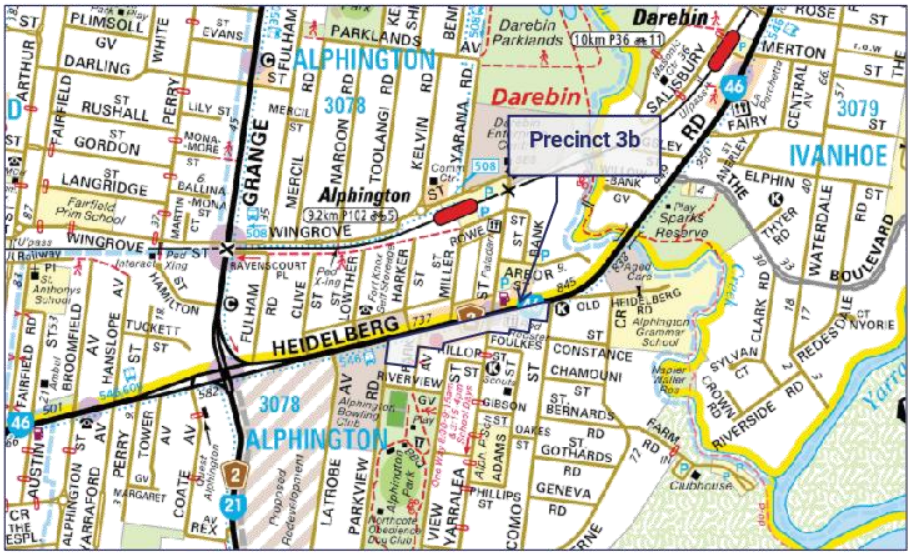
The level of traffic impact from any redevelopment of this site would need to be assessed as part of any development proposal submitted.

The level of development is potentially quite significant and given there is only one option for vehicle access, to Coate Avenue, this would need to be critically assessed.

However, given the Coate Avenue/Heidelberg Road intersection is downstream from the Chandler Highway intersection, there are large gaps in the traffic which can be used by vehicles to enter (via right turn) or exit via left or staged right turn during the large breaks in the traffic.

The site is already occupied by a two-storey office development with associated carpark (94 spaces). Accordingly, it is likely that this development is already generating a moderate level of traffic. Any traffic surveys and analysis should ensure that the existing traffic generated by this site is taken into account during the assessment.

5.3.4. Precinct 3b



The level of traffic generated as a result of the level of development proposed for this precinct, of a mostly 5 storey height limit, is not expected to have a significant traffic impact to local roads. We do not expect that the level of traffic will increase to a detrimental level on any of the adjoining local roads.

The block bound by Parkview Road and Park Avenue, known as 700-718 Heidelberg Road has received a Planning Permit from VCAT (Aleks Nominees Pty Ltd v Yarra CC [2018] VCAT 1315) for an 8 storey mixed use building over 3 levels of basement parking. The building is to contain 2 retail tenancies, 105 dwellings and 153 car spaces, accessed via both Parkview Road and Park Avenue.

The traffic associated with the use of this land will effectively be split between two local roads. We do not believe that either of these roads will be greatly impacted by this development, or similar development in the event an amended permit was to be issued.

The block bound by Park Avenue and Yarralea Street includes a significant number of properties which will be required to either continue to take vehicle access directly to Heidelberg Road (due to no alternative), or not provide car parking on the site. The remaining properties accessing the local road network directly do not have the development potential to cause a detrimental impact to Park Avenue or Yarralea Street. We note that Yarralea Street is controlled by traffic signals at its intersection with Heidelberg Road.

Property No's 774 and 782 will each have vehicle access to Yarralea Street. Given that the intersection of Yarralea Street is controlled by a set of traffic signals we do not believe there would be a detrimental impact to Yarralea Street as vehicle access to Heidelberg Road is controlled already. However, for any redevelopment of this site utilising Yarralea Street for access, the application material would need to include detailed traffic analysis, including Sidra analysis of the intersection to ensure that the capacity of the intersection is not exceeded.

We do not expect any further increase to traffic along Como Street as the only site which would require vehicle access already provides what is described under the design strategy as 'Existing medium-density, mid-rise housing'. This is a relatively new development and is highly unlikely to be redeveloped further in the short/medium term.

5.3.5. Summary

Overall, we are satisfied that the traffic generated as a result of this fairly moderate level of development across each of the precincts will not have a detrimental impact to the operation of the local road network.

Given the level of development potential and number of properties which are served, the locations that may require intersection analysis to form part of any application material are:

- the Yarra Bend Road/Heidelberg Road intersection,
- the Coate Avenue/Heidelberg Road intersection, and
- the Yarralea Street/Heidelberg Road intersection.

5.4. Parking Impacts to Local Road Network

The following sets out the general approach to parking demands within each of the different precincts. Each of the precincts has different locational attributes which would be more or less conducive to allowing for car parking reductions.

Precinct 1 and 3b are located within the PPTN area and as such are more conducive to allowing for car parking reductions. Whereas, Precincts 2 and 3a are not, and may be less conducive.

Maps detailing the on-street car parking restrictions within the study area are provided at Appendix B.

The below recommendations assume that an improvement to the overall bicycle connectivity is improved generally in line with the recommendations set out within Section 7

5.4.1. Precinct 1

Whilst located within the PPTN area, the sites located within Precinct 1 are located 700m from the nearest railway station (Dennis Railway Station). The site is located within the PPTN due to its proximity to Westgarth Street, where Bus Routes 250 and 251 operate. These bus routes only operate at 20 minute frequencies during the peak periods and as such does not offer a high level of service.

Accordingly, whilst located within the PPTN, we do not believe there is much scope for properties within this area to receive a car parking reduction for long term parking (staff or residents).

Accordingly, consideration can be given to potential car parking reductions in this precinct. However, an application would need to include a robust assessment of the likely car parking demand so a the proposed use.

For general retail uses, such as shops, food and drink or restaurants, a car parking reduction could be granted for the customer components (i.e. short term users), whereas the staff component should generally provided.

Under existing conditions, the on-street carparking along Heidelberg Road in this precinct is unrestricted outside of Clearway Times. During our site inspection these car spaces were in high demand and were likely associated with long-term car parking for staff of the commercial/industrial uses of the precinct.

The residential uses permitted within this precinct will generate visitor car parking demands. These demands do not need to be provided on the sites as they are located within the PPTN, where there is no requirement for visitor parking. Accordingly, the most proximate area for visitor parking is along the site's frontage to Heidelberg Road. If this is occupied by long-term car parking which is not turning over during the day, there will be limited capacity for visitor or customer parking to occur and visitors will overflow into the car parking for Fairfield Park and Yarra Bend Park.

This should be avoided, and as such Council should explore restricting car parking along Heidelberg Road to short-term parking.

5.4.2. Precinct 2

Precinct 2 is located within a commercial precinct which comprises a mixture of retail and restricted retail uses. Accordingly, any redevelopment of this precinct will include an intensification of the commercial uses on the site.

The general approach to finer grain retail uses on narrower sites would be to ensure that staff parking is provided on the site, with all customer car parking accommodated on-street within the area consistent with a centre based approach to parking demands.

However, for larger sites and for bulky goods (i.e. restricted retail uses) an on-site customer car parking provision may be beneficial for a specific use which includes picking up of goods. Short term loading spaces could be included within the design of a specific site.

Generally speaking, customer car parking demands can be accommodated off-site in the nearby area.

For sites which do not have car parking along their site's frontage, it may be appropriate to require some level of on-site visitor parking to be provided. The provision of visitor car parking should be considered for property numbers 358 to 376, on the corner of Panther Place and Heidelberg Road, where the only street frontage with on-street parking is Park Crescent, a residentially sensitive area.

The remainder of the block between Panther Place and Station Street may also need to provide some level of visitor parking, as there is limited availability of on-street parking available to these sites. The majority of these sites are quite deep with limited street frontage and therefore limited car parking availability directly adjacent. Accordingly, the overflow generated by their development potential is likely to exceed the on-street parking adjacent to the land.

The remainder of the precinct has access to a higher number of street frontages and therefore on-street car parking. Accordingly, these sites could potentially achieve a higher level of car parking reduction for visitor and customer car parking.

The block between Station Street and Arthur Street includes a number of fine-grained sites and as such may not be conducive to providing on site car parking, particularly for visitors or customers. In some cases, commercial uses could also be provided without or with very limited car parking.

On narrow sites that are difficult to provide parking on, the inability to provide car parking should not be a limiting factor in the development potential of a site. Rather, the provision of alternative travel modes, such as bicycles, motorcycles and scooter parking should be explored as an alternative to car parking.

For example, the space that is required for a single car space, can accommodate up to 8 bicycle spaces (potentially more if you take into account the space required for manoeuvrability of a car), as detailed below. Accordingly, for some developments this may be more beneficial to providing a very small number of car spaces.

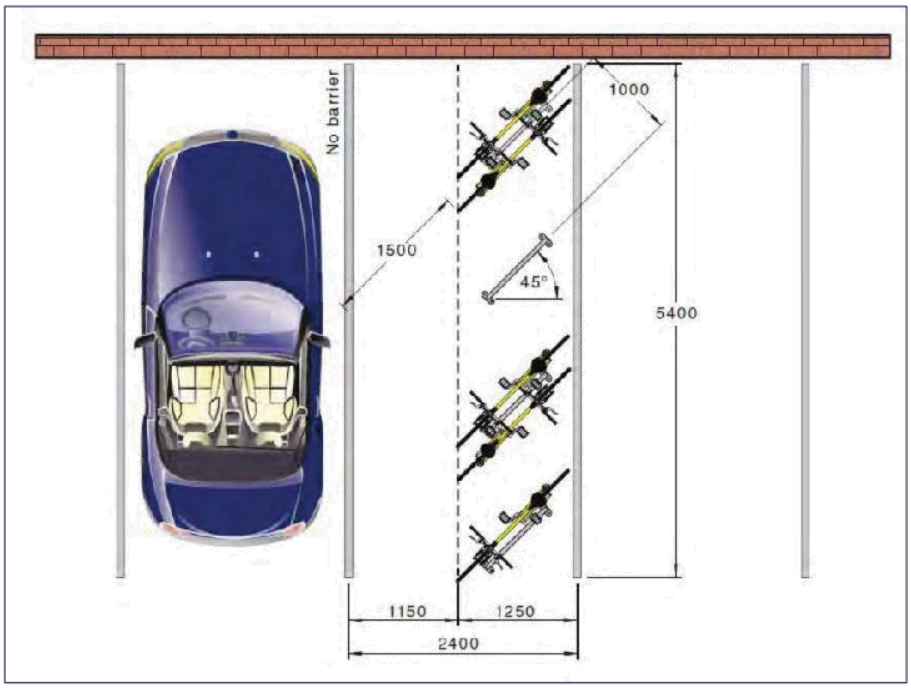


Figure 21: Conversion of Car Space to Bicycle Spaces (AS2890.3-2015)

5.4.3. Precinct 3a

The site located within Precinct 3a has only one street frontage that can accommodate on-street parking, Coate Avenue. The remaining street frontages are Heidelberg Road and Chandler Highway which do not provide for on-street car parking in this location.

The adjoining land uses to the south of the site are residential in nature. Accordingly, any overflow car parking demand should be confined to along the site's frontage to Coate Avenue, such that the car parking impact is limited.

Accordingly, the car parking demand generated by the site should be accommodated on the site, with a short-term overflow which is limited to the number of car spaces which can be accommodated along the site's frontage.

5.4.4. Precinct 3b

Precinct 3b is located within a commercial precinct which comprises a mixture of retail and restricted retail uses. Accordingly, any redevelopment of this precinct will include a retail presence on the ground floor and potentially residential uses above.

The general approach to finer grain retail uses on narrower sites would be to ensure that all staff parking is provided on the site, with all customer car parking accommodated on-street within the area consistent with a centre based approach to parking demands.

However, for larger sites and for bulky goods (i.e. restricted retail uses) an on-site customer car parking provision may be beneficial for a specific use which includes picking up of goods. Short term loading spaces could be included within the design of a specific site.

Visitor demands generally peak at opposing times to retail uses, with retail customers typically peaking during the day, whilst residential visitor parking typically peaks during the evening and on weekends. Accordingly, the sharing of the on-street car parking resources is appropriate in this case and can be accommodated within the area, without significant encroachment into residentially sensitive areas.

The precinct is located within the PPTN Area and as such, no residential visitor car parking is required on any of these sites.

The block between Park Avenue and Yarralea Street includes a number of fine-grained sites and as such may not be conducive to providing on site car parking. In some cases, depending on the site constraints and limitations, dwellings and retail uses could also be provided without or with very limited car parking.

On narrow sites that are difficult to provide parking on, the inability to provide car parking should not be a limiting factor in the development potential of a site. Rather, the provision of alternative travel modes, such as bicycles, motorcycles and scooter parking should be explored as an alternative to car parking.

The local streets to the south of Precinct 3b includes significant 'unrestricted' car parking. Accordingly, once development increases along the corridor, overflow car parking may encroach into these residentially sensitive areas.

Council could consider introducing short-term car parking for these residentially sensitive areas to protect existing residents from significant encroachment from new development, where unrestricted car parking prevails.

5.4.5. Summary

Overall, we are satisfied that the parking impacts of the redeveloped sites will not have a detrimental impact to the parking availability of the area.

Generally speaking all long-term car parking demand should be provided on the site, with short-term car parking accommodated on-street. Short-term car parking may be required to be provided on the site if:

- the site does not have access to on-street car parking adjacent to the site,
- any overflow car parking would encroach significantly into residentially sensitive areas, or
- access for customers to collect goods for larger retail uses.

We note that visitor parking cannot be requested to be provided on sites within the PPTN Area.

The residential areas which abut the commercial areas to the south generally have car parking restrictions which protect these areas from parking associated with the commercial

precincts. i.e. short/medium term and permit zones. Accordingly, these parking restrictions will continue to protect the residential areas when development increases along the corridor.

Those on-street car parking areas which are not currently protected by timed or 'Permit Zone; restrictions should be contemplated by Council.

A reduction of long-term car parking for staff or residents could be considered for fine grained sites where vehicle access would be required to Heidelberg Road or if the provision would be low due to the width of the site or other access constraints.

This would be appropriate in this area, as the area is served by fixed rail and it is not necessary that each individual development achieve an exact mix of parking rates as some will be able to readily provide parking and some will not.

6. Access and Movement Plans

A map of existing vehicle access points to properties within the study area is included at Appendix E of this report.

The following section sets out our recommended Access and Movement Plans for all properties within the study area. The detailed Access and Movement Plans are attached at Appendix F.

6.1. Access Management Principles

VicRoads generally adopts the AustRoads Guide to Traffic Management with regard to its access management principles for managing the arterial road network. In particular, the AustRoads Guide to Traffic Management Part 5: Road Management sets out the following relevant guiding principles:

- *Transport and other functions served by roads, the needs of abutting land use, along with wider government strategic objectives, all influence how roads are managed. The functional classification of a road relates to its role within the road network. There are two main functions of road networks and roads:*
  - *'mobility' that is concerned with the movement of through traffic and focussed on the efficient movement of people and freight, and*
  - *'access' that relates to the ease with which traffic from land abutting roads can enter or leave the road.*
- *Recent developments in policy and strategic planning initiatives are aimed at giving greater recognition to walking activity in road and transport planning. This has arisen from policy settings in the transport and health sectors recognising the need to move towards more sustainable forms of transport (by foot, bicycle or public transport) and towards healthier activity (walking, cycling) by the community generally (AustRoads 2013a).*
- *This has led to recognition of the need for planning and providing a road network which caters for the potential increase in active travel such as walking and cycling. This is a fundamental factor for consideration in striving for balance between the mobility and access functions of roads in the network.*

Importantly, in the context of the Heidelberg Road corridor, as an inner area, the move to sustainable forms of transport (foot, bicycle or public transport) has more than just health benefits. It is an integral component to the success of the implementation of the Heidelberg Road corridor DDO, having regard to the capacity constraints of Heidelberg Road to accommodate additional vehicle movements.

Accordingly, it is imperative that the planning for an increase in the density of development is accompanied by an access management strategy that recognises the importance of these sustainable transport modes, and also plans for the inevitable increase in pedestrians and cyclists as well as improvements to the public transport network along this important corridor.

The AustRoads Guide to Traffic Management Part 5: Road Management states the following in relation to the role of different road types:

- *The primary function or balance of different functions may be reflected in the classification of a road. In its purest form, road classification may consist of two basic road types which have fundamentally different traffic and environmental goals:*
  - *arterial roads, the main function of which is to provide for the safe and efficient movement of people and freight, and*
  - *local roads, which provide direct access to abutting land uses and which contribute to the overall functioning of areas bounded by arterial roads or other barriers. The basic function of a local road is to provide a good environment in which to live or conduct a business and to enable vehicular access to abutting land.*
- *The need for access planning and management arises because vehicle movements generated by abutting properties can potentially create interruptions in the traffic flow along a road. On many roads, these interruptions are of little or no concern. However, on arterial roads carrying high traffic volumes or fast moving traffic, where traffic efficiency is of greater importance, these interruptions can create a greater risk of crashes, inefficiencies and other costs to the community. An effective access management strategy for a road or site contributes to the best outcome for the community by protecting the level of traffic service on important through traffic routes while providing road users with safe and appropriate access to adjacent land.*

Heidelberg Road is an arterial road (Road Zone Category 1) and accordingly it has an important role in the broader arterial road network context to provide for through traffic. Heidelberg Road is also located on the Principle Bicycle Network (PBN).

The role of Heidelberg Road creates an environment which is not conducive to providing direct vehicular access to properties which could create interruptions in the flow of both vehicular and pedestrian traffic along Heidelberg Road.

Accordingly, taking into account Heidelberg Road's primary purpose, and noting that within the study area the majority of properties have alternative access potential (generally via local roads and some laneways/carriageway easements), there should be strong policy support within any Planning Scheme amendment (such as the DDO) to guide future access to development to be via the lower order road network.

Safety

Part 13 of the AustRoads Guide to Traffic Management addresses Road Environment Safety, as follows:

- *Managing safety in the road environment means managing the risk that injury will occur, whether it arises from the behaviour of road users, the performance of vehicles or the characteristics of the road environment. Making roads safer means reducing the risk. This applies to all road users – vehicle drivers, riders, passengers, cyclists, and pedestrians.*
- *Safe operation of the road and traffic system is a fundamental goal for road designers and traffic engineers who have a prime responsibility for addressing the safety factors related directly to the road environment itself.*

Fundamental principles for managing safety in road design, traffic management and remedial treatment practice include:

- speed management,
- conflict management,
- hazard management, and
- road user information management.

In the context of managing vehicular access to Heidelberg Road, conflict management is the primary safety principle which can be influenced.

Notably, it is important to provide a continuous safe environment for pedestrians at-grade along the Heidelberg Road public realm, and this can be achieved by minimising private property access points.

Policy Support

Council's Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists
3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic

Council's transport modal hierarchy for decision making places pedestrians and cyclists in the top 2, and places vehicular traffic at the bottom.

This hierarchy recognises the importance of sustainable modes into the future, and supports the recommended access management strategy to utilise lower order roads for vehicle access wherever possible, with direct access to Heidelberg Road being a last resort (with consideration for "no parking provision" potentially being preferable for some individual sites).

6.2. Benefits of Limiting Vehicle Access to Heidelberg Road

The principle of limiting direct vehicle access to Heidelberg Road provides the following key benefits:

- It promotes a safe and friendly pedestrian walking environment, by reducing breaks in the footpath, reducing pedestrian-vehicle conflict points and increasing the amount of active street frontage along Heidelberg Road. It also eliminates instances of vehicles blocking the footpath.
- It limits vehicle access to Heidelberg Road to public road intersections, where Council and VicRoads have a greater degree of control in the implementation of traffic management measures. This improves the efficiency and safety of the road network for all users.
- The reduced number of intersections allows the concentration of effort of traffic management measures and safety improvements at a limited number of locations.

However, the benefits of limiting vehicle access to Heidelberg Road need to be tempered against other competing demands, including:

- Some sites do not have alternative access options and have existing access points to Heidelberg Road. It is not possible to deny access to sites that already have direct access to Heidelberg Road and do not have viable alternatives. However, upon redevelopment these accesses can include new controls to limit their impact, in particular left-in/left-out restrictions. A left-in/left-out restrictions results in the smallest impact on the arterial road network from an efficiency and safety perspective. Noting that most sites (except in Precinct 3b) are opposite a central median separating east and west-bound movements and will need to be left-in/left-out regardless.
- For some land uses (such as supermarkets), convenient and direct access to the arterial road network is important for the viability of the use and to minimise impact on local roads.

6.3. Access and Movement Plans

The detailed access and movement plans are attached at Appendix F.

To implement these plans will require some changes to the existing traffic management treatments and the configuration of public roads and laneways. This includes widening laneways to accommodate additional vehicle movements, specifically to accommodate simultaneous two-way traffic flow. This would involve developments abutting certain laneways being required to setback at ground level (although the building could extend over the laneway at upper levels).

Proposed access management plans attached at Appendix F show the recommended traffic management changes and instances where laneways should be widened, to accommodate a rear outcome for redevelopment sites fronting Heidelberg Road.

The plans classify road frontages into three categories:

- **Access prohibited (unless there is no reasonable alternative)** – this category is where vehicle access is not desirable or supported. This classification generally relates to Heidelberg Road frontages (or Chandler Highway, in Precinct 3a).
- **Access not preferred** – this category relates to locations where access is not preferred in favour of alternatives. However, these sites may not have reasonable alternative access locations (i.e. vehicle access to these sections may be the only option available to the site). Vehicle access solutions that do not involve access to these locations are encouraged. This may include consolidation of sites that allow vehicle access to a preferred location or the non-provision of car parking for smaller development sites.
- **Access preferred** – vehicle access to these frontages is supported and encouraged.

It is noted that there are a number of areas, where access is not currently available via either a side (local) road or a rear laneway or are otherwise constrained, as follows:

6.3.1. Precinct 2

Location 1: corner of Heidelberg road and Panther Place (property numbers 358 to 376)

Location 2: south-west corner of Heidelberg road and Station Street (property numbers 416 to 438)

Location 3: south-east corner of Heidelberg road and Station Street (property numbers 440 to 452)

Location 4: block between Arthur Street and Austin Street (property numbers 468 to 484, currently occupied by Mercedes car dealership)

6.3.2. Precinct 3b

Location 5: block between Parkview Road and Park Avenue (property number 712)

Location 6: south-east corner of Park Avenue and Heidelberg Road (property numbers 720-734)

Location 7: property numbers 754 and 756

The following sets out our review of each of the abovementioned areas.

Location 1 - corner of Heidelberg road and Panther Place (property numbers 358 to 376)

Location 1 is shown in the figure below, indicated by the yellow line.



Source: Nearmap

Figure 22: Aerial Photo – Location 1

Property number 358 has three street frontages with a wide frontage to Panther Place, and two narrow frontages to Heidelberg Road and Park Crescent. This site currently has 3 vehicle access points, including one to Heidelberg Road and two to Panther Place.

The site is also noted as "Sensitive redevelopment of existing & potential heritage buildings" as set out within the Urban design strategy. Accordingly, any redevelopment of the site needs to also take into consideration the heritage aspects of the building and associated constraints.

The following discussion is undertaken purely from a traffic engineering and access planning perspective.

Vehicle access should not be permitted to Heidelberg Road as the intention of the DDO is to limit the number of vehicle access points to Heidelberg Road. The question then becomes where is the best location for vehicle access along Panther Place or Park Crescent. The options for vehicle access are as follows:

1. The northern most existing access location to Panther Place.
2. The existing approximate mid-block crossover to Panther Place.
3. Creating a new crossover at the eastern boundary of the site to Park Crescent.
4. Consolidating the site with the adjacent site at No. 364 and creating a new crossover at the site's consolidated eastern boundary.

Table 9: Review of Access Options – Location 1

Option		Advantages	Disadvantages/Challenges	Recommendation
1.	The northern most existing access location to Panther Place	• No impact to Heidelberg Road frontage.	• Unable to turn right out of the site due to the location of infrastructure associated with the traffic signals • Limited sight distance to the Heidelberg Road intersection • Difficult location to provide access whilst maintaining active street frontage to Heidelberg Road	Discard. The safety impacts associated with the limited sight distance is not acceptable.
2.	The existing approximate mid-block crossover to Panther Place.	• No impact to Heidelberg Road frontage. • Location with the best sight distance for this site. • Facilitates safest vehicle access to this site	• Difficulty in turning right out of the site, due to likely queues forming across the access from Heidelberg Road. Keep Clear line marking could be provided to ensure that egress from the site can be provided Otherwise, may be required to be left-out only. • Difficult location to maintain street presence to Heidelberg Road	Consider. May be problematic for building design reasons.
3.	New crossover at the eastern boundary of the site to Park Crescent	• No impact to Heidelberg Road frontage. • Maintains street presence at Heidelberg Road	• Limited sight distance to the bend at Panther Place/Park Crescent • Will require removal of vegetation along verge on Park Crescent.	Discard. The safety impacts associated with the limited sight distance is not acceptable.

Option		Advantages	Disadvantages/Challenges	Recommendation
4.	Consolidating with the adjacent site and new crossover at eastern boundary.	• No impact to Heidelberg Road frontage. • Maintains street presence at Heidelberg Road • Acceptable sight distance to the bend to the west	• Will require removal of vegetation along verge on Park Crescent. • Complexity with regard to agreements between the two sites with regard to consolidation.	Preferred option. But only if Council deems it appropriate to consider approaching land owners regarding consolidation.

Property No's 364 and 376 should both create vehicle access to Park Crescent, in preference to Heidelberg Road.

The vehicle access points to No. 364 is too close to the Heidelberg Road/Panther Place/Westgarth Street intersection and as such should be removed and reinstated as kerb and channel. Entering traffic in this location would reduce the efficiency of through vehicle movements (including bicycles) through the intersection.

Similarly, access to and from the site would be problematic, as when accessing the site from the west (i.e. from the city) would require a vehicle to travel past the site and perform a U-Turn at the Station Street/Heidelberg Road intersection, impacting this intersection.

If vehicle access to this site is provided to Park Crescent, the issues regarding access from the west would be removed as access from the west could be facilitated via the right turn movement at Panther Place.

The Design Strategy for Precinct 2 indicates that the existing access to No. 376 should be retained for a redeveloped site. Our preferred access to this site is to Park Crescent. Whilst there is an existing two-way accessway to Heidelberg Road in this location, the crossover is of a substandard design and includes a street pole in the centre of the access, separating entry and exit movements. This is problematic in terms of clearances to the pole, particularly for larger vehicle access. The figure below shows this arrangement.



Figure 23: Existing Vehicle Access to No. 376

Maintaining access to Heidelberg Road for No. 376 creates the same issues with regard to vehicle access as described for No. 364

The preferred access location to Park Crescent is the existing crossover to this site, which is located at the eastern boundary.

This access location will increase traffic along Park Crescent. However, given this area is indicated as suitable for moderate redevelopment intensification for a height limit of 5 storeys, the associated traffic impact is expected to be low. We also expect traffic to be distributed to the east and west depending on direction of travel.

Vehicle access to Heidelberg Road for loading requirements may be maintained if cannot be facilitated to Park Crescent.

Location 2 - south-west corner of Heidelberg road and Station Street (property numbers 416 to 438)

Location 2 is shown in the figure below, indicated by the yellow line, with the indicative location of the ROW shown in green.



Figure 24: Aerial Photo – Location 2

Property No's 416 to 432 each have frontages to the ROW which extends in an L-shape from Heidelberg Road to the south-east corner of No. 416.

Each of these sites currently have vehicle access to the ROW, either by property access or by car parking within a setback arrangement.

Our recommendation is that vehicle access to the ROW continues, post redevelopment of each of these sites.

The ROW is currently provided at a width of 5.0m as it connects to Heidelberg Road. Under the ultimate arrangement of the ROW, it should be at least 6.1m wide to accommodate two-way movements.

The logical way to ensure that this occurs is to require sites No. 420 and No. 432 to set back their buildings equally to ensure that the necessary widening occurs and is equally distributed between the two sites. The necessary widening is detailed in the figure below.

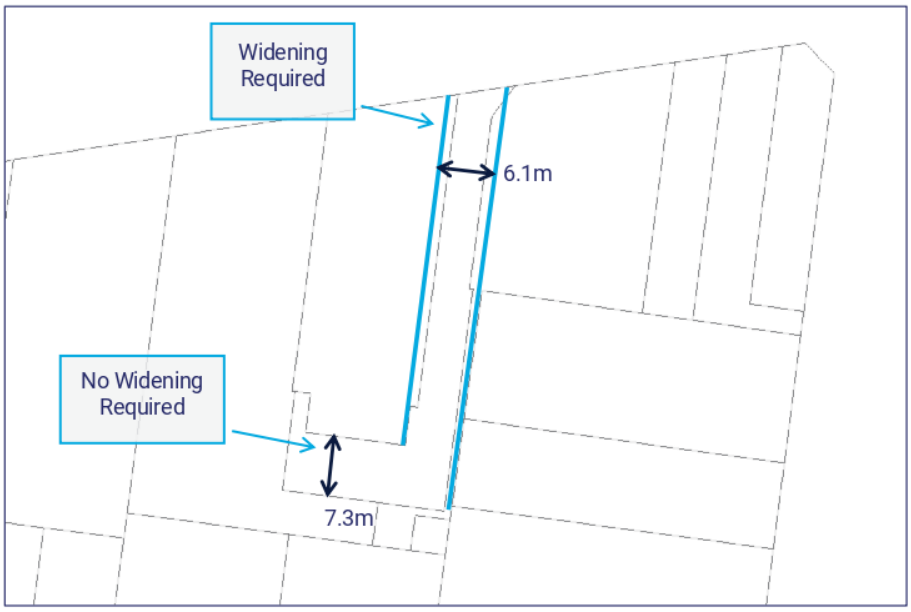


Figure 25: Require Lane Widening

We note that the current width of the lane is sufficient to provide for constrained two-way movements. Accordingly, we do not believe there will be an issue arising with regard to the order with which the site develop. For example, if No. 416 develops before the other two, the laneway will practically operate as allowing for two-way movements, such that the environmental capacity of the laneway will not be exceeded.

We understand that through discussions with Council that Property No 434-438 are likely to be developed as one consolidated site due to the ownership of the land. Accordingly, the access to the site should be provided to Station Street as far south as possible.

Location 3 - south-east corner of Heidelberg road and Station Street (property numbers 440 to 452)

Location 3 is shown in the figure below, indicated by the yellow line, with the indicative location of the carriageway easement shown in green.



Figure 26: Aerial Photo – Location 3

We understand that a carriageway easement is provided in favour of each of the properties detailed below. Under existing conditions each of these properties have vehicle access to the carriageway easement either via property access or by car parking within a setback arrangement.

We recommend that each of these properties, upon redevelopment, continue to rely on this carriageway easement for vehicle access.

Given the level of development that is identified within this precinct, we do not expect these sites to generate the level of traffic that would necessitate the need for widening the easement to accommodate two-way movements (i.e. over 30 movements per peak hour), particularly given the size of No's 448, 450 and 452.

However, if No. 440 did develop beyond the 5 storey height limit and generate significant traffic that would cause the easement to exceed its environmental capacity, this may necessitate the need to, at a minimum, create a passing opportunity along this property's

frontage. As the largest site, with access to the easement, No. 440 is the driver as to whether widening of the laneway were to be required.

It may not be possible to provide for a passing area at the entrance to the carriageway easement due to the presence of a significant street tree which may need to be preserved (others to advise on).

However, a passing bay along the frontage to No. 440 would suffice if this situation arose. It is highly unlikely that the development of No's 448, 450 and 452 would be the driving force behind widening the easement.

As discussed at Section 5.4, given their width, No's 448, 450 and 452 are ideally dimensioned for the provision of low or no parking to be provided. Accordingly, if this were the case, no traffic impacts would result.

Vehicle access to Heidelberg Road should be prohibited for each of the abovementioned sites.

Location 4 - block between Arthur Street and Austin Street (property numbers 468 to 484, currently occupied by Mercedes car dealership)

We note that the Design Strategy details vehicle access to No's 468 to 484 is to Arthur Street, but not to Austin Street.

From an accessibility perspective, vehicle access to Austin Street is a more preferable option. The Austin Street/Heidelberg Road intersection allows for all movements, as opposed to the Arthur Street/Heidelberg Road intersection, which is restricted to left-in/left-out movements.

Whilst either location would be acceptable for access to No's 468 to 484, from an access perspective Austin Street would be preferable.

Location 5 - block between Parkview Road and Park Avenue (property number 700-718)

We note that the Design Strategy does not detail an access location to No. 700-718. This site has three street frontages, including Heidelberg Road, Park Avenue and Parkview Road.

Heidelberg Road would not be acceptable from a vehicle access perspective, given.

The former Paper Mills site development site lies directly to the west of this land parcel, and has vehicle access to Parkview Road. The Paper Mills development site is significant and will accordingly generate significant traffic to the network

Accordingly, it would be preferential if vehicle access to No. 712 were to occur to Park Avenue, rather than Parkview Road in order to distribute traffic throughout the network rather than concentrate it to Parkview Road.

However, both local streets would be appropriate for vehicle access provided the necessary capacity analysis was completed for the Parkview Road.

We note that this site received a Planning Permit from VCAT (Aleks Nominees Pty Ltd v Yarra CC [2018] VCAT 1315) for an 8 storey mixed use building over 3 levels of basement parking. The building is to contain 2 retail tenancies, 105 dwellings and 153 car spaces, accessed via both Parkview Road and Park Avenue. This is a satisfactory arrangement and is likely to distribute the traffic appropriately.

Location 6 - south-east corner of Park Avenue and Heidelberg Road (property numbers 720-734)

Location 6 is shown in the figure below, indicated by the yellow line, with the ROW location shown in green.



Figure 27: Aerial Photo – Location 6

Properties 720 to 732 each have vehicle access to the laneway which extends to Park Avenue under exiting conditions. In addition to these properties, the carpark (accommodating approximately 23 car spaces) located on the south side of the laneway associated with the office on the north side also has vehicle access to the laneway.

We recommend that each of these properties, upon redevelopment, continue to rely on this laneway for vehicle access.

Assuming the continuing use of the carpark (or redevelopment of the carpark maintaining vehicle access to the ROW) and taking into account the development potential of the sites on the north side of the ROW, it is likely that the ROW will require a passing area to be provided at the entrance to the ROW.

This would increase the capacity such that vehicle access to each of the sites can be accommodated.

The passing area should be designed such that a vehicle can enter the ROW, prop clear of the footpath and allow another vehicle to pass. It should be a minimum of 6.1m wide to accord with AS2890.1-2004 for two-lane, two-way access.

As discussed at Section 5.4, given their width and challenges associated with providing adequate access to Heidelberg Road, No's 728, 730, 732 and 734 are suited for consideration for a zero-parking solution. Accordingly, if this were the case, no traffic impacts would result.

Vehicle access to Heidelberg Road should be prohibited for each of the abovementioned sites.

Location 7 - property numbers 754 and 756

Location 7 is shown in the figure below, indicated by the yellow line.

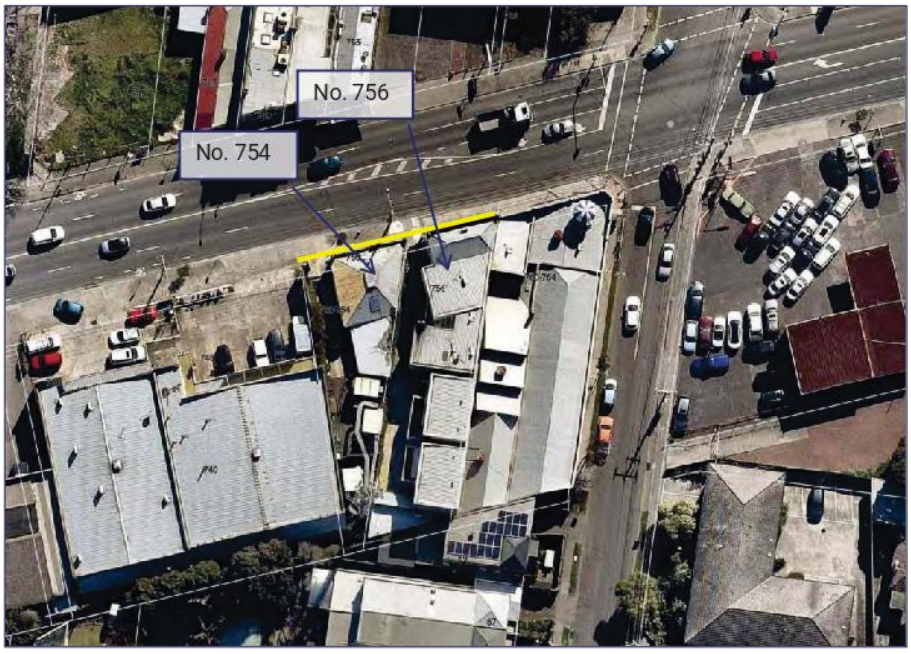


Figure 28: Aerial Photo – Location 7

As discussed at Section 5.4, given their width and challenges associated with providing adequate access to Heidelberg Road, a Road Zone Category 1, No's 754 and 756 are ideally suited for the provision of no parking to be provided. Accordingly, if this were the case, no traffic impacts would result.

These sites are particularly difficult to provide access to, as an accessway would need to be at least 6.1m wide (assuming that over 10 car spaces are provided, being the threshold for a two-way accessway to a Road Zone).

Accordingly, the majority of their 12-14m frontages would be occupied by vehicle accessways, within close very close proximity, which would compromise the pedestrian experience/safety and other non-traffic engineering related considerations.

There is added complexity associated with No. 756 as it also identified as 'Sensitive redevelopment of existing & potential heritage buildings', as well as being restricted by an existing heritage overlay.

The option of providing a development with zero parking may be preferential to providing vehicle access to Heidelberg Road.

We also note that this site is located within 400m of Alphington Railway Station and is one of the most well located with respect to public transport in the study area.

7. Alternative Transport

7.1. Bicycle Infrastructure

As set out within Section 4.5.1, the current bicycle conditions throughout the study area vary at different points along Heidelberg Road and is discontinuous. Accordingly, this results in a confusing and potentially dangerous environment for cyclists, which discourages use of bicycles along Heidelberg Road.

The bike lanes through the corridor commonly share the kerb space with parked vehicles outside of Clearway times. Accordingly, outside of Clearway times, the bicycle lanes are not able to be used.

We note that during clearway times in some locations, the bicycle lanes are narrow, resulting in cyclists travelling quite close to adjacent traffic lanes.

The treatments at signalised intersections is inconsistent throughout the study area. This ranges between a high level at the Heidelberg Road/Chandler Highway intersection which includes kerbside bicycle lanes on the arrival and departure lanes, head-start areas and hook turn storage boxes, compared with a very poor level of infrastructure at a number of intersections.

In each of the precincts all redevelopment should provide for bicycle parking with provisions at least in line with Clause 52.34 of the Planning Scheme. If dwellings without car parking are provided, additional bicycle parking should be provided to ensure no dwelling is at a transport disadvantage.

The design of the bicycle parking facilities should be provided in accordance with the requirements of AS2890.3-2015, including the provision of 20% of spaces designed as a floor mounted space.

Any development within the study area should ensure that bicycles are logically placed with respect to the bicycle paths and bicycle lanes to ensure easy access to designated bicycle routes.

7.1.1. Precinct 1

The sites located within Precinct 1 are particularly well located with respect to bicycle infrastructure, with bicycle lanes located adjacent the site on Heidelberg Road (both directions) and off-road shared paths located to the south of the site throughout the parklands.

There are also good cycling connections from the site to Dennis Railway Station via Jeffrey Street and Victoria Street.

The design strategy for Precinct 1 demonstrates that the bicycle lanes will be maintained along Heidelberg Road.

Whilst the existing infrastructure is suitable, some improvements can be made in some areas. We recommend liaising with the relevant authorities, i.e. Department of Transport (PTV and VicRoads) and Darebin City Council in relation to considering the following, which is currently lacking:

- head-start areas for bicycles at the Heidelberg Road/Yarra Bend Road and Heidelberg Road/Jeffrey Street intersections, and
- additional bicycle parking for Dennis Railway Station to encourage bicycle access to the railway station.

7.1.2. Precinct 2

The bicycle lanes which extend along Heidelberg Road within Precinct 2 do not continue through the intersection with Station Street creating an unsafe arrangement. This is a deterrent for bicycle travel along this stretch of Heidelberg Road.

Bicycle lanes are provided along Westgarth Street and Station Street, providing for convenient bicycle access to Dennis Railway Station (via Westgarth Street and Victoria Street) and Fairfield Railway Station via (Station Street).

The existing bicycle infrastructure is lacking in this area. We recommend liaising with the relevant authorities, i.e. Department of Transport (PTV and VicRoads) and Darebin City Council in relation to the following:

- bicycle consideration at the Station Street/Heidelberg Road intersection to redesign the intersection to incorporate high quality bicycle infrastructure to encourage bicycle usage and increase safety at the intersection for cyclists, and
- additional bicycle parking for Fairfield Railway Station to encourage bicycle access to the railway station.

7.1.3. Precinct 3a

The recent upgrade to the intersection of the Heidelberg Road/Chandler Highway intersection has included significant provisions for bicycles including kerbside bicycle lanes on the arrival and departure lanes, head-start areas and hook turn storage boxes. Accordingly, the bicycle infrastructure in this precinct is good.

7.1.4. Precinct 3b

Bicycle lanes extend along Heidelberg Road within the western portion of Precinct 3b, but do not continue east of Miller Street and through the intersection with Yarralea Street and then do not continue to the east of this intersection. The non-provision of bicycle lanes in this area and restriction of bicycle lanes outside of clearway times by parked cars acts as a deterrent for bicycle travel along this stretch of Heidelberg Road.

Similarly, bicycle lanes are not present on Yarralea Street to assist access to Alphington Railway Station.

The existing bicycle infrastructure is lacking in this precinct. We recommend liaising with the relevant authorities, i.e. Department of Transport (PTV and VicRoads) and Darebin City Council in relation to considering the following, which is currently lacking:

- investigate the provision of bicycle lanes if the Public Acquisition Overlay is acted upon by the Department of Transport,
- bicycle consideration at the Yarralea Street/Heidelberg Road intersection to redesign the intersection to incorporate high quality bicycle infrastructure to encourage bicycle usage and increase safety at the intersection for cyclists, and
- additional bicycle parking for Alphington Railway Station to encourage bicycle access to the railway station.

7.1.5. Summary

Overall the bicycle infrastructure within the study area is lacking in most areas and should be improved. We recommend liaising with the relevant authorities, i.e. Department of Transport (PTV and VicRoads) and Darebin City Council in relation to considering the following, which is currently lacking:

- bicycle consideration at signalised intersections within the study area, intersection to redesign intersections to incorporate high quality bicycle infrastructure to encourage bicycle usage and increase safety at the intersection for cyclists. This could include continuous bicycle lanes through the intersection or head start areas for bicycles,
- additional bicycle parking at Dennis, Fairfield and Alphington Railway Stations to encourage bicycle access to the railway station, and
- creating a be a continuous safe bike lane which is not interrupted at intersections or by parked vehicles.

7.2. Public Transport

7.2.1. Fixed Rail

The study area has access to three railway stations within close proximity, including Dennis, Fairfield and Alphington Railway Stations. These railway stations are located on the Hurstbridge line and offer a high level of service to and from the City with services operating every 5-10 minutes during peak periods and every 20 minutes during off-peak times.

We do note however, that there appears to be a lack of bicycle parking at these railway stations which could create a detraction for potential users of the train services, given the lack of car parking at the stations.

As stated on Metro Train's website:

> *Parkiteer bike cages provide a convenient, undercover and secure place to park your bike, allowing fast access to the station to continue your journey by public transport.*

Accordingly, providing a secure undercover space to park a bicycle would potentially attract additional users of fixed rail for the existing population, as well as any new residents to the area.

7.2.2. Bus Services

A detailed summary of the bus routes available within close proximity to the study area is provided at Section 4.4. The majority of the bus services provided within the study area do not provide a high level of service, with services ranging from every 20 minutes to every 60 minutes during the peak periods. Some services do not operate on the weekend, including along Heidelberg Road. i.e. on the weekend no bus services operate along Heidelberg Road.

Furthermore, there is a lack of bus shelters provided along Heidelberg Road which could be a detractor for potential users of the services.

We recommend liaising with PTV to increase the frequency of services for the existing bus routes within the area and potentially for services to operate during the weekend. Particularly Bus Route 546, which could create a convenient connection through the study area, enabling access to the retail and community services which will be offered as part of the redevelopment of the former Paper Mills site.

We also recommend liaising with the Department of Transport in relation to incorporating considerations for buses within any widening of Heidelberg Road, as well as additional bus shelters at regular intervals along Heidelberg Road.

7.2.3. Walking

The study area is somewhat walkable where only some services and destinations are within a convenient walking distance. We note that the main pedestrian path connecting the study area to local services in close proximity is via Heidelberg Road.

We also note that access to the nearest railway stations within the study area is not ideal, with Precinct 3a located at least 850m walking distance to the nearest railway station. Given its greater distance, this could discourage potential users of the train services.

Accordingly, providing a possible pedestrian link to Fairfield Station along the disused Outer Circle train line can improve pedestrian connectivity to Precinct 2 and 3a (both of which are located outside the PPTN area). This could potentially attract additional users of the train services and Fairfield Village shopping precinct for the existing population, as well as any new residents to the area. This is consistent with the recommendation put forward in the Alphington Paper Mill Development Plan.

8. Interim Design and Development Overlay – Working Draft

The following table sets out our discussion and recommendations for the transport engineering aspects of the interim Design and Development Overlay. This Extract is provided at Appendix G.

Table 10: Review of Design and Development Overlay

Current Text from Working Draft	Comments	Potential Re-Wording
Access, parking and loading areas requirements Car parking should be located within a basement or concealed from the main and side streets.	Agree	-
Providing recessed parking spaces at the ground floor of buildings and onsite parking spaces at the front of properties should be avoided, except for development east of Yarralea Street, Alphington.	There will be some instances where car parking may be recessed on the ground level from laneways or carriageway easements. We assume that the reasoning behind providing no parking within the front setbacks of buildings east of Yarralea Street is due to the PAO, which if enforced, would need to be removed. Accordingly, any car parking which is provided within the front setbacks in these areas should be of little consequence to the overall viability of the developments, and should include car spaces such as visitors or customers. Rather than resident or staff parking.	Providing recessed parking spaces at the ground floor of buildings and onsite parking spaces at the front of properties should be avoided, except for development which includes vehicle access to laneways and for development east of Yarralea Street, Alphington.
Pedestrian access to buildings should be achieved via Heidelberg Road or side streets and must be clearly visible, secure and have an identifiable sense of address. Residential and commercial entrances should be distinguishable from each other. Primary access from laneways should be avoided.	Agree.	-

Current Text from Working Draft	Comments	Potential Re-Wording
The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.	Agree.	-
Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.	Agree.	-
Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.	Agree.	-
Development must not provide new vehicular access from Heidelberg Road.	As detailed extensively at Section 6.3, there will be instances when vehicle access to Heidelberg Road is the only viable option for vehicle access. The word 'must' does not allow for any variation to allow for access to Heidelberg Road in the aforementioned situations.	Development must not provide new vehicular access from Heidelberg Road, unless there is no reasonable alternative. In the event that access is taken to Heidelberg Road, only one crossover to a development site will be permitted to Heidelberg Road.
Development with redundant vehicle access points to Heidelberg Road should reinstate the kerb, linemarked parking bays, and relocate any parking signs.	Agree.	-

Current Text from Working Draft	Comments	Potential Re-Wording
Application Requirements The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority: A Traffic and Parking Assessment Report which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.	We agree with these requirements for an application. We also recommend that the cumulative impact should extend to any other developments which may not be located within the precinct, but would still impact upon the proposed development. As well as the functionality of laneway/s, the assessment should also assess the impact to any relevant intersections with Heidelberg Road.	A Traffic and Parking Assessment Report undertaken by a suitable qualified traffic engineer which includes an assessment of the cumulative impacts of traffic and parking in the nearby area including an assessment of the ongoing functionality of laneway/s, any relevant intersection and local roads where applicable.
Decision Guidelines The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority: The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneway's.	See above.	The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways, any relevant intersection and local roads.

9. Conclusions and Recommendations

Traffix Group has been engaged by Yarra City Council to undertake the following:

- a high level assessment of the future traffic conditions and performance of Heidelberg Road and local street network with the planned future development,
- access and movement plans for the study area showing the location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments,
- advice on the content of the future Design and Development Overlay to facilitate appropriate access and movement through new development, and
- undertake a review of the existing public transport, bicycle and pedestrian considerations and infrastructure within the study area.

The assessment of future traffic conditions is in the form of a case study regarding the changes to transport patterns over the last 10 years along Victoria Street, where significant development has been undertaken. This review found that there has been a significant mode shift in the area, resulting in reduction in traffic on the arterial road network. This is due to a combination of factors including changes in land use patterns, the changing demographics of Richmond and additional residents working and living locally.

The Heidelberg Road corridor is placed to encourage each of these outcomes. Heidelberg Road is readily accessible by public transport and alternative transport modes and can readily encourage local living through a greater diversity of land uses. As such, we are satisfied that the traffic impacts of new development on Heidelberg Road can be managed, with a large proportion of the new trips generated, being taken up by travel modes other than private car.

Access and Movement Plans have been prepared for all properties abutting Heidelberg Road to map out how vehicle access to new developments can be managed to reduce the impact of vehicle access directly to Heidelberg Road. Suitably designed and controlled vehicle access is a key component in achieving the objectives of maximising the efficiency of Heidelberg Road for vehicles, cyclists and providing a high quality pedestrian environment.

Additional studies may be required for some locations to determine whether laneway widening is required as a result of some development. Additional studies may also be required to determine any detrimental impacts on signalised intersections within the precincts.

Recommendations have been made in relation to liaising with other stakeholders in relation to upgrading bicycle infrastructure throughout the precincts, improving the connectivity to nearby railway stations and improving the level of service for buses within the area.

This report also undertakes a review of the transport related aspects of the interim Design and Development Overlay and outlines any alterations required in this regard.

Appendix A

Road Network

Traffix Group G27460R-01B

Appendix E - Existing Access Conditions

Traffix Group

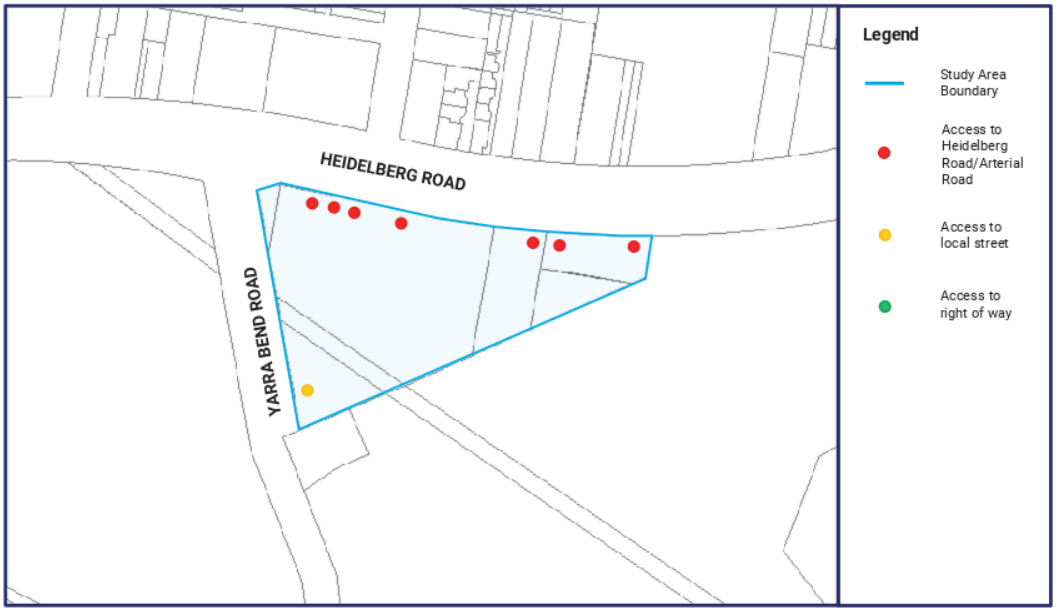


Figure E1: Precinct 1

Attachment 6 - Attachment 6 - Heidelberg Road Transport Engineering Advice

Appendix E - Existing Access Conditions

Traffix Group

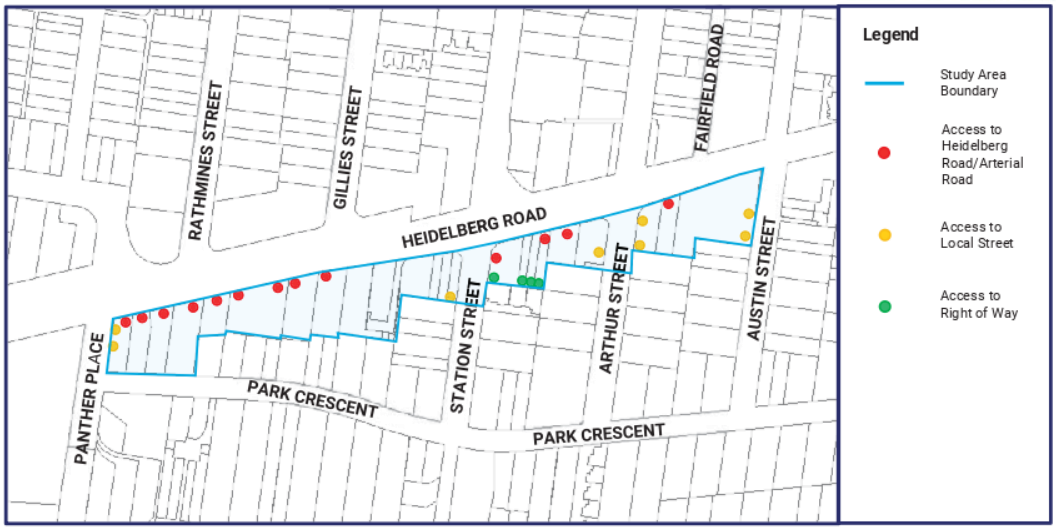


Figure E2: Precinct 2

Appendix E - Existing Access Conditions

Traffix Group

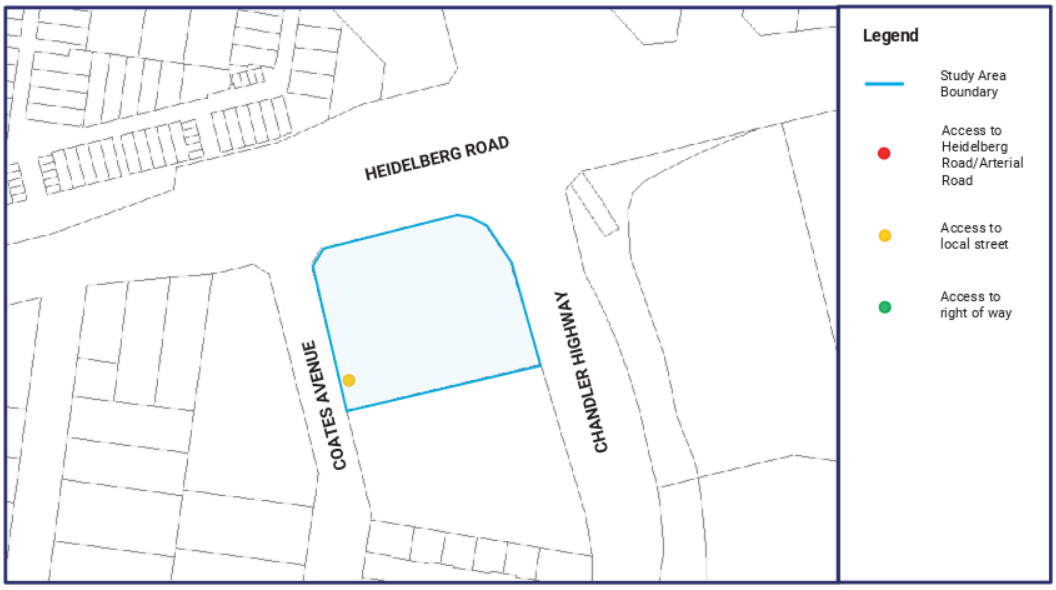


Figure E3: Precinct 3a

Appendix E - Existing Access Conditions

Traffix Group

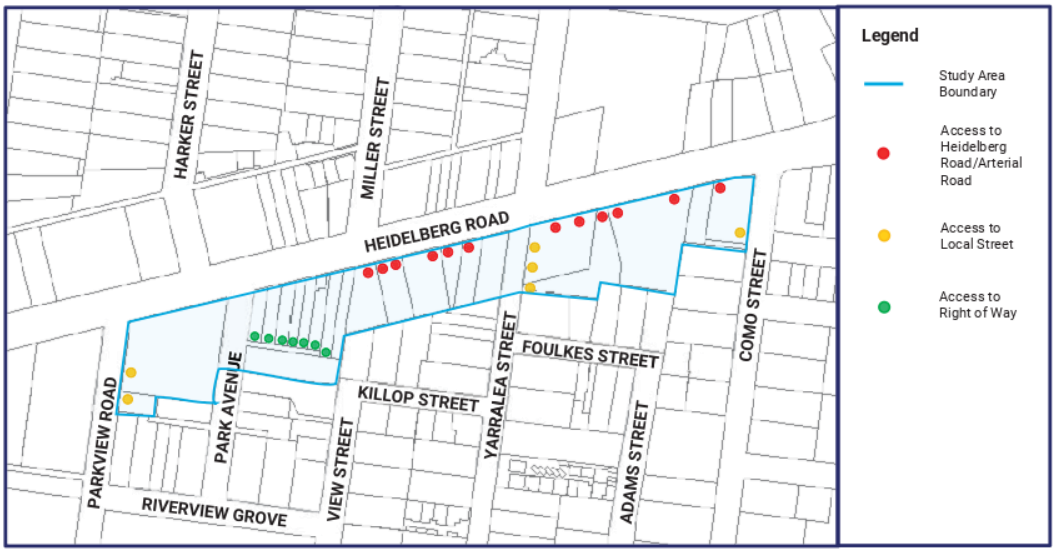


Figure E4: Precinct 3b

Appendix B

Existing Car Parking Restrictions

Traffix Group G27460R-01B

Attachment 6 - Attachment 6 - Heidelberg Road Transport Engineering Advice

Appendix B - Existing Parking Conditions

Traffix Group

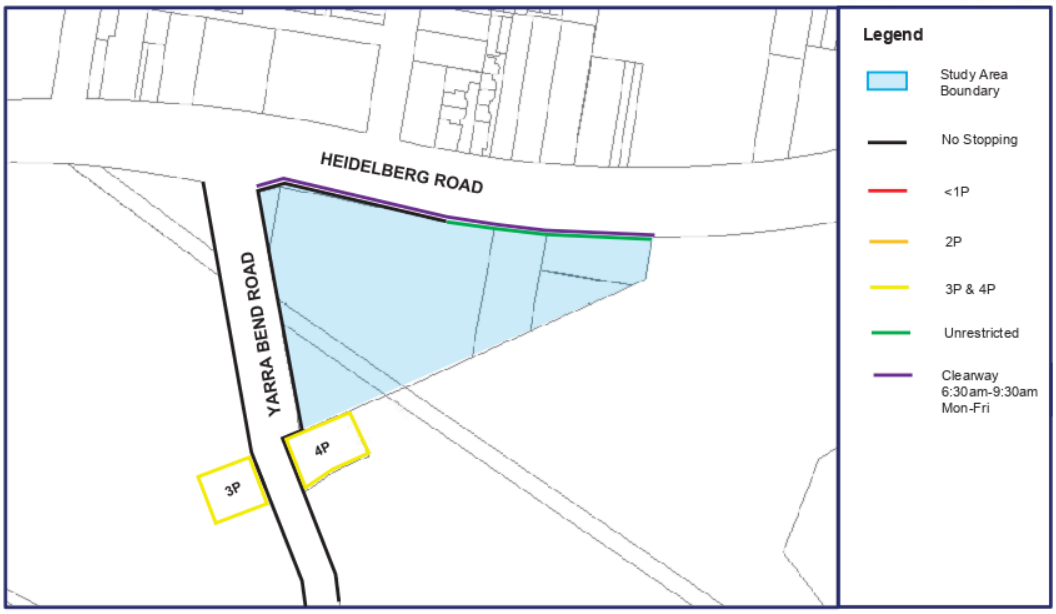


Figure B1: Precinct 1

Appendix B - Existing Parking Conditions

Traffix Group

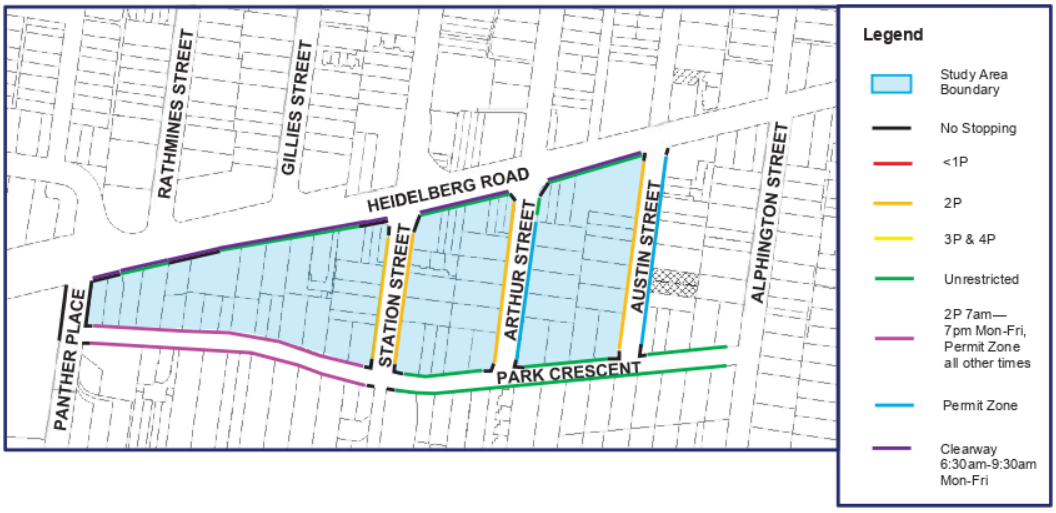


Figure B2: Precinct 2

Attachment 6 - Attachment 6 - Heidelberg Road Transport Engineering Advice

Appendix B - Existing Parking Conditions

Traffix Group

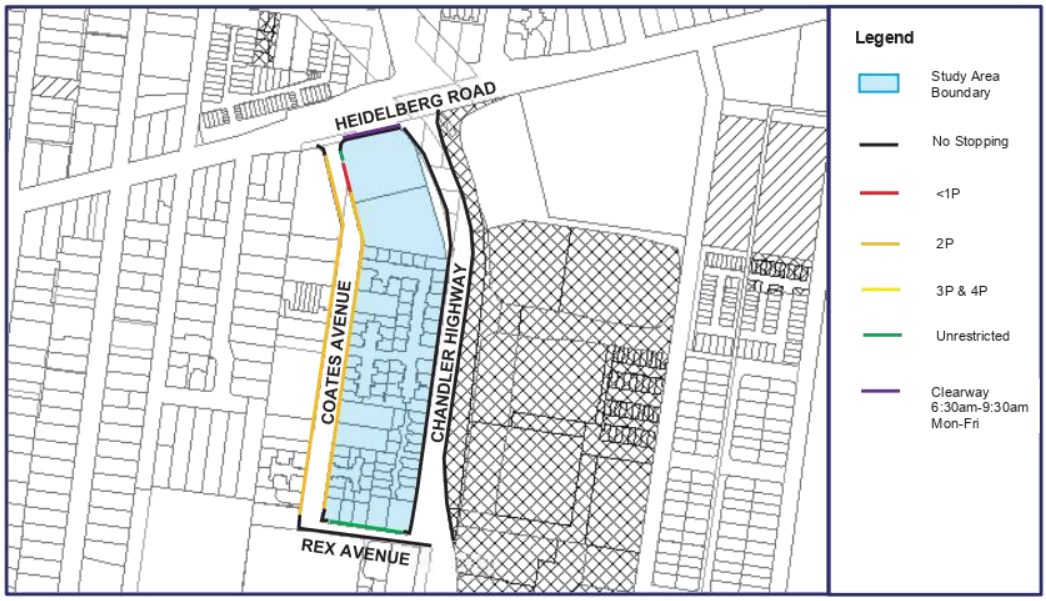


Figure B3: Precinct 3A

Attachment 6 - Attachment 6 - Heidelberg Road Transport Engineering Advice

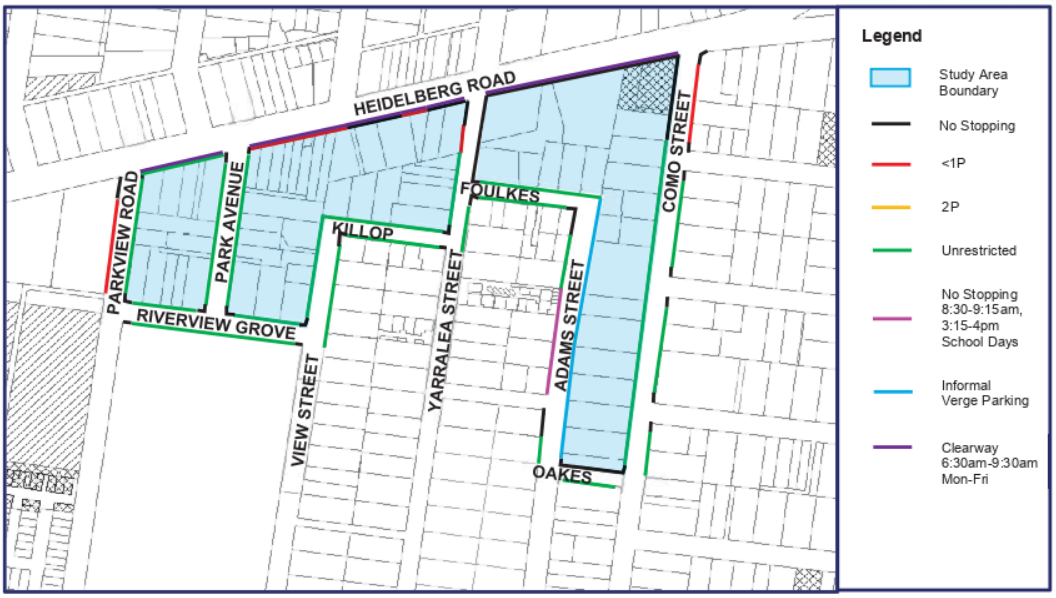


Figure B4: Precinct 3B

Appendix C

Existing Traffic Management

Traffix Group G27460R-01B

Appendix C - Existing Traffic Management Conditions

Traffix Group



Figure C1: Precinct Area 1

01

Appendix C - Existing Traffic Management Conditions

Traffix Group



Figure C2: Precinct 2

Appendix C - Existing Traffic Management Conditions

Traffix Group



Figure C3: Precinct 3A

Appendix C - Existing Traffic Management Conditions

Traffix Group



Figure C4: Precinct 3B

Appendix D

Victoria Street Case Study

Traffix Group

G27460R-01B

Victoria Street Description

Victoria Street is similar to Heidelberg Road in many respects, including:

- It is a parallel east-west transport route between Melbourne's inner eastern suburbs and the CBD.
- It has a large number of intersections with minor local roads.
- Land use is a mixture of residential, commercial and industrial land uses.

In April, 2010, Yarra City Council adopted the Victoria Street Structure Plan, a document that built on planning work that occurred between 2002 and 2010. Since that time, significant redevelopment has occurred, particularly within the eastern and western precincts identified by this structure plan.

The following reviews the changes to Victoria Street and the changes in transport along Victoria Street as a model for how Heidelberg Road may evolve over time.

Increase in Activity along Victoria Street

The number of people living within the Richmond Statistical Local Area has increased from 23,797 people in in 2001 to 26,121 in 2011, which is a 9.7% increase over that time period.

Yarra City Council has provided data on the increased development that has occurred directly adjacent to Victoria Street in the last 10 years. This data was sourced from the valuation and permit information data by Council and Housing Dwelling Development data provided by the State Government.

Table D1 sets out the change in dwelling numbers along Victoria Street and Table D2 sets out the change in commercial floor space along Victoria Street.

Table D1: Change in Dwelling Numbers along Victoria Street – 2007-2016

Year	Total Dwellings	Yearly Change	Net Change Since 2007
2007	135		
2008	139	+4	**+4**
2009	200	+61	**+65**
2010	254	+54	**+119**
2011	347	+93	**+212**
2012	626	+279	**+491**
2013	1499	+873	**+1364**
2014	2119	+620	**+1984**
2015-2016	2490	+371	**+2355**

The change in dwelling density is highlighted in the following two maps.



Figure D1: Change in dwelling density – 2007-2016

Table D2: Change in Commercial Floor Space along Victoria Street – 2007-2013

Year	Commercial Floor Space	Yearly Change	Net Change Since 2007
Pre-2007	46,737m²		
2009	45,006m²	-1,731m²	**-1,731m²**
2010	46,609m²	1,603m²	**-128m²**
2013	42,814m²	-3,795m²	**-3,923m²**

Review of Arterial Road Traffic Volumes

The following presents a review of arterial road traffic volumes over the last 10 years of available data for the three key parallel traffic routes through Richmond, Swan Street, Victoria Street and Bridge Road. This is set out in detail in Table D3.

Table D3: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database - Feb 2017)

Road Name	Two-Way Annual Average Daily Traffic Volume[1] by Year					
	2006	2013	2014	2015	2016	Change 2006-2016
Swan Street						
Btw Church/Lennox	18,000	17,800	17,300	17,200	17,200	-800
Btw Coppin/Church	21,000	21,000	20,600	20,300	20,300	-700
Btw Burnley/Coppin	19,600	20,300	20,200	20,300	20,200	+600
Btw Madden/Burnley	15,300	15,600	15,600	15,600	15,200	-100
Victoria Street						
Btw Church/Hoddle	22,700	18,600	18,300	18,200	18,000	-4,700
Btw Burnley/Church	22,000	20,000	18,800	18,500	18,300	-3,700
Btw High/Burnley	24,000	23,000	23,000	23,000	23,000	-1,000

Road Name	Two-Way Annual Average Daily Traffic Volume[1] by Year					
	2006	2013	2014	2015	2016	Change 2006-2016
Bridge Road						
Btw Hoddle/Lennox	20,000	18,400	18,300	18,300	17,900	-2,100
Btw Lennox/Church	19,500	18,700	18,500	18,400	18,200	-1,300
Btw Church/Coppin	22,000	20,800	19,500	19,500	18,600	-3,400
Btw Coppin/Burnley	23,000	20,700	20,600	20,600	20,600	-2,400
Btw Burnley/Yarra	27,000	24,000	24,000	23,000	23,000	-4,000
Note: Annual Average Daily Traffic Volume is the sum of all traffic over the year divided by 365						

The above illustrates that arterial road traffic volumes have generally fallen between 2006 and 2016. Traffic volumes on Victoria Street in particular have fallen substantially over the last 10 years. There has not been a significant change to the traffic carrying capacity of these streets within this time period .

Furthermore, this decrease in traffic volumes is also reflected at key intersections during the commuter peak hours. Table D4 provides a comparison between current and historical data for two key intersections along Victoria Street and illustrates a drop in traffic volumes at these locations during peak hours. The Burnley Street/Victoria Street and Flockhart Street/Victoria Street intersections are the closest signalised intersections to where the highest level of development has occurred.

Table D4: Review of Peak Hour Traffic on Victoria Street

Intersection & Year of Survey	Two-Way Peak Hour Traffic Volume on Victoria Street	
	AM Peak	PM Peak
Flockhart Street (west of)		
2006[1]	2,203	2,267
2015[2]	1,827	1,957
Change	-376 (-21%)	-310 (-16%)
Burnley Street (east of)		
2012[3]	1,933	1,831
2016[4]	1,709	1,649
Change	-224 (-13%)	-182 (-11%)

Notes:

1. Data collected by Grogan Richards dated 11th July, 2006.
2. Data sourced from VicRoads by Cardno, dated 11-15th May, 2015.
3. Data sourced from VicRoads by Traffix Group, dated 7th June, 2012.
4. Data collected by Ratio Consultants dated 14th April, 2016.

Review of Travel to Work Behaviour

The follow tables review the journey to work data sourced from the Australian Bureau of Statistics for the period from 2001 to 2016.

Table D5 presents data for journey to work based on place of residence within the City of Yarra.

Table D6 presents data for journey to work for people working within the Richmond Statistical Local Area (workers do not necessarily need to reside within Richmond).

The data indicates a clear trend over time for a decrease in the mode share of private cars. For people living within the City of Yarra, this decrease is realised by an increase in bicycle and walking trips. This is a strong indication of local living and working locally.

For people working within Richmond, the decrease in mode share of cars is higher. The change has resulted in a significant increase in public transport use (a relative 60% increase) and to a lesser extent walking and cycling. This is reflective of residents outside of Richmond travelling further and accordingly cycling and walking in particular are not a suitable mode for these longer trips.

Table D5: Journey to Work Data - Place of Residence within City of Yarra

Mode of Travel	Year				Change 2001-2016
	2001	2006	2011	2016	
Car as Driver	48%	43%	40%	38%	-10%
Car as Passenger	4%	3%	3%	2%	-2%
P/Trans	30%	28%	30%	32%	+2%
Motorcycle	1%	1%	1%	1%	-
Bicycle	5%	8%	10%	10%	+5%
Walked	11%	15%	13%	14%	+3%
Other	1%	2%	3%	3%	+2%
Total	100%	100%	100%	100%	

Table D6: Journey to Work Data - Place of Work within Richmond SLA

Mode of Travel	Year				Change 2001-2016
	2001	2006	2011	2016	
Car as Driver	73%	67%	61%	41%	-32%
Car as Passenger	5%	4%	4%	2%	-3%
P/Trans	15%	19%	24%	34%	+19%
Motorcycle	0%	1%	1%	1%	+1%
Bicycle	1%	2%	3%	6%	+4%
Walked	5%	6%	6%	14%	+9%
Other	1%	1%	1%	2%	-
Total	100%	100%	100%		

Change in Public Transport Services

The key public transport service for Victoria Street is tram services that run the length of the Activity Centre. Victoria Street is currently serviced by the following tram routes:

- Route 109 – service between Box Hill and Port Melbourne via the CBD.
- Route 12 – service between Victoria Gardens and St Kilda. This route commenced operation in July, 2014.

The changes in July, 2014 doubled the number of services between Victoria Street, Richmond and the CBD. While Tram Route 24 was removed at the same time, this service only operated during the AM and PM peak periods (approximately 7-9am and 4:30-6:30pm).

On Church Street, the peak hour only service Route 79 was terminated with Route 78 being extended to operate more than 18 hours per day.

Bus Route 684 used to operate along Victoria Street, however this service did not stop along Victoria Street (service between the CBD and Eildon via Healesville).

The key public transport service on Victoria Street is the tram services along Victoria Street and these have significantly improved in frequency over the last 10 years.

Increase in Bicycle Use

As set out above, the mode share of bicycles for journey to work purposes has increased from 5% to 10% by residents of Yarra and increased from 1% to 6% for employees within Richmond.

For Victoria Street, the Super Tuesday bicycle counts undertaken by Bicycle Network illustrate an increase in cycling numbers. The Super Tuesday counts are undertaken on an annual basis over the surveyed two hour, 7-9am commuter peak hour.

For the intersection of Victoria Street/Burnley Street/Walmer Street (which connects to the Capital City Trail along the Yarra River), the number of cyclists increased from 298 to 483 cyclists over the two hour period between 2011 and 2015 (62% increase).

Rise of Car Share

Car sharing schemes provide an alternative to car ownership for residents and actively encourage the use of alternative transport modes. Residents within Richmond do not need a car for everyday trips as they have easy access to public transport and are within convenient walking and cycling distance of many activities within the Melbourne CBD and Activity Centres. Car share vehicles provide a car on demand for those trips that specifically require a vehicle.

A study by Phillip Boyle & Associates (dated 18th June, 2015) was recently completed on behalf of the City of Melbourne, which reviewed car share policy in the City of Melbourne. This review found that car share significantly reduced car ownership and car use by members. The review identified that each new car share vehicle results in residents disposing of 10 privately owned vehicles (a net reduction of nine vehicles).

The study found that car ownership is reduced by:

- People replacing a private car with a car share membership as it is more cost-effective if you travel low kilometres (less than 15,000km per annum) and use alternative modes for many trips, and
- People who do not own a car, postpone or avoid purchasing a car by using a car share service.

In 2006, car share was in its infancy. The two leading car share company's today in Melbourne are Fleixcar (founded in 2004) and GoGet (arrived in Melbourne in 2004).

There are now multiple car share pods operated by three companies within close proximity of Victoria Street. The availability of these car share pods supports residents who do not own a car and businesses by providing a share car for work-based business trips (which allows employees not to drive to work).

Appendix E

Existing Vehicle Access Points

Traffix Group G27460R-01B

Appendix E - Existing Access Conditions

Traffix Group

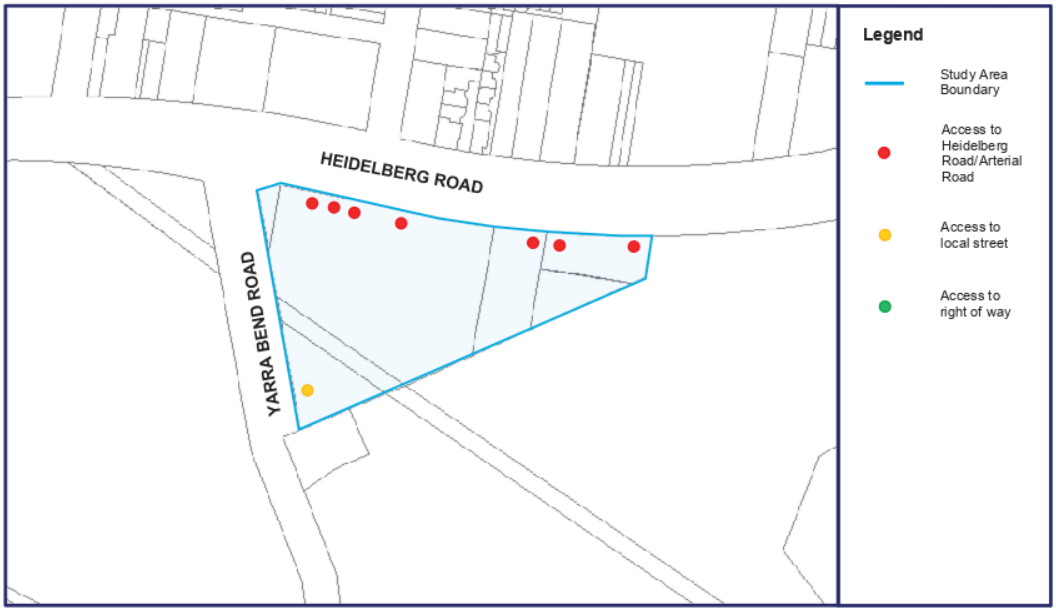


Figure E1: Precinct 1

Attachment 6 - Attachment 6 - Heidelberg Road Transport Engineering Advice

Appendix E - Existing Access Conditions

Traffix Group

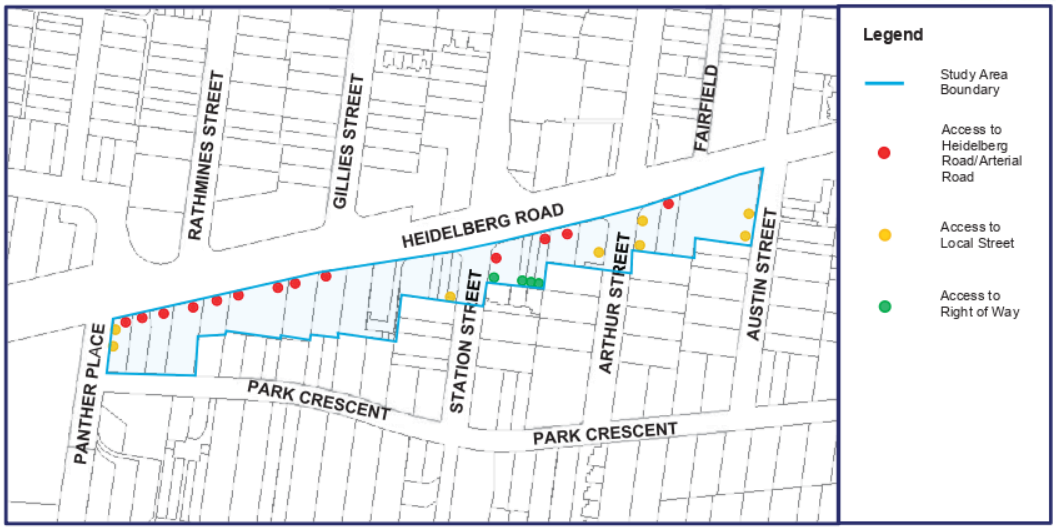


Figure E2: Precinct 2

Appendix E - Existing Access Conditions

Traffix Group



Figure E3: Precinct 3a

Attachment 6 - Attachment 6 - Heidelberg Road Transport Engineering Advice

Appendix E - Existing Access Conditions

Traffix Group

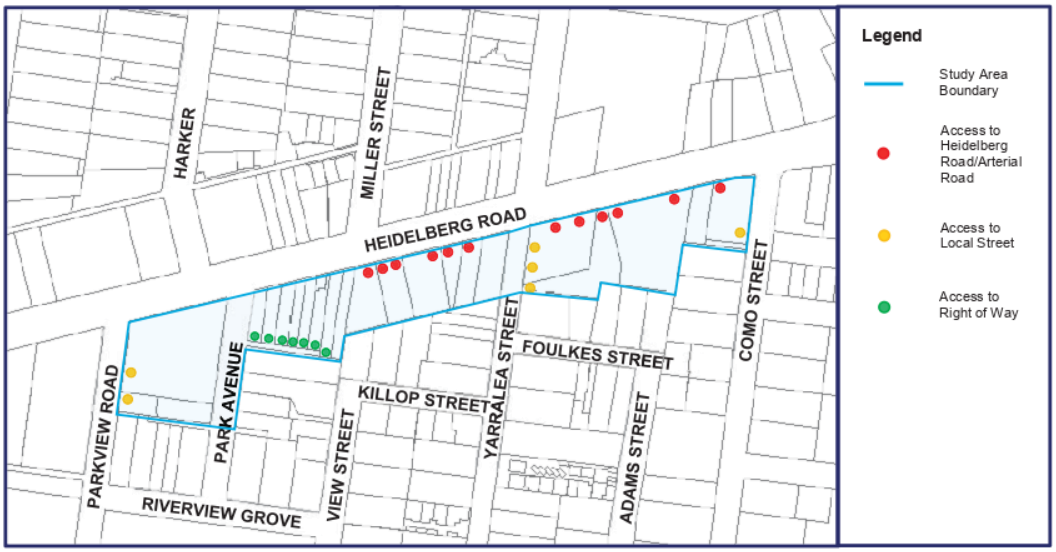


Figure E4: Precinct 3b

Appendix F

Access and Movement Plans

Traffix Group G27460R-01B

Attachment 6 - Attachment 6 - Heidelberg Road Transport Engineering Advice

Appendix F - Access Maps

Traffix Group

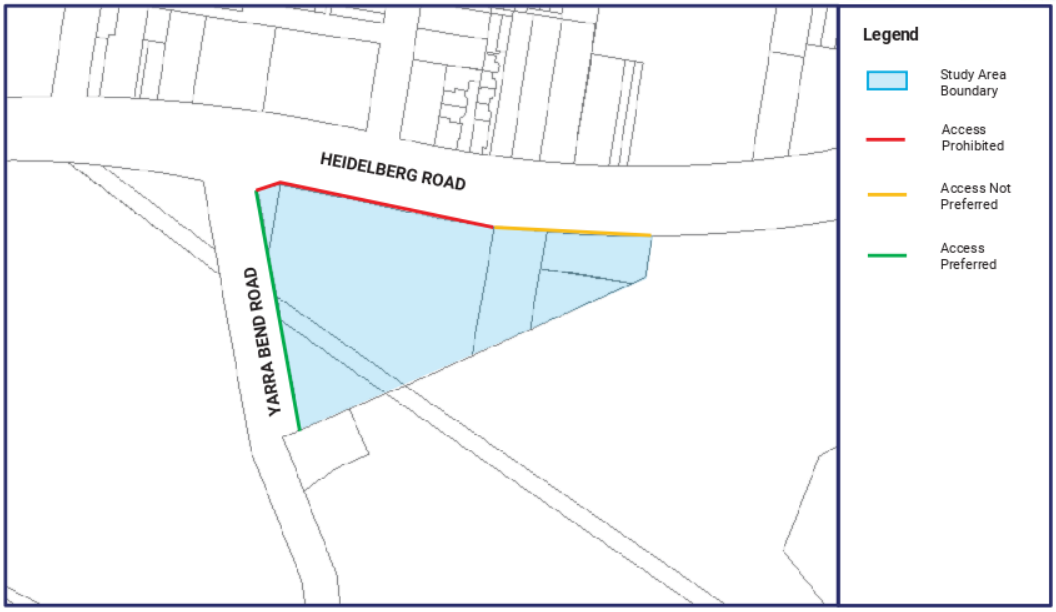


Figure F1: Precinct Area 1

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Attachment 6 - Attachment 6 - Heidelberg Road Transport Engineering Advice

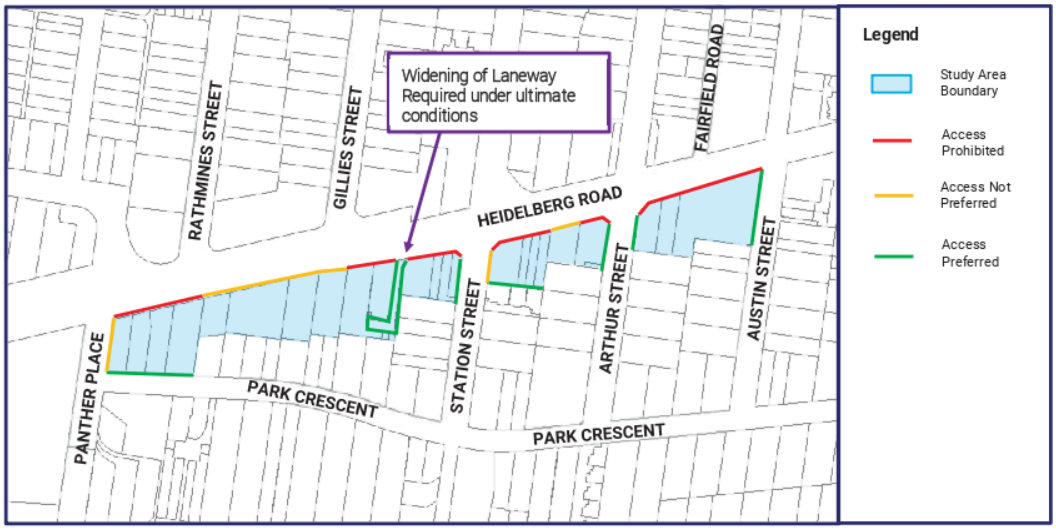

Figure F2: Precinct 2

Appendix F - Access Maps

Traffix Group

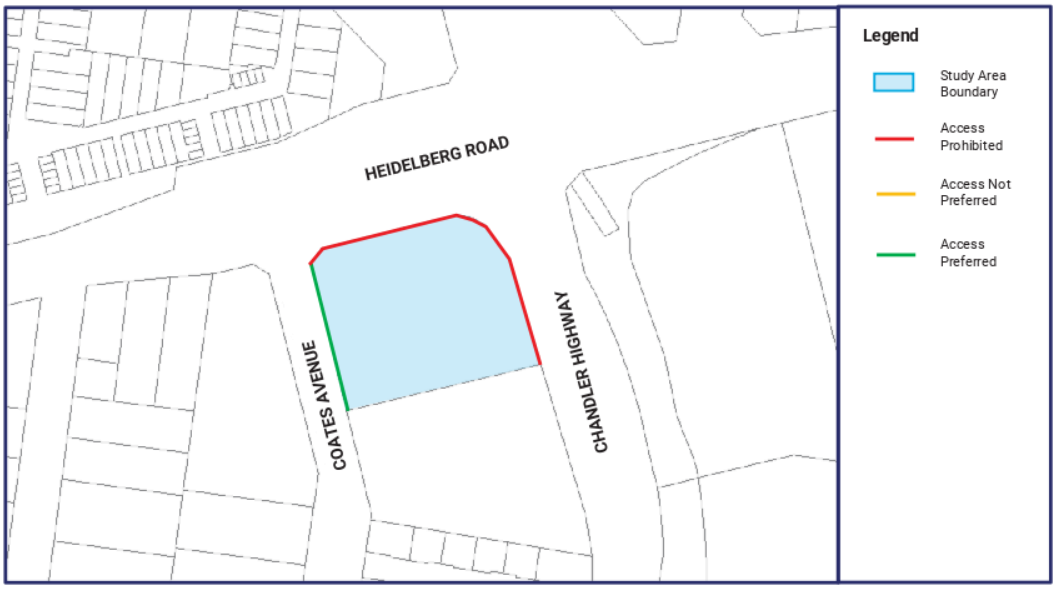

Figure F3: Precinct 3A

Attachment 6 - Attachment 6 - Heidelberg Road Transport Engineering Advice

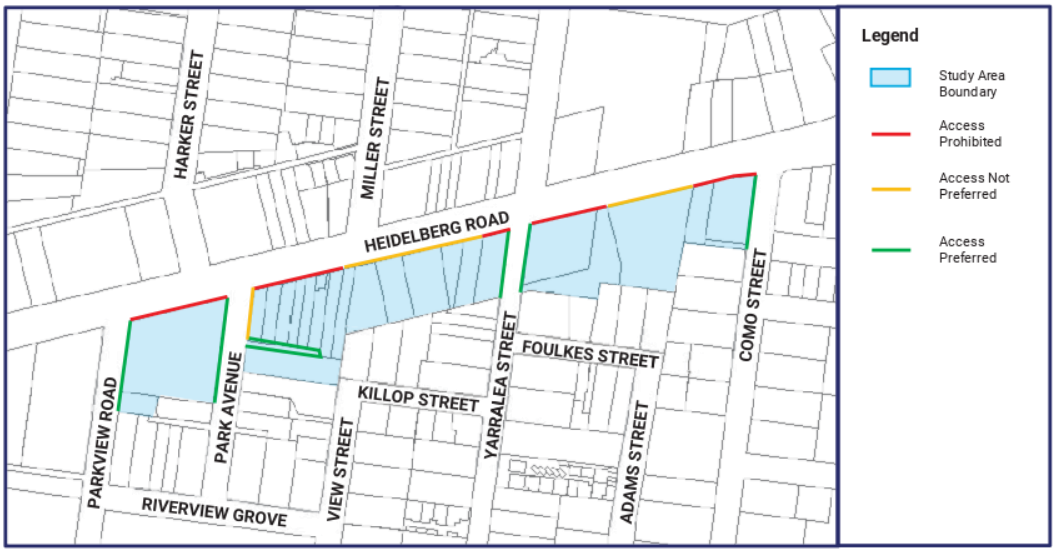

Figure F4: Precinct 3B

Appendix G

Interim Design and Development Overlay

Traffix Group

G27460R-01B

Heidelberg Road – Transport Relevant Sections of an interim Design and Development Overlay

The below is an extract from the working draft of the proposed interim Design and Development Overlay that, if Council adopts it, would apply to the Commercial 1 Zone areas within the City of Yarra along Heidelberg Road.

The most transport-relevant passages have been extracted.

Objectives

Provide a greater sense of openness towards the Heidelberg Road footpath via small front setbacks and still achieves activated, pedestrian-oriented façades and passive surveillance.

Definitions

Laneway means a road reserve of a public highway 9 metres or less wide.

Road boundary means the boundary between the public road and the private property.

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street-wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

Street Wall Height and Boundary Set Back Requirements

Towards Heidelberg Road, development

- in Precincts 1 and 3A must achieve a minimum 3 metres front setback, including side boundary walls, to provide better separation with Heidelberg Road and space for circulation and canopy landscaping
- in Precincts 2 should achieve a minimum 3 metres front setback, including side boundary walls, to provide better separation with Heidelberg Road and space for circulation and canopy landscaping.
- in Precinct 3B, between Park Avenue and Yarralea Street, should achieve a continuous street wall with no front setback.

Front Setback Design Requirements

Front setbacks should be designed to create a sense of openness and clear line of sight at pedestrian level between the public footpath and street wall and include:

- unobstructed access by avoiding steps, fences and narrow spaces between planting areas
- canopy trees
- creating a subtle distinction towards the public realm, including but not limited to different paving material, pattern and/or placement of planting.

Access, parking and loading areas requirements

Car parking should be located within a basement or concealed from the main and side streets.

Providing recessed parking spaces at the ground floor of buildings and onsite parking spaces at the front of properties should be avoided, except for development east of Yarralea Street, Alphington.

Pedestrian access to buildings should be achieved via Heidelberg Road or side streets and must be clearly visible, secure and have an identifiable sense of address. Residential and commercial entrances should be distinguishable from each other. Primary access from laneways should be avoided.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development must not provide new vehicular access from Heidelberg Road.

Development with redundant vehicle access points to Heidelberg Road should reinstate the kerb, linemarked parking bays, and relocate any parking signs.

Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and Requirements of this schedule.
- To the satisfaction of the Responsible Authority, development proposals should be accompanied by a wind study analysis to demonstrate that pedestrian spaces, balconies, communal areas and secluded private open spaces will not be adversely affected by wind effects.

- A Traffic and Parking Assessment Report which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

Decision Guidelines

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

- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- The design of the retail streetscape interface along the main street frontage.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether the development mitigates negative wind effects for the public realm and surrounding sites.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneway's.

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis



Heidelberg Road Built Form Framework
Part 1
Urban Context Analysis

Prepared for the City of Yarra July 2019

cities people love
Hodyl+Co

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

This independent report has been prepared for the City of Yarra. All due care has been taken in the preparation of this report. Hodyl + Co, however, are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred within this report.

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cities people love

Hodyl+Co

July 2019
Version C

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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1
Introduction

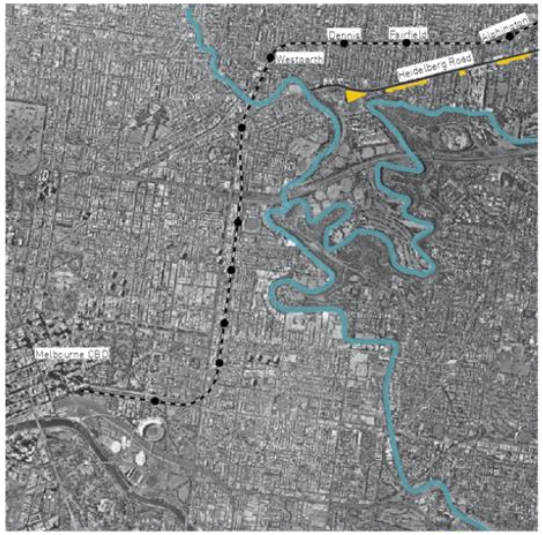

Figure 1. Location plan

1.1 Purpose

This is **Part 1** of the Built Form Framework prepared for the Heidelberg Road Corridor on behalf of the City of Yarra. It incorporates the urban context analysis that informs the development of the strategy and controls that are progressed in **Part 2** of the Built Form Framework.

There are no existing built form controls that apply to the Heidelberg Road Corridor except former Alphington Paper Mill site which has an approved DPO11 overlay including general built form guidance. As a result of developments within the former Alphington Paper Mill site and nearby permit applications, the need for clear built form guidance has been identified.

New built form controls within commercial zones must provide for managed growth and change along Heidelberg Road, while also protecting the amenity of the surrounding residential and parkland areas.

1.2 Study Area

The study area includes the land zoned Commercial 1 and Commercial 2 along the southern side of Heidelberg Road within the City of Yarra. This includes four separate areas:

- Precinct 1: Triangular area of Commercial 1 zoned land, bounded by Yarra Bend Road, Heidelberg Road and T.H. Westfield Reserve
- Precinct 2: Commercial 2 zoned land fronting Heidelberg Road between Panther Place and Austin Street
- Precinct 3A: One Commercial 1 zoned site bounded by Coate Avenue, Heidelberg Road and Chandler Highway
- Precinct 3B: Commercial 1 zoned land fronting Heidelberg Road between Parkview Road and Como Street

The study area does not include the former Alphington Paper Mill site, however the redevelopment of this land will transform the character and scale of development along Heidelberg Road. This 16.5 hectare site is expected to accommodated approximately 2500 homes (an estimated 5000 residents) as well as commercial and retail spaces.[1]

1 https://www.yarracity.vic.gov.au/the-area/planning-for-yarras-future/current-projects/alphington-paper-mill

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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Figure 2. Context plan

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1-3 Site photos



Precinct 3B



Precinct 3A



804 Heidelberg Road
[New mixed-use development]



Looking east along Heidelberg Road



700-718 Heidelberg Road
[Site of recent VCAT case]



Chandler Highway



582 Heidelberg Road
[Recent VCAT case]



Coate Avenue

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Precinct 2



Precinct 1



Large format retail use



Large format retail use



Automotive repairs/Service station



262 Heidelberg Road
[New mixed-use development]



Porta
[Heritage building]



Porta factory

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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2
Strategic planning context

2.1 Strategies

The City of Yarra has recently completed a strategic review of housing and employment growth in the municipality.

The Yarra Housing Strategy provides guidance on the scale of housing development supported in Precincts 1, 3A and 3B of this study.

The Employment Strategy identifies the ongoing importance of the Commercial 2 zoned land (Precinct 2 in this study area) for employment uses.

The Urban Design Strategy provides broad guidance on achieving good urban design outcomes across the municipality.

Yarra Housing Strategy 2018

The Housing Strategy estimates that the population of the City of Yarra will grow by 29,000 people by 2031. An additional 13,400 homes will be needed. It articulates the need to manage this growth in a way that maintains the city's key characteristics, liveability and that creates additional benefits, including:

- Increased supply of affordable housing
- Greater choice and diversity of housing
- Well-designed internal and outdoor communal spaces in new development

It focuses on 'providing certainty around the locations and nature of housing change' that is expected within the municipality over the next 15 years. The Strategy includes four strategic directions that articulate Yarra's preferred strategy for managing how this growth occurs:

- Strategic direction 1: Monitor population growth, land capacity and evolving development trends in Yarra to plan for future housing growth and needs.
- Strategic direction 2: Direct housing growth to appropriate locations.
- Strategic direction 3: Plan for more housing choice to support Yarra's diverse community.
- Strategic direction 4: Facilitate the provision of more affordable housing in Yarra.

Yarra has experienced rapid population growth over the past decade. Yarra is now averaging 1160 new dwellings per year. Approvals for apartments over 4 storeys have doubled in the last five years from 2,394 (2006-2010) to 4,904 (2011 – 2015).

Of specific relevance to the Heidelberg Road Corridor the study notes:

- Heidelberg Road is anticipated to take a significant amount of residential growth. The majority of this will be concentrated within the Alphington Paper Mill site.
- The Alphington Paper Mill site is identified as a 'High change area' on the Strategic Housing Framework Plan.
- The CZ1 land is identified as 'Moderate change area'.
- The C2Z area is designated a 'Non-residential area'.
- The residential zoned areas surrounding the corridor are noted as 'Minimal change area'.

Moderate change areas are intended to support 'increased residential densities and housing diversity through mixed-use, infill and shop-top apartment development...' the scale and form of growth will be determined by heritage and/or built form overlays. Where these do not apply, as is currently the case for Heidelberg Road corridor, urban design and/or heritage local planning policies will determine built form outcomes for the area.

Spatial Economic and Employment Strategy (SEES), 2018

Yarra is changing from an historic manufacturing and industrial hub to a knowledge, services and creative industries driven economy. The SEES was prepared to guide Council on the key trends and economic drivers in the municipality over the next 10 to 15 years.
The SEES includes 6 directions which will inform new policy in the planning scheme. They are:

- Strategy 1: Support employment growth in activity centres.
- Strategy 2: Retain and grow Yarra's major employment precincts (Cremorne / Church St and Gipps St Major Employment Precincts).
- Strategy 3: Identify preferred locations for housing growth to reduce pressures or conversion of employment land for housing.
- Strategy 4: Support the expansion of Yarra's health related employment and services in Yarra's health precincts.
- Strategy 5: Retain other C2 zoned land to support the diversity of business and employment opportunities.
- Strategy 6: Plan for the transition of Yarra's remaining industrial areas (longer term these areas will need investigating for their future development, land use and economic opportunities).

Of specific relevance to the Heidelberg Road Corridor:

- The former Alphington Paper Mill site and adjacent C1Z zones east of the Chandler Highway are identified as a Neighbourhood Activity Centre.
- The retention of the majority of C2Z land in Yarra until further strategic planning work is done recommended. This includes the C2Z precinct along Heidelberg Road, Fairfield.
- The approved development plan for the Alphington Paper Mill site allows for up to 11,500 m2 of additional commercial office space.
- Development of the former paper mills site could bring about changes to the network of activity centres which could potentially change the role of the retail and commercial strips along Heidelberg Road.

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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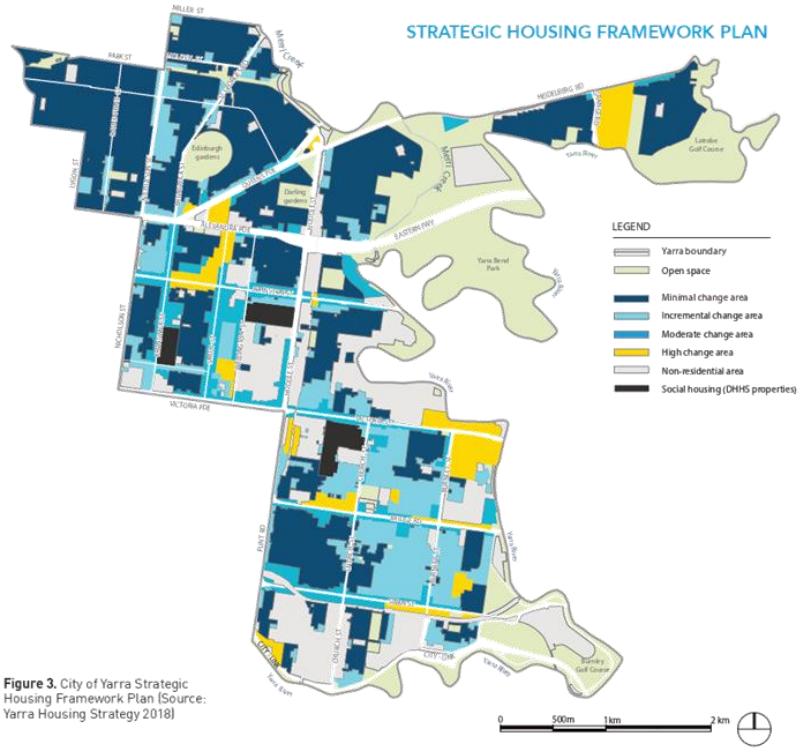

Figure 3. City of Yarra Strategic Housing Framework Plan (Source: Yarra Housing Strategy 2018)

Urban Design Strategy, 2011

The purpose of this strategy is to promote good urban design outcomes for the City of Yarra. It recognises that the need to achieve good design outcomes at an individual site level needs to be balanced with a broader focus on improving the quality of urban design across the municipality.
It recognises that good urban design is directly related to the provision of character, heritage, environmental, accessibility and economic outcomes.

The strategy was prepared in 2011 and focuses on the delivery of 5 key objectives.

The specific relevance of each objective to the Heidelberg Road corridor are:

1. Enhanced quality of Yarra's urban form and character

   Heidelberg Road and Chandler Highway are designated 'main road' with the design intent of 'Coherent built form with improved accessibility lining the route and the consistent greening of the street, where possible'

2. Effective management of growth and change

   The former Alphington Paper Mill site is listed as a 'strategic redevelopment site', however the rest of the Heidelberg Road corridor is not.

3. Design excellence in new developments, which requires a focus on:
   - Design aspects leading to high quality architecture in buildings
   - Integrating environmental sustainable design principles
   - Integrating accessibility design principles into design
   - Designing to promote good health and social wellbeing
   - Responding positively to the existing and preferred neighbourhood character and urban context
   - Identifying sites that require special design consideration
   - Responding positive to the public domain

4. Quality public domain and public space in Yarra

   General principles in regard to delivering a well-designed public domain that brings comfort, safety and connectedness to its users and provides attractive public spaces that add to the activity and vibrancy of the place.

5. Processes and practice that promote good urban design, which recognise the need to consider design from pre-application to planning assessment.

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2.2 Current planning scheme amendments

There are a number of planning scheme amendments that have been recently initiated by the City of Yarra which are of relevance to this study (see Figure 4).

Many of these incorporate the preparation of built form planning controls along main road corridors that directly interface with low-scale residential areas ('sensitive interfaces').

Increasing the scale and density of development along transport corridors is a sound planning and design objective. This needs to be balanced with reasonable protection of the amenity of existing residents and heritage fabric.

Relevant planning work to this study include Johnson Street (C220) and Queens Parade (C231).

The following summaries the key findings or recommendations of this relevant work.

Johnson Street DDO – Planning Scheme Amendment C220

Status: Planning Panel Report released in February 2019

Johnson Street is oriented east-west. The eastern section incorporates sensitive interfaces immediately to the south of commercial zoned properties that front the high street.

Key proposals
Yarra Planning Scheme Amendment C220 proposes to facilitate the land use and built form objectives and strategies for Precincts 1 and 2 (Johnston Street) of the Johnston Street Local Area Plan (JSLAP) by[1] :

- Rezoning properties within the Commercial 2 Zone (C2Z) and General Residential Zone (GRZ) to the Commercial 1 Zone (C1Z)
- Applying a Design and Development Overlay (DDO)
- Introducing a new Municipal Strategic Statement policy at Clause 21.12
- Applying a new Heritage Overlay (HO) precinct
- Applying the Environmental Audit Overlay (EAO) to sites being rezoned from the Commercial 2 Zone.

The general form and scale envisaged for the centre was less the focus of the panel, than the specific 'metrics of the various height, setback, overshadowing and sight-line controls and on the extent to which they should be either discretionary or mandatory'[2] . A key concern expressed to the Panel was that mandatory controls could limit innovative design outcomes and compromise the centre from reaching its redevelopment potential. This was not supported by the Panel who noted that the 'east-west orientation of the street, coupled with the relatively shallow depth of many properties and their close abuttal to existing residential areas warrants a cautious approach. These constraints reduce the degree of 'wriggle room' for negotiating well design outcomes'.[3]

The Panel report also notes that the strategic work is 'demonstrably extensive, robust and up to date'.[4]

Key panel recommendations relevant to Heidelberg Road corridor:

- A mid-rise scale of development is supported by policy in this area.
- The use of an indicative height range in the Design objectives is appropriate.
- The proposed heights are appropriate (apart from one exception where they recommend changes).
- The solar access provisions are appropriate which include sunlight to the footpath on the southern side of Johnson Street
- It is not appropriate to require a greater setback above heritage buildings.
- A 45-degree upper level set back is appropriate above the street wall.
- The rear interface controls are appropriate which include either a 4.5 metre setback or 45-degree setback above 11 metres (or 9 metres in precinct 2rE).
- The building separation requirements are appropriate.
- The corner provisions are appropriate.

The Panel Report supports Council's proposal to make the rear height mandatory to protect established areas. The amount of development that will be permissible under the proposed controls 'errs on the generous side compared with ResCode. As the B17 envelopes demonstrate, the 11 metres rear interface combined with a 45 degree envelope (discretionary control) provides an outcome that results in an envelope similar to the B17 envelope when across a laneway and much more substantial built form where no laneway exists'.[5]

The Panel concludes 'that sufficient strategic work has been carried out for Johnston Street to support mandatory controls in DDO15 and the specific controls are 'absolutely necessary'.'[6]

Queens Parade – Planning Scheme Amendment C231

Status: Post exhibition which occurred in October 2018

This amendment seeks to manage the scale and form of new building constructed within this precinct. DDO 16 proposes height and setback controls and seeks to ensure that new development responds to the heritage character of Queens Parade and delivers a high standard of design.

Key proposals within the DDO relevant to Heidelberg Road corridor:

The general design requirements include a mandatory requirement to comply with:

- The rear interface controls are appropriate which include a 4.5 metre from centreline of laneway or 4 metres from the rear boundary. Plus 0.3 metres for every metre of height over 4 metres up to 7.3 metres, plus 1 metre for every metre of height over 8 metres.
- Specific precinct design requirements apply and provide guidance on building height, street wall height, upper level setbacks, street wall setback, setbacks from side and rear boundaries, upper level setbacks.
- The proposed buildings heights range from 9 – 43 metres and include a mix of mandatory and discretionary controls.

1 Panel Report: Yarra Planning Scheme Amendment C220, Johnston Built Form Controls, 22 February 2019
2 Panel Report: Yarra Planning Scheme Amendment C220, Johnston Built Form Controls, 22 February 2019, pi
3 Panel Report: Yarra Planning Scheme Amendment C220, Johnston Built Form Controls, 22 February 2019, pii
4 Panel Report: Yarra Planning Scheme Amendment C220, Johnston Built Form Controls, 22 February 2019, pii
5 Panel Report: Yarra Planning Scheme Amendment C220, Johnston Built Form Controls, 22 February 2019, p73
6 Panel Report: Yarra Planning Scheme Amendment C220, Johnston Built Form Controls, 22 February 2019, piii

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Darebin St Georges Road Corridor (DDO16 | 17) – Planning Scheme Amendment C136 | C137

Status: Approved in September 2016

The following rear setback conditions should be met to minimise unreasonable amenity impacts on residential land to the rear:

- At ground level, the rear setback of a building from the boundary of an adjoining residential site must be set back by a minimum of 3 metres (including a laneway where applicable).
- At first floor level, the rear setback of a building from the boundary of an adjoining residential site must be set back by a minimum of 5.5 metres (including a laneway where applicable).
- Any other upper levels must be set back from the boundary of an adjoining residential site so as to be contained within either a 30 degree or 45 degree setback envelope as shown on the maps in subclause 6.0 below (if no rear setback is indicated the 45 degree envelope is to be applied).

The envelope's angle is to be measured perpendicular to the adjoining residential site's boundary from a height of 3 metres above natural ground level, taken from the middle point of the adjoining site's width.

The Key issues explored through this Panel were:

- Mandatory heights
- Addressing sensitive interfaces through angled envelopes from the rear boundary
- Minimum lot width and site consolidation

Rear setbacks

The majority of properties in Precincts 2 - 3B have direct interface with low-scale residential areas to the south.

The scale and form of this interface will need to be carefully considered to balance potential amenity impacts on these adjacent sensitive uses with the desire to support a moderate scale of change as defined in the Housing Strategy.

Rear and side interface controls for low-scale areas are defined in Clauses 54 and 55 of the City of Yarra Planning Scheme. These provisions apply for buildings up to 4 storeys in a Mixed Use Zone (where it abuts a GRZ, NRZ or RGZ), the GRZ, and the NRZ where no other requirements is included in a schedule or within a design development overlay. This interface requirement is illustrated in Figure 4.

The Johnson Street and Queens Parade amendment investigate what an appropriate interface requirement would be where higher density areas interface directly with low-scale residential areas. The recommendations of each of these amendments is demonstrated in Figure 4.

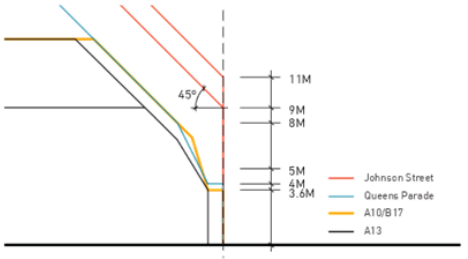

Figure 4. Comparison of rear setback controls in Clauses 54 and 55 and Planning Scheme Amendments for Johnson Street (C220) and Queens Parade (C231)

Key relevance for Heidelberg Road corridor:

A 45 degree angle is adopted in all of these interface requirements. The point of setout for the commencement of setbacks does vary.

The appropriate scale and form of the interface along the southern boundaries of the study area will need to be carefully considered and tested.

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3
Local planning context

3.1 Zoning

Study area
Precincts 1, 3A and 3B are in the Commercial 1 Zone. This zone has three purposes:

- To implement the Municipal Planning Strategy and the Planning Policy Framework
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses
- To provide for residential uses art densities complementary to the role and scale of the commercial centre.

Precinct 2 is in the Commercial 2 Zone which has three purposes:

- To implement the Municipal Planning Strategy and the Planning Policy Framework
- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

Key relevance to this study:

Residential development is not allowed within the Commercial 2 Zone. This will be a key point of difference driving the built form outcomes needed within each precinct.

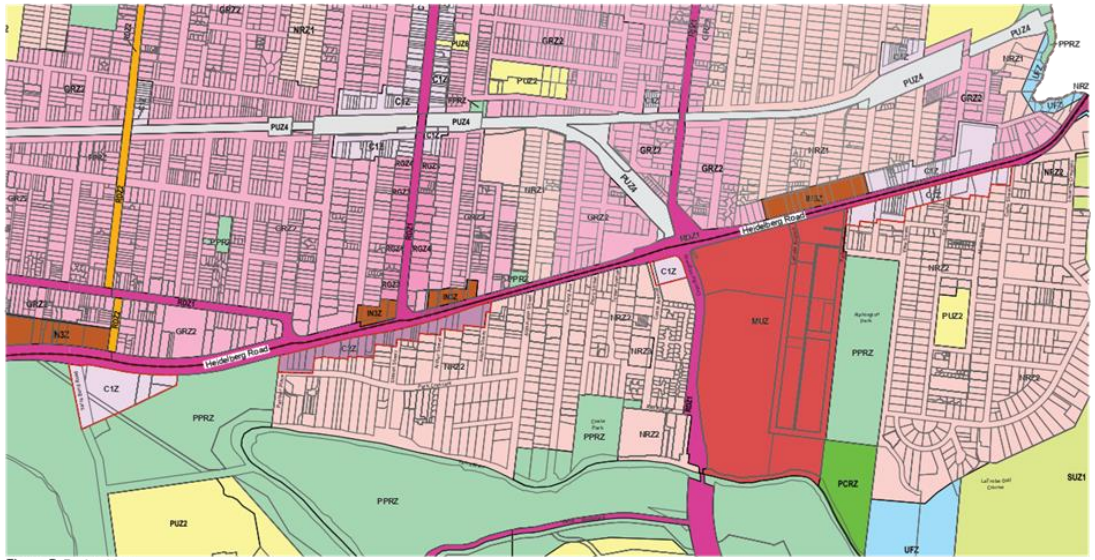

Figure 5. Zoning Map

Context
Heidelberg Road is zoned Road Zone - Category 1. The areas to the immediate south of Precincts 2 - 3B are all zoned Neighbourhood Zone 2 (NRZ2). Between Precincts 2 and 3A the land fronting Heidelberg Road is also zoned NRZ2. To the south of Precinct 1 is the Public Park and Recreation Zone (PPRZ). The properties fronting the north side of Heidelberg Road within the City of Darebin are zoned a mixture of General Residential Zone 2, Industrial Zone 3, and Commercial Zone 1.

Within the Heidelberg Neighbourhood Activity Centre the Commercial 1 Zone fronts both sides of the street. Along the remaining length of Heidelberg Road the zoning on both sides of the street are not aligned.

Commercial
- C1Z Commercial 1 Zone
- C2Z Commercial 2 Zone

Public Land
- PPRZ Public Park And Recreation Zone
- PUZ2 Public Use Zone - Education
- PUZ3 Public Use Zone - Health And

Community
- RDZ1 Road Zone - Category 1

Residential
- GRZ2 General Residential Zone - Schedule 2
- MUZ Mixed Use Zone
- NRZ1 Neighbourhood Residential Zone - Schedule 1
- NRZ2 Neighbourhood Residential Zone - Schedule1
- NRZ3 Neighbourhood Residential Zone - Schedule3

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3.2 Heights and other overlays

There are no height controls that currently apply within the study area.

The preferred maximum height limits for the surrounding context are nominated within each zone, with the exception of the former Alphington Paper Mill site where preferred maximum heights are nominated within the Alphington Paper Mill Development Plan.

The majority of the surrounding context is in a neighbourhood zone or residential zone with nominated height limits of 9 - 11.5 metres.

The height limits within the Paper Mills site are tallest at the intersection of Heidelberg Road and Chandler Highway (Precinct A - 14 storeys) and reduce in scale to 8 storeys further east along Heidelberg Road (Precinct C). Further south the preferred height limits transition down to 5 storeys fronting Chandler Highway (Precinct B) and 3 - 4 storeys within the centre of the site and adjacent to Alphington Park and the Yarra River (Precincts D, E and F).

There are two sites within a heritage overlay. Further work is currently underway to assess other potential sites of heritage significant along the corridor.

Nine sites, including a heritage site, within Precinct 3B are affected by a 12 metre width Public Acquisition Overlay. VicRoads is the acquiring authority and the land is intended to enable road widenings. VicRoads have confirmed that the PAO is still required.



Figure 6. Existing height controls



Figure 7. Overlays

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3.3 Former Alphington Paper Mill site

This Development Plan was prepared in accordance with an Indicative Framework Plan prepared by the City of Yarra and was approved by the City of Yarra in May 2016. The Development Plan prepared by Glenvill (the developer) is organised into six chapters:

- 01 Vision
- 02 Planning Report
- 03 Site Master Plan
- 04 Landscape Concept Plan
- 05 Design Guidelines
- 06 Development Staging

The most specific policy guidance on the desired urban design outcomes for the site are included in Chapter 03 Site Master Plan and Chapter 05 Design Guidelines.

The following summarises the key aspects of the Development Plan that affect the precincts fronting Heidelberg Road - Precinct 1 Gateway and Precinct 2 Village (referred to as Precinct A and C within the Building Heights Precinct Plan respectively).

Preferred and maximum building heights

(Section 5.5)

Building heights should generally be in accordance with the heights indicated on the Building Height Precinct Plan. Precincts A and C have a nominated preferred (i.e. discretionary) maximum height of 14 storeys and 8 storeys. Development applications have generally been approved at these preferred height limits, with the exception of 626 Heidelberg Road (corner of Chandler Highway) where a 17 storey building has been approved.

The nominated building heights and the height of current and approved planning permit applications is illustrated in Figure 8.

The design philosophy driving the proposed height for each precinct is:

Precinct A / 2

- A landmark, place making building will be located on the corner of Chandler Highway and Heidelberg Road that distinguishes itself from other buildings within the precinct.
- A campus of taller buildings will be coordinated to form an appropriate place and one that presents a varied skyline and attractive silhouette when viewed from a distance.
- The building mass will be broken into multiple buildings with individual expression.
- Upper level setbacks will be provided above a podium form where appropriate and suitable separation will be provided between towers.
- Buildings will be designed to ensure an acceptable level of sunlight is maintained to the south side of public roads, pedestrian ways and public open spaces.

Precinct C / 1

The major gateway to the site at the main road intersection with Heidelberg Road will be marked by more visually prominent built form on the east and west sides of Main Street, designed to suitable mark the gateway entry to the site.



Figure 8. Building Heights Precinct Plan (overlaid on aerial image with notations)

5 Building heights (approved DPO)
4 Building heights (current and approved applications)

Precinct	Max. Building Height	Preferred Building Height	Street wall
A		14 storeys	3 storeys
B		5 storeys	3 storeys
C		6-8 storeys	6 storeys
D	4 storeys		3 storeys, set back from Parkview Road
E	3 storeys		2 storey river interface, set back from crest line of the Yarra River
F	4 storeys		2-3 storeys

Table 1. Building height precinct plan (Figure 98 of the Development Plan)

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Built form and interfaces

(Section 5.6)

Built form should:

- Achieve a high quality architectural response
- Provide for diverse built form
- Demonstrate sufficient articulation to avoid blank, long and continuous facades
- Collectively form a coherent and identifiable precinct.

The preferred built form interfaces are illustrated in Figure 7.

Precinct Guidelines

Further guidance on the preferred built form in Precincts 1 and 2 are included in the Development Plan. This includes guidance on place and character, programme / land use, grain and permeability and precinct interfaces and transitions.

Specific design guidelines are also provided for building heights, setbacks, street wall heights, floor heights, roof forms, built form articulation, corner lots, wind protection, building separation and overshadowing.

Key relevance for the Heidelberg Road Corridor:

The Alphington Development Plan articulates the scale of development preferred within this renewal area. It supports a high degree of change that aligns with the Housing Strategy's designation. This will significantly change the character and degree of activity within the Alphington area. The scale of development within this site is intended to be greater than the remainder of the corridor.

The relationship between the scale and character of development within this renewal area and the remainder of the corridor needs to be tested.

Planning permits have been lodged for the adjacent corner sites at 582 Heidelberg Road and 700 Heidelberg Road. Both of these applications went to VCAT for review where the relationship between the scale of development on the Mill site and these adjacent sites was interrogated.

A permit for a 7 storey building was approved for 700 Heidelberg Road.

The decision on 582 Heidelberg Road is pending (see site photos on page 6).



Figure 9. (Left) Alphington Paper Mills - Village Precinct Vision. Artist's sketch of former Alphington Paper Mill Site with Precinct 2 highlighted (p122 of Development Plan). This illustrated the increased preferred building heights on Heidelberg Road.

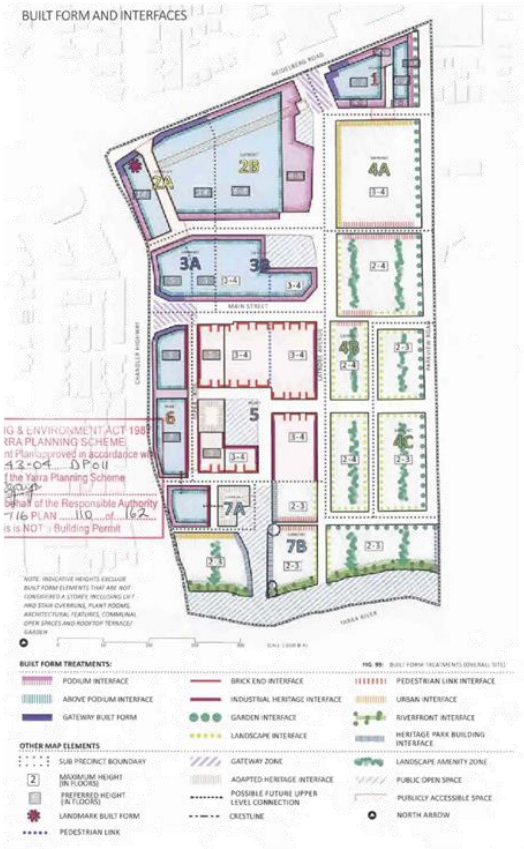

Figure 10. (Right) Built Form and Interfaces map (p111 of Development Plan)

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3.4 Permit activity

There have been three planning permit applications within the study area. These are:

- 802 & 804 Heidelberg Road (Permit number: PLN11/0820)
- 718 Heidelberg Road (Permit number: PLN17/0040)
- 582 Heidelberg Road (Permit number: PLN17/0858)

Two of these three applications have been taken to VCAT. 718 Heidelberg Road was given a permit, however the applicant objected to the conditions applied. VCAT upheld the conditions that were applied and made further recommendations.

582 Heidelberg Road was refused a permit - a decision is currently pending.

The outcomes of these VCAT decisions are of direct relevance to the development of built form controls.

Planning Application Number	Street Address	Podium Height	Height	Permit	Description
PLN17/0858 VCAT Reference No. P1558/2018	582 Heidelberg Road	7.55m (2 storeys)	44.8m (14 storeys)	Awaiting Decision (VCAT)	Construction of a multi-storey building, use of the land for dwellings and an indoor recreational facility (gym), reduction in the statutory car parking requirement.
PLN17/0040 VCAT Reference No. P607/2018	718 Heidelberg Road	13.8m (4 storeys)	26.2m (8 Storeys)	Permit Amended: 8 March 2018	Development of the land for construction of a multi-storey building, use of land for dwellings and reduction in the statutory car parking requirements.
PLN11/0820	802 & 804 Heidelberg Road	9.9m (3 storeys)	12.9m (4 storeys)	Permit Amended: 3 May 2016	Mixed use development for construction of ground floor office/food and drink premises and use and development of dwellings above, associated reduction in car parking and loading bay requirements and alteration to access in a Road Zone.



Figure 11. Development Activity

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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582 Heidelberg Road



Perspective

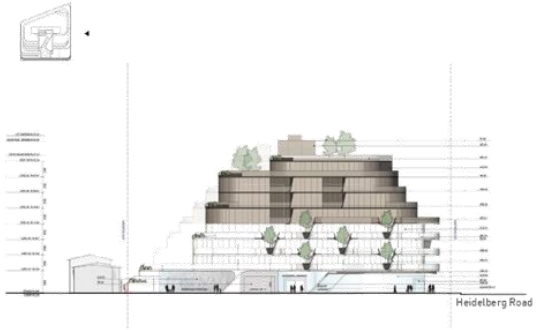


Elevation

718 Heidelberg Road



Perspective

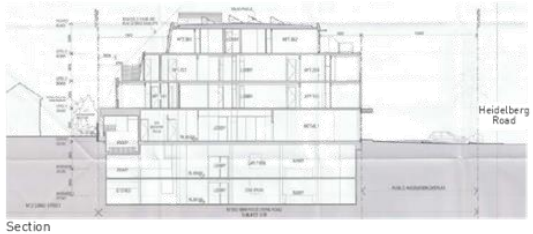


Elevation

802 & 804 Heidelberg Road



Perspective



Section

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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4
Understanding the Place



Image 1. View of Precinct 3B looking west at intersection of Yarralea Street

4.1 Overview

The following investigates the existing conditions in the study area. This highlights the specific place qualities along Heidelberg Road that should be retained and enhanced, as well as the constraints and opportunities that will influence the design and planning of the precinct.

This considers:

- A summary of existing key attributes along Heidelberg Road, including land use, vehicular access, landscape qualities (within the site and the street) and any heritage values
- Existing street - widths and conditions
- Urban structure
- Built form analysis, including building heights, site coverage, front setbacks, frontage quality and private interfaces

This details the specific site conditions that will inform the development of a built form framework for the study area.

Key constraints and opportunities identified through this analysis are documented at the conclusion of this chapter.

Summary of key attributes (refer following pages):

Land use is predominantly for commercial uses, including medical, offices, light manufacturing, automotive repairs, gyms and large retail showrooms. There is a limited number of residential developments which are located in Precinct 1 and 3B.

There are a number of **vehicular crossovers** that come directly off Heidelberg Road. These are distributed along the road corridor. There are limited opportunities for rear access to properties that are within the centre of blocks. Vehicular access will need to be carefully considered in the development of built form controls.

Landscape quality is inconsistent, however generally poor across the study area. There are a limited number of mature street trees, however new street trees have been planted along the length of the corridor. A landscape setback is incorporated into a number of properties across the study area. This is inconsistent, however does provide some visual relief and a more generous pedestrian environment which reduces the dominant impact of traffic the pedestrian experience.

There are two existing sites identified as of heritage significance. Further investigations are underway by a qualified heritage architect and will be incorporated into this report.

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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Key Attributes - Precinct 1

Precinct 1 is a triangular area of Commercial 1 zoned land, bounded by Yarra Bend Road, Heidelberg Road and T.H. Westfield Reserve





Figure 12. Street Elevation in Precinct1

Key Attributes - Precinct 3A

Precinct 3A is one Commercial 1 zoned site bounded by Coate Avenue, Heidelberg Road and Chandler Highway



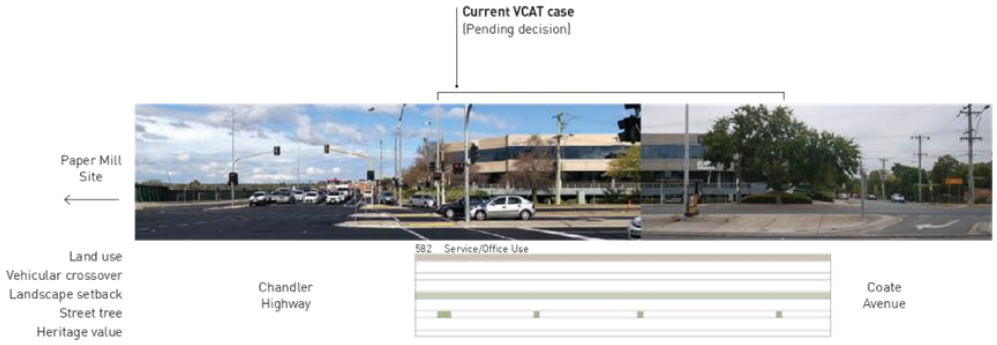

Figure 13. Street Elevation in Precinct 3A

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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Heidelberg Road Interface - Precinct 2

Precinct 2 is in the Commercial 2 zone (C2Z) fronting Heidelberg Road between Panther Place and Austin Street.



Figure 14. Street Elevation in Precinct 2

Heidelberg Road Interface - Precinct 3B

Precinct 3B is in the Commercial 1 zone (C1Z) fronting Heidelberg Road between Parkview Road and Como Street



Figure 15. Street Elevation in Precinct 3B

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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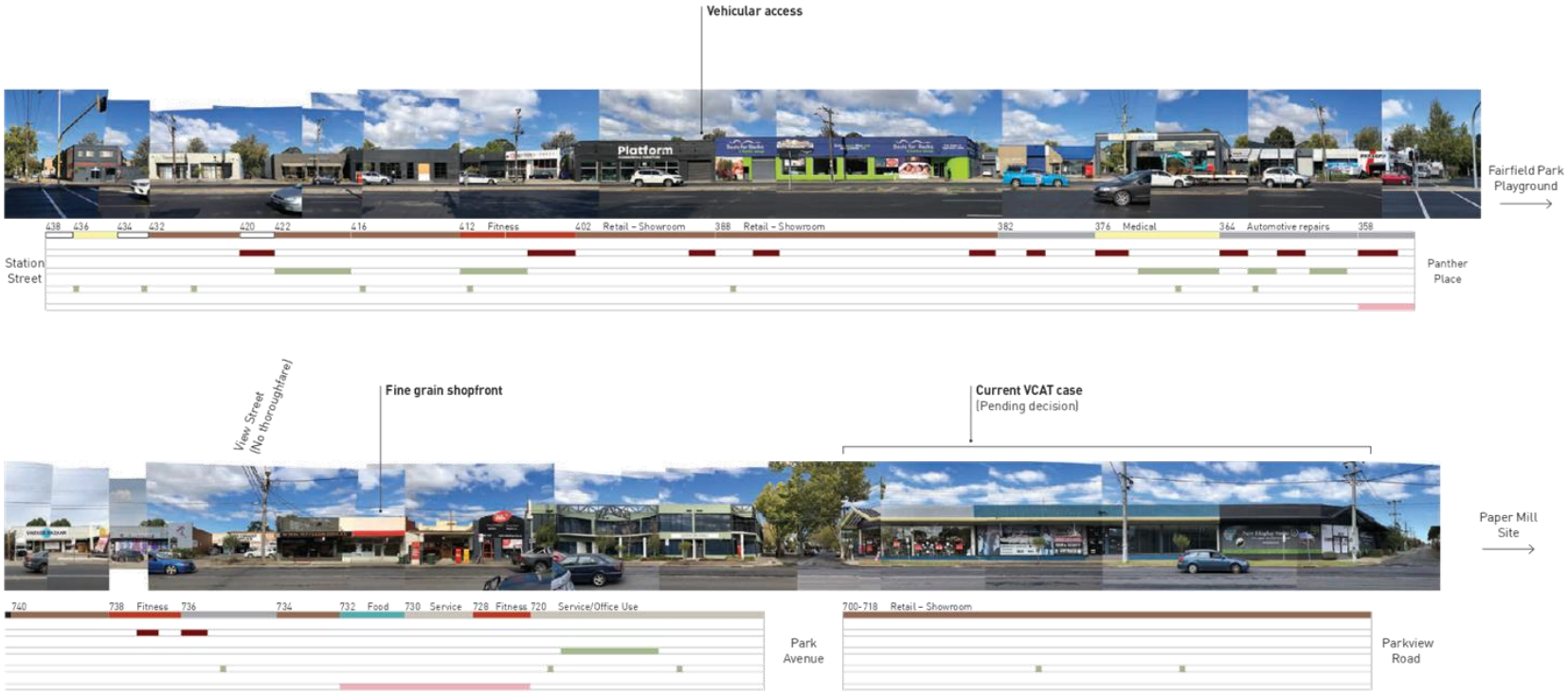

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4.2 Urban structure analysis

Site size

Site sizes vary across the study area.

Precincts 2 and 3B include the greatest range of site sizes (less than 500m² to 2000m²+), site widths (frontages vary significantly from 5.5 to 59 metres) and site depths (which vary from 28 metres to 56 metres).

Precinct 3A is a single large site that is subject to a current development application.

Precinct 1 includes three smaller sites, two of which have been redeveloped recently. It includes one very large site, the largest in the study area.

Site frontages

Precincts 2, 3A and 3B all interface directly with residential areas to the south. Corner sites and those with rear access have the greatest number of site frontages.

The sites within Precincts 2 and 3B are most constrained, with many sites having only 1 street frontage which is to Heidelberg Road. This means that internal amenity within the site must be provided via side and rear boundaries that interface with privately owned sites.



Figure 16. Site size

Key relevance to the development of built form controls:

- A significant number of sites within these Precincts 2 and 3B are narrow, deep sites which will make redevelopment difficult, particularly for residential uses in Precinct 3B. The degree to which site consolidation is encouraged, or not, therefore needs to be considered to balance development capacity with preferred character outcomes.
- Larger sites, particularly those on corner lots, will be able to accommodate the taller and larger amount of development. The impact of these on the amenity of residential areas to the south will need to be carefully considered.



Figure 17. Site frontage

Key relevance to the development of built form controls:

- The number of street frontages that a property has impacts the capacity for redevelopment within a site. Sites with more frontages have greater access to amenity (outlook, daylight, sunlight) which is protected.
- Precinct 1 interfaces with the existing park - impacts of overshadowing of parkland will be important to consider and test.

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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4-3 Access

Public transportation

The area has relatively good access to local train stations with Fairfield Station and Alphington Station within walking close walking distance. Precincts 2 and 3B have the highest proximity to each station.



Figure 18. Public transportation

Key relevance to the development of built form controls:

- All sites have generally good access to public transport and are suitable for more intensive development.

Access

Vehicular access is predominantly provided from Heidelberg Road.

There is limited rear access with only one laneway located at the rear of properties on the corner of Parkview Avenue and Heidelberg Road.

A small number of sites are accessed from shared driveways. A small number of sites have two driveway access crossovers. There is only 1 site which currently has no vehicular access at all.

A number of sites have car parking within the Heidelberg Road frontage. This contributes to a poor character within the street and a low amenity outcomes for pedestrians.



Figure 19. Vehicle Access

Key relevance to the development of built form controls:

- Where possible, vehicular access should be from side streets or the rear. This will not be possible for a large number of sites where the only possible access is from Heidelberg Road.
- Where possible, multiple vehicular access points should be consolidated.
- Rear property boundaries are generally staggered which makes the introduction of new rear laneways difficult and largely impractical.

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4.4 Land Use

Land Use

There is a mix of land uses along corridor:

- Precinct 1 (Commercial 1 zone) includes a large manufacturing site, offices, a medical suite and an apartment complex.
- Precinct 2 (Commercial 2 zone) includes predominantly large/ showroom retail uses and automotive repair shops. Residential uses are not allowed within the Commercial 2 zone.
- Precinct 3A (Commercial 1 zone) includes a single office building.
- Precinct 3B (Commercial 1 zone) incorporates the Alphington Neighbourhood Centre. The uses here, however are similar to Precinct 2, with the exception of a post office, two cafes and one apartment building.



Figure 20. Land Use

Key relevance to the development of built form controls:

- As there area develops there will be greater distinction between the land use mix in Precinct 2 compared to Precincts 1, 3A and 3B as residential uses are not allowed within the Commercial 2 Zone.
- Future land use mix in Precinct 3B should focus on enhancing the amenity and opportunity for local convenience shopping, cafes and restaurants and retail that are suitable in a neighbourhood activity centre.

Heritage value

A heritage review of the existing buildings is currently underway.

There are only two existing identified heritage buildings. These occur in Precinct 1 and Precinct 3B.

An additional 5 sites have been identified as potential heritage sites.[1] These are predominantly in precinct 3B, with 1 site located in Precinct 2.



Figure 21. Heritage Value

Key relevance to the development of built form controls:

- Existing heritage buildings are generally not a strong driver of preferred character outcomes in the study area.
- New development controls should, however, consider how new buildings may respond to existing heritage buildings. This is likely to be required in the immediate context of each heritage building, rather than driving the overall design strategy.

1 To be confirmed by heritage review.

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4.5 Public Realm

Front setbacks

There are three types of setbacks identified within the study area:

- No setback (zero lot alignment)
- Landscape setback
- Setback with carparking in front of the building

There is no consistency in setbacks along the study area creating a diverse character.

Frontage quality

An analysis of building frontages illustrates the extent of positive (active), neutral and negative (inactive) frontages.

The frontage quality is dominated by neutral and negative frontages. There are a limited number of active frontages which are within Precincts 2 and 3B and include smaller shops and a cafe/ restaurant.













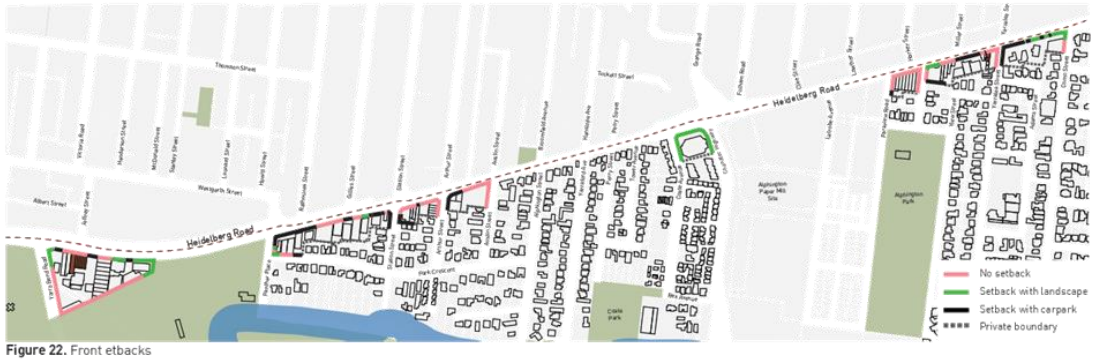

Figure 22. Front etbacks

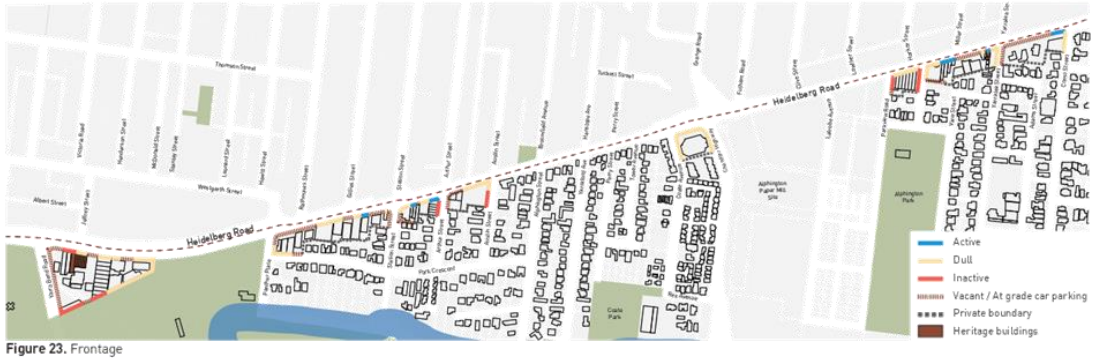

Figure 23. Frontage

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Heidelberg Road Corridor
Heidelberg Road is dominated by commuter traffic. The traffic volumes along the Heidelberg Road were: 15,000-19,000 vehicles eastbound per day,and 17,000-22,000 vehicles westbound per day.[1]

Heidelberg Road varies considerably along the length of the study area in width, design and function.

In all areas, on-road, non-separated bicycle lane, shared by car parking spots or moving traffic at clearway times. It merges with turning lanes at intersections.

Traffic movements dominates the pedestrian experience - this is exacerbated by the lack of on-street car parking which means that there is little separation between pedestrians and moving cars and by the lack of vegetation.

Precinct 1
The pedestrian experience is dominated by the wide road reserve (approximately 48 metres) and 8 lanes of traffic. The footpath is relatively narrow in relation to the road width. There is a minimal amount of vegetation (street trees or understorey planting) to soften the impact of the traffic and hard surfaces.

Precinct 2
The road width narrows to approximately 27 metres and reduces to 6 lanes of traffic. Wider footpaths are provided, however the impact of traffic still dominates the pedestrian experience. There is minimal tree planting of understorey planting within the road reserve.

A landscape setback is provided within some properties which contributes to a higher quality pedestrian experience.

Precinct 3A
The road reserve widens at the intersection with Chandler Highway. This intersection is significantly dominated by traffic movements and noise. A narrow footpath is provided. The verge varies significantly in width from 0 metres to 4.5 metres. There are street trees and a grassed verge.

Precinct 3B
The road reserve is narrowest within Precinct 3B (approximately 22 metres). This is the location of the Alphington Neighbourhood Activity Centre.



Figure 24. Street trees

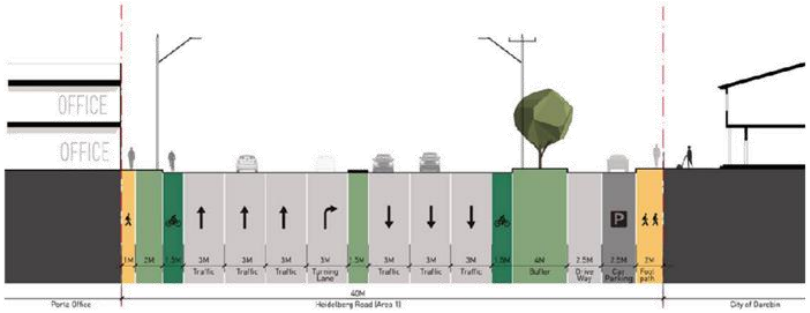

Figure 25. Heidelberg Road section in Precinct 1

1 VicRoads Arterial Road Traffic Volumes, https://www.vicroads.vic.gov.au/

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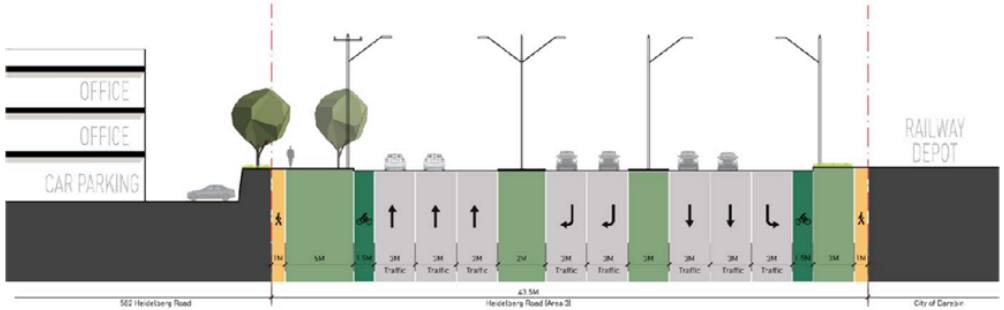

Figure 26. Heidelberg Road section in Precinct 3A

Key relevance to the development of built form controls:

- Traffic dominates the pedestrian experience across the study area, with Precincts 1 and 3A the most affected.
- Recent street tree planting will contribute to softening the overall negative experience.
- There are a number of sites that incorporate landscape setbacks and/or landscape setbacks and car parking which provide some relief from the intensity of the road corridor and traffic. The inclusion of landscape setbacks within the private property should be explored further in the development of built form controls.
- This will need to be balanced with existing character attributes within the finer-grain precincts of the Alphington Neighbourhood Activity Centre.

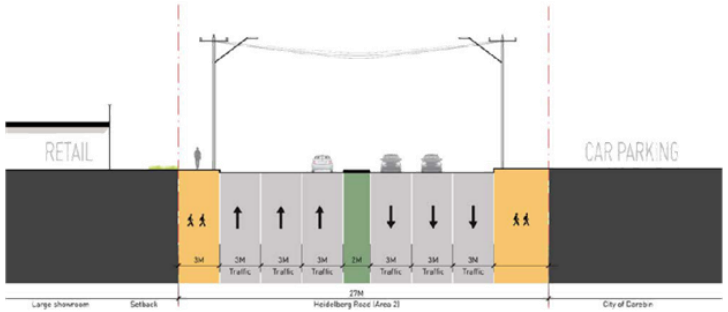

Figure 27. Heidelberg Road section in Precinct 2

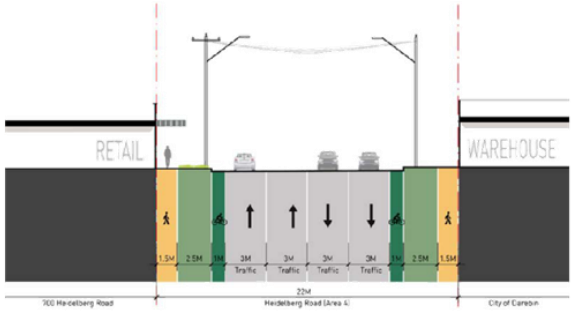

Figure 28. Heidelberg Road section in Precinct 3B

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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4.6 Built form analysis

Building heights

The study area is generally low rise (1-2 storeys) built form. There are a relatively small number of sites that are 3-4 storeys. This includes the recently redeveloped site at the eastern end of the study area (within Precinct 3B) at 802-804 Heidelberg Road.

The Housing Strategy identifies the study area as suitable for moderate growth. This will affect Precincts 1, 3A and 3B where residential development is allowed and will result in a change to existing building heights.

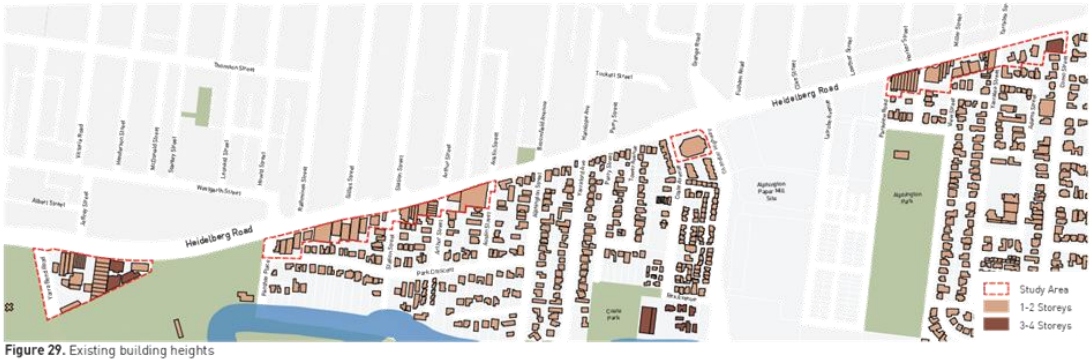

Figure 29. Existing building heights

Key relevance to the development of built form controls:

- The newest development within the study area is at 802-804 Heidelberg Road is 4 storeys in height. This is the only developed site that provides a precedent for potential future character of this corridor. This development demonstrates an effective transition in height to the low-scale areas immediately to the south (see the section on page 17).
- The heights of future buildings along Heidelberg Road will need to be developed with consideration of relationship to the road width, public realm quality and the potential impacts on residential properties to the south (in regards to visual bulk, overshadowing and privacy).

Site coverage

Site coverage varies significantly along the study area and reflects the existing use of the. For examples, sites with the lowest site coverage include drive-thru takeaways (less than 30% of site coverage), while sites with high coverage include warehouses and recently developed large showrooms (over 80% site coverage).



Figure 30. Existing site coverage

Key relevance to the development of built form controls:

- Future land use within each study area will directly impact site coverage requirements.
- Requirements to setback from residential interfaces will effect site coverage outcomes.
- Requirements for landscaping and communal open space within residential developments in Precincts 1, 3A and 3B will also affect future site coverage outcomes.

Attachment 7 - Attachment 7 - Heidelberg Road Urban Context Analysis

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Sensitive interfaces

There are six different interface conditions along the southern boundary of the study area. These include

- Rear to rear site boundaries
- Rear to side site boundaries
- Side to rear site boundaries
- Side to side site boundaries
- Rear to park
- Rear to laneway

Within these interface types, there are examples of buildings that are setback (with either a landscape or car parking buffer) and examples of building built to boundary (a party wall).

Examples of these are demonstrated in and will have a direct impact on the preferred built form controls. The location of each is mapped in - this demonstrates the fine grain of detail at which will need to be considered.

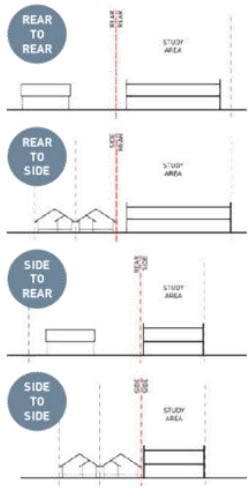









Figure 31. Examples of existing conditions along sensitive interfaces

Relevance to development of built form controls:

Setbacks
A preferred character for each area will need to be developed that will inform the preferred setback design. This should consider the relationship of new development to the street conditions (dominance of traffic and footpath width).

Frontages
A significant improvement in streetscape activation is required to improve pedestrian safety and create more attractive and welcoming environment.

Sensitive interfaces

- Each condition will need to be tested to determine building setbacks, as appropriate, along these boundaries to ensure that visual bulk, privacy and overshadowing impacts are carefully considered.
- Opportunities for rear laneway access will be explored to maximise the quality of the pedestrian experience along Heidelberg Road.
- Interfaces to the park will need to be carefully considered to maximise safety for residents and park visitors, particularly at night.



Figure 32. Sensitive interface along southern boundaries

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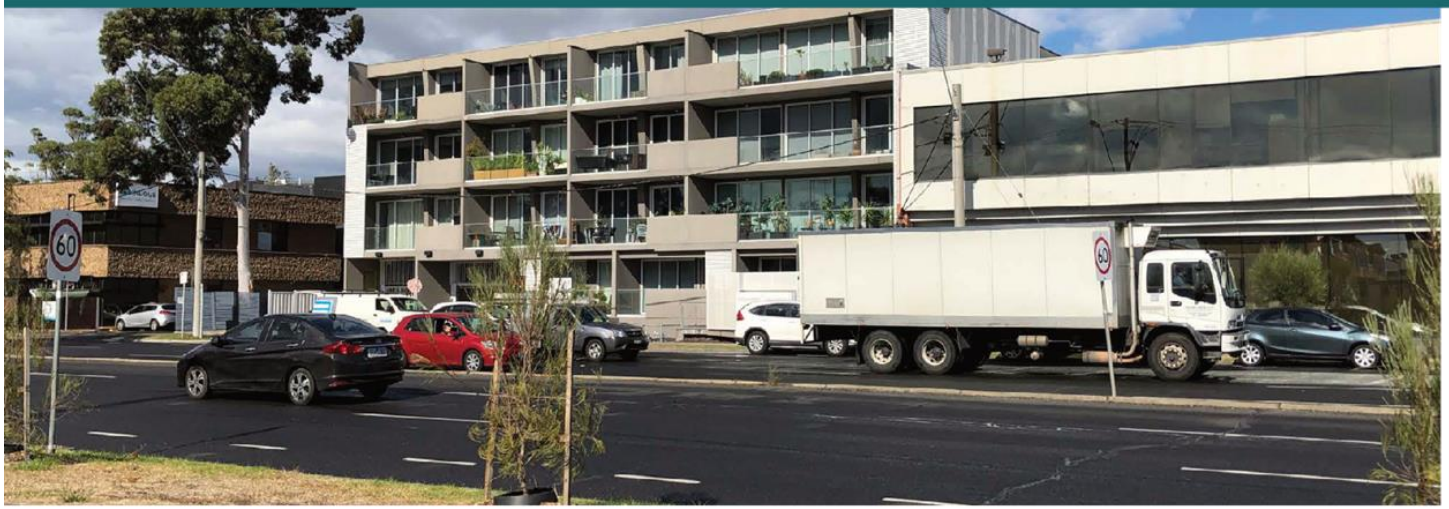
Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Part 2: **Heidelberg Road Built Form Framework**

DESIGN STRATEGY & RECOMMENDATIONS
PREPARED FOR THE CITY OF YARRA



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November 2019

Version E

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Contents

This is **Part 2** of the Built Form Framework prepared for the Heidelberg Road Corridor on behalf of the City of Yarra. It incorporates the development of an urban design strategy and specific built form recommendations for the commercial zoned land on the southern side of the road corridor in Fairfield and Alphington.

Part 1 incorporates the urban context analysis that informs the development of this strategy and provides further background to the recommendations included in this Part 2 Report.

Part 1 incorporates:

- The existing strategic planning context for the study area (Section 2)
- The existing local planning context (Section 3)
- The existing physical and character attributes of each precinct (Section 4).

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Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Overview

Delivering on strategic objectives

Heidelberg Road is a major arterial road that connects the suburbs of Fairfield and Alphington to the central city in the south-west and to the north-eastern suburbs. The road is dominated by heavy traffic and characterised by a generally poor public realm with indistinctive low-rise warehouses and commercial buildings lining the street.

The exception is found within the Heidelberg Road Neighbourhood Centre which includes intact shopfronts and a small number of heritage buildings, as well as the Porta site in the west, which includes a heritage warehouse and brick chimney which is an important landmark within the precinct.

The study area for this report includes three precincts:

- Precinct 1 - Yarra Bend
- Precinct 2 - Fairfield Commercial
- Precinct 3 - Heidelberg Road Neighbourhood Activity Centre

Strategic and design objectives have been established for the corridor. These have been applied and tested within this report to determine appropriate development controls within each precinct.

This study only considers land on the southern side of the street, within the City of Yarra.

The following strategic objectives have been established which guide the overall scale of development along the corridor.

1. Recognise that the development scale on the former Alphington Paper Mills site is strategically positioned as the highest scale of development intensification along the corridor.
2. Recognise the sites to the immediate east and west of the former paper mills site as strategic sites given the proximity to this urban renewal area, access to multiple street frontages and site size.
3. Recognise the Porta site as a strategic site due to its large size and capacity to support multiple buildings, housing diversity and new pedestrian connections to the park.
4. Support a 'moderate' scale of development intensification on all other sites within Precincts 1 and 3.
5. Support a 'moderate' scale of development intensification for commercial uses only in Precinct 2.
6. Deliver well-designed, durable and adaptable developments on all sites, including support for commercial uses in the lower floors of all buildings.

This is summarised in Figure 1.

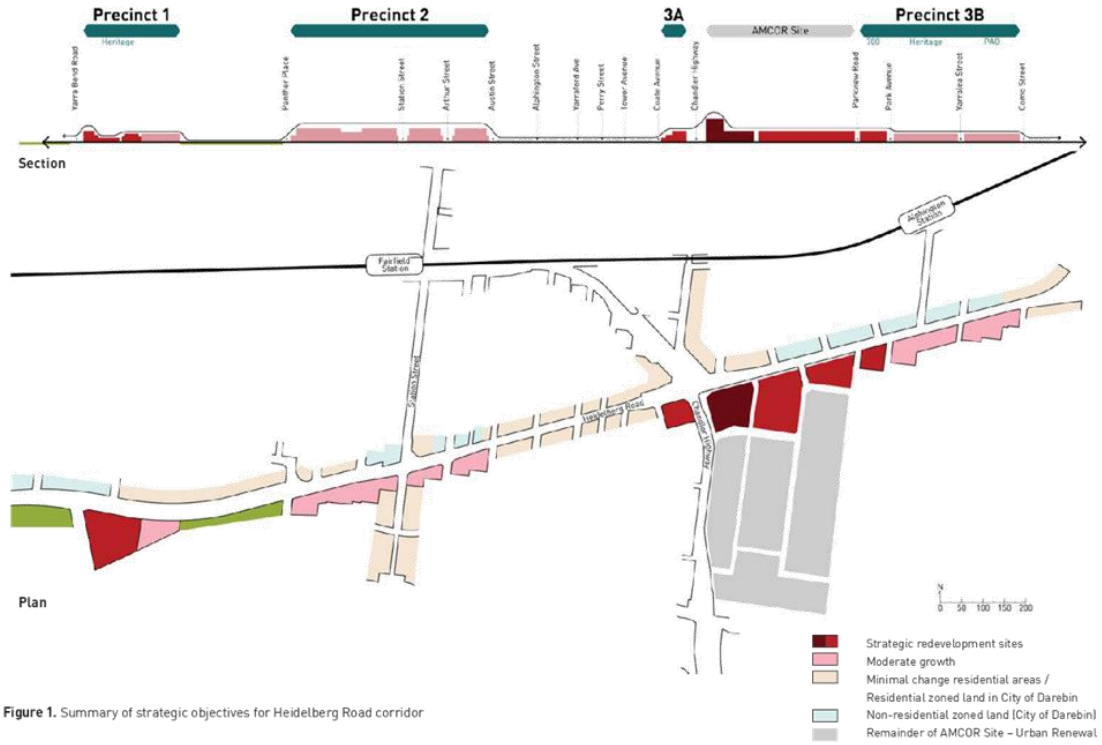


Figure 1. Summary of strategic objectives for Heidelberg Road corridor

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Delivering good quality design outcomes

The following design objectives have been established which guide the form (heights and setbacks) and design quality of new buildings.

1. Improve the quality of the public realm through increased activation and enhancement of the pedestrian environment.
2. Establish a new preferred character for each precinct that responds to the existing context.
3. Carefully manage the impact of new development on sensitive land uses to the south.

These design objectives have been considered at two scales:

- Corridor-wide considerations where common attributes that occur along the whole corridor are assessed and proposed controls developed that can apply generally across all new development.
- Precinct-specific considerations where the locally specific context must be taken into account to determine appropriate development controls.

The range of considerations and the planning controls proposed to respond to them are articulated in Figure 2.

Precinct-specific considerations

Create a new **positive street character** by framing the street with high-quality buildings while maintaining a sense of openness, ensuring that buildings are not visually dominant when viewed from within the street.

This is achieved by applying **street wall height and upper level setback** controls that respond to specific conditions within each precinct, including the need to respond to the scale and design of existing heritage buildings and street widths.

Recommended street wall heights vary from **2 to 6 storeys**. Above this a **6 metre setback** is proposed (with additional upper levels setback at a 45 degree angle in Precinct 3B).

Corridor-wide considerations which generally apply to all development across the study area.

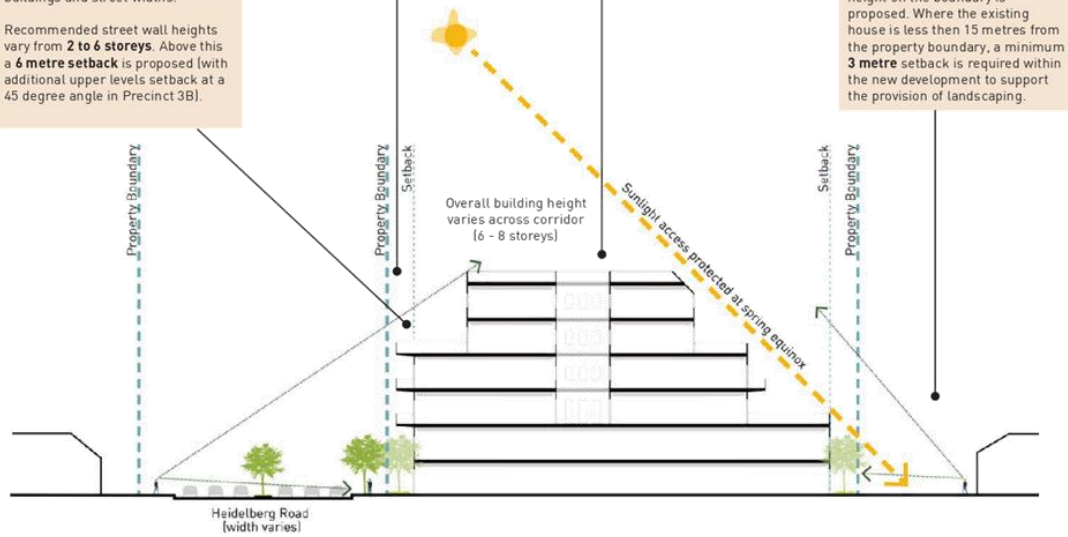
Create a more **welcoming and attractive street** through the inclusion of a **front setback control**. This requires developers to setback new buildings from the street to create more pedestrian space, opportunities for additional tree planting and more street-based activity.

A **3 metre** setback is recommended for the majority of the corridor.

Create **liveable apartments and office buildings** with good levels of natural light, outlook and privacy. **Building setback and separation controls** ensure that there is adequate distance between buildings on the same or adjacent properties. Setback distances are related to the building height and internal use, with primary living spaces and balconies requiring greater separation.

Protect the **amenity of adjacent residential areas**, addressing potential impacts from overshadowing, visual bulk and reductions in privacy, through the inclusion of a **rear interface control**. This designates the form of new buildings (heights and setbacks) along the property boundary that directly interfaces with existing residential sites to the south.

A maximum **2 storey building** height on the boundary is proposed. Where the existing house is less then 15 metres from the property boundary, a minimum **3 metre** setback is required within the new development to support the provision of landscaping.



What determines overall building heights?

Overall building heights are determined by the integration of the strategic objectives and design objectives (corridor-wide and precinct-specific design considerations) including:

- Supporting the preferred overall scale of development (based on strategic planning context).
- Establishing a preferred character within Heidelberg Road.
- Mitigating the visual impact of upper levels when viewed from adjacent residential sites.

A significant amount of built form testing has been included within this report. The following building heights are proposed for each development scale:

- Strategic redevelopment sites - 8 storeys.
- Moderate growth sites - 6 storeys.

Figure 2. Summary of design objectives and recommended planning controls.

1. Developing a built form framework

1.1 Establishing strategic objectives

The study area is a linear corridor of single-depth sites that front directly to Heidelberg Road[1]. It includes three precincts:

Precinct 1 - Yarra Bend
Commercial 1 zoned (CZ1) land that is immediately adjacent to large parklands which front the Yarra River. The site includes the Porta construction site which includes a large heritage industrial warehouse and distinctive brick chimney.

Precinct 2 - Fairfield Commercial
Commercial 2 zoned (CZ2) land in relatively close proximity to the Fairfield Neighbourhood Activity Centre. The areas to the immediate south are zoned Neighbourhood Residential and include predominantly 1-2 storey, detached housing.

Precinct 3 - Encompasses the Heidelberg Road Neighbourhood Activity Centre and is in close proximity to the Alphington train station. The precinct has two distinct sub-areas:

- **Precinct 3A - Alphington West**
  A single, large site to the west of the former Alphington Paper Mill site on the corner of Chandler Highway and Heidelberg Road. The site is zoned Commercial 1 and interfaces directly with Neighbourhood Residential zoned areas to the west and south. The Yarra Housing Strategy identifies this site as the western extension of the Neighbourhood Activity Centre.
- **Area 3B - Existing Heidelberg Road Neighbourhood Activity Centre**
  This includes a number of heritage, narrow-fronted buildings. It is also affected by an existing Public Acquisition Overlay (PAO) that requires front setbacks from the road reserve in the order of 12 metres.

The Heidelberg Road corridor is located in relatively good proximity to public transport, community facilities and the Yarra River recreational corridor. The redevelopment of the former paper mill site will significant transform the character of the area, bringing a significant number of new residents and expanding the extent of and overall activation within the Heidelberg Road Neighbourhood Activity Centre.

The Commercial 1 zoned precincts (Precincts 1 and 3) are therefore suitably zoned and located to support a greater level of development intensification, in particular for mixed-use developments that incorporate commercial or retail uses at the Heidelberg Road ground floor interface with apartments above.

The Commercial 2 zoned precinct (Precinct 2) supports a greater intensification of commercial uses.

All precincts are relatively undeveloped with 1-3 storey large format showrooms, offices and warehouses. There are two existing 4-storey residential apartment buildings (one in Precinct 1 and one in Precinct 3).

Planning context

There are a number of relevant planning policies and decisions that influence the context of this study.

Clause 21.05 – Built form in the Yarra Planning Scheme

Clause 21.05 provides guidance on the preferred urban design outcomes sought in the municipality, including building heights. Specifically it includes:

- Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development. Within this objective is included:
  - Strategy 17.1 - Ensure that development outside of activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.
  - 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.

Commercial and residential zoning interfaces

It is an established position through VCAT decisions that residential properties next to commercial or industrial zones cannot expect the same level of residential amenity as properties which are located in the middle of a residential zone. Similarly, owners of commercial or industrial properties immediately adjacent to residential properties have to take into consideration amenity impacts on residential properties.

The **City of Yarra's Housing Strategy** (2018) supports the delivery of a 'moderate' scale of housing within the Commercial 1 Zoned precincts. This includes support for increased residential densities and housing diversity through a mix of infill and shop-top apartment developments.

Of specific relevance to the Heidelberg Road Corridor the study notes:

- Heidelberg Road is anticipated to take a significant amount of residential growth. The majority of this will be concentrated within the former Alphington Paper Mill site.
- The former paper mill site is identified as a 'High change area' on the Strategic Housing Framework Plan.
- The CZ1 land is identified as 'Moderate change area'.
- The C2Z area is designated a 'Non-residential area'.
- The residential zoned areas surrounding the corridor are noted as 'Minimal change area'.

The **City of Yarra's Spatial Economic and Employment Strategy** (SEES), 2018, identifies the changing nature of the local economy as it shifts from a manufacturing and industrial hub to a knowledge, services and creative industries driven economy.

The strategy includes a strategic direction to retain Commercial 2 zoned land to support a diversity of business and employment opportunities.

Recent planning applications

Planning applications have recently been made for two mixed-use developments at 582 and 718 Heidelberg Road (both in Precinct 3). Both applications were considered at VCAT following Council's objections. A range of issues were identified including that both buildings were considered too tall for the specific local context.

- The application at 718 Heidelberg Road, a site of approximately 3,000m^2 immediately to the east of the former Alphington Paper Mill site, was approved with a condition that it be reduced from 8 to 5 storeys. The relationship of the 8 storey building to the existing residential context was considered unacceptable as it 'presents as overwhelming in scale and approaches too close to its neighbours to the south'[2]. The VCAT decision also notes that Council's condition to reduce the building to 5 storeys was 'possibly too conservative'.
- 582 Heidelberg Road, a site of approximately 3,700m^2 immediately to the west of the former paper mill site, was refused a permit for a 13-storey high building. A taller building was supported on the corner of Chandler Highway and Heidelberg Road, however, the visual bulk of the proposed development was considered to detrimentally affect the 'character and 'feel' of that neighbourhood.[3]

In both cases, however, support for mixed-use developments and a degree of development intensification was supported.

Strategic Objectives

The overarching built form response to the corridor is therefore driven by the following objectives:

1. Recognise that the development scale on the former Alphington Paper Mills site is strategically positioned as the highest scale of development intensification along the corridor.
2. Recognise the sites to the immediate east and west of the former paper mills site as strategic sites given the proximity to this urban renewal area, access to multiple street frontages and each site size.
3. Recognise the Porta site as a strategic site due to its large size, and capacity to support multiple buildings, housing diversity and new pedestrian connections to the park.
4. Support a 'moderate' scale of development intensification on all other sites within Precincts 1 and 3.
5. Support a 'moderate' scale of development intensification for commercial uses only in Precinct 2.
6. Deliver well-designed, durable and adaptable developments on all sites, including support for commercial uses in the lower floors of all buildings.

The application of these objectives within all precincts is the core subject of this report and will determine the scale and form of new development.

1 There is one property within the study area that fronts Park Avenue and not Heidelberg Road.

2 Tribunal decision: Aleks Nominees Pty Ltd v Yarra CC VCAT 1315 (22 October 2018 - PLN17/0040)

3 The Churches of Christ Vic Tas v Yarra CC (2019) VCAT 842 - PLN17/0858. Disclosure: Leanne Hodyl provided expert urban design evidence to Yarra CC for this case.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

1.2 Determining design objectives & principles

Design Objectives

The urban design approach is founded on 3 key objectives which respond to the analysis of the existing physical context which is included in the Part 1 report. These are:

1. Improve the quality of the public realm through increased activation and enhancement of the pedestrian environment.
2. Establish a new preferred character for each precinct that responds to the existing context.
3. Carefully manage the impact of new development on sensitive land uses to the south.

For each objective, the existing context is outlined and the design principles to deliver on the objective in response to these existing conditions are articulated.

These design principles guide the development of corridor-wide and precinct-specific design controls.

1. Improve the quality of the public realm through increased activation and enhancement of the pedestrian environment.

Existing context

The current quality of the public realm is poor across all three precincts due to the:

- Dominance of traffic along the corridor. At present, it is foremost a vehicular thoroughfare, with limited qualities that invite people to spend time in each precinct.
- Narrow footpaths in many locations that are unsuitable to support development intensification.
- Limited on-street parking which means pedestrians are often immediately adjacent to fast-moving vehicles.
- Limited street activation.
- Multiple vehicular crossovers which compromise pedestrian comfort and safety.
- Minimal street tree planting to mitigate the negative impacts of high traffic volumes and narrow footpaths.
- Limited pedestrian weather protection.

A number of sites have landscaped ground floor setbacks which do improve the pedestrian experience by providing some visual relief within the street, opportunities for planting and additional pedestrian circulation space.



Figure 3. Example of minimal street tree planting, limited weather protection and immediate proximity of footpaths to high traffic volumes.



Figure 4. Example of a landscape setback which provides some visual relief and opportunities for greening to improve the quality of the pedestrian experience.



Figure 5. Example of poor street activation - at grade car parks front directly onto street.

Design principles

Without a significant reduction in traffic volumes there are major constraints within the road corridor to improve the quality of the public realm. The following design approaches are therefore imperative to improve the quality of the public realm.

- Increase activation of Heidelberg Road by requiring active street edges in all precincts.
- Improve pedestrian comfort and accessibility through inclusion of ground floor setbacks to the street where the existing conditions for pedestrians are poor and heritage fabric is not compromised.
- Provide additional opportunities for greening of the street within the front setback.
- Incorporate weather protection at entrances within the front setback and continuous weather protection in the Heidelberg Road Neighbourhood Activity Centre.
- Locate all future carparking underground in basements.
- Locate vehicular crossovers from rear lanes or side streets where possible.
- Rationalise the number of existing crossovers to Heidelberg Road where multiple crossovers exist on single sites.
- No additional vehicular crossovers are supported on Heidelberg Road.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

2. Establish a preferred character along Heidelberg Road for each precinct that responds to the existing context.

Existing context

Heidelberg Road is fronted by predominantly 1-3 storey commercial buildings, including large format retail, warehouses and offices. There are two, four-storey residential buildings. The lot sizes and shapes vary significantly along the corridor. They include rows of narrow, traditional 'shopfront' sites as well as wide, larger sites that accommodate large format commercial and industrial uses.

The Heidelberg Road Neighbourhood Activity Centre includes traditional fine-grain shopfronts which is distinct from the remainder of the study area.

There are a small number of heritage buildings located within Precincts 1 and 3.

The existing character of the corridor varies within each precinct, however common attributes include:

Positive attributes

- Leafy residential side-streets which provide attractive green street views at intersections.
- Some sites have ground floor setbacks which include landscape treatments such as paving, understorey planting and small trees.

Negative attributes

- Poorly defined street edges, with generally low-scale development and inconsistent street setbacks.
- Sites with at-grade car parking directly fronting the street.
- Generally low-medium quality building design and materials, including a lack of articulation and visual interest.



Figure 6. Example of leafy side street that interfaces with Heidelberg Road (Precinct 2).



Figure 7. Example of a positive attribute - landscape setbacks that create more room for pedestrian movement and landscape treatments, as well as negative attributes - low-medium quality building materials with low levels of street activation and visual interest.



Figure 8. Traditional shop-fronts and heritage detailing in Precinct 3 which contribute to the positive character of the street.

Design Principles

In each precinct:

- Protect existing heritage buildings and support sensitive redevelopment where appropriate.
- Identify & enhance the specific existing valued attributes in each precinct while supporting a moderate level of development.
- Identify the preferred building typologies that align with the preferred new character area and the preferred future uses.
- Frame Heidelberg Road with high-quality development.
- Balance a sense of enclosure and openness within the street through appropriately scaled street wall heights and sufficient upper level setbacks. This will vary in each context.
- Transition buildings heights at corner sites from the Heidelberg Road frontage down to the existing residential side-streets.
- Separate upper level buildings sufficiently to deliver good levels of internal amenity (outlook, privacy and access to daylight and sunlight).
- On deep, narrow lots, party wall construction and the inclusion of generous light-wells are encouraged.

The preferred Heidelberg Road character is further articulated within each precinct proposal to achieve these design principles.

3. Carefully manage the impact on sensitive residential uses and parkland to the south.

Existing context

Precinct 1 immediately interfaces to large parkland areas.

All sites within Precincts 2 and 3 directly interface with residential properties to the south. These properties are within Neighbourhood Residential Zones where limited change in character is anticipated and where a maximum building height of 9 metres applies.

Design Principles

In Precinct 1 ensure development does not visually dominate or unreasonably overshadow the parklands to the south of Precinct 1.

In Precincts 2 and 3:

- Upper levels to be visually recessive when viewed from the private open space of adjacent dwellings.
- Sky-views from within the private secluded open space of dwellings to the south are provided above recessed upper levels.
- Ensure development does not visually dominate or unreasonably overshadow private open space in adjacent residential areas.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

1.3 Urban design strategy

The following plan illustrates the application of the strategic and design objectives as an urban design strategy for the study area.

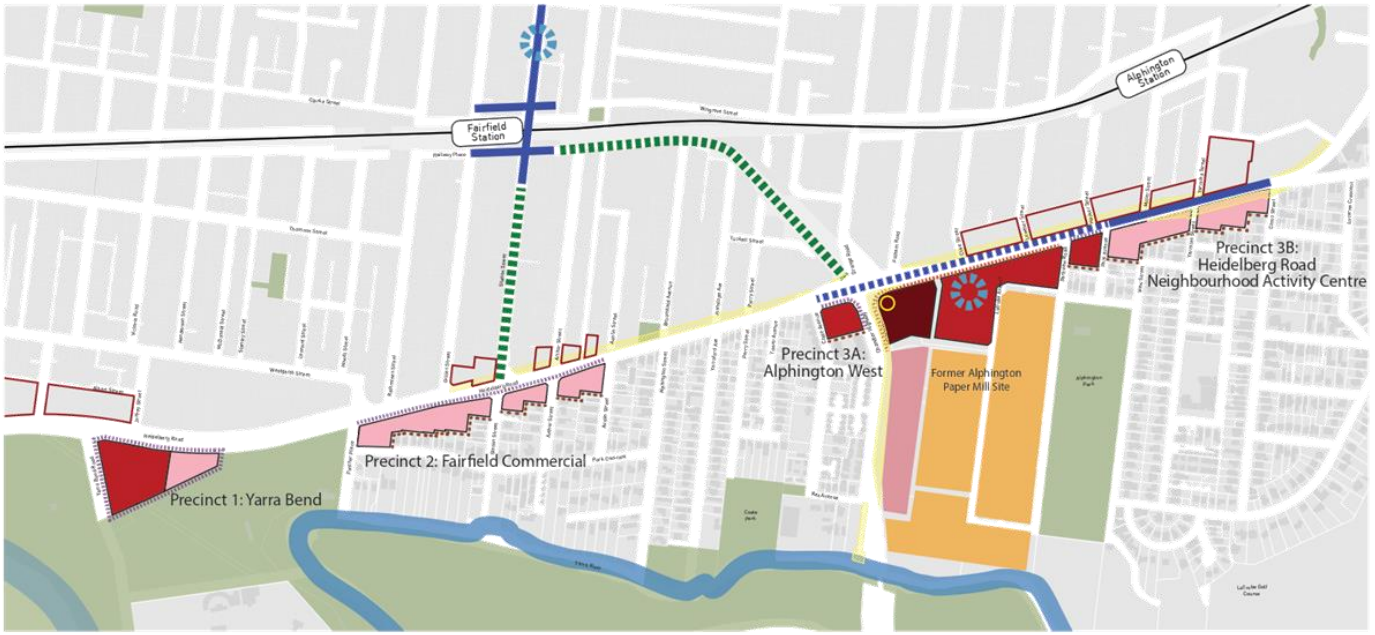


Figure 9. Urban design strategy

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

2. Corridor-wide considerations

The development of a Built Form Framework for Heidelberg Road can be considered in regards to:

- Corridor-wide considerations that are common along the corridor that occur within each precinct
- Precinct-specific considerations.

The corridor-wide considerations are considered in this chapter. They include:

1. Determining the appropriate standard rear-interface controls that are needed to protect the amenity of existing sensitive residential interfaces to the immediate south.
2. Determining front setback provisions that will improve the quality of the public realm in Precincts 1 and 2 and the western end of Precinct 3.
3. Determining appropriate building separation and upper side setback conditions that will ensure good levels of internal amenity for building occupants.

2.1. Consideration 1 - Rear-interface controls

The study area is defined by the single line of commercially zoned properties that front the southern side of Heidelberg Road and which interface directly with residential zoned properties to the south.[1]

There is often tension created when planning policy objectives that support development intensification in commercial zoned areas seemingly conflict with other planning policies that support the protection of high levels of amenity within residentially zoned areas.

The east-west orientation of Heidelberg Road exacerbates this tension as overshadowing impacts will be more significant than in other orientations.

The key issues that must be addressed when determining appropriate design responses along this interface include:

- Mitigating the impacts of overshadowing
- Minimising the visual impact of bulky or tall buildings
- Ensuring reasonable levels of privacy are delivered.

This must be assessed for two types of interface arrangements:

- Rear to rear boundaries which is the typical condition for mid-block sites
- Rear to side boundaries which is the typical condition for corner sites.

The key building elements that impact the visual, overshadowing and privacy amenity impacts are:

- Height of walls on rear boundaries
- Requirement for ground level rear setbacks
- Setbacks of upper levels from the rear boundary
- Overall building heights.

These elements can be considered for the whole length of the study area as there is a generally consistent relationship between site orientation and interface conditions.

Mitigating the impacts of overshadowing

The Yarra Planning Scheme articulates the minimum sunlight access requirements for secluded private open space within a residential zone. These are defined in Clauses 54 and 55 which designate that 'at least 75 per cent, or 40 square metres with a minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9am and 3pm on 22 September'.

To test appropriate interface responses to existing sensitive uses to the south (parkland in Precinct 1 and residential uses in Precincts 2, 3A and 3B) detailed overshadowing modelling was undertaken to measure and assess that these minimum requirements can be met.

Boundary wall heights of 4 metres, 7.2 metres (4m commercial + 3.2 residential floor heights), 8 metres (2 commercial floors) and 12 metres (3 commercial floors) were tested. This modelling is illustrated in Appendix A.

The modelling demonstrates that boundary wall heights of up to 8 metres in height can generally meet the overshadowing requirements as specified in the planning scheme.

A summary of the overshadowing impacts of an 8 metre boundary wall height is demonstrated in Figure 10. This illustrates that due to the orientation of rear property boundaries to the direction of sunlight that the depth of shadow into the southern residential properties is generally consistent across the day.

This figure illustrates that adjacent sites that have a deep backyard greater than 11 metres (8 metres, plus the minimum 3 metre depth for sunlight access) can easily meet the minimum Clause 54/55 requirements.

On sites with shallow backyards, the sunlight requirements are either met through sunlight access to a large secluded side yard, or through a ground floor setback within the development site. This is necessary to ensure that the minimum 3 metre depth of sunlight is provided within the secluded private open space immediately adjacent to the dwelling.

In order to understand how upper levels above the boundary wall height might affect overshadowing it is necessary to consider the angle of the sun at the September equinox. There will be an additional overshadowing impact if development is constructed that intrudes into the direct line of the sun coming over the boundary wall height.

Figure 11 demonstrates the angle of the sun above the horizon at the September equinox (called the altitude). Between 11 and 2pm (which meets 3 hour minimum requirement) the lowest angle of the sun is 45 degrees (at 2pm).

Before 11am and after 2pm the altitude angle drops below 45 degrees however the direction of sunlight is coming from a more easterly direction (before 11am) and more westerly direction (after 2pm) with the longer shadows therefore falling on adjacent properties that front Heidelberg Road rather than the residential properties to the south.

1 There is one property within the study area that fronts Park Avenue and not Heidelberg Road.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

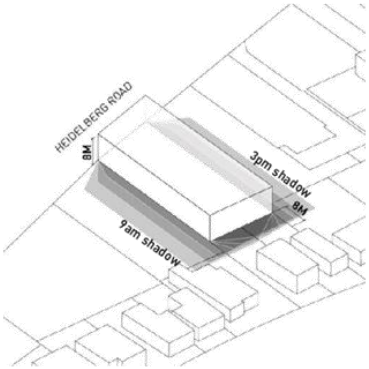
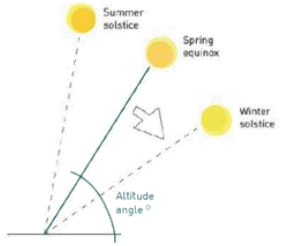


Figure 10. Extent of overshadowing of a 8 metre high wall on boundary at the September equinox. The cumulative overshadowing impacts between 9am and 3pm are demonstrated. The overshadowing impacts generally meet the minimum requirements of Clause 54 and 55 on all sites and interfaces.



Time	Azimuth (°)	Altitude (°)
9:00	61.8	32.2
10:00	47.4	41.9
11:00	28.6	49.2
12:00	5.3	52.7
13:00	341	51.2
14:00	320.1	45.4
15:00	304	36.6

Figure 11. Sunlight angles in Melbourne at the equinox. Between 11am and 2pm the sun altitude angle is above 45 degrees. This is when the direction of the shadow from the boundary wall height falls most directly on the adjacent residential properties (as shown in Figure 10)

Minimising the visual impact of bulky or tall buildings

There are two conditions that have been tested within the modelling:

- Condition 1 - where the adjacent dwelling is setback from the rear property boundary by 15 metres
- Condition 2 - where the adjacent dwelling is setback from the rear property boundary by 11 metres.

Condition 1 represents a small number of properties within the study area. Condition 2 is the more common condition.

Condition 1: Adjacent dwelling is setback 15 metres from the rear boundary.

The visual impact of boundary wall heights of 4 metres, 7.2 metres, 8 metres and 12 metres were assessed, together with three alternate setback provisions for upper levels:

- 6 metre setback
- 45 degree angle setbacks
- 12 metre setback.

Two overall height limits have been tested for each scenario - 5 storeys and 8 storeys. This modelling is included in Appendix B.

The modelling demonstrates and emphasises that the distance that the upper levels are setback and the overall height of the upper levels has a direct bearing on the visual amenity impact from within the private secluded open space within the residential properties to the south.

Each scenario was considered against the proposed design principles (see section 1.2) that include:

- Upper levels are to be visually recessive when viewed from within the private secluded open space.
- Sky-views from within the private secluded open space of dwellings to the south are to be maintained above recessed upper levels.

The following conclusions can be drawn from the modelling. For **5 storey** high buildings:

- A 6 metre setback above the boundary wall height is not considered acceptable as upper levels are too visually dominant. (This would also compromise the maximum overshadowing requirements).
- A boundary wall height of 8 metres is not too visually dominant at this distance and meets the design principles.
- A 45 degree setback above an 8 metre boundary wall height does meet the design principles.
- A 12 metre setback for a five storey building does meet the design principles. This is a very similar outcome to the 45 degree angle setback.

Collectively they demonstrate that an overall 5 storey height limit is acceptable with either a 45 degree or 12 metre setback when considering the visual impact on adjacent sites.

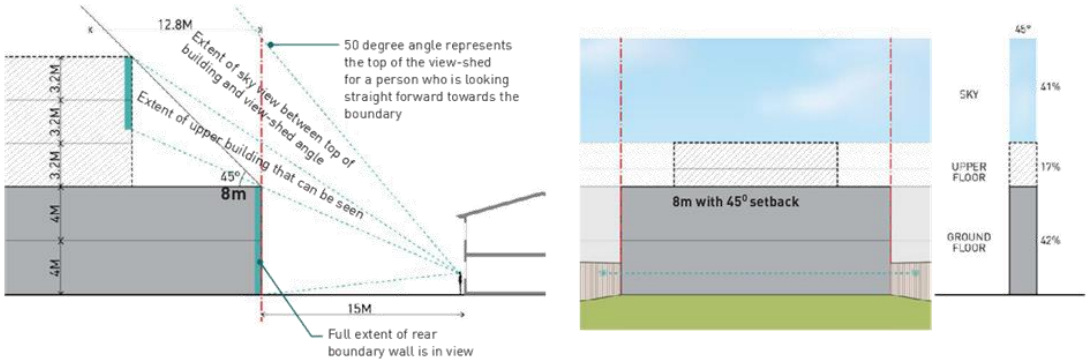


Figure 12. Acceptable degree of visual impact for 5 storey buildings where the adjacent dwelling is 15 metres from the boundary.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

For **8 storey** high buildings only one condition met the design principles:

- An 8m boundary wall height with a 45 degree setback for all upper levels.

This is demonstrated in Figure 13.

Condition 2: Adjacent dwelling is setback 11 metres from the rear boundary.

The same scenarios were tested for condition 2. The following conclusions can be drawn from the modelling. For **5 storey** high buildings:

- A 6 metre setback above the boundary wall height is not considered acceptable and upper levels are too visually dominant. (This would also compromise the maximum overshadowing requirements).
- A boundary wall height of 8 metres is not acceptable as it is too visually dominant.
- A boundary wall height of 7.2 metres is only just acceptable. If the viewpoint was taken from any closer than 11 metres this would no longer be acceptable.
- A 45 degree setback above an 8 metre boundary wall height does meet the design principles.
- A 12 metre setback for a five storey building does meet the design principles.

The key difference between Condition 1 and 2 is the impact of the boundary wall height.

Recent VCAT cases highlight the effectiveness of mitigating the visual impact of the development at ground level through the inclusion of a landscape setback.

This approach was supported in the VCAT cases for 718 and 582 Heidelberg Road. In the case of 718 Heidelberg Road the following position was taken by the tribunal:

- Acceptance that a 3 metre setback could provide sufficient landscape buffer to adjacent dwellings as it can accommodate canopy trees.
- Support for an increased buffer to improve the useability of the landscape space for occupants of the new development.

In the case of 582 Heidelberg Road a 4.5 metre landscape setback was proposed adjacent to a 2.5 storey building height and was generally supported by the applicant, Council, all expert witnesses and the VCAT panel.

Inclusion of a 3 metre setback has been tested in the modelling (see Figure 14) and illustrates the effectiveness of this in reducing the visual impact of the development.

Delivering good design

It is important that good architectural design is also achieved. Within the setback envelope, development should step back in a maximum of two steps to avoid 'wedding cake' outcomes.

Key recommendation

The following rear interface development controls are proposed for all developments sites with direct residential interface. These ensure that overshadowing, visual impact of the boundary wall and upper levels are taken into consideration.

Condition 1 - Rear to rear boundary condition where the adjacent dwelling is sited 15 metres from the boundary:

- Maximum boundary wall height of 8 metres.
- Above this, all upper levels to be setback at a 45 degree angle.

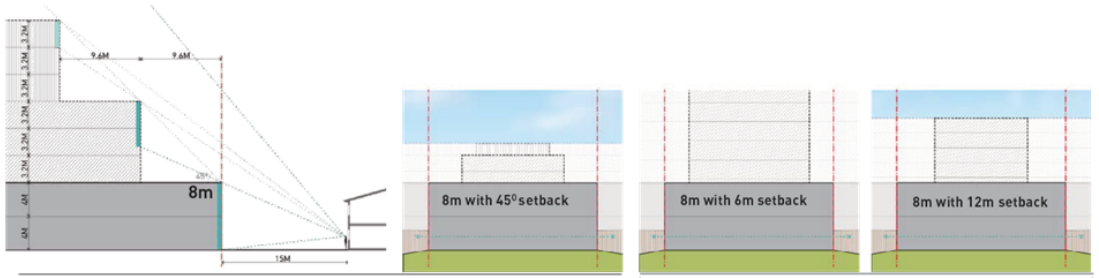
Condition 2 - Rear to rear or rear to side boundary conditions where the adjacent dwelling is sited less than 15 metres from the boundary:

- Minimum 3 metre ground floor setback from the boundary.
- Maximum building height located at the setback distance of 8 metres.
- Above this, all upper levels to be setback at a 45 degree angle.

On all sites, the minimum sunlight access requirements as stipulated in Clause 54 and 55 apply to adjacent secluded private open space and must be considered.

These controls are demonstrated in Figure 15.

For comparative purposes only, the setback requirements of Clause 54 and 55 are also illustrated.



Preferred scenario:
Maximum 8 metre high wall on boundary with upper levels setback at 45 degree angle

Unacceptable scenarios: Maximum 8 metre high wall on boundary with upper levels setback only 6 (left) or 12 (right) metres

Figure 13. Visual impact of 8 storey height limit with different upper level setbacks applied. Note: All views are drawn in one point perspective.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

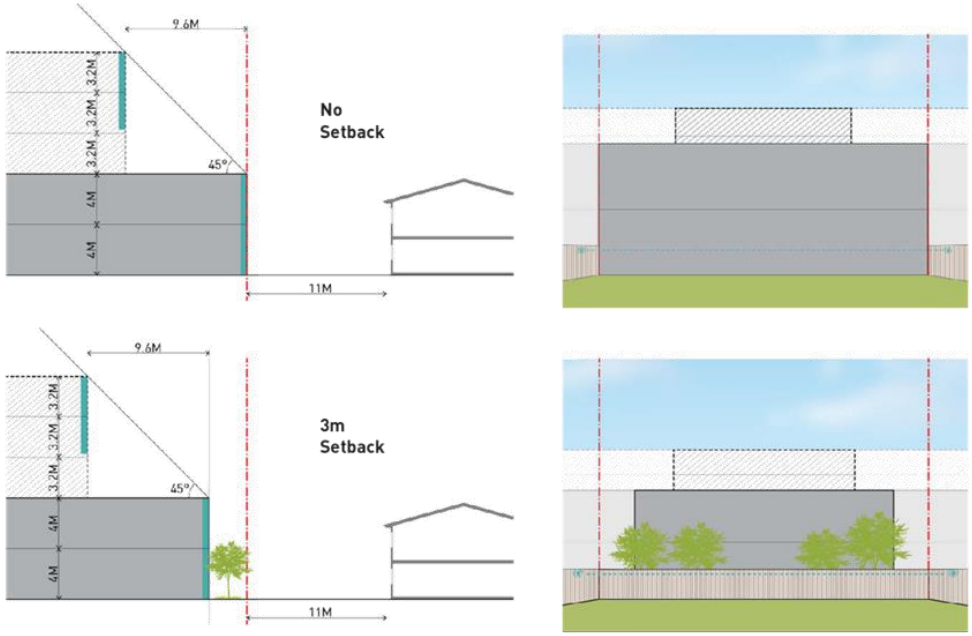


Figure 14. View from 11 metres - no ground level setback (above) and a 3 metre ground level setback (below)

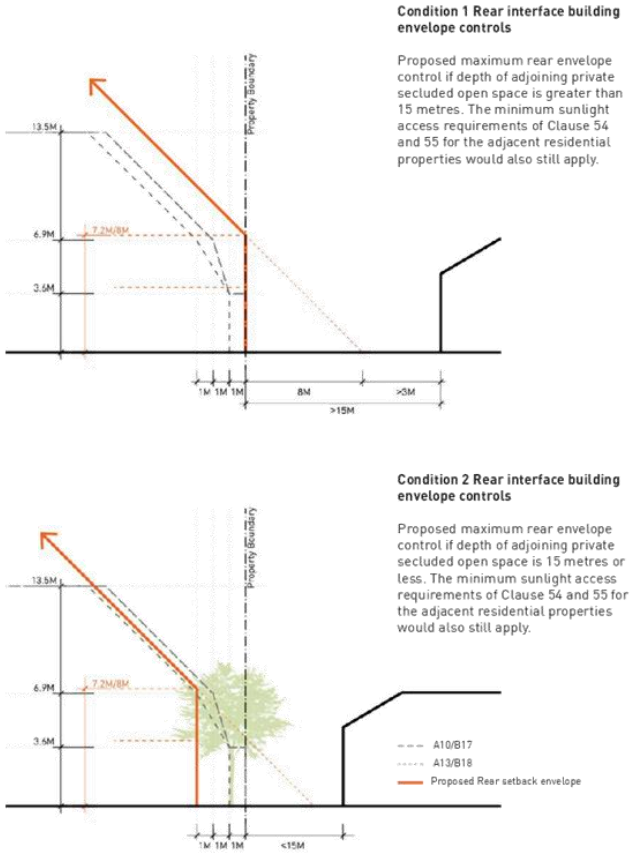


Figure 15. Proposed rear interface controls for Condition 1 and Condition 2.
These are proposed as mandatory on all sites.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

2.2 Consideration 2 - Front setback requirements

Existing conditions

There are three different footpath and setback conditions across the study area:

- 1-3 metre wide footpaths within Precincts 1, 2 and 3A (with varied building setbacks). There is little opportunity to improve the quality of the public realm within the road reserve as traffic volumes (and therefore carriageways) are unlikely to be reduced.
- The existing fine-grain shopfront area with 1.5-4m wide footpaths and not setbacks in Precinct 3. A setback is not desirable as it will compromise existing valued character and the retention of heritage buildings.
- The areas within Precinct 3 that are affected by the existing Public Acquisition Overlay (PAO) which requires a building setback in the order of 12 metres (east of Yarralea Street) and which narrows west of Yarralea Street.

The existing setback conditions are illustrated in Figures 16 - 29.

Determining appropriate ground floor setbacks in Precincts 1 & 2.

The existing footpath widths in Precincts 1 and 2 vary from 1 to 3 metres. The continuous clear pathway is in the order of 1-2m (clear from tree planting and other street furniture). This is considered too narrow considering the scale of development intensification that is anticipated on the street, and the increased pedestrian volumes that this will introduce.

The poor pedestrian conditions and environment is exacerbated by the high traffic volumes and the lack of on-street parking which means pedestrians are walking immediately adjacent to fast-moving traffic (60km/hr).

Inclusion of a front ground floor setback provides the opportunity to significantly improve this interface as well as provide for better internal amenity, which will support greater development intensification.

The setback distance should be informed by providing sufficient depth to:

- Support further activation of the street through inclusion of outdoor seating space and trading & display space.
- Improve pedestrian access into and out of building entrances and along Heidelberg Road.
- Opportunities to introduce greening into the front setback to soften the streetscape environment.

A modest setback of 3 metres is considered appropriate to achieve these aims (refer Figure 30).

Examples of landscape setbacks are demonstrated through existing developments within the study area (refer Appendix C). While they vary significantly in design quality, they do illustrate an improvement to the pedestrian experience through the creation of more space at the ground floor interface.

Support for ground floor setbacks have also been considered in two of the recent VCAT case:

- Support for a ground floor setback was included in the VCAT decision for 582 Heidelberg Road.
- The VCAT decision for 718 Heidelberg Road noted that a setback could be considered and could add value however would need to be considered through more detailed re-design.

Precinct 1 Existing interface to street



Figure 16. Section location plan

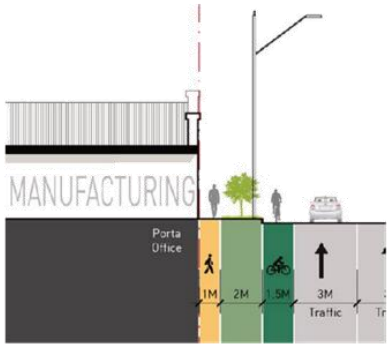


Figure 17. Existing street interface at location 1

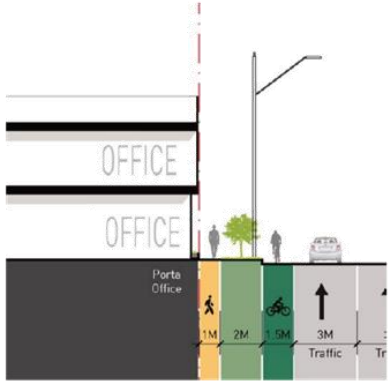


Figure 18. Existing street interface at location 2

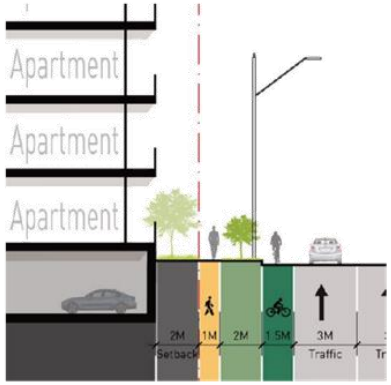


Figure 19. Existing street interface at location 3

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 2 Existing interface to street



Figure 20. Section location plan

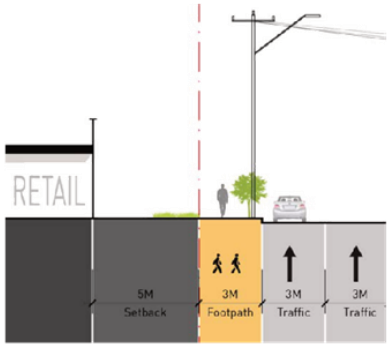


Figure 21. Existing street interface at location 1

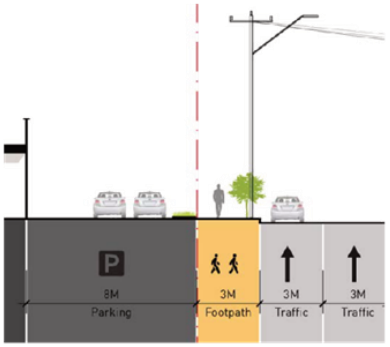


Figure 22. Existing street interface at location 2

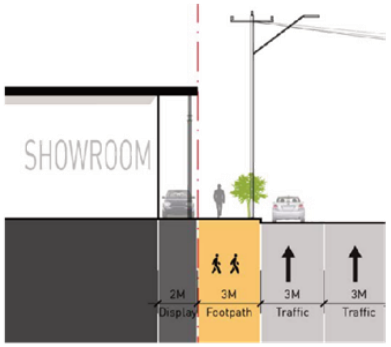


Figure 23. Existing street interface at location 3

Precinct 3A Existing interface to street



Figure 24. Section location plan

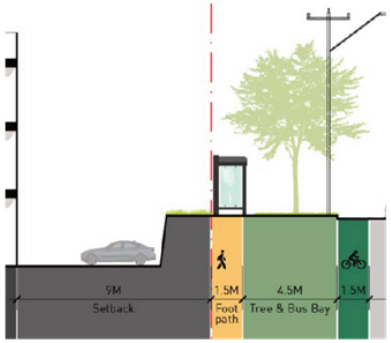


Figure 25. Existing street interface at location 1



Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3B Existing interface to street



Figure 26. Section location plan

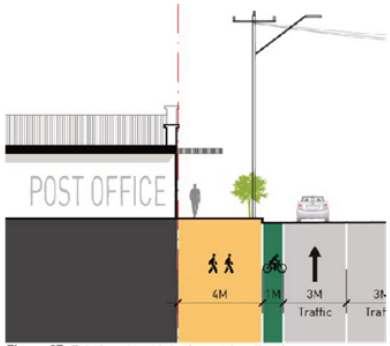


Figure 27. Existing street interface at location 1

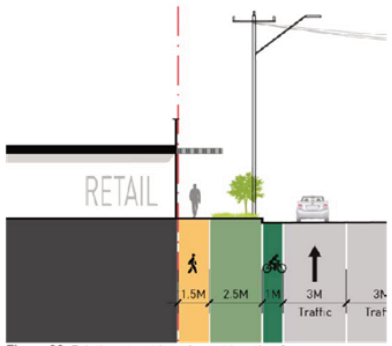


Figure 28. Existing street interface at location 2

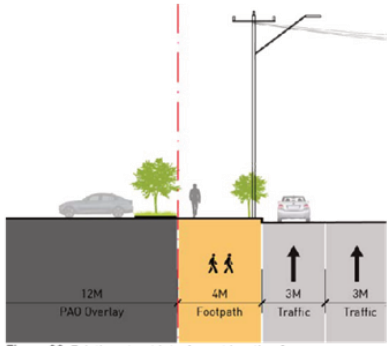


Figure 29. Existing street interface at location 3

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Examples of opportunities to improve street quality and activation through the front setback.

Inclusion of a 3 metre setback will widen the amount of space for public and semi-public use to 4-4-5 metres on the road corridor in Precincts 1 and 3A and to 6 metres in Precinct 2.

This creates a more comfortable balance between the space dedicated to making the street more attractive, comfortable and safe and the space committed to the traffic requirements of the arterial corridor.,

A 3 metre setback will only have a modest impact on development potential while the positive impacts to the public realm will be significant. At upper levels balconies and other building protections can protrude into this space and still achieve the design objective.

Importantly, the setback should be consistent to create a continuous street wall alignment that will support the creation of an active commercial street. This will also address the current poor character outcomes that are created by the existing diversity of setbacks and street interfaces.

Key recommendation

Adopt a consistent 3 metre building setback from the front boundary within Precincts 1, 2 and 3A where the existing public realm conditions are poor and there are limited heritage constraints.

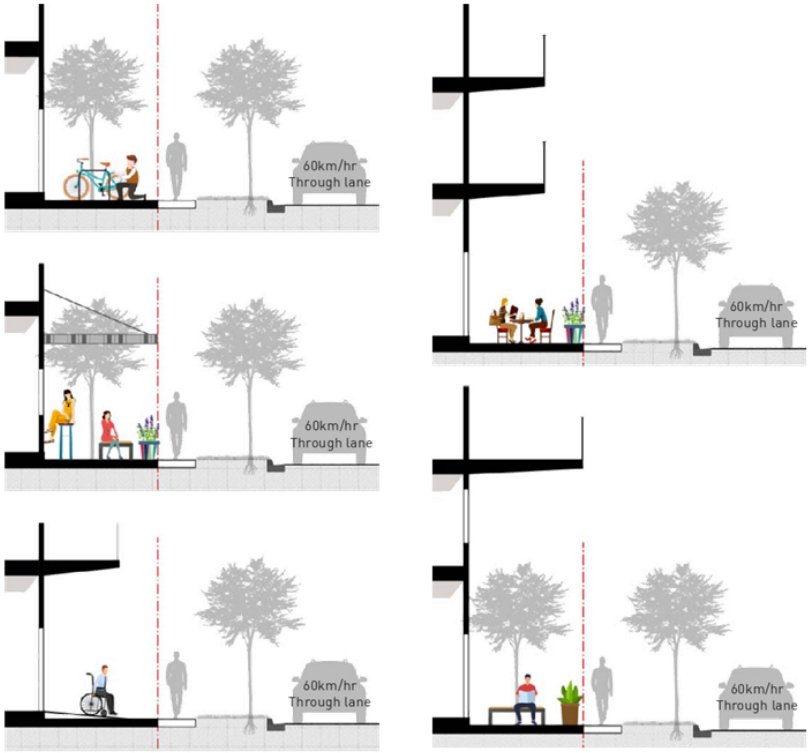


Figure 30. Illustration of 3 metre setback within the context of existing conditions on Heidelberg Road

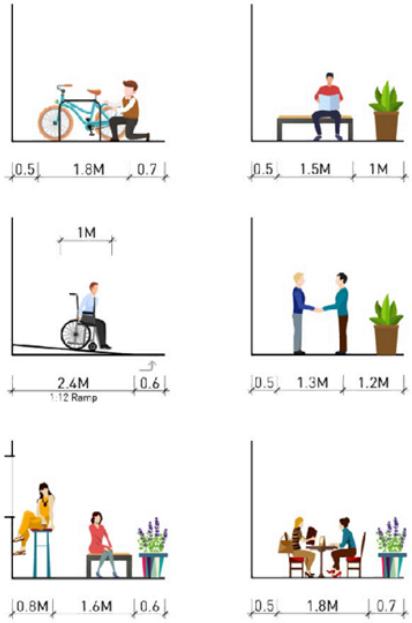


Figure 31. Dimensions for improving activation and access within 3 metre setback.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework



Figure 32. Precedent of front landscaped setback for street activation



Figure 33. Precedent of front setback for street activation

Design guidelines for landscape setback

- External spaces to be at the same grade as the footpath.
- External spaces to be predominantly hard-paved areas with some planting opportunities.
- Paving materials to be complementary to the existing streetscape design.
- Unobstructed access should be provided, avoiding the use of steps and narrow spaces between planting areas.
- The inclusion of small canopy trees is encouraged.

2.3 Consideration 3 - Building separation and side setback controls

Preferred building typologies

Generally party walling is encouraged across the study area. This prioritises the provision of internal amenity (access to daylight, sunlight, outlook and privacy) from the street and rear boundaries.

On narrow and small-medium sites, a party wall outcome is strongly preferred - side setbacks will not be possible without significantly diminishing the amount of development that can be achieved on each site or creating poor amenity outcomes for building occupants.

On larger sites, where a party wall outcome is not adopted, setbacks from side boundaries will need to be carefully considered to ensure that development equity and good levels of internal amenity are provided.

Side/rear setbacks and building separation

The Better Apartment Design Standards emphasise the importance of good building separation to deliver good quality apartment living. They do not specify metrics for setback requirements to achieve this outcome.

A number of planning scheme amendments for a range of high-density urban contexts, however, have recently considered the appropriate minimum distances that provide a minimal acceptable standard in medium-high density contexts.

A key attribute of many of these amendments is the importance of linking building separation with building height. That is, as buildings become taller, they should be set further apart.

The distinction between the amenity required from a residential primary living space/balcony to other internal uses, including commercial buildings as well as to bedrooms, kitchens and bathrooms in apartments is also considered.

The following proposed setbacks from side boundaries draw on these recent amendments and are proposed for the study area. These apply if buildings are not built on the side boundary.

Building height	Preferred separation (Suitable if there is a primary living space/balcony facing the boundary)	Minimum separation (Suitable when the use is not a primary living space or balcony facing the boundary)
Up top 4 storeys	4.5m	3m
5-8 storeys	6m	3m

Within sites, these setback distances are doubled to achieve sufficient building separation.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

The preferred scale of development on Heidelberg Road is driven by the design principles to:

- Protect existing heritage buildings and support sensitive redevelopment where appropriate.
- Identify & enhance the specific existing valued attributes in each precinct while supporting a moderate level of development.
- Identify the preferred building typologies that align with the preferred new character area and the preferred future uses.
- Frame Heidelberg Road with high-quality development.
- Balance a sense of enclosure and openness within the street through appropriately scaled street wall heights and sufficient upper level setbacks. This will vary in each context.
- Support the design of well-proportioned buildings where the lower and upper levels form a well-balanced massing composition.
- Transition buildings heights at corner sites from the Heidelberg Road frontage down to the existing residential side-streets.

3. Precinct-specific considerations

3.1 Consideration 1 - Determining the preferred interface to Heidelberg Road

Street wall heights

This can be achieved through the introduction of a street wall height that:

- Steps down to existing single storey heritage buildings (Precinct 1)
- Street wall heights that align with existing valued heritage street character (relevant to Precinct 3B)
- Creates a well-defined street edge but which does not visually dominate. This is related to the overall street width.

Considering the poor quality of the street environment this balance is particularly important to achieve. Buildings that are visually overwhelming will exacerbate the impact of heavy traffic on the pedestrian experience.

To determine appropriate street wall heights, modelling of street views from the opposite side of the street was tested to consider various scenarios.

Overall building heights

The following criteria are to be met:

- Overall building heights do not visually dominate within the street.
- Upper levels above the street wall are setback to mitigate the visual impact of upper levels.
- Integration of overall heights with existing heritage buildings and streetscapes.

The design response to Heidelberg Road needs to be considered within each precinct as the conditions vary along the length of the corridor.

Additional assessment

This study does not consider the wind impacts from new developments. The scale and design of each development should ensure that negative wind impacts are not created that reduce the safety and comfort of pedestrians within the street.

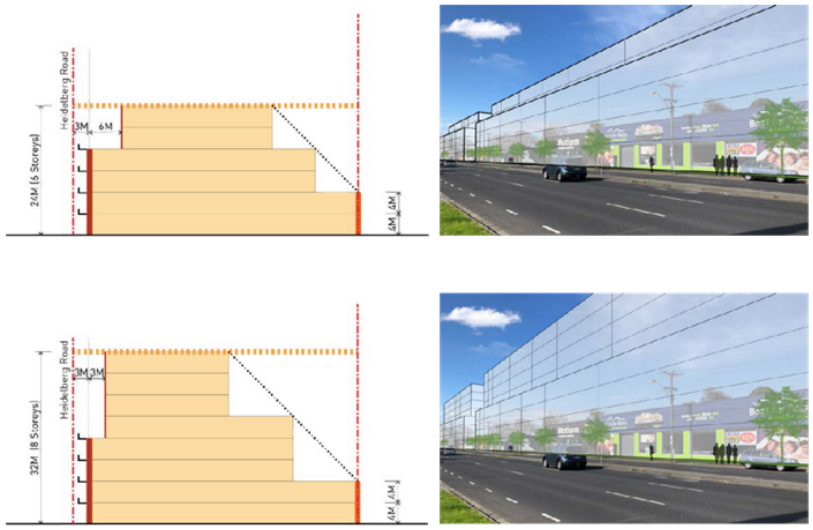


Figure 34. Examples of Heidelberg Road built form testing which considers alternate street and rear interface conditions

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

3.2 Summary of the key factors determining the preferred building envelope in each precinct

A summary of the key drivers determining the preferred built form controls is illustrated below.

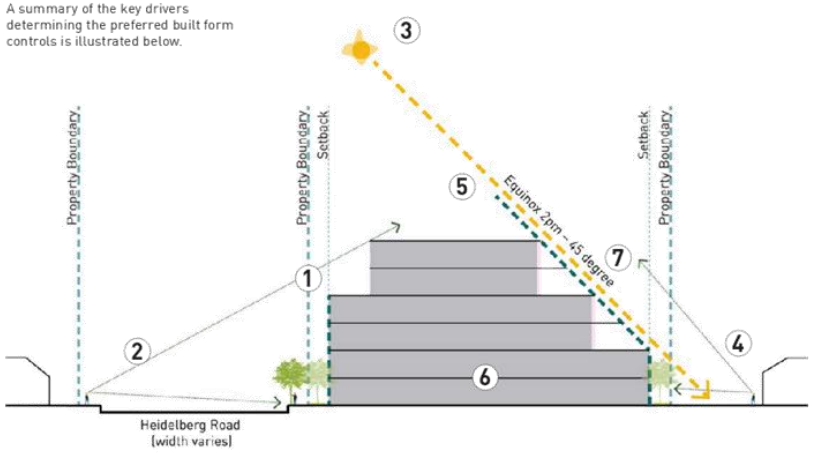


Figure 35. Summary of key drivers determining the development of the built form framework

1. Opportunities to improve the quality of Heidelberg Road for pedestrians identified with proposals to include ground level setbacks.
2. Street wall heights determined by consideration of the experience of the pedestrian in Heidelberg Road. Proposed controls balance the desire to improve street enclosure and definition without creating a overly dominant built form - a 'canyon' effect. This is particularly critical considering the poor quality of the street environment created by the heavy traffic conditions.
3. Sunlight access to private open space protected at the equinox to meet Clause 54 and 55 of the Yarra Planning Scheme.
4. Visual bulk and privacy concerns addressed by two-storey boundary wall height, upper levels setbacks and ground level setbacks (where adjacent dwellings are within 15 metres of the site boundary).
5. Overall building height determined by:
   - Preferred overall scale of development (based on strategic planning context).
   - Preferred character within Heidelberg Road.
   - Mitigating impact of upper levels when viewed from residential sites.
6. Ensure commercial development is supported in the lower two floors of buildings in Commercial 1 Zone and all floors in Commercial 2 zone.
7. Within the rear setback envelope a maximum of 2 steps within the building massing to avoid a 'wedding cake' architectural response.

Built form testing was undertaken for representative sites within each precinct to test the effectiveness of the controls and to illustrate the potential design of new buildings.

Built form testing

The following assumptions have been used to develop and test the built form proposals in this project.

Residential building design

Building depth

Minimum building depth of 10m.

Preferred maximum of 18m. This aligns with the construction of a double-loaded corridor and good provision of natural light to apartments.

Maximum of 24m. This is based on meeting the Better Apartment Design Standards which allows a living room depth (including a kitchen) of 9m and allows for a central corridor (approx. 1.5-2.5 metres) and balconies (min. depth of 1.8m).

Building length

A maximum length of 50m has been adopted to avoid wide, visually dominant or bulky buildings.

Floor to floor heights
4m bottom two floors, 3.2m above.

Floorplates

Minimum of 600sqm to reflect development feasibility (unless site size is smaller, or the floor is the top floor which 'caps' a building)

Maximum floorplates are related to building height to ensure that large towers floorplates are not visually dominant or too bulky.

- Buildings up to 10 storeys - No maximum applied, building designs determined by building depth and length requirements. For example, a L-shaped building could be 50 x 50 metres with a 10-24m building depth.
- Buildings greater than 10 storeys - Not applicable

Floor to floor heights
4m ground floor
3.2m upper levels

Office building design

Building depth

Minimum depth of 10m.

Preferred maximum of 30m to enable good natural daylight to all floors.

Maximum of 50m to avoid wide, visually dominant or bulky buildings.

Building length
A maximum length of 50m has been adopted to avoid wide, visually dominant or bulky buildings.

Floor to floor heights
4m all floors

Development feasibility is considered through assumptions for minimum floorplates and building depths.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 1 - Yarra Bend

A. Key valued character attributes



Figure 36. Precinct 1 - Aerial image with precinct-specific character attributes identified



Figure 37. Key character attributes

1. 262 Heidelberg Road (view from park) - 4 storey interface to the park creates a building scale that is diminutive to the large, existing canopy trees.
2. 262 Heidelberg Road (view from road) - 4 storey interface setback from street by a landscape buffer enhances sense of street definition without creating overly dominant built form. Additional upper floors set back above this height could be accommodated without compromising this outcome.
3. View along Heidelberg Road - existing landscape design is of varying quality, however provides visual relief and additional space for pedestrians within the heavily trafficked street.
4. Existing industrial heritage building (Porta), including single storey warehouses and brick chimney.
5. Precinct is surrounded by significant parkland setting, including existing landscape along Yarra Bend Road and expanses of open space.
6. Existing easement which precludes development above.
7. Existing 1970s office building.

Precinct 1

B. Precinct specific design strategy

Creation of a mid-rise precinct that frames Heidelberg Road and steps down towards the adjacent parks to maintain the prominence of the landscape setting. The Porta heritage building is retained, views to the brick chimney are enhanced through sensitive redevelopment and a new north-south pedestrian connection links Heidelberg Road to the park.



Figure 38. Design Strategy

- Existing heritage buildings
- Existing medium-density, mid-rise housing
- Existing vehicular access (retained/consolidated)
- Vehicular access (removal preferred)
- Existing landscape character and landscape setback (retained)
- Proposed 3m landscape setback
- Proposed 4 storey building height at interface to park
- Create urban street wall and activated edges along Heidelberg Road
- Proposed future public pedestrian link
- Yarra Valley Water easement
- View lines to chimney from Jeffrey Street & adjacent parks

Precinct-specific design objectives

Respect and enhance the setting of the Porta heritage building and brick chimney by framing the building with mid-rise development (4-8 storeys) - Location 1.

The Porta site includes a significant heritage warehouse building and a brick chimney which is an identifiable landmark in the precinct viewed from within the park and from Jeffrey Street. These are important attributes of the existing character, providing a connection to the social and economic history of the area and should be retained and adapted for re-use.

Views to the chimney from within Jeffrey Street and the park should be provided to maximise opportunities for the broader public to view and enjoy the heritage attributes of the site. Sufficient separation distances from the chimney to other new buildings should be provided to ensure that the chimney remains a prominent feature within the site. The overall scale of new development respects these existing heritage qualities and responds to the scale and features of the existing heritage building (refer to Figure 48).

Improve the pedestrian experience on Heidelberg Road and Yarra Bend Road through a 3 metre front setback - Location 2.

The existing landscape setback within the front of some properties improves the quality of the pedestrian experience by greening the otherwise largely asphalt landscape and by providing additional sense of openness/relief for pedestrian movement.

Provide a positive interface (visual interest and passive overlooking) to the park edges in a building scale that does not visually dominate or unreasonably overshadow TH Westfield Reserve and Yarra Bend Park Oval - Location 3.

Precinct 1 is located directly onto TH Westfield Reserve and new development must not unreasonably overshadow the park. The park area is significant in size and the area immediately to the south of the private land is currently an asphalt car park (i.e. a less sensitive use).

The existing 4 storey developments at 262 & 264 Heidelberg Road are successful demonstrations of an appropriately scaled building to the park edge.

A four-storey high building creates a positive interface to the park - it doesn't visually dominate the landscape setting - large canopy trees and open grassed areas retain their prominence - and the inclusion of balconies and doors to the park provides visual interest and improves safety.

Additional upper levels above 4 storeys should not increase overshadowing impacts onto the park.

Provide a diverse range of housing types on the strategic development site (Porta site) - Location 4.

The Porta site provides the opportunity to deliver a greater diversity of housing than is possible on other sites in the study area, many of which have significant site constraints. The inclusion of multiple buildings with internal communal courtyards to support high quality mid-rise developments is strongly encouraged.

Improve the character of Heidelberg Road by creating a comfortable sense of enclosure and definition to the street - Location 5.

This can be achieved through the introduction of a street wall height that provides a positive interface to the street but which does not visually dominate. This balance is particularly important to achieve considering the poor quality of the street environment. Buildings that are visually overwhelming will exacerbate the impact of heavy traffic on the pedestrian experience.

Minimise the impact of vehicular crossovers to Heidelberg Road and Yarra Bend Road - Location 6.

Vehicular access to most sites is provided from Heidelberg Road. This includes shared access for a number of sites. No additional vehicular crossovers are supported.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 1 - Yarra Bend

C. Determining Heidelberg Road development scale

Heidelberg Road varies in width along its length. In Precinct 1 it is in the order of 40 metres wide.

Precinct 1 includes a strategic site (the Porta site) and areas where a 'moderate scale' of development is supported through existing planning policy. The existing four-storey apartment building demonstrates the benefit of increasing the street wall height to provide greater definition to the street.

A range of scenarios for potential street wall and overall building heights have been tested, including:

8 storey developments with:

- 4 storey street wall and 3 metre upper level setback.
- 6 storey street wall with 3 metre setback.
- 6 storey street wall with 6 metre setback.
- 8 storey street wall height

6 storey developments with:

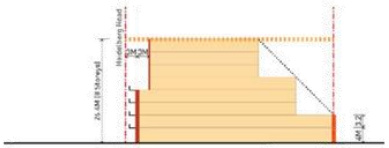
- 4 storey street wall and 3 metre upper level setback.
- 6 storey street wall with 3 metre setback.
- 6 storey street wall with 6 metre setback.

In each option, the 3 metre ground level front setback has been adopted.

An assessment of each option is provided against the design principles. The scenario that best delivers the design principles is the 8 Storey high building - Option 3. This includes a varied 4 - 6 storey street wall with upper 2 storeys set back by 6 metres.

8 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

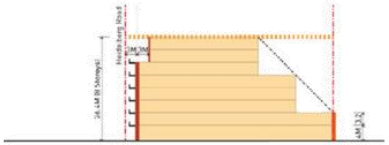




- Effectively frames Heidelberg Road with the potential for high-quality development.
- Provides an improved sense of enclosure within the street due to upper levels. The four-storey street wall could be considered too low considering the wide road width.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.

8 Storeys - Option 2

Street wall: 6 storeys
Upper level setback: 3 metres

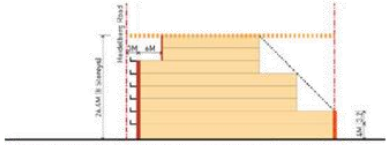




- Effectively frames Heidelberg Road with the potential for high-quality development.
- The six-storey street wall provides a more balanced street wall height against the wide street.
- Supports the design of well-proportioned buildings where the upper levels are a recessed, lighter element above a stronger base building form.

8 Storeys - Option 3

Street wall: 4-6 storeys
Upper level setback: 6 metres





Preferred development outcome

- Effectively frames Heidelberg Road with the potential for high-quality development.
- The six-storey street wall provides a more balanced street wall height against the wide street.
- Including 4 storey elements provides better integration with existing apartment building.
- Supports the design of well-proportioned buildings where the upper levels are a recessed, lighter element above a stronger base building form. The increased upper level setback to 6 metres provides a marginal improvement on the 3 m setback as the base building form becomes more prominent and the upper levels less visible.

Figure 39. Testing of 8 storey developments with varied street wall heights and upper level street setbacks.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 1

8 Storeys - Option 4

Street wall: 8 storeys
Upper level setback: N/A



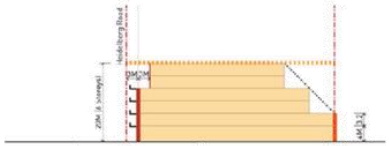


- The eight-storey street wall is too visually dominant. Together with the high levels of traffic this could create a poor quality public realm.

Figure 40. Testing of 8 storey developments with varied street wall heights and upper level street setbacks.

6 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

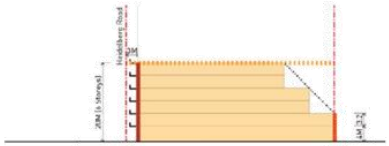




- Effectively frames Heidelberg Road with the potential for high-quality development.
- Provides an improved sense of enclosure within the street due to upper levels. The four-storey wall and overall six storey building height could be further increased on the 40m wide road corridor.
- Supports the design of well-proportioned buildings where the upper levels are a recessed, lighter element above a stronger base building form.

6 Storeys - Option 2

Street wall: 6 storeys
Upper level setback: N/A





- Effectively frames Heidelberg Road with the potential for high-quality development.
- The six-storey street wall provides a more balanced street wall height against the 40m wide street.
- Additional upper levels could be included and support the design of well-proportioned buildings as long as the base building remained prominent to support the delivery of a mid-rise building character.

Figure 41. Testing of 6 storey developments with varied street wall heights and upper level street setbacks.

Key recommendation

Introduce an 8 storey building height control in Precinct 1 with a varied 4 - 6-storey street wall height and upper levels to be setback 6 metres.

The sites at 274 -276 cannot achieve an 8 storey height as the sites are too shallow. The application of the rear interface control mean that a six storey height can be acheived and is therefore proposed for these two sites.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 1 - Yarra Bend

C. Determining Heidelberg Road development scale

The proposed relationship to Heidelberg Road of the proposed built form outcome is illustrated below.

This demonstrates a balanced degree of enclosure to the 40 metre wide street, without creating visually dominant buildings. It also illustrates the benefit of the 3 metre front setback in improving the composition of the street and the quality of the pedestrian environment at ground level.



Figure 43. Proposed interface to Heidelberg Road - full street section



Figure 44. Proposed interface to Heidelberg Road - detailed street section



Figure 42. Section location plan

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

D. Determining development scale to park interface

The following outcomes are considered acceptable to meet the design principles and precinct-specific design objective:

- Overshadowing falls predominantly on the car park to the south and Yarra Bend Road reserve (see Figure 45).
- An appropriate balance between providing an urban edge and activation and overlooking of the car park area and ensuring that the buildings are set within the landscape and are not the dominant feature - this is demonstrated effectively by the existing four-storey apartment development which sits within the scale of the large canopy trees.

The preferred development scale that achieves this outcome is:

- A 4 storey building height along the park interface
- Above 4 storeys, upper level setbacks are determined by a 45 degree angle.

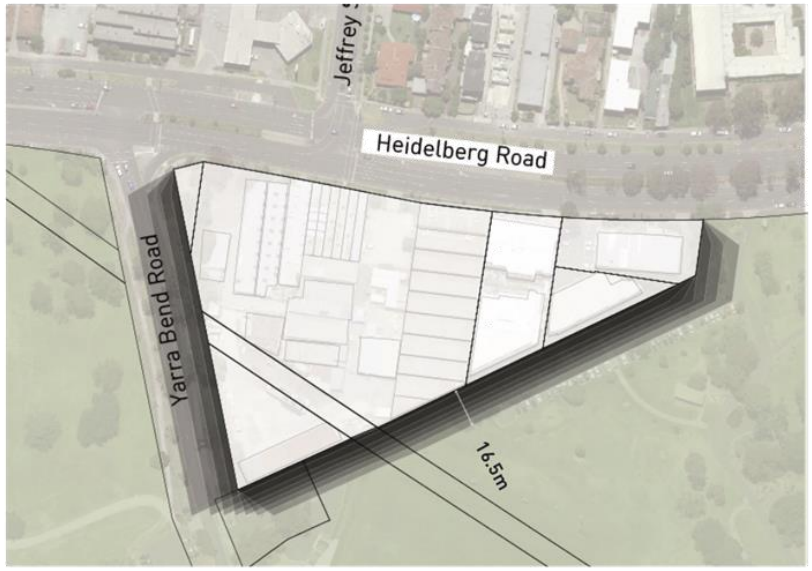


Figure 45. Extent of shadow for a 4 storey high building.

Precinct 1 - Yarra Bend

E. Building envelope controls

The following building envelopes are proposed for Precinct 1.

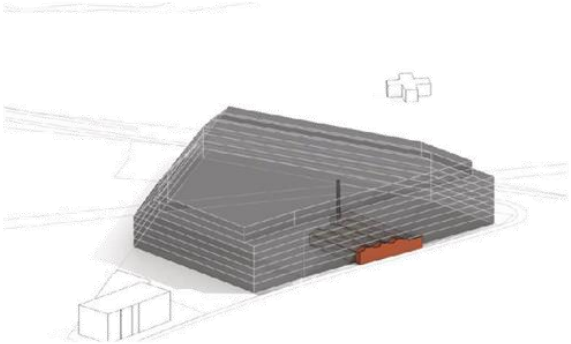


Figure 46. Demonstration of the 3d building envelope controls applied to the Porta site
*Note: the full heritage building is to be retained. Envelope for the whole site shown for illustrative purposes only.

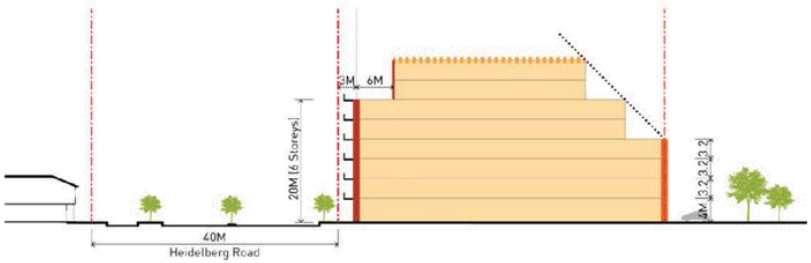


Figure 47. Proposed built form envelope controls (section)



The building envelope controls have been determined considering the overall precinct conditions. The existing heritage building warrants a more tailored response to the street wall condition to ensure that any proposed new development respects the existing qualities and presence of the heritage building. A step down in street wall height and introduction of a new public pedestrian link through the site will give the heritage building more prominence.

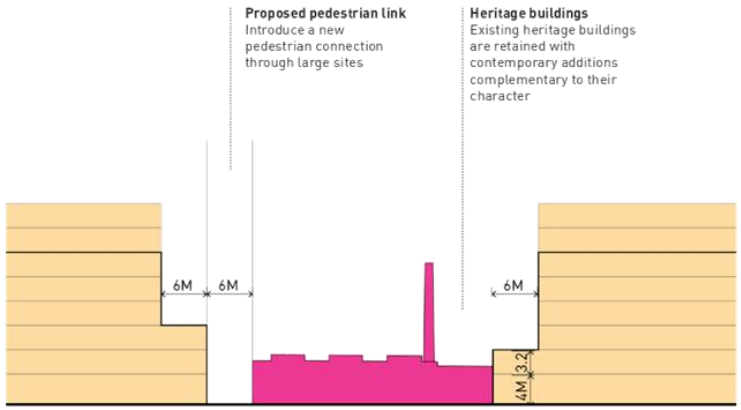


Figure 48. Proposed built form envelopes (elevation) in response to existing heritage building

F. Precedent examples - Precinct 1



Figure 49. Proposal for 342-348 Victoria Street - Brunswick (Source: Fieldworks Architects)



Figure 50. Proposal for 342-348 Victoria Street - Brunswick (Source: Fieldworks Architects)



Figure 51. Hawke & King Street development, North Melbourne (Source: Six Degrees Architects)

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 1 - Yarra Bend

G. Built form testing of proposed building envelopes

Testing site

Built form testing has been undertaken for the Porta site to both assess and communicate the proposed built form controls.

Additional sensitivity testing of taller forms were also assessed (see figures 57 - 65). Taller forms above 8 storeys are considered to be too visually dominant adjacent to the existing heritage chimney. 10 storey buildings become too visually dominant when viewed from within Heidelberg Road.

Location:
224-256 Heidelberg Road

Site area:	Lot width:	Lot depth:	Characters:
11,725m²	125M	40-135M	Heritage overlay Include easement





Figure 52. Built form testing - perspective views

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 1

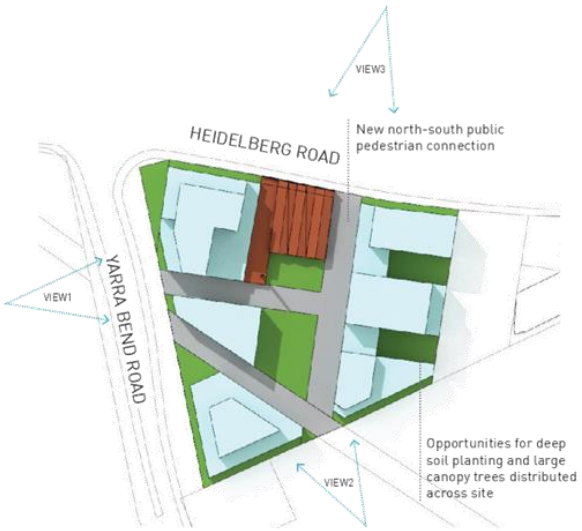


Figure 53. Built form testing - plan view with 2pm shadow at the equinox

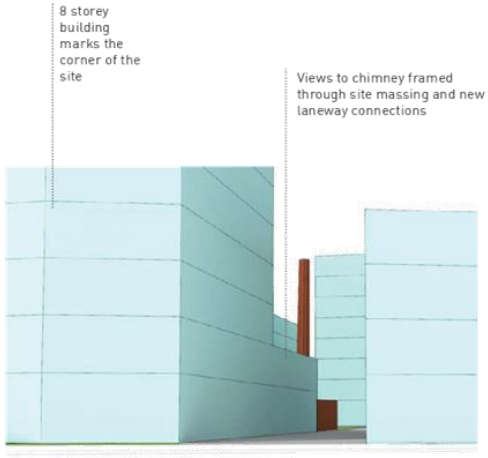


Figure 54. View 1 – View to chimney from TH Westfield Reserve

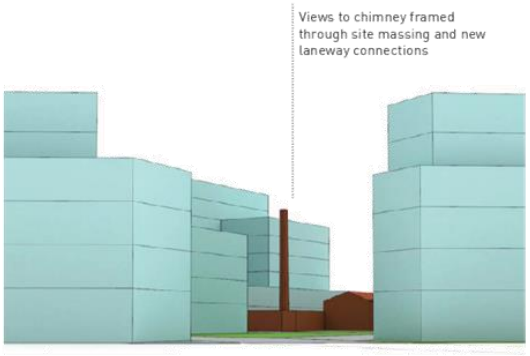


Figure 55. View 2 – View to chimney from Yarra Bend Park

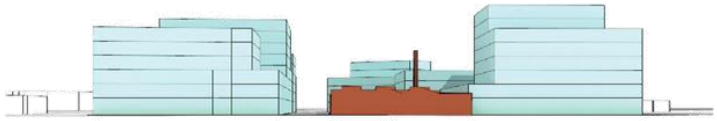


Figure 56. View 3 – View to chimney from Jeffrey Street retains prominence

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 1 - Yarra Bend

Maximum building height: 8 storeys



Figure 57. Perspective view

Composition of heritage building and surrounding new development is in balance.

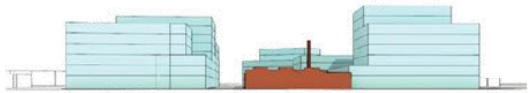


Figure 58. View A – View from Jeffrey Street



Figure 59. View from location B

Maximum building height: 10 storeys



Figure 60. Perspective view

New development is visually dominant over the heritage building.



Figure 61. View A – View from Jeffrey Street



Figure 62. View from location B

Maximum building height: 12 storeys



Figure 63. Perspective view

New development is visually dominant over the heritage building.

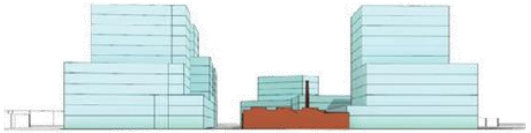


Figure 64. View A – View from Jeffrey Street



Figure 65. View from location B

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 1

H. Proposed built form controls

The proposed building envelope controls for Precinct 1 are illustrated in the following plans.

Considering the unique site attributes and the need to support design flexibility with certainty that minimum amenity standards are met, a mix of mandatory and discretionary controls are proposed as follows:

Discretionary

- Overall height limits
- Street wall heights to Heidelberg and Yarra Bend Road
- Upper level setbacks from Heidelberg Road and Yarra Bend Road

Mandatory

- 3 metre front setback to Heidelberg Road, Yarra Bend Road and the park.
- 4 storey building height at the park interface with all upper levels setback with a 45 degree angle.

Building heights



Figure 66. Precinct 1 - Proposed overall building heights

Street wall height



Figure 67. Precinct 1 - Proposed street wall heights / building heights along park interface boundaries

Ground floor setbacks



Figure 68. Precinct 1 - Proposed ground floor setbacks

Precinct 2 - Fairfield Commercial

A. Key valued character attributes



Figure 69. Precinct 2 - Aerial image



Figure 70. Key character attributes

The Commercial 2 zone area along Heidelberg Road plays an important economic role within the City of Yarra. The existing businesses include large format retail outlets, automotive businesses and warehouses. The existing character reflects this pattern of use.

1. Potential heritage building (including automotive business).
2. Large format showrooms which support the cluster of restricted retail outlets.
3. View along Heidelberg Road - existing landscape design is of varying quality, however provides visual relief and additional space for pedestrians within the heavily trafficked street.
4. Large format showrooms which incorporate large glass shopfront areas and contemporary building design.
5. Residential side streets, including large mature trees and significant setbacks.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 2

B. Design Strategy

Creation of a mid-rise, commercial precinct that frames Heidelberg Road with active uses and additional greening opportunities.

Design Objectives

Improve the pedestrian experience on Heidelberg Road through a 3 metre front setback - Location 1.

The existing landscape setback within the front of some properties improves the quality of the pedestrian experience by greening the otherwise largely asphalt landscape and by providing additional sense of openness/relief for pedestrian movement.

Improve the character of Heidelberg Road by creating a comfortable sense of enclosure and definition to the street - Location 2.

This can be achieved through the introduction of a street wall height that provides a positive interface to the street but which does not visually dominate. This balance is particularly important to achieve considering the poor quality of the street environment. Buildings that are visually overwhelming will exacerbate the impact of heavy traffic on the pedestrian experience.

Ensure development does not visually dominate or unreasonably overshadow private open space in adjacent residential areas - Location 3.

The neighbouring residential properties all incorporate private open space at the rear of each dwelling. Sunlight should be provided at the equinox according to the current level of provision required in Clause 54 and 55 of the planning scheme.

Minimise the impact of vehicular crossovers to Heidelberg Road and Yarra Bend Road - Location 4.

Vehicular access to most sites is provided from Heidelberg Road. This includes shared access for a number of sites. No additional vehicular crossovers are supported. Where possible vehicular access from residential side streets should be provided.



Figure 71. Design Strategy

Potential heritage buildings
Existing vehicular access (retained/consolidated)
Vehicular access (removal preferred as alternate access is available)
Existing landscape setback (retained)
Proposed 3m landscape setback
Create urban street wall and activated edges along Heidelberg Road

Minimise visual bulk, overshadowing and privacy on the sensitive interface:
Rear to rear boundary condition
Rear to side boundary condition
Side to side boundary condition

Precinct 2 - Fairfield Commercial

C. Determining Heidelberg Road development scale

Heidelberg Road varies in width along its length. In Precinct 2 it reduces to approximately 27 metres in width.

A 'moderate scale' of development is supported through existing planning policy.

The potential street wall and overall building heights are tested. This demonstrates the following scenarios:

8 storey developments with:

- 4 storey street wall and 3 metre upper level setback.
- 6 storey street wall with 3 metre setback.
- 6 storey street wall with 6 metre setback.
- 8 storey street wall height.

6 storey developments with:

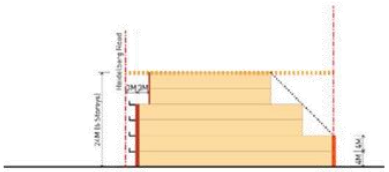
- 4 storey street wall and 3 metre upper level setback.
- 4 storey street wall with 6 metre setback.
- 6 storey street wall height.

In each option, the 3 metre ground level front setback has been adopted.

An assessment of each option is provided against the design principles. The scenario that best delivers the design principles is 6 Storey - Option 2. This includes a 4 storey street wall with upper 2 storeys set back 6 metres.

6 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

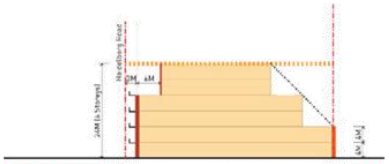




- Effectively frames Heidelberg Road with the potential for high-quality development.
- The 4-storey street wall provides a balanced street wall height against the street width.
- The 3 metre setback provides a negligible improvement on reducing the upper level dominance.

6 Storeys - Option 2

Street wall: 4 storeys
Upper level setback: 6 metres



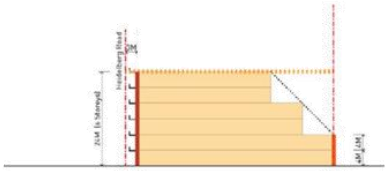


Preferred development outcome

- Effectively frames Heidelberg Road with the potential for high-quality development.
- The 4-storey street wall provides a balanced street wall height against the street width.
- Supports the design of well-proportioned buildings where the upper levels are a recessed, lighter element above a stronger base building form. The increased upper level setback to 6 metres provides a marginal improvement on the 3 m setback as the base building form becomes more prominent and the upper levels less visible.

6 Storeys - Option 3

Street wall: 6 storeys
Upper level setback: N/A





- The 6-storey street wall is too visually dominant. Together with the high levels of traffic this could create a poor quality public realm.

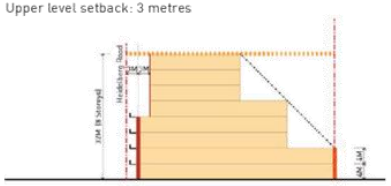
Figure 72. 6 storey built form testing to Heidelberg Road

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 2

8 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

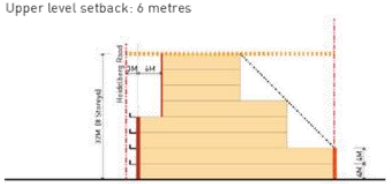




- 8 storey buildings are visually dominant, creating a wall of development.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.

8 Storeys - Option 2

Street wall: 4 storeys
Upper level setback: 6 metres

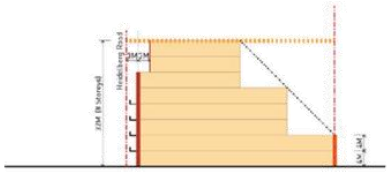




- 8 storey buildings are visually dominant.
- The 6 metre setback provides a negligible improvement on reducing this dominance.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.

8 Storeys - Option 3

Street wall: 6 storeys
Upper level setback: 3 metres



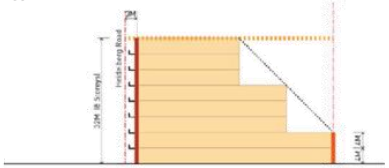


- The 6-storey street wall is too visually dominant. Together with the high levels of traffic this could create a poor quality public realm.

Figure 73. 8 storey built form testing to Heidelberg Road

8 Storeys - Option 4

Street wall: 8 storeys
Upper level setback: N/A





- The eight-storey street wall is too visually dominant. Together with the high levels of traffic this could create a poor quality public realm.

Key recommendation

Introduce a 6-storey building height control in Precinct 2 with a 4-storey street wall height and upper 2 levels to be setback 6 metres.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 2 - Fairfield Commercial

The proposed relationship to Heidelberg Road of the proposed built form outcome is illustrated below.

This demonstrates a balanced degree of enclosure to the 27 metre wide street, without creating visually dominant buildings, and the benefit of the 3 metre front setback on improving the composition of the street and the quality of the pedestrian environment at ground level.

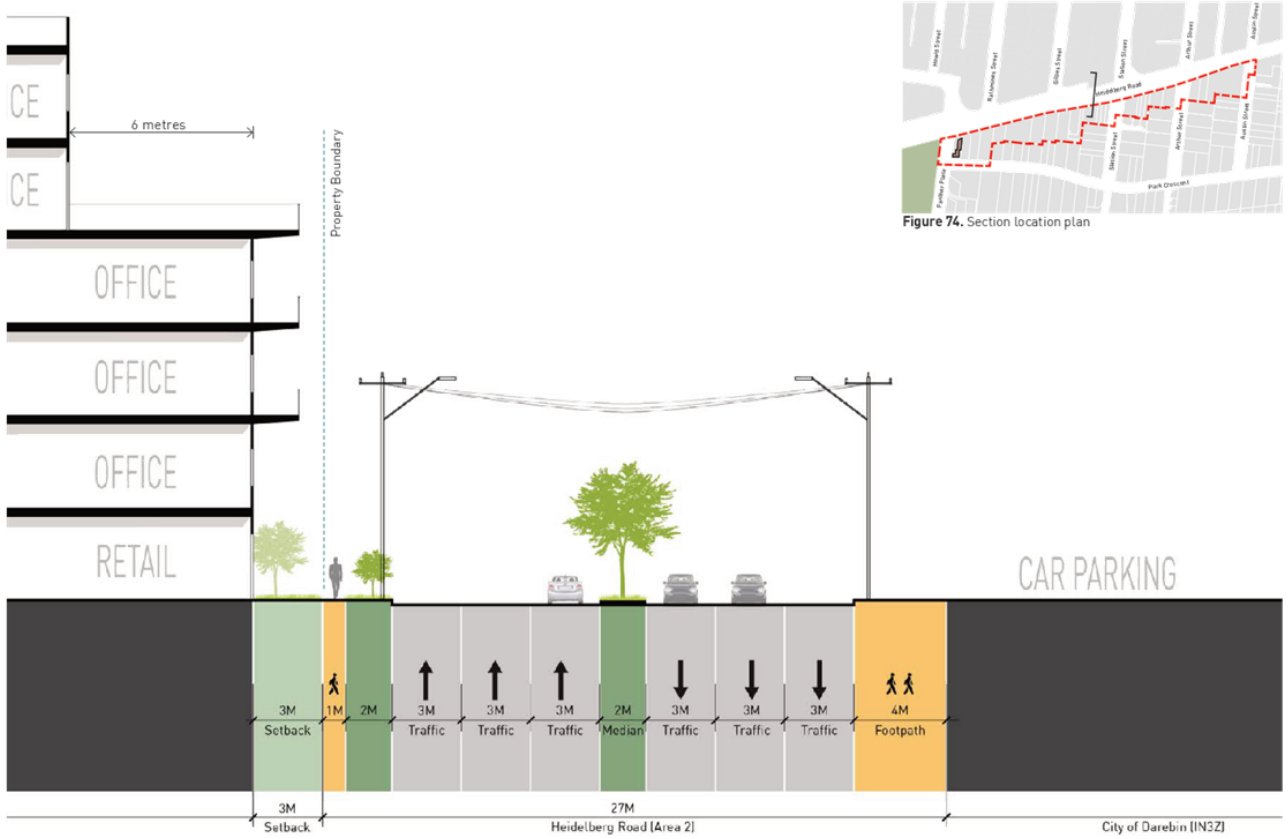


Figure 74. Section location plan

Figure 75. Proposed street section - full street section

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

D. Confirming overshadowing requirements

Figure 76 illustrates how the introduction of an 8 metre high boundary wall condition at the rear interface of new development will enable the overshadowing requirements of Clause 54 and 55 to be met.

Note, that this does not mean that the visual impact requirements are also met (refer Chapter 2 which provides detailed guidance on rear interface conditions).



Figure 76. Cumulative shadow impact of 8 metre high boundary wall condition

Private open space has more than 5 hours sunlight between 9 am and 3 pm on 22 September
Shadow between 9 am and 3 pm on 22 September
Note: Assessment utilises the building footprints that are documented in Council's GIS mapping.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 2 - Fairfield Commercial

E. Building envelope controls

The following building envelope is proposed for Precinct 2.

The application of the rear interface and the Heidelberg Road interface result in a maximum 5-6 storey building height.

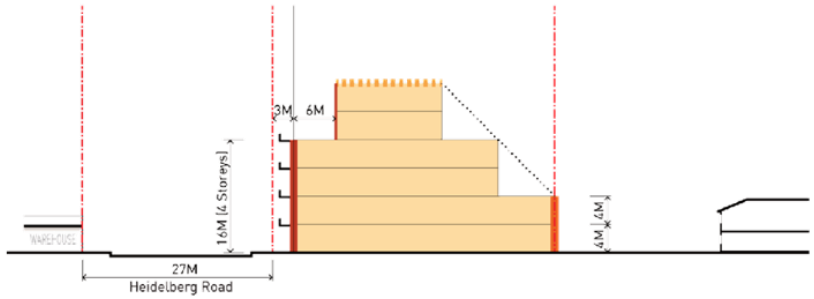
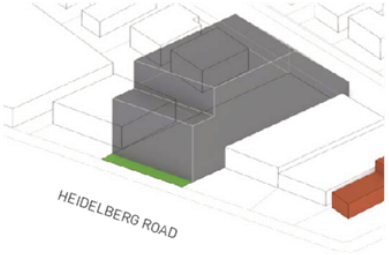


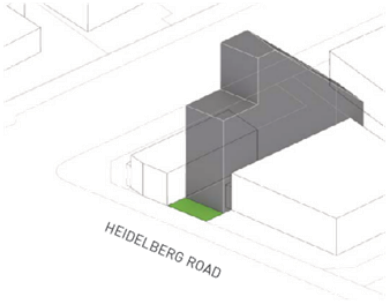
Figure 77. Proposed building envelope controls in Precinct 2

Note: Ground level setback to rear boundary may be required depending on relationship to existing dwelling location (refer to Figure 15 on page 13)

Testing site 2-1



Testing site 2-2



Testing site 2-3

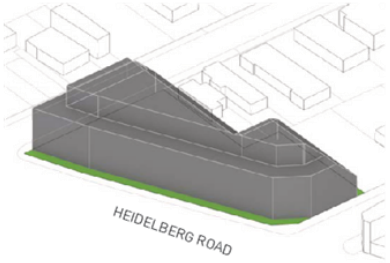


Figure 78. Demonstration of the 3d building envelope controls applied to the selected testing sites (refer over page)

F. Precedent examples - Precinct 2



Figure 80. 9-15 Inkerman Street, St Kilda (Source: Neometro)





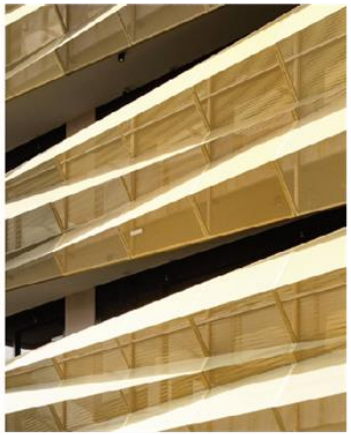


Figure 79. Commercial development in Cremorne (Source: EAT Architects)

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 2 - Fairfield Commercial

G. Built form testing of proposed building envelopes

Testing site

Built form testing has been undertaken for three sites in Precinct two to both assess and communicate the proposed built form controls.

This includes a range of site sizes and mid-block and corner sites.

Testing site 2-1

Location:
376 Heidelberg Road

Site area:	Lot width:	Lot depth:	Character/use:
1,080m²	21.9M	50M	Large format retail Vehicular access





Testing site 2-2

Location:
434 Heidelberg Road

Site area:	Lot width:	Lot depth:	Character/use:
203m²	6.5M	31.5M	Vacant





Testing site 2-3

Location:
484 Heidelberg Road

Site area:	Lot width:	Lot depth:	Character/use:
3,640m²	90M	33-55M	3 Point Motors Large showroom





Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 2

Testing site 2-1

376 Heidelberg Road

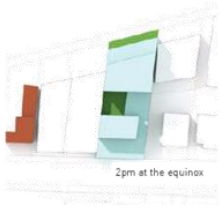




Figure 81. Built form testing – plan and perspective view

Key positive features:

- Buildings are adequately separated to allow for access to daylight and views within generous internal light well
- Building transitions to the lower residential areas to the south
- 4 storey street wall provides definition and enclosure to the street without being visually dominant.

This testing demonstrates that a height of 6 storeys is possible on this site due to rear interface and Heidelberg Road street wall height and setback requirements.

Testing site 2-2

434 Heidelberg Road



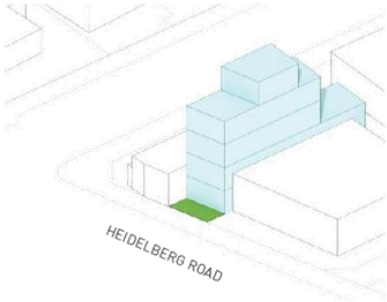


Figure 82. Built form testing – plan and perspective view

Key positive features:

- 3 metre ground floor setback at rear at interface to side boundary of existing dwelling.
- 4 storey street wall provides definition and enclosure to the street without being visually dominant.

This testing demonstrates that a height of 5 storeys is possible on this site due to rear interface and Heidelberg Road street wall height and setback requirements.

Testing site 2-3

484 Heidelberg Road





Figure 83. Built form testing – plan and perspective view

Key positive features:

- 3 metre ground floor setback at rear at interface to side boundary of existing dwelling.
- 4 storey street wall provides definition and enclosure to the street without being visually dominant.

This testing demonstrates that a height of 6 storeys is possible on this site due to rear interface and Heidelberg Road street wall height and setback requirements.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 2 - Fairfield Commercial

The study area is intersected by a number of side streets which are residential and low-scale in character. It is important that any taller buildings on the corners of Heidelberg Road and the side streets interface with these more sensitive, character environments appropriately. The requirement for a 45 degree angle above a two storey interface provides an appropriate transition in building scale (refer Figure 52).

Testing site 2-3

484 Heidelberg Road (rear view from Austin Street)

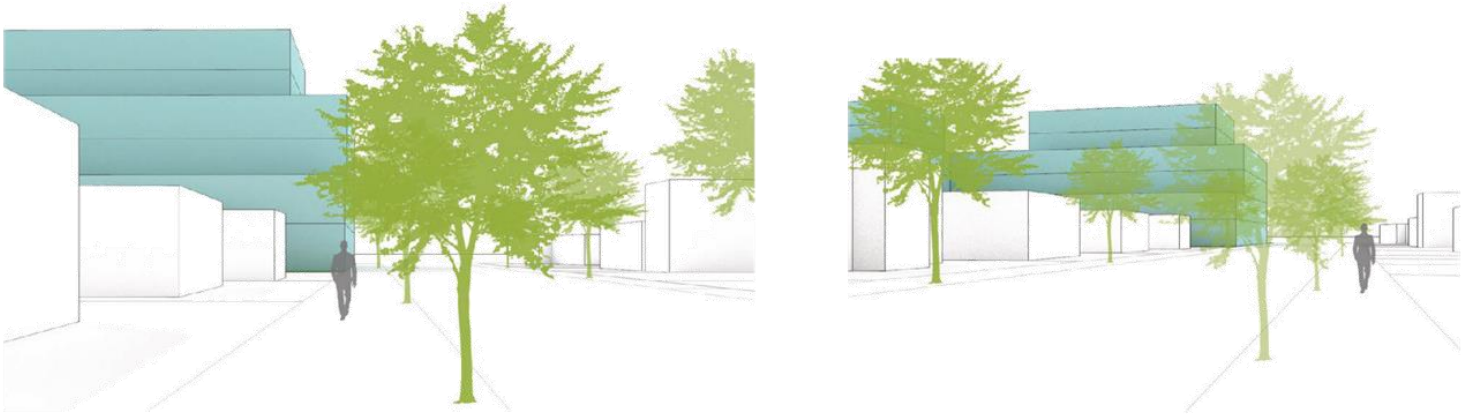


Figure 84. 3d modelling of the transition between a corner site and a low-scale residential side street. The transition from a 6-storey building height to a 2 storey interface is illustrated in a view from across the street (right) and on the same side of the street (left)

Existing heritage buildings
Potential heritage buildings

Precinct 2

H. Proposed built form controls

The proposed building envelope controls are illustrated in the following plans.

Considering the consistent site attributes and constraints and a high degree of certainty that the proposed controls have been tailored to maximise development potential while considering the amenity of residential areas to the south, all development controls are proposed as mandatory.

Ground floor setbacks



Figure 87. Precinct 2 - Proposed ground floor setbacks

Building heights



Figure 85. Precinct 2 - Proposed overall building heights

Street wall heights



Figure 86. Precinct 2 - Proposed street wall heights / building heights along residential interface boundaries

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3A - Alphington West

A. Key valued character attributes



Figure 88. Precinct 3A - Aerial image



Figure 89. Key character attributes

1. Prominent location on major road intersection provides the opportunity to introduce a taller building that holds the corner with a high quality, well-designed building. The site is immediately adjacent to the Alphington Paper Mills site - the opposite corner site has an approved permit for a 17 storey building.
2. Larger street trees along Heidelberg Road frontage provide greening of Heidelberg Road.
3. The site fronts Coate Avenue to the west, a quiet residential street that incorporates predominantly 1-2 storey buildings with front landscaped gardens.
4. The existing landscape setback to Heidelberg Road and Chandler Highway provides visual relief within the streetscape and a more pedestrian-friendly environment.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

B. Design Strategy

Provide a well-designed mid-rise, mixed-use building that marks the prominent corner location and respects the character of the neighbourhoods to the south and west. Incorporate a landscape setback to all boundaries to provide an attractive, garden setting to Coate Avenue and the southern boundary and to significantly improve the pedestrian experience to Heidelberg Road and Chandler Highway.



Figure 90. Design Strategy

Design Objectives

Improve the pedestrian experience on Heidelberg Road and Chandler Highway through a 3 metre front setback - Location 1

The existing landscape setback improves the quality of the pedestrian experience by greening the otherwise largely harsh, asphalt landscape and by providing additional sense of openness/relief for pedestrian movement.

Ensure the development integrates with the existing character of Coate Avenue through inclusion of a 4.5 metre setback and 3 storey street wall height - Location 2

Coate Avenue is fronted by 1-3 storey dwellings that incorporate a front garden setback of approximately 4.5 metres. This is a consistent and valued character.

Introducing a three storey street wall behind this setback will ensure that development integrates with the existing context. Upper levels above this height should be setback at a 45 degree angle from the rear neighbourhood boundary and 30 degree angle from Coate Avenue to minimise the impact of visual bulk above this height.

Respond to the prominent intersection with a taller form located at the corner that transitions in height down towards the west and south - Location 3

The tallest building element should be located on the intersection of Heidelberg Road and Chandler Highway and step down in height to the lower scale residential neighbourhoods.

The site needs to accommodate a transition from the 17 storey development context to the east and the single storey context to the west. A building height in the order of 8 storeys on the corner would provide this transition. This is a similar approach to transition that is adopted within the Paper Mill site which transitions from 14 storeys (the Heidelberg Road and Chandler Highway intersection), to 6-8 storeys and down to low-rise building (3 – 4 storeys) within the centre, eastern and southern portions of the Alphington Paper Mill site.

Ensure development does not visually dominate or unreasonably overshadow private open space in adjacent residential areas - Location 4

The neighbouring residential properties all incorporate a single private open space that is located at either the front or rear of each building. The primary outlook and main light/sunlight source for the main living spaces front these outdoor areas.

While sunlight is only required to be provided at the equinox according to the current level of provision required in Clause 54 and 55 of the planning scheme, inclusion of a 4.5 metre landscape setback and 2 storey building height on this interface will ensure that some winter sunlight reaches the northern dwellings.

Locate vehicular crossover from Coate Avenue - Location 5

Locate a singular vehicular access from Coate Avenue. The width of the vehicular entry should be minimised.

Precinct 3A - Alphington West

C. Determining appropriate development scale - all interfaces

Heidelberg Road varies in width along its length. In Precinct 3A it broadens to approximately 44 metres in width.

This site was recently considered at VCAT where acceptance of a taller built form on the corner of the Chandler Highway and Heidelberg Road interface was accepted. The need to step down in height from this intersection towards the west and south towards the existing residential areas was also supported. The lack of an appropriate transition and the visual dominance of the proposed 13 / 8 storey building when viewed from within Coate Avenue, however, was considered to have a negative impact on local, valued character and led to a VCAT decision that supported Council's refusal to grant a planning permit.

Figures 64-66 demonstrate the proposed development that was considered at VCAT, alternate proposal provided by the applicant's expert witness and the proposal supported by Leanne Hodyl as Council's expert witness.

Further testing has been undertaken to consider the appropriate scale of building transition to the west and south. The visual impact of different building proposals are illustrated in figures 97-100.

They confirm that an overall building height in the order of 8 storeys that steps down to 5, then 3 storeys at Coate Avenue provides a balance between supporting development intensification and managing the visual impact on local character.



Figure 91. Building enveloped of development proposal not supported at VCAT - An overall building height of 13 storeys that transitions to 11, 7 and then 3 storeys at Coate Avenue.



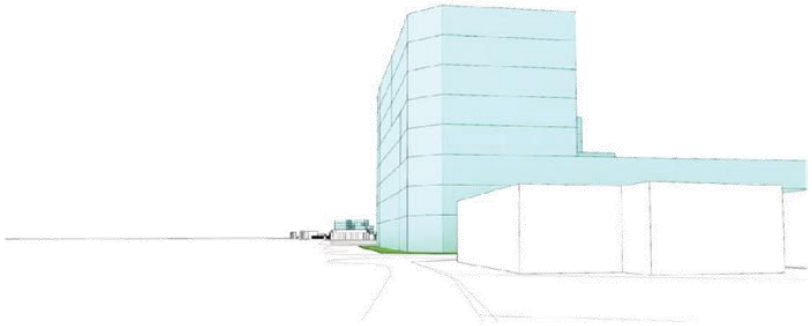
Figure 92. Alternate proposal supported by the applicant's expert witness for increasing the upper level setbacks on Coate Avenue to 5.5 metres



Figure 93. Alternate proposed supported by Leanne Hodyl (Council's expert witness) for reducing the overall building height and increasing the setbacks from Coate Avenue.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

8 Storeys - Option 1



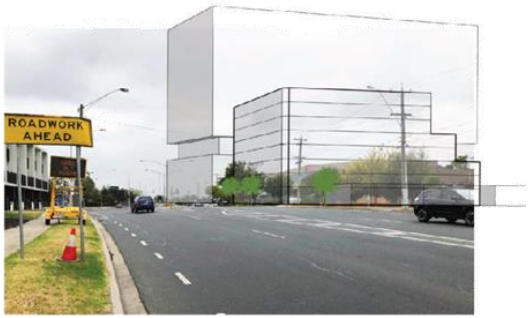
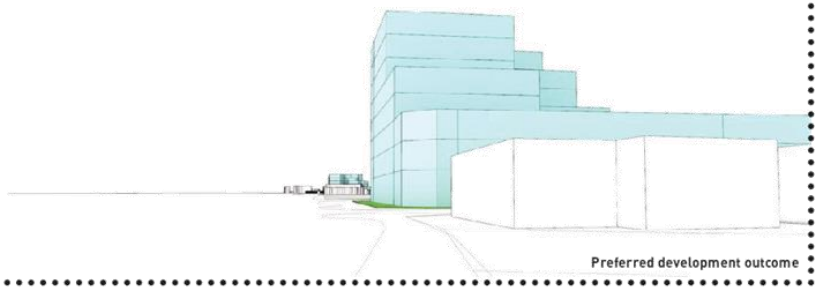


Figure 94. 8 storey street wall height along the full length of Heidelberg Road viewed from south side of street (left) and from across the street further to the west - looking east (right)

8 Storeys - Option 2



Preferred development outcome

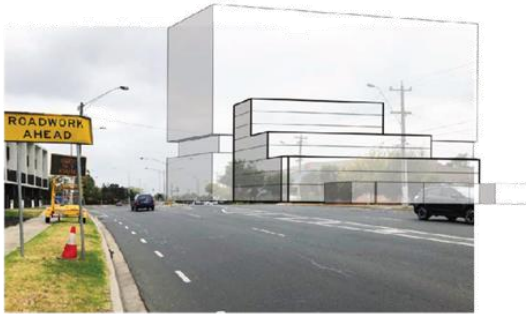


Figure 95. 8 storey street wall height stepping down to 5 then 3 storeys viewed from south side of street (left) and from across the street further to the west - looking east (right)

Precinct 3A - Alphington West

Upper level setback - 8 Storeys - Option 1

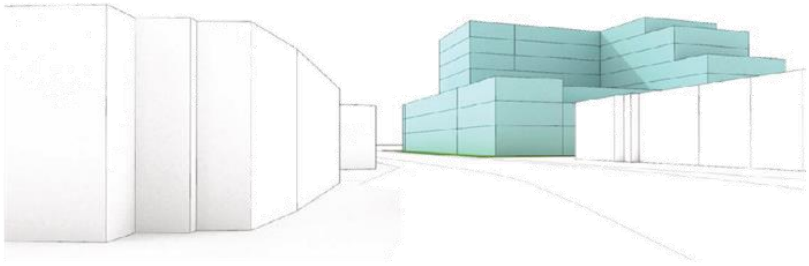


Figure 96. View from Coate Avenue - 8 storey development stepping directly to a 3 storey interface at Coate Avenue
The upper levels of the building become visually dominant in the street.

Upper level setback - 8 Storeys - Option 2

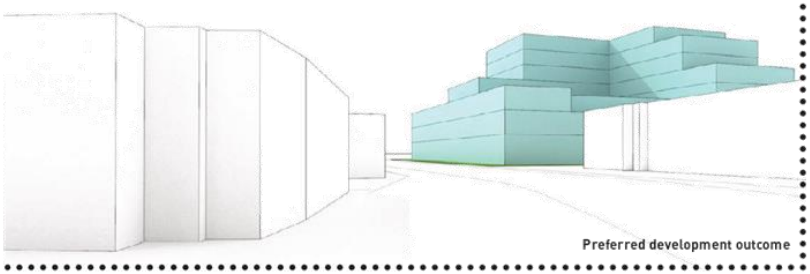


Figure 97. View from Coate Avenue - 8 storey development stepping to 5, then 3 storeys at Coate Avenue
The upper levels of the building become part of the overall building composition and are not visually dominant.

Upper level setback - 10 Storeys - Option 3

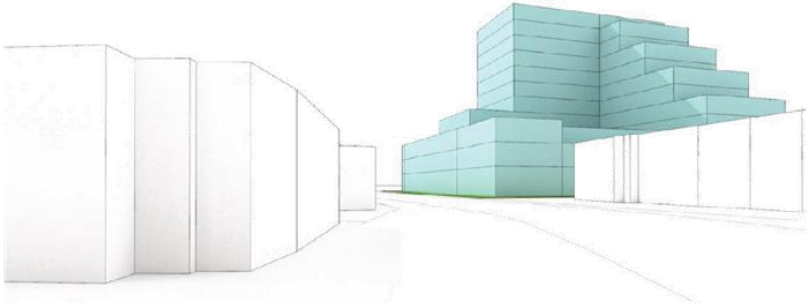


Figure 98. View from Coate Avenue - 10 storey development stepping to 5, then 3 storeys at Coate Avenue
The upper levels of the building become visually dominant in the street.

Upper level setback - 10 Storeys - Option 4

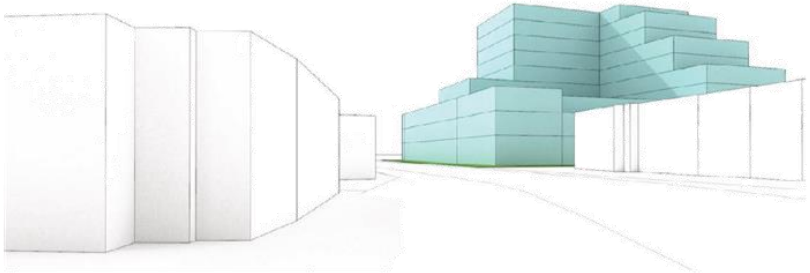


Figure 99. View from Coate Avenue - 10 storey development stepping to 5, then 3 storeys at Coate Avenue
The upper levels of the building become visually dominant in the street.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Key recommendation

Introduce a discretionary 8 storey height control, requiring the building to step down to 3 storeys at Coate Avenue and to 2 storeys on the southern boundary.

Upper levels to be set back at a 45 degree angle from the southern boundary.

Upper levels to be set back 10 metres above the 3rd floor on Coate Avenue, with an additional setback of 10 metres about the 5th floor.

Interface to Heidelberg Road

The proposed relationship to Heidelberg Road (at the intersection with Chandler Highway) is illustrated below.

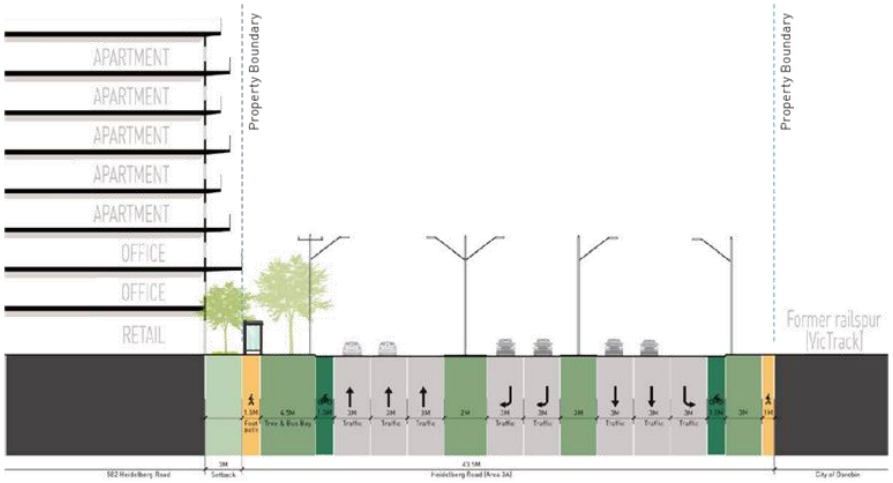


Figure 101. Proposed street section - full street section

Precinct 3A



Figure 100. Section location plan

Figure 102. Proposed street section - detailed street section

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3A - Alphington West

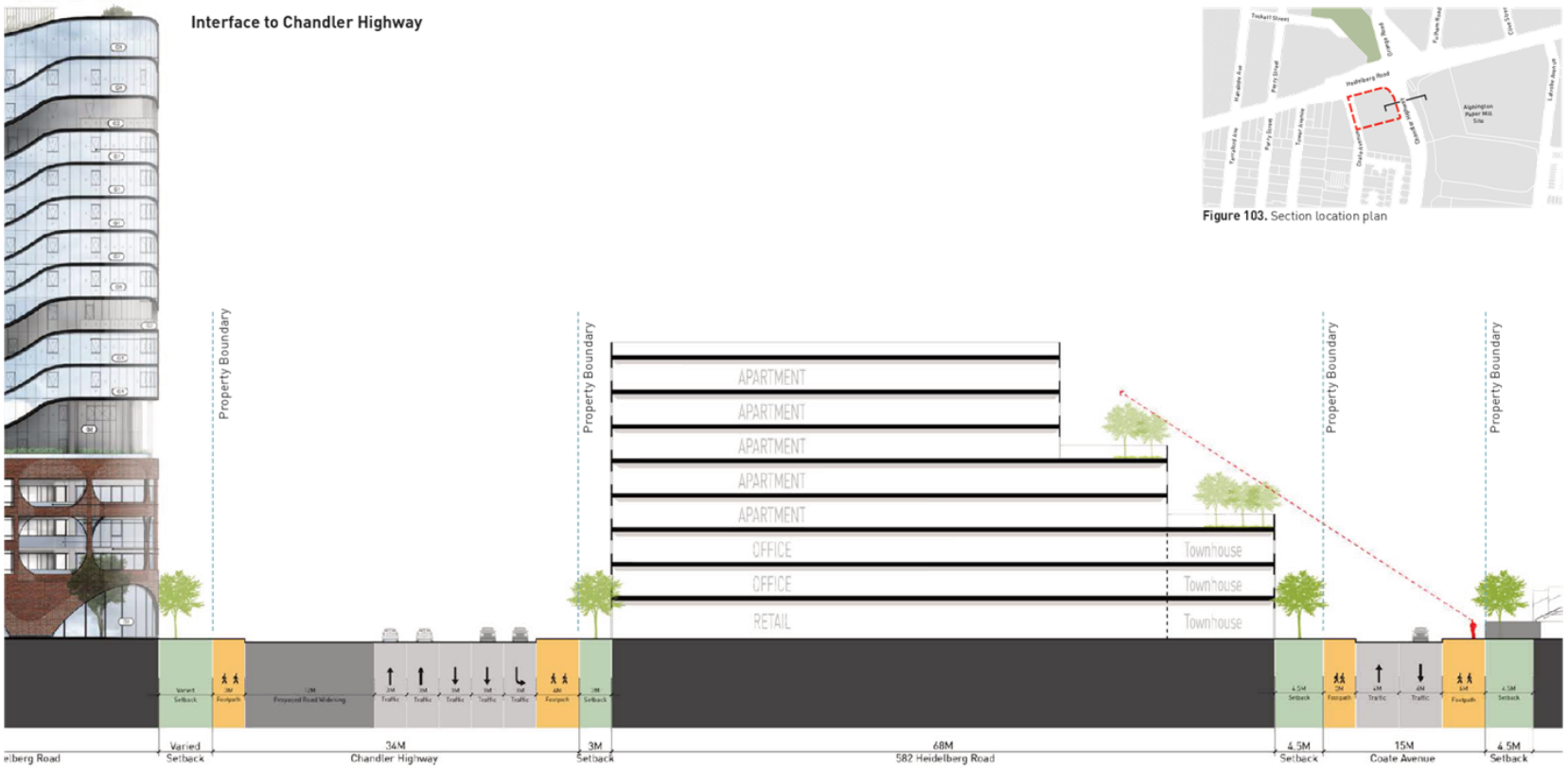


Figure 103. Section location plan

Figure 104. Proposed street section - full street section with indicative floor levels illustrated within this envelope for reference only. These are not intended to illustrate acceptable building designs.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

D. Confirming overshadowing requirements



Figure 105. Cumulative shadow impact of 8 metre high boundary wall condition

Private open space has more than 5 hours sunlight between 9 am and 3 pm on 22 September
Shadow between 9 am and 3 pm on 22 September
Note: Assessment utilises the building footprints that are documented in Council's GIS mapping.

E. Building envelope controls

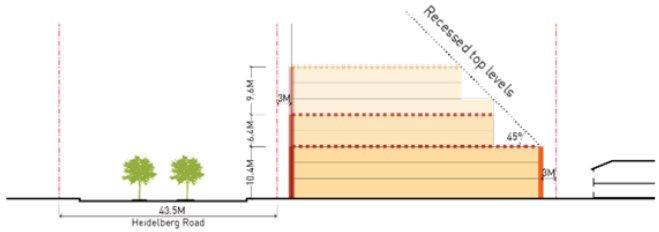


Figure 106. Proposed built form envelopes (section A-A) with indicative floor levels illustrated within this envelope for reference only. These are not intended to illustrate acceptable building designs.

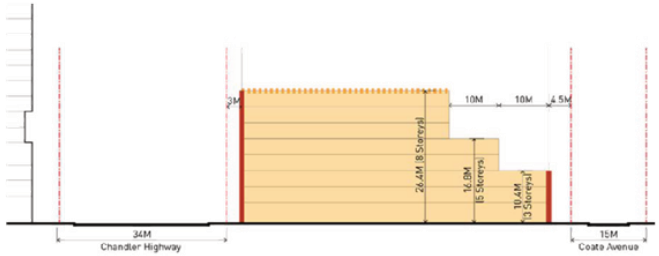


Figure 107. Proposed built form envelopes (section B-B) with indicative floor levels illustrated within this envelope for reference only. These are not intended to illustrate acceptable building designs.

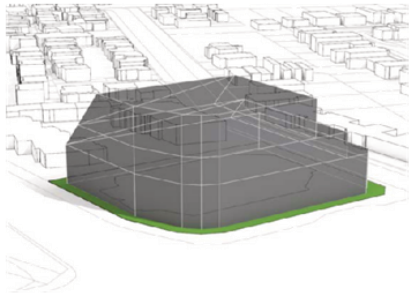


Figure 108. Demonstration of the 3d building envelope controls

Precinct 3A - Alphington West

F. Precedent examples - Precinct 3A



Figure 109. 80-ONCE Business & Living (Source: Sestral S.A)



Figure 111. Peel Street, Collingwood (Source: DKO Architecture)



Figure 110. Proposal for 342-348 Victoria Street - Brunswick (Source: Fieldworks Architects)

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

G. Built form testing of proposed building envelopes

Testing site 3A

Location:			
582 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Characters:**
3,729m²	68M	56M	Singular site





Figure 115. Existing building

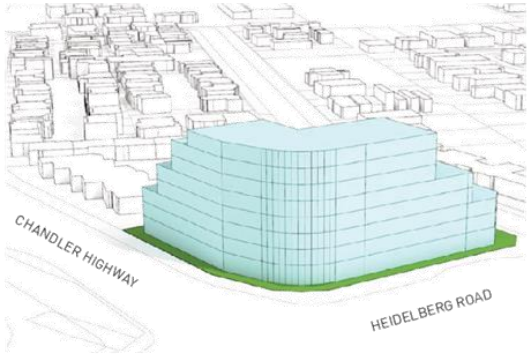


Figure 112. Built form testing - perspective view



Figure 113. Built form testing - plan view

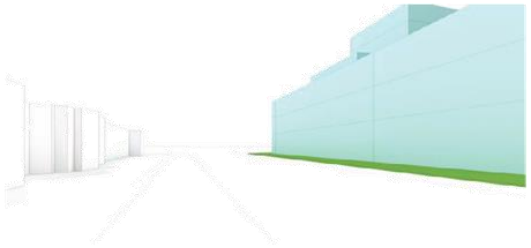


Figure 114. View from Coate Avenue illustrating the benefits of a three storey street wall height with significant upper level setbacks that ensure the building is not visually dominant in the street.

Precinct 3A - Alphington West

H. Proposed built form controls

The proposed building envelope controls are illustrated in the following plans.

Considering the unique site attributes and the need to support design flexibility with certainty that minimum amenity standards are met, a mix of mandatory and discretionary controls are proposed as follows:

Discretionary

- Overall height limits
- Street wall heights to Heidelberg Road, Chandler Highway and Coate Avenue
- Upper level setbacks from street

Mandatory

- Front setbacks to all streets
- Rear interface controls (maximum rear interface heights, ground level and upper level setbacks)

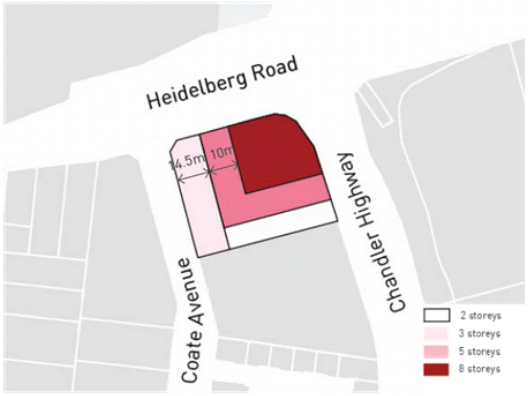


Figure 116. Precinct 3A - Proposed overall building heights



Figure 117. Precinct 3A - Proposed ground floor setbacks



Figure 118. Precinct 3A - Proposed street wall heights / building heights along residential interface boundaries

Precinct 3B - Heidelberg Road Neighbourhood Activity Centre

A. Key valued character attributes



Figure 119. Precinct 3B - Aerial image



Figure 120. Key character attributes



1. Recent mixed-use development - the overall height and massing responds to the urban context. The significant setback incorporates large trees and low-storey planting and improves the quality of the pedestrian environment.
2. Existing fine-grain shopfronts provide a pedestrian-friendly environment. This occurs in the block bounded by Yarralea Street and Park Avenue.
3. Existing and potential heritage buildings are located within this block. PAO applies in the corner and overlays five sites including an existing heritage building.
4. Smaller frontages/shops, narrow footpath, and verandahs give more sense of traditional and enclosure.
5. Residential side streets, including large mature trees and significant setbacks.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

B. Design Strategy

Develop a new mid-rise character for the existing neighbourhood centre which complements the scale and facilities in the former Alphington Paper Mills site. Enhance the setting of heritage buildings and the fine-grain development patterns through a low-street wall height.



Figure 121. Design Strategy

- Existing heritage buildings
- Potential heritage buildings
- Existing medium-density, mid-rise housing
- Existing vehicular access (retained/consolidated)
- Vehicular access (removal preferred)
- Existing landscape setback
- Proposed 3m landscape setback
- Create urban street wall and activated edges along Heidelberg Road
- PAO overlay
- Neighbourhood Residential Zone

Minimise visual bulk, overshadowing and privacy on the sensitive interface:

- Rear to rear boundary condition
- Rear to side boundary condition
- Side to side boundary condition
- Rear to laneway boundary condition

Design Objectives

Introduce a generous landscape setback in the block bounded by Como Street and Yarralea Street - Location 1.

The existing PAO in this location requires buildings to setback from the street in the order of 12m. This provides an opportunity to create a landscape setback that could provide opportunities for retail, cafes (outdoor dining) that is setback from the traffic of Heidelberg Road.

West of Yarralea Street this opportunity has not been pursued as the location of existing heritage buildings conflict with the PAO location.

Respond to existing valued character, including heritage buildings and fine-grain shopfronts on the block bounded by Yarralea Street and Park Avenue - Location 2.

There are potentially five sites of heritage significance that have a zero metre setback to the street. This character should be continued along this street interface.

Improve the quality of Heidelberg Road by creating a comfortable sense of enclosure and definition to the street - Location 3.

This can be achieved through the introduction of a street wall height that provides a positive interface to the street but which does not visually dominate. This balance is particularly important to achieve considering the poor quality of the street environment. Buildings that are visually overwhelming will exacerbate the impact of heavy traffic on the pedestrian experience.

Ensure development does not visually dominate or unreasonably overshadow private open space in adjacent residential areas - Location 4.

The neighbouring residential properties all incorporate private open space at the rear of each dwelling.

Sunlight should be provided at the equinox according to the current level of provision required in Clause 54 and 55 of the planning scheme.

Minimise the impact of vehicular crossovers - Location 5.

Vehicular access to most sites is provided from Heidelberg Road. This includes shared access for a number of sites. There are five existing crossovers where alternative access can be provided. No additional vehicular crossovers are supported.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

C. Determining Heidelberg Road development scale

700-718 Heidelberg Road

8 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

- 8 storey buildings are visually dominant, creating a wall of development.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.



8 Storeys - Option 2

Street wall: 4 storeys
Upper level setback: 6 metres

- 8 storey buildings are visually dominant.
- The 6 metre setback provides a negligible improvement on reducing this dominance.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.



8 Storeys - Option 3

Street wall: 4 storeys
Upper level setback: 45 degree angle

- Creates awkward building forms that are uncomfortably proportioned.



Figure 122. Built form testing on 718 Heidelberg Road

Preferred development outcome

7 Storeys - Option 4

Street wall: 4 storeys
Upper level setback: 6 metres

- The 4-storey street wall provides a balanced street wall height against the street width.
- The 6m setback reduces the visual dominance of upper levels and supports heights of 7 storeys.



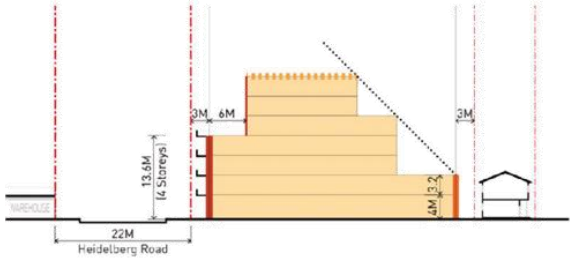


Figure 123. Proposed building envelope controls for Precinct 3B (718 Heidelberg Road)

Note: Ground level setback to rear boundary may be required depending on relationship to existing dwelling location (refer to Figure 15 on page 13)

Precinct 3B - Neighbourhood Activity Centre

Between Park Avenue and Yarralea Streets

6 Storeys - Option 1

Street wall: 1-2 storeys
Upper level setback: 3 metres

- 6 storey buildings are visually dominant, creating a wall of development.
- Upper levels are too dominant for the context.
- Creates an uncomfortably proportioned building above existing heritage buildings.



6 Storeys - Option 2

Street wall: 1-2 storeys
Upper level setback: 6 metres

- 6 storey buildings are visually dominant, creating a wall of development.
- Upper levels are too dominant for the context.
- Creates an uncomfortably proportioned building above existing heritage buildings.



6 Storeys - Option 3

Street wall: 1-2 storeys
Upper level setback: 45 degree angle

- Creates awkward building forms that are uncomfortably proportioned.



Figure 124. Built form testing on heritage block

Preferred development outcome

6 Storeys - Option 4

Street wall: 1-2 storeys
Upper level setback: 6 metres & 45 degree angle (above 5th floor)

- Overall 5 storey height frames the street without being overly visually dominant. The 6m setback creates a more distinctive street wall which enhances the existing character and heritage buildings.
- Creates a comfortably proportioned building where the lower levels support integration with the existing heritage buildings within the street.



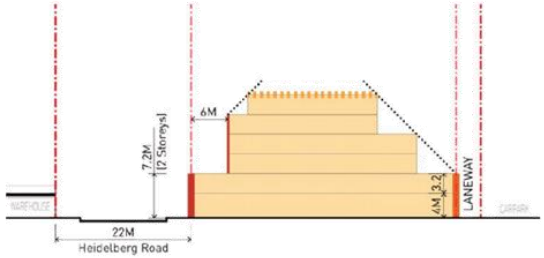


Figure 125. Proposed building envelope controls for Precinct 3B (heritage block)

Note: Ground level setback to rear boundary may be required depending on relationship to existing dwelling location (refer to Figure 15 on page 13)

Proposed built form envelopes (section) with indicative floor levels illustrated within this envelope for reference only. These are not intended to illustrate acceptable building designs.

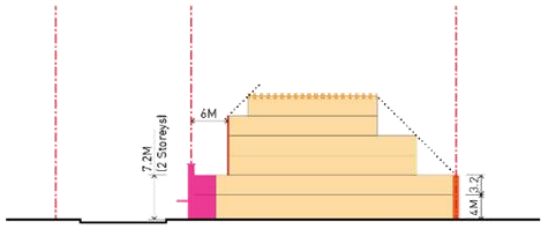


Figure 126. Proposed built form envelopes (section) in response to existing heritage building

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Between Yarralea Street and Como Street (with PAO overlay)

6 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

- Overall 6 storey height frames the street without being overly visually dominant.
- Creates a comfortably proportioned building where the lower levels support integration with the existing heritage buildings within the street.



Preferred development outcome

6 Storeys - Option 2

Street wall: 4 storeys
Upper level setback: 6 metres

- Overall 6 storey height frames the street without being overly visually dominant. The 6m setback creates a more distinctive street wall.
- Creates a comfortably proportioned building where the base of the building is prominent and upper levels are recessed.



6 Storeys - Option 3

Street wall: 6 storeys
Upper level setback: N/A

- Street wall height is too dominant for the context.



Figure 128. Built form testing for Precinct 3B (eastern block)

D. Building envelope controls

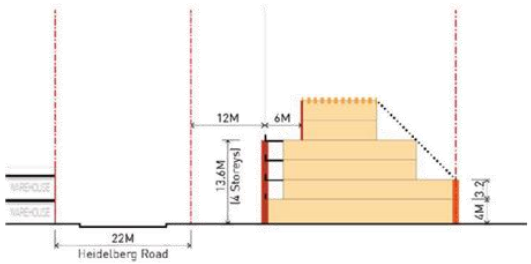


Figure 127. Proposed building envelope controls for Precinct 3B (eastern block)

Note: Ground level setback to rear boundary may be required depending on relationship to existing dwelling location (refer to Figure 15 on page 13)

Key recommendation

Precinct 3 - 700-718 Heidelberg Road

Introduce a 8-storey building height control in Precinct 3 (718 Heidelberg Road) with a 4 storey street wall and 6 metre setback. Above six storeys additional setbacks are required at a 45 degree angle.

Precinct 3 - Between Park Avenue and Yarralea Streets

Introduce a 5-storey building height control with a 2 storey street wall and 6 metre setback.
Above five storeys additional setbacks are required at a 45 degree angle.

Precinct 3 - Between Yarralea Street and Como Street (with PAO overlay)

Introduce a 6-storey building height control with a 4 storey street wall and 6 metre setback.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

Interface to Heidelberg Road – 718 Heidelberg Road

The proposed relationship to Heidelberg Road is illustrated below.

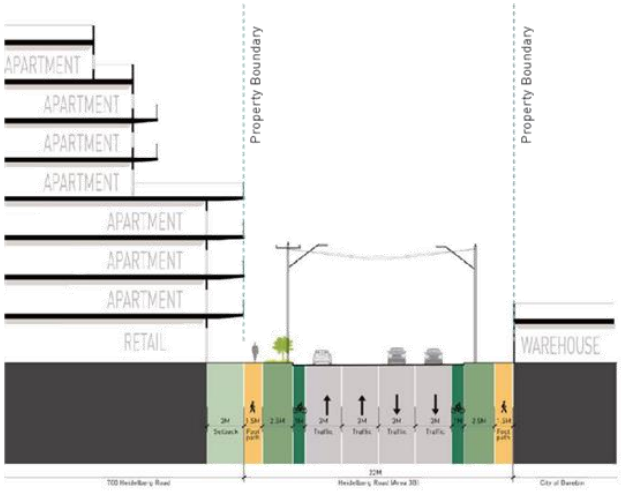


Figure 130. Proposed street section - full street section

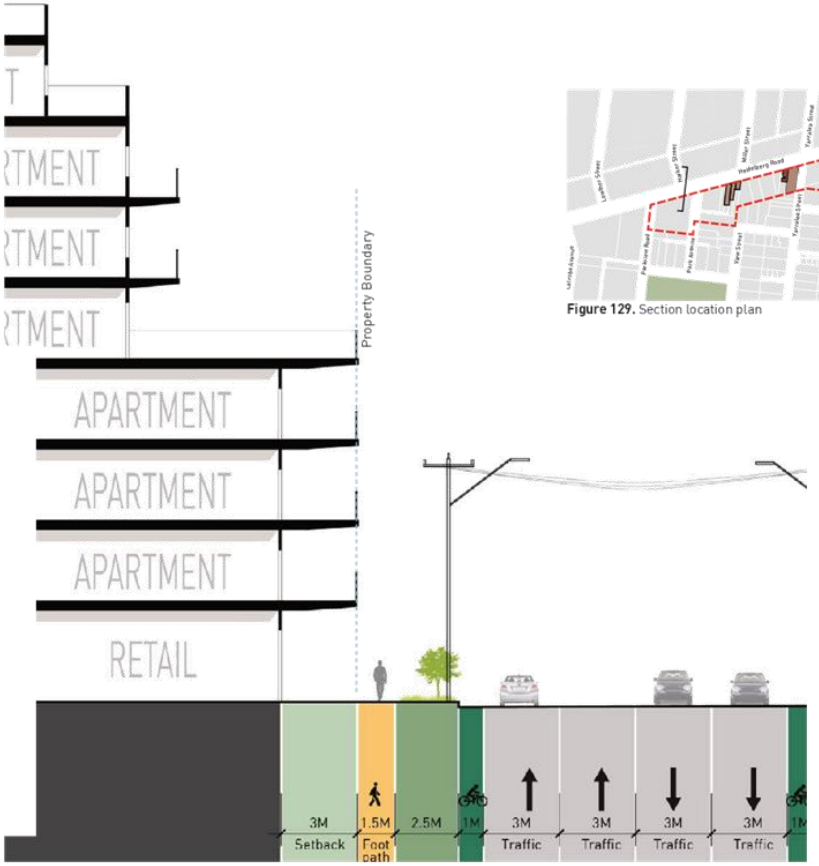


Figure 131. Proposed street section - detailed street section

Figure 129. Section location plan

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3B

Interface to Heidelberg Road – Between Park Avenue and Yarralea Street

The proposed relationship to Heidelberg Road is illustrated below.

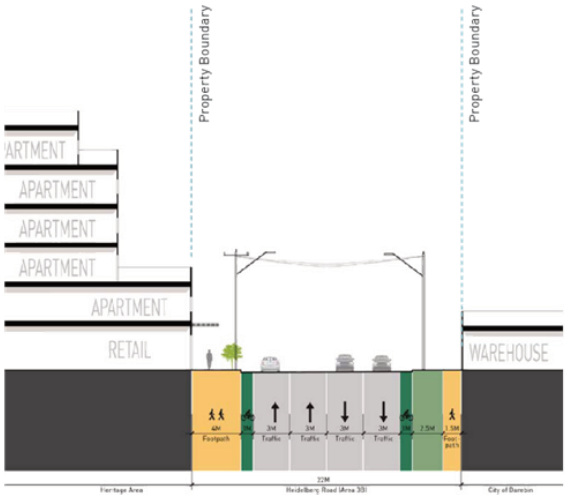


Figure 133. Proposed street section - full street section

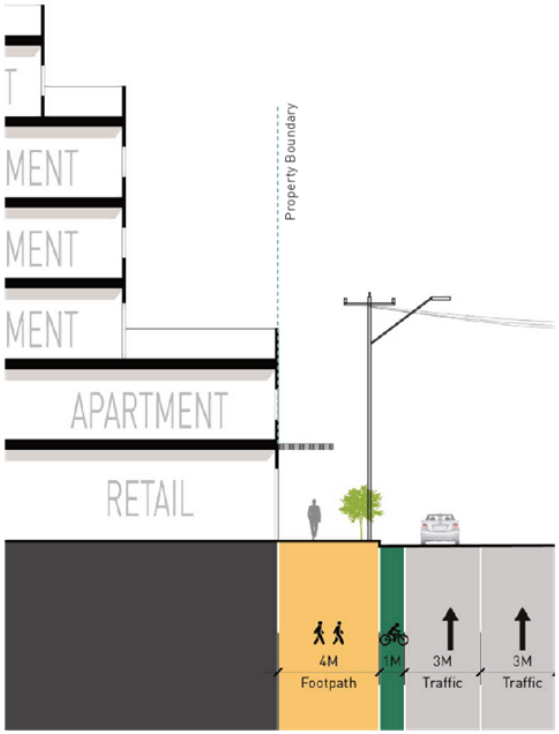


Figure 134. Proposed street section - detailed street section



Figure 132. Section location plan

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

Interface to Heidelberg Road – East of Yarralea Street (PAO overlay)

The proposed relationship to Heidelberg Road is illustrated below.

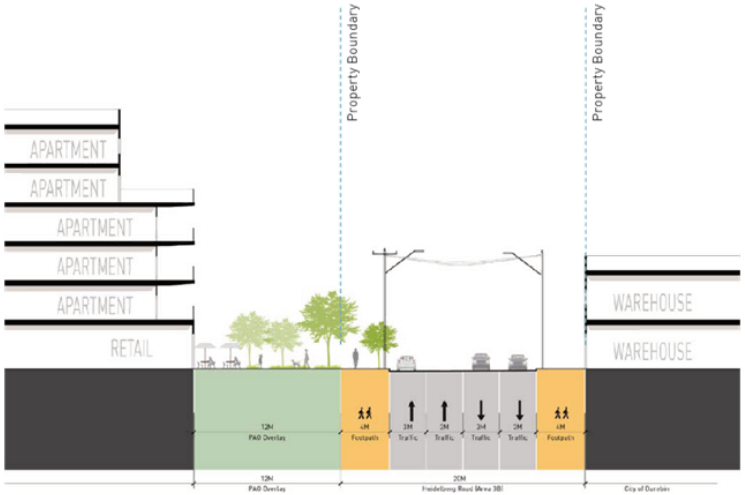


Figure 136. Proposed street section - full street section



Figure 135. Section location plan

Figure 137. Proposed street section - detailed street section

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

E. Confirming overshadowing requirements



Figure 138. Cumulative shadow impact of 8 metre high boundary wall condition

Private open space has more than 5 hours sunlight between 9 am and 3 pm on 22 September
Shadow between 9 am and 3 pm on 22 September
Note 1: Assessment utilises the building footprints that are documented in Council's GIS mapping.

Precinct 3B - Neighbourhood Activity Centre

F. Precedent examples - Precinct 3B



Figure 139. Nine Smith St, Fitzroy (Source: Neometro)



Figure 140. George Corner, Fitzroy (Source: Neometro)



Figure 141. Nightingale 1, Brunswick (Source: Breathe Architecture)

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

G. Built form testing of preferred envelope controls

Testing site 3B-1 – the block between Yarralea Street and Parkview Avenue

Location:			
730 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Character/use:**
348m²	6.4M	50M	Narrow and deep site Potential heritage site
Location:			
732 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Character/use:**
370m²	8M	53M	Narrow and deep site Potential heritage site
Location:			
734 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Character/use:**
363m²	7.3M	56M	Narrow and deep site Potential heritage site
Location:			
736 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Character/use:**
740m²	12M	38M	Automotive service
Location:			
738 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Character/use:**
600m²	16M	38M	Fitness
Location:			
740 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Character/use:**
864m²	24M	38M	Warehouse
Location:			
750 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Character/use:**
316m²	14M	38M	Electricity
Location:			
756 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Character/use:**
450m²	12M	38M	Heritage overlay
Location:			
760 Heidelberg Road			
Site area:	**Lot width:**	**Lot depth:**	**Character/use:**
611m²	16M	38M	Potential heritage site





Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

Testing site 3B-1

732 Heidelberg Road



Figure 142. Built form testing – plan and perspective views

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Testing site 3B-2 – PAO overlay site

Location:
800 Heidelberg Road

Site area:	Lot width:	Lot depth:	Characters:
2,260m²	53M	55M	Red Rooster PAO overlay





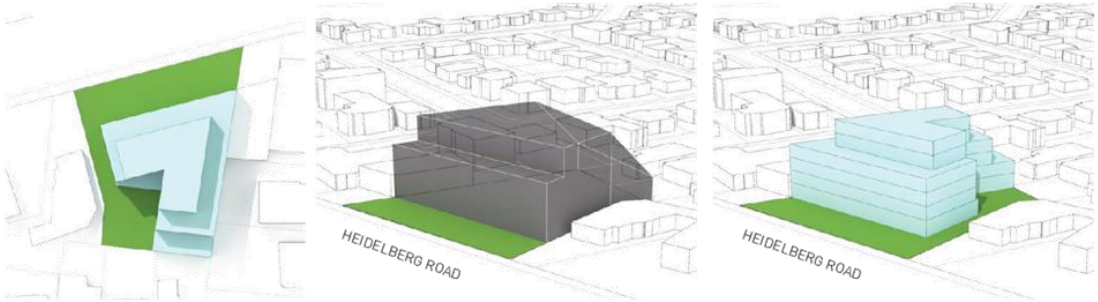


Figure 143. Built form testing – plan, built form envelope and perspective view

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

H. Proposed built form controls

The proposed building envelope controls are illustrated in the following plans.

700-718 Heidelberg Road

Considering the unique site attributes and the need to support design flexibility with certainty that minimum amenity standards are met, a mix of mandatory and discretionary controls are proposed on 718 Heidelberg Road which is identified as a strategic site as follows:

Discretionary

- Overall height limit
- Street wall heights
- Upper level setback to street

Mandatory

- Front setbacks to all streets
- Rear interface controls (maximun rear interface heights, ground level and upper level setbacks)

Remaining sites in Precinct 3B

On all other sites, mandatory controls are proposed for all envelope controls.



Figure 146. Precinct 3B - Proposed ground floor setbacks



Figure 144. Precinct 3B - Proposed overall building heights



Figure 145. Precinct 3B - Proposed street wall heights / building heights along residential interface boundaries

4. Summary of recommendations

4.1 Summary of proposed controls

The following development controls are recommended within this report:

- Maximum building heights (refer Figure 147 and Table 1)
- Minimum ground floor setbacks (refer Figure 148 and Table 1)
- Maximum street wall heights (refer Figure 149 and Table 1)
- Minimum upper level setbacks from street (refer Table 1)
- Maximum rear interface building height (refer Table 1)
- Minimum upper level setbacks above the rear boundary building height (refer Table 1)
- Minimum rear boundary ground level setback (refer Table 1)
- Overshadowing requirements to residential interfaces (refer Table 1)
- Upper level building setbacks from side boundaries (refer Table 2)
- Building separation within sites (refer Table 2)
- Design principles (refer Table 3).

Proposed building heights


Thomson Street
Victoria Road
Henderson Street
McTivedi Street
Stanley Street
Leonard Street
Rowell Street
Wentworth Street
Albert Street
Jessop Street
Heidelberg Road
Katherine Street
Gillies Street
Stephen Street
Arthur Street
Austin Street
Brentford Avenue
Hendon Ave
Percy Street
Edgar Avenue
Tanfield Ave
Duggan Street
Fockett Street
Bridge Street
Fulham Road
Clark Street
Loughlin Drive
Parkview Road
Park Avenue
Miller Street
Tarrakia Street
Athena Street
Clara Street
Kyle Street
Pentley Place
Park Crescent
Rex Avenue
Coate Park
Yarra River
Yarra Boulevard
Kyle Street Road
Kyle Street
Kyle Street
Kyle Street

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Proposed Ground Floor Setbacks



Figure 148. Proposed ground floor setbacks (all precincts)

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Proposed street wall height and rear interface building heights



Figure 149. Proposed street wall heights (all precincts)

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Summary of development controls (all precincts)

Precinct	Maximum building height	Preferred street wall height	Maximum street wall height	Ground floor setback to street(s)	Minimum upper level setback from street(s)	Maximum rear interface height	Upper level setbacks (above rear interface)	Minimum rear boundary setback	Overshadowing
Precinct 1	6 / 8 storeys (20m/27m)	4-6 storeys	6 storeys	3 metres	6 metres	4 storeys (park)	A setback of 45 degrees applies about the maximum rear interface building height. A maximum of two steps within the buildings are strongly encouraged.	3 metres (to park)	Overshadowing of adjacent residential properties to comply with Clause 54 and 55 of the Yarra Planning Scheme.
Precinct 2	6 storeys (20m)		4 storeys	3 metres	6 metres	2 storeys (8 metres)		0 metres (if adjacent dwelling is located 15m or more from the property boundary) 3 metres (if adjacent dwelling is located less than 15m from the property boundary)	
Precinct 3A	8 storeys (27m)		On Heidelberg Road, 3-8 storeys from Coate Avenue to Chandler Highway	3 metres to Heidelberg Road and Chandler Highway 4.5 metres to Coate Avenue	6 metres to Heidelberg Road and Chandler Highway 14.5 metres to Coate Avenue above 3rd storeys	2 storeys (8 metres)		4.5 metres	
Precinct 3B – 700-718 Heidelberg Road	7 storeys (24m)		4 storeys	3 metres	6 metres	2 storeys (8 metres)		0 metres (if adjacent dwelling is located 15m or more from the property boundary) 3 metres (if adjacent dwelling is located less than 15m from the property boundary)	
Precinct 3B – Between Park Avenue and Yarralea Street	6 storeys (20m)		2 storeys	0 metres	6 metres, with an additional 45 degree angle setback above level 5	2 storeys (8 metres)		0 metres (if adjacent dwelling is located 15m or more from the property boundary) 3 metres (if adjacent dwelling is located less than 15m from the property boundary)	
Precinct 3B – Between Yarralea Street and Como Street	6 storeys (20m)		4 storeys	12 metres	6 metres	2 storeys (8 metres)		0 metres (if adjacent dwelling is located 15m or more from the property boundary) 3 metres (if adjacent dwelling is located less than 15m from the property boundary)	

Table 1. Summary of building envelope controls for all precincts (excluding upper level building setbacks and building separation within a site)

Discretionary controls
Mandatory controls

Building height	Preferred separation (Suitable if there is a primary living space/ balcony facing the boundary)	Minimum separation (Suitable when the use is not a primary living space or balcony facing the boundary)
Up top 4 storeys	4.5m	3m
5-8 storeys	6m	3m

Table 2. Upper level building setbacks and building separation within a site - all precincts

Design principles
Active ground floor frontages required to all sites fronting Heidelberg Road
Multiple entrances to buildings on large sites is encouraged
Weather protection at entrances to buildings within Precincts 1, 2 and 3A (within 3 metre ground floor setback)
Continuous weather protection provided within Precinct 3B
Incorporate weather protection at entrances within the front setback and continuous weather protection in the Heidelberg Road Neighbourhood Activity Centre.
Locate all future carparking underground in basements.
Locate vehicular crossovers from rear lanes or side streets where possible.
Rationalise the number of existing crossovers to Heidelberg Road where multiple crossovers exist on single sites.
No additional vehicular crossovers are supported on Heidelberg Road.

Table 3. Design principles - all sites

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

4.2 Extent of mandatory controls

The role of mandatory controls is guided through planning practice notes 59 and 60 (refer call-out box).

The detailed testing within this report leads to a recommendation for a combination of discretionary and mandatory controls on strategic sites, and mandatory controls on all other sites.

This is considered appropriate as:

- The mandatory controls support strategic objectives for development intensification.
- The rear interface controls for all development have been rigorously tested, are appropriate for the majority of proposals and provide for the preferred balance between development intensification and protection of amenity.
- The mandatory controls provide an efficient outcome - considering the interface between commercial and sensitive residential precincts, without certainty there will continue to be a significant number of objections and lack of clarity on the preferred development outcome. This has already been demonstrated through 3 recent VCAT cases.
- The majority of proposals not in accordance with the mandatory provisions will be clearly unacceptable. Considering the combination of a poor quality, heavily trafficked arterial and sensitive residential interfaces, the detailed testing in this report demonstrates the limited range of circumstances that provide a positive outcome to both interfaces.

Planning practice note 59: The role of mandatory provisions in Planning Schemes

This practice note sets out the criteria that can be used to decide whether mandatory provisions may be appropriate in planning schemes in Victoria.

It acknowledges that Victorian planning schemes are predominantly performance-based, with schemes specifying a clear objective and often a preferred development outcome while providing a degree of flexibility on how the objective is achieved.

Mandatory provisions are noted as the exception, however in circumstances where a mandatory provision will provide certainty and ensure a preferable and efficient outcome they can be supported.

The criteria that must be addressed include:

- Is the mandatory provision strategically supported (is there strategic basis)?
- Is the mandatory provision appropriate to a majority of proposals?
- Does the mandatory provision provide for the preferred outcome?
- Will the majority of proposals not in accordance with the mandatory provision be clearly unacceptable?
- Will the mandatory provision reduce administrative costs?

Planning practice note 60: Height and setback controls for activity centres

This practice note provides guidance on the state government's preferred approach to the application of height and setback controls for activity centres. It has been updated in response to the preliminary findings from the recent Activity Centre Pilot program.

It acknowledges the need to support development intensification. It notes that 'height and setback controls can be appropriate so long as they are not aimed at restricting the built form, but at facilitating good design outcomes'. The application of height and setback controls must be 'soundly based on the outcomes of strategic research and background analysis that demonstrates consistency with state and regional policy and includes a comprehensive built form analysis.'

The Practice Note states that a combination of discretionary and mandatory height and setback controls may be appropriate. Discretionary height and setback controls are preferred, with mandatory provisions supported when they are justified by robust and comprehensive strategic work, or where exceptional circumstances warrant their introduction.

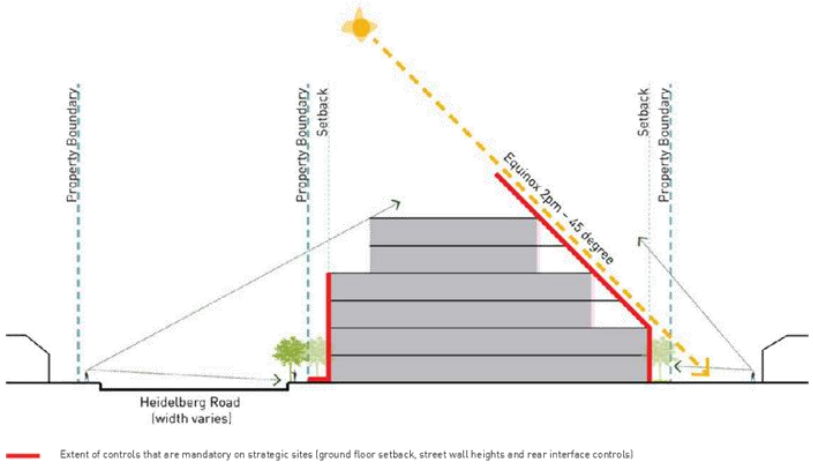
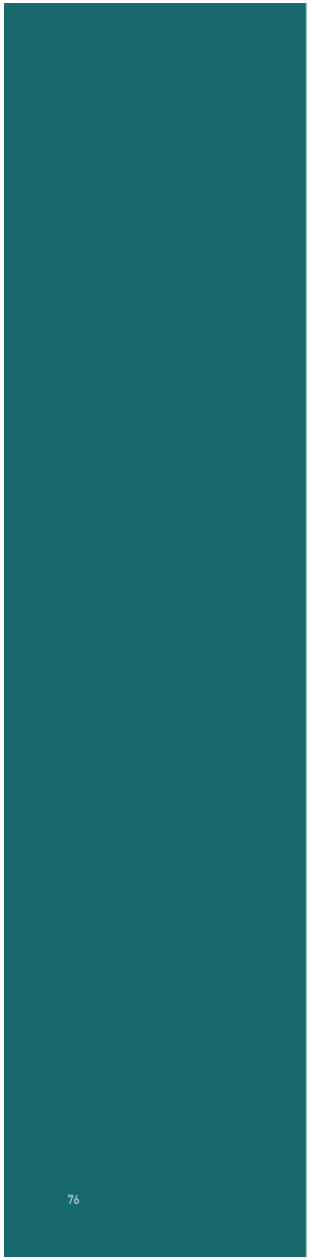


Figure 150. Summary of mandatory controls on strategic development sites. All controls are proposed as mandatory on all other sites

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework



Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Appendix A - Overshadowing assessment

The overarching urban design strategy adopts the position that protecting existing secluded private open space to meet the requirements of Clause 54 and 55 is appropriate.

The following boundary wall heights have been tested to determine the maximum wall height that delivers this requirement.

- 4 metres
- 7.2 metres (4m commercial with one floor above)
- 8 metres (2 x 4m commercial floors)
- 12 metres (3 x 4m commercial floors)

The impact of these different boundary wall heights at the summer and winter solstice have been provided for illustrative purposes only.

Shadow study – Spring

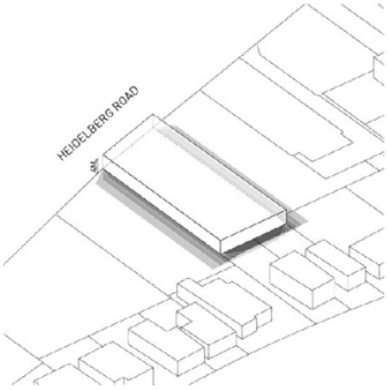


Figure 151. Extent of overshadowing of a 4 metre high wall on boundary. The overshadowing impacts are minimal.

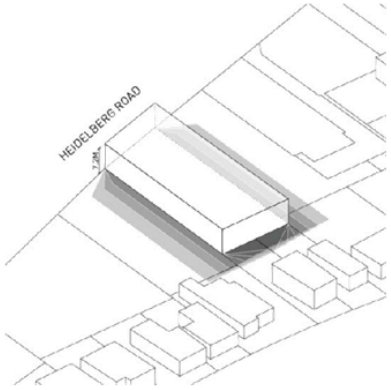


Figure 153. Extent of overshadowing of a 7.2 metre high wall on boundary. The overshadowing impacts are increased, however the minimum requirements of Clause 54 and 55 can be met.

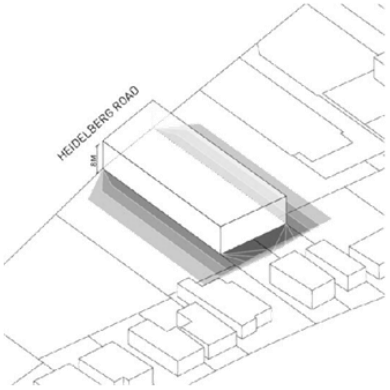


Figure 152. Extent of overshadowing of a 8 metre high wall on boundary. The overshadowing impacts are increased, however the minimum requirements of Clause 54 and 55 can be met.

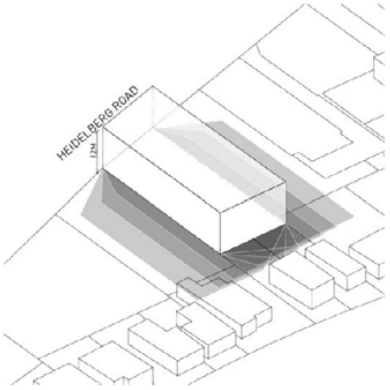


Figure 154. Extent of overshadowing of a 12 metre high wall on boundary. The overshadowing impacts are increased and the minimum requirements of Clause 54 and 55 can no longer be met.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Shadow study – Winter

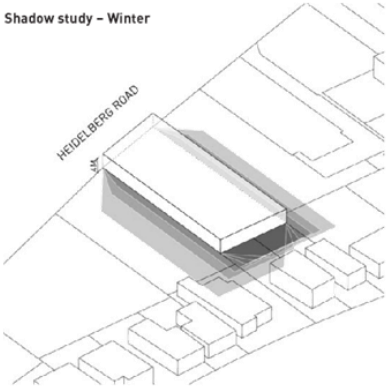


Figure 155. 4 metre high boundary wall

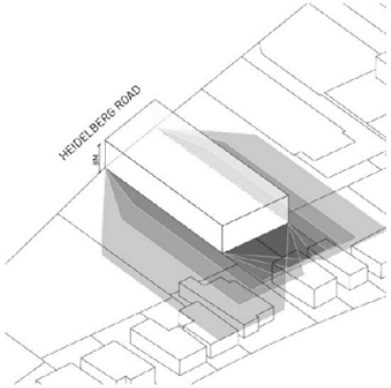


Figure 156. 7.2 metre high boundary wall

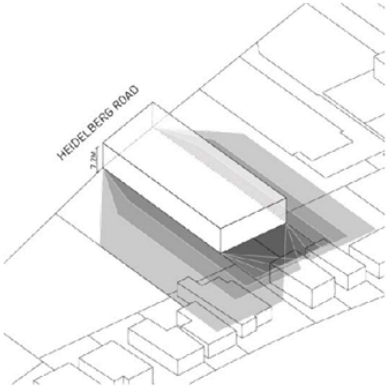


Figure 157. 8 metre high boundary wall

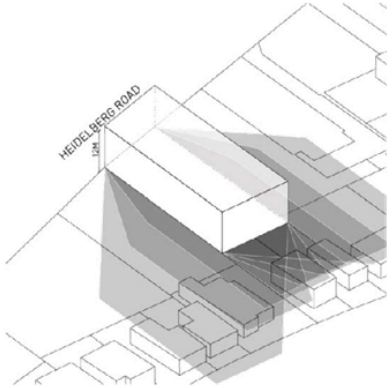


Figure 158. 12 metre high boundary wall

Shadow study – Summer

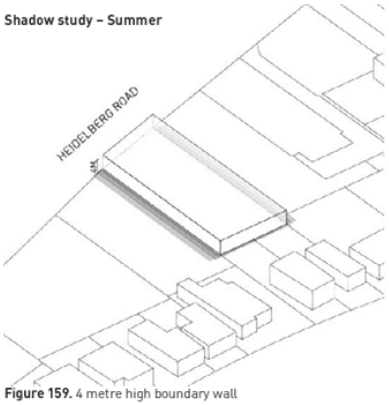


Figure 159. 4 metre high boundary wall

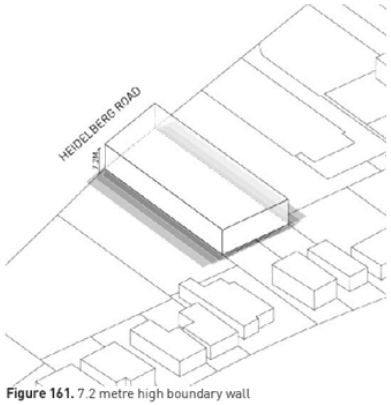


Figure 161. 7.2 metre high boundary wall

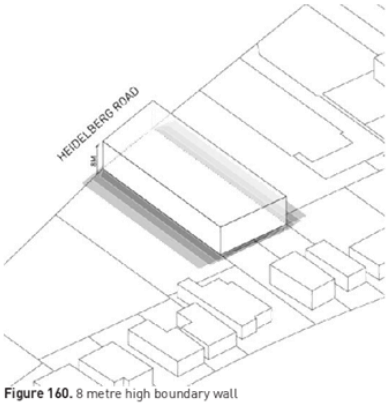


Figure 160. 8 metre high boundary wall

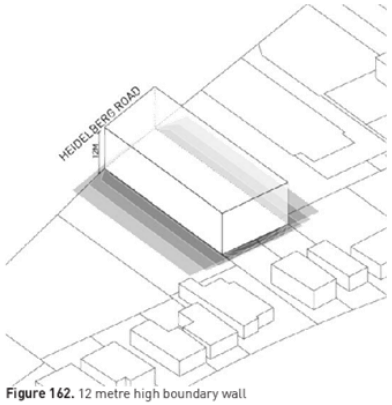


Figure 162. 12 metre high boundary wall

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 1



Figure 166. 7.2 metres rear street wall height



Figure 167. 10.4 metres rear street wall height



Figure 168. 13.6 metres rear street wall height

Precinct 3B



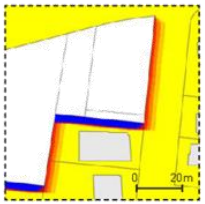
Figure 163. 4 metres rear street wall height

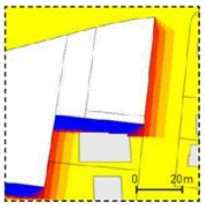


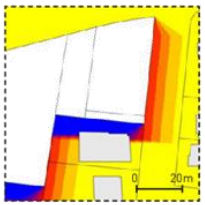
Figure 164. 7.2 metres rear street wall height with setback



Figure 165. 10.4 metres rear street wall height









Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework



Figure 171. Sunlight hours analysis against Clause 54/55 requirements - 8 metres rear boundary wall height (D=7.7 metres)

Floor heights:
Ground floor – 4M (Commercial)
Upper floors – 4M (Commercial)



Figure 169. 4 metres rear street wall height (D=3.9 metres)

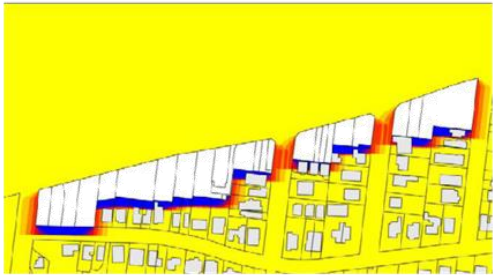


Figure 170. 12 metres rear street wall height (D=11.6 metres)

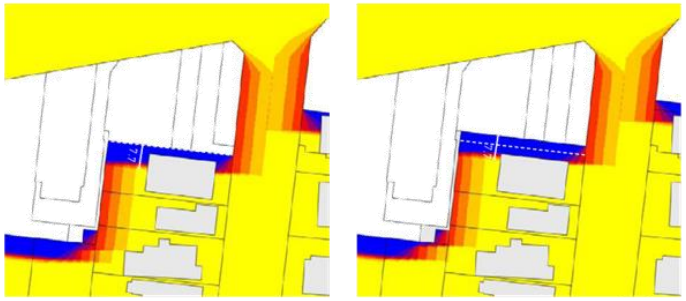


Figure 172. Comparison setback option on rear to side boundary - no setback (left) & 3 metres setback (right)

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Precinct 3A

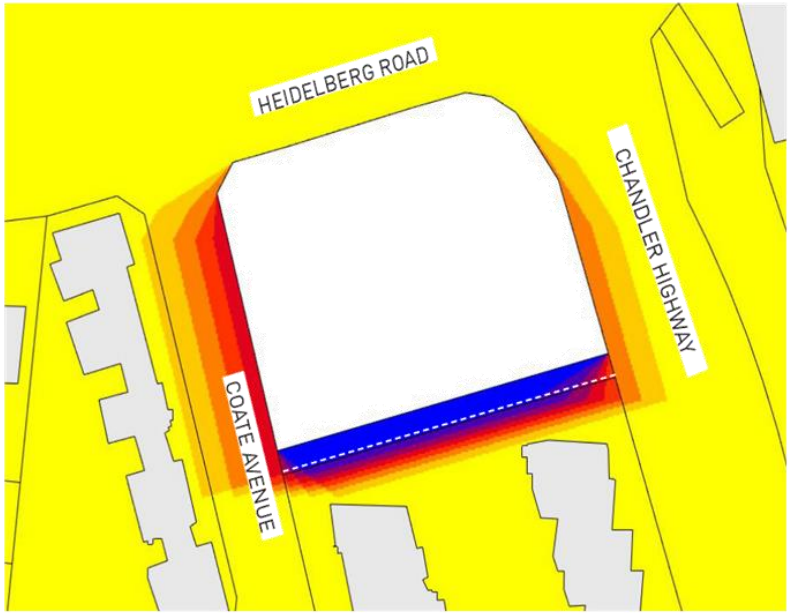


Figure 176. Sunlight hours analysis - 10.4 metres rear street wall height with 4.5m setback

Floor height:
Ground floor – 4M (Commercial)
Upper floors – 3.2M (Residential)



Figure 173. 7.2 metres rear street wall height

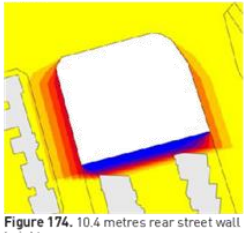


Figure 174. 10.4 metres rear street wall height



Figure 175. 10.4 metres rear street wall height with 3m setback



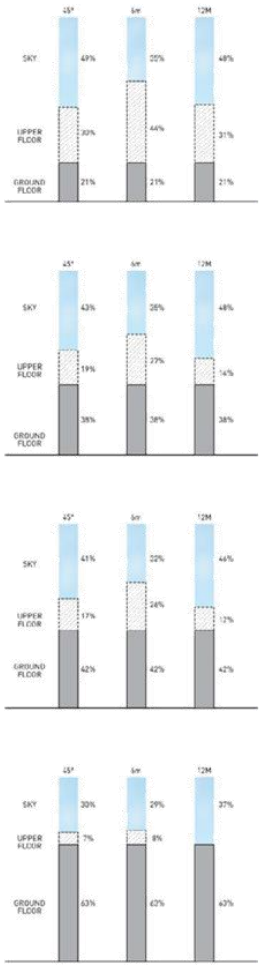
Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

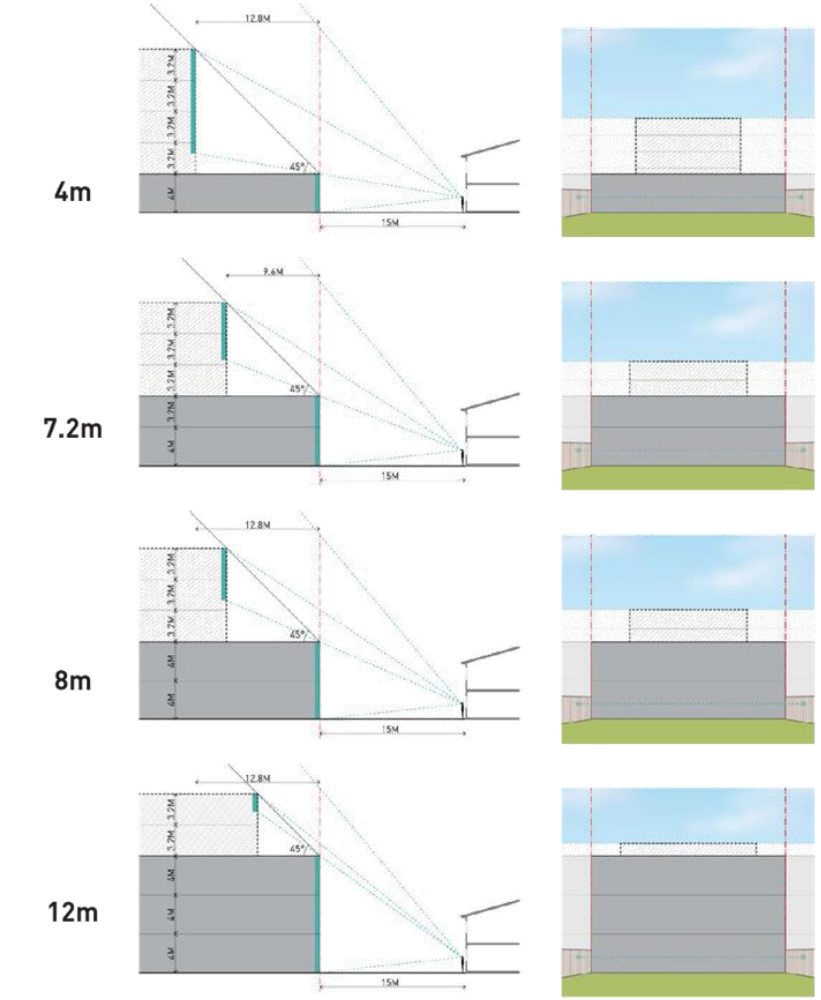
Appendix B - Visual Impact Assessment

Visual impact – 5 storeys (view from 15m)

Table 4. Visual impact assessment of each scenario (5 storeys - view from 15m)

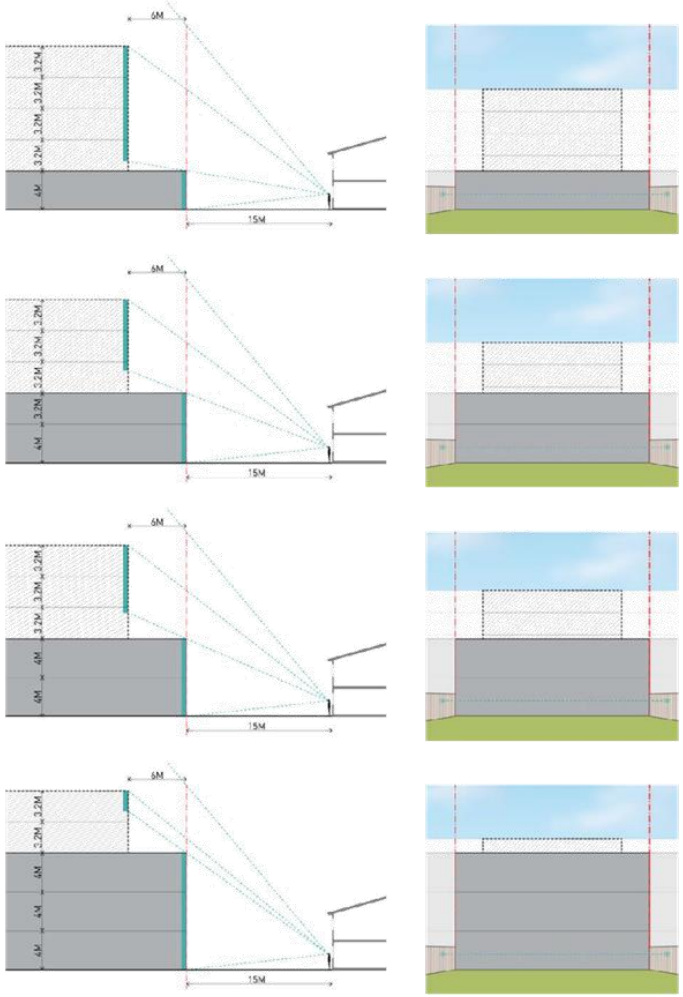
	45 degree angle	6 metre setback	12 metre setback
Urban Design Principle	**4m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Achieved	Achieved	Achieved
Urban Design Principle	**7.2m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Achieved	Achieved
Urban Design Principle	**8m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Achieved	Achieved
Urban Design Principle	**12m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Achieved



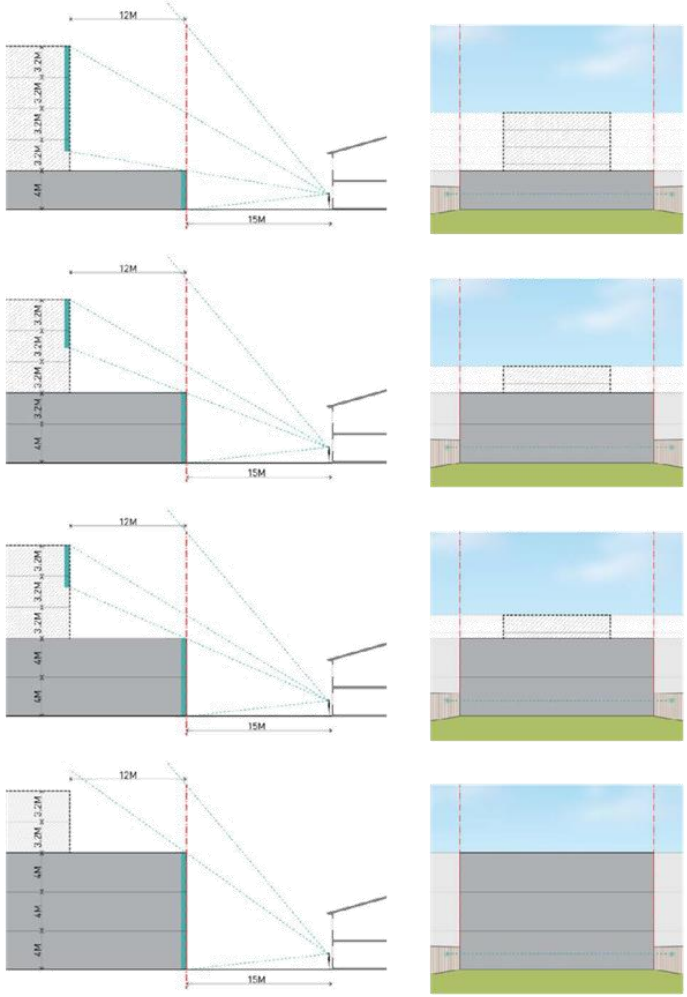


Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Upper level rear setback: 6 metres



Upper level rear setback: 12 metres



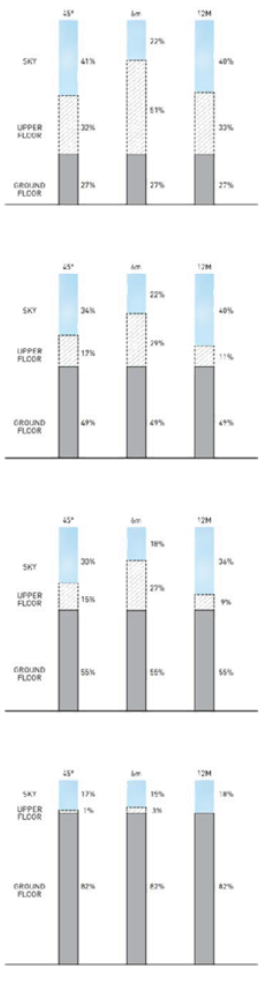
Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

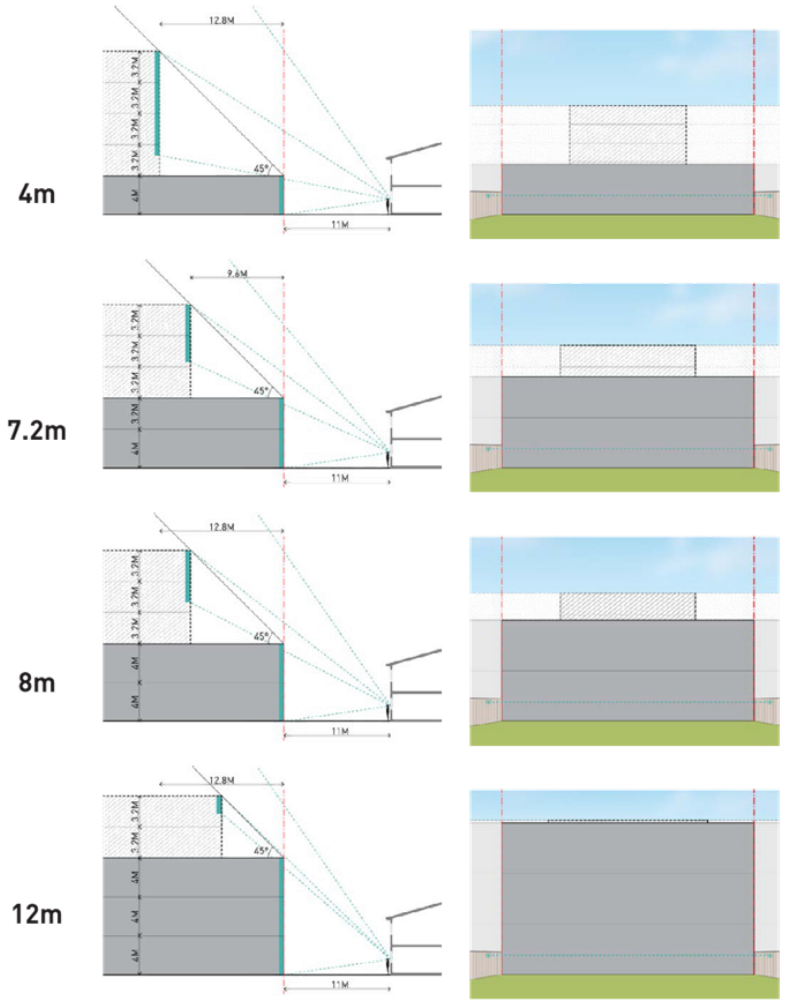
Appendix B - Visual Impact Assessment

Visual impact – 5 storeys (view from 11m)

Table 5. Visual impact assessment of each scenario (5 storeys - view from 11m)

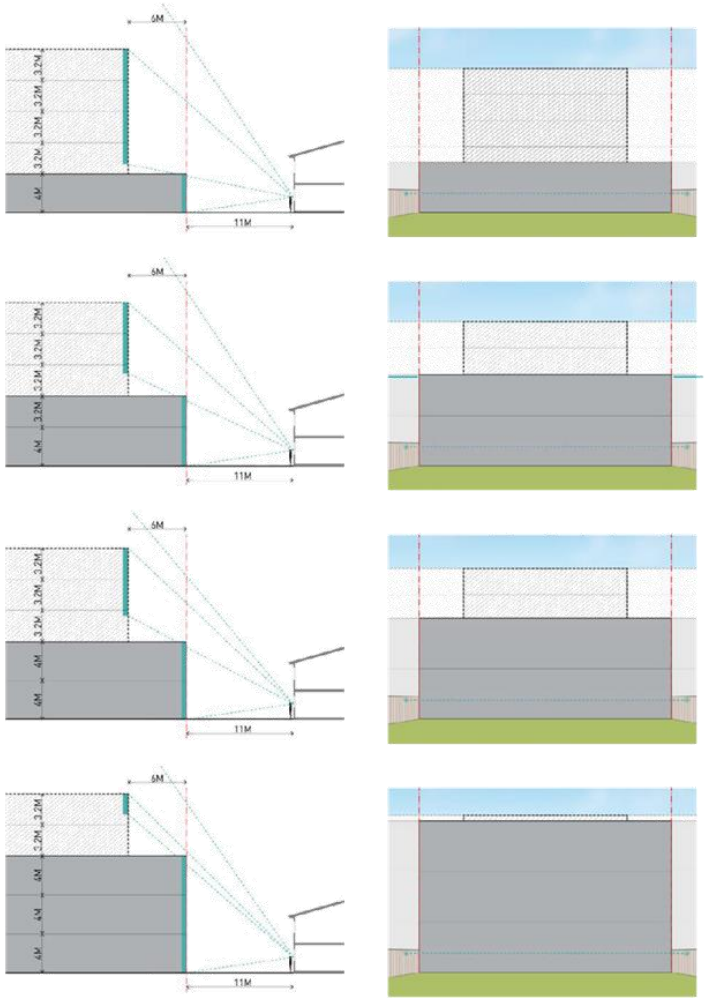
	45 degree angle	6 metre setback	12 metre setback
Urban Design Principle	**4m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Not achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Achieved
Urban Design Principle	**7.2m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Not achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Achieved
Urban Design Principle	**8m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Achieved
Urban Design Principle	**12m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Not achieved	Not achieved	Not achieved



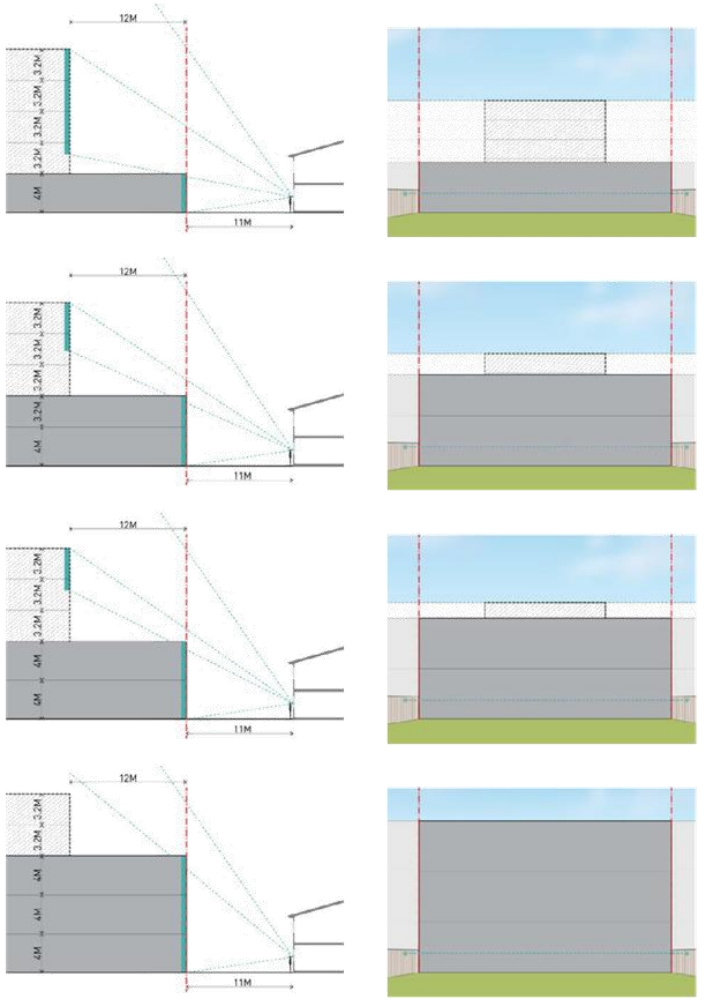


Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Upper level rear setback: 6 metres



Upper level rear setback: 12 metres



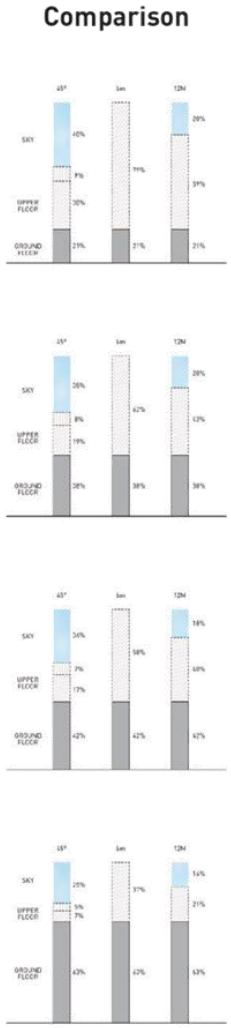
Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

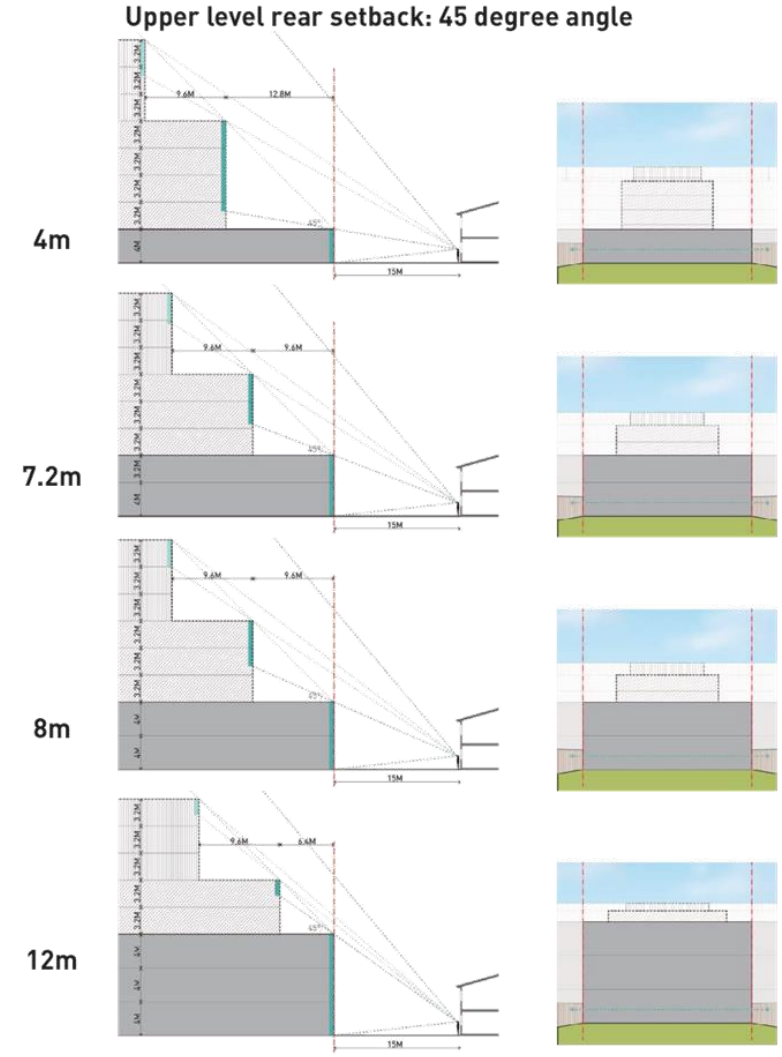
Appendix B - Visual Impact Assessment

Visual impact – 8 storeys (view from 15m)

Table 6. Visual impact assessment of each scenario (8 storeys - view from 15m)

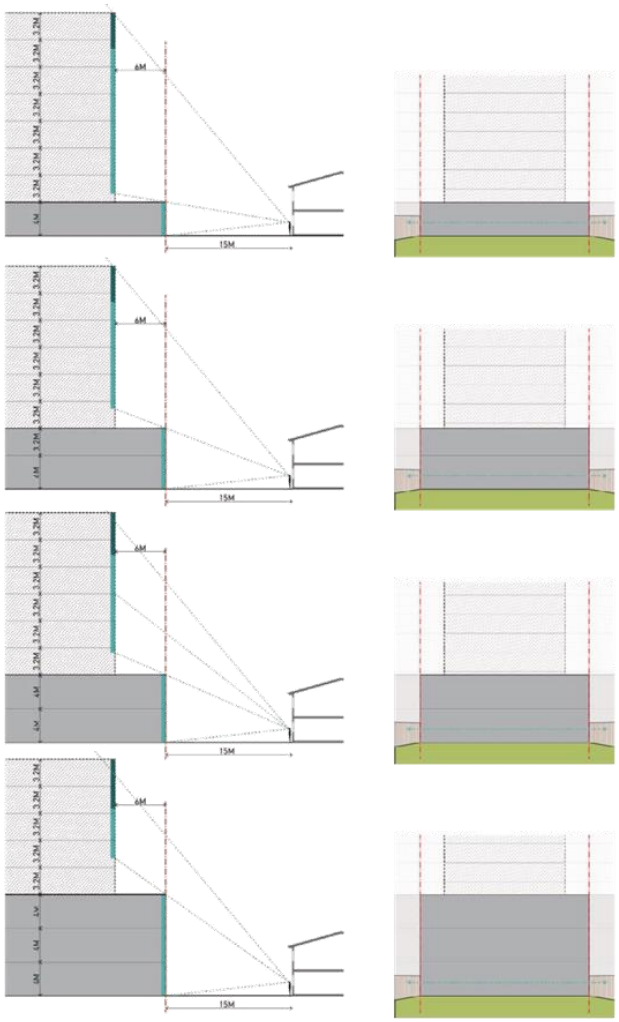
	45 degree angle	6 metre setback	12 metre setback
Urban Design Principle	**4m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Not achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Not achieved
Urban Design Principle	**7.2m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Not achieved
Urban Design Principle	**8m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Not achieved
Urban Design Principle	**12m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Achieved
Reasonable sky views (30% or more)	Not achieved	Not achieved	Not achieved



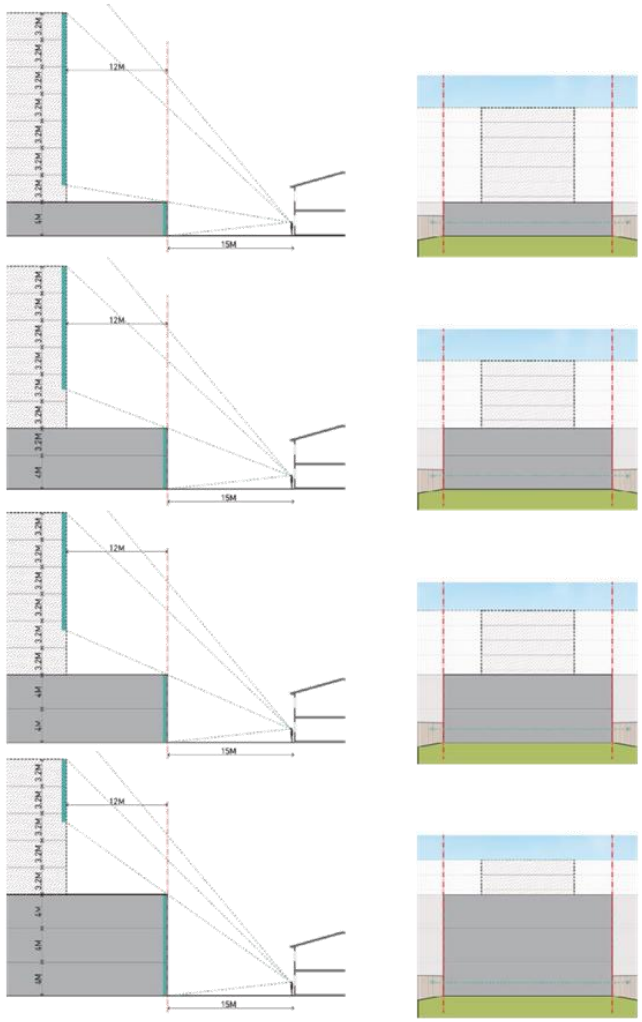


Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Upper level rear setback: 6 metres



Upper level rear setback: 12 metres



Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

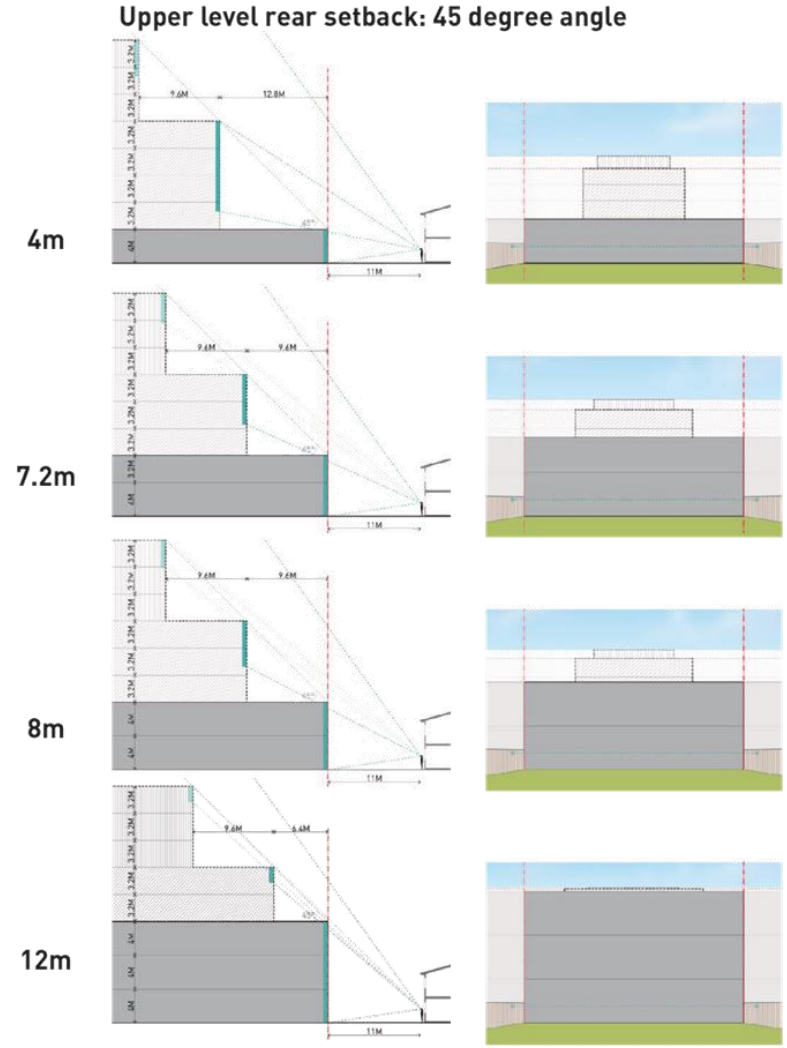
Appendix B - Visual Impact Assessment

Visual impact – 8 storeys (view from 11m)

Table 7. Visual impact assessment of each scenario (8 storeys - view from 11m)

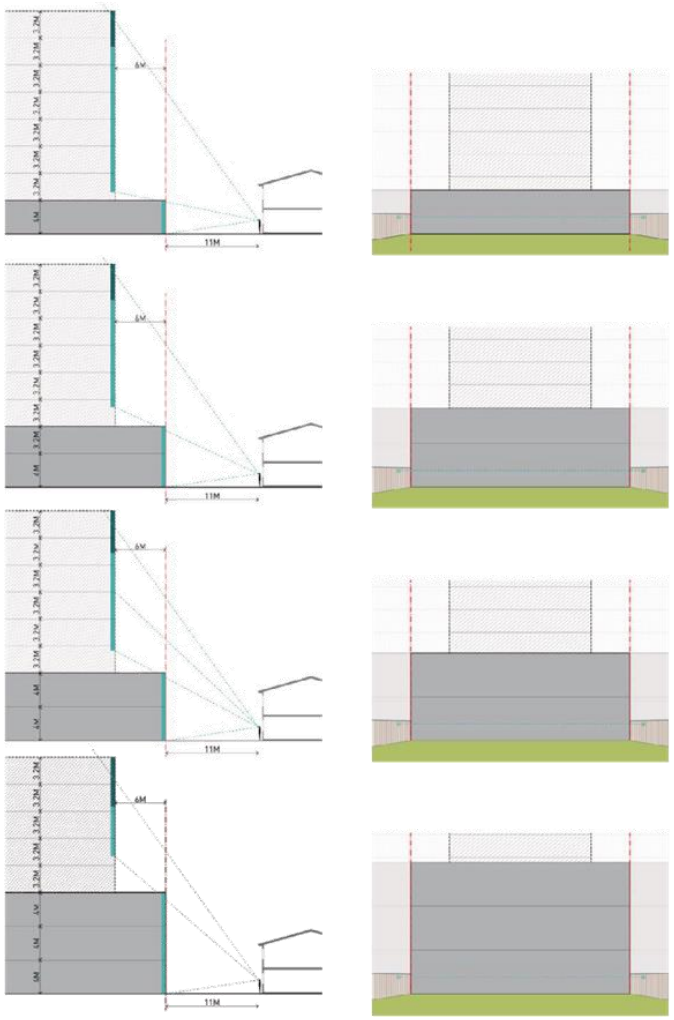
	45 degree angle	6 metre setback	12 metre setback
Urban Design Principle	**4m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Not achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Not achieved
Urban Design Principle	**7.2m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Not achieved	Not achieved	Not achieved
Urban Design Principle	**8m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Not achieved	Not achieved	Not achieved
Urban Design Principle	**12m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Not achieved	Not achieved	Not achieved



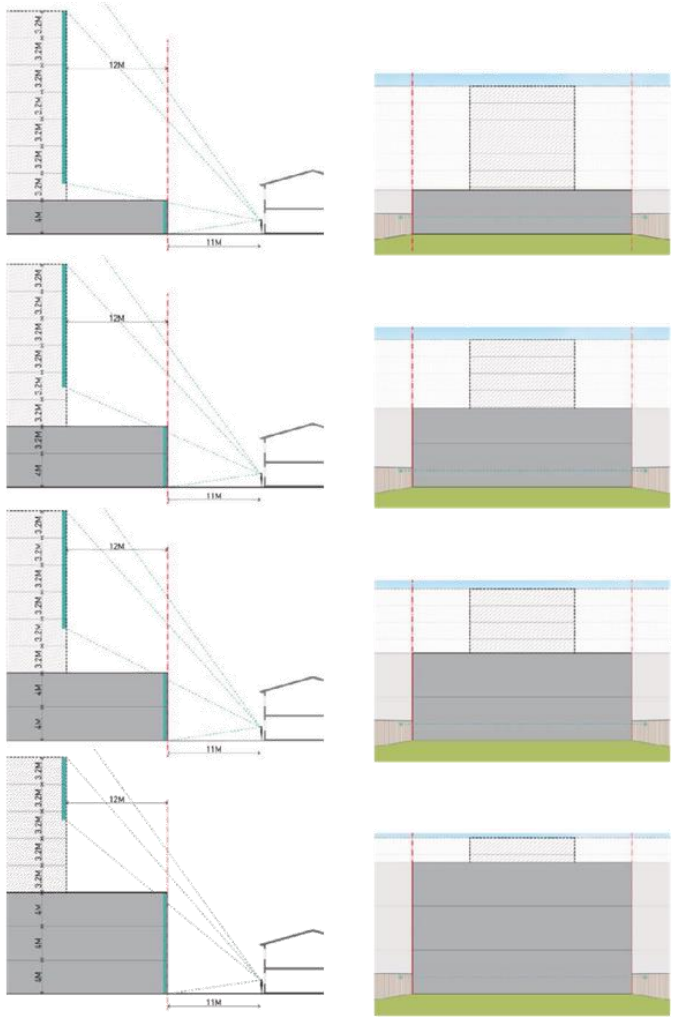


Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Upper level rear setback: 6 metres



Upper level rear setback: 12 metres



Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

Visual impact – Introduction of a 3 metre setback

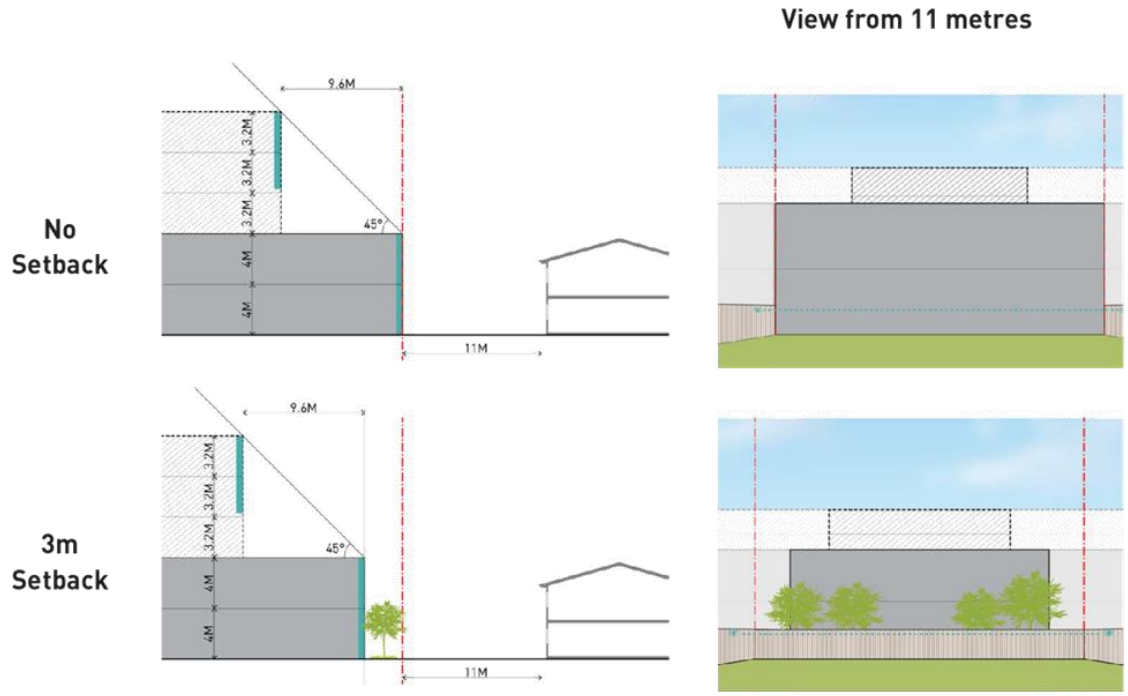


Figure 177. Impact of no setback at ground floor and introduction of a 3m setback

Appendix C - Existing examples of front ground floor setbacks

The existing range of setback conditions provides guidance on the appropriate landscape setback that should be incorporated into private development to improve the quality of the streetscape.

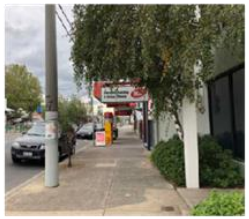
On balance, a 3 metre setback provides the opportunity for sufficient volume of landscape (in depth and height) to make a meaningful contribution to the street while also provide a 'hard' urban edge to provide overall street definition.





0 METRE

Appropriate to align with heritage buildings and existing shopfronts in Precinct 3.



2 METRES

This example demonstrates that a 2 metre setback can provide meaningful amount of landscape, however the opportunity to plant medium sized trees is compromised by the insufficient depth with the street canopy intruding into the footpath space to a great degree.

Increasing this to 3 metres will improve the volume of space available for a tree planting.



4 METRES

Increasing the setback to approximately 4 metres starts to diminish street definition as the building is located too far from the footpath edge.





5 METRES

The loss of an defined edge to the street is further exacerbated by increasing the setback to 5 metres.





9/12 METRES

Larger setbacks create the opportunity for semi-public open space that can be utilised for more active uses such as outdoor eating, socialising or community events. These examples include at grade car parking which is not desirable in the street frontage.

All setbacks distances are approximate, rounded to the nearest metre.

Attachment 8 - Attachment 8 - Heidelberg Road Built Form Framework

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Design and Development Overlay Schedule 18 - Heidelberg Road Precincts

1 Objectives

- To ensure development supports:
  - A new mid-rise contemporary character providing a mix of building heights and forms with building separation providing internal amenity, a prominent street wall on Heidelberg Road and a transition in building scale towards the adjacent parklands in Precinct 1;
  - an emerging low-rise commercial character with development set behind a landscape strip with a prominent street wall and recessive upper levels along Heidelberg Road in Precinct 2;
  - a new contemporary mid-rise development that addresses the street prominent corner with perimeter landscape setbacks and building heights that transition in scale and street wall height towards Coate Avenue and adjoining residential properties in Precinct 3A;
  - a new low-rise character with a mix of retained heritage and new street wall heights along Heidelberg Road and a landscape setback between Yarralea Street and Como Street in Precinct 3B.
- To ensure development improves the landscape quality, openness and pedestrian amenity along Heidelberg Road providing passive surveillance and activated, pedestrian-oriented façades.
- To ensure development responds to heritage fabric through recessive upper level development, a transition in scale from taller building forms towards the interface with heritage buildings, and retains the prominence and key view lines to the former 'Porta' chimney and heritage factory at 224-256 Heidelberg Road, Fairfield.
- To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height and Boundary Set Back Requirements

Street wall heights must not exceed the heights specified in Maps 2, 3A and 3B (Precincts 2, 3A and 3B).

Street wall heights should not exceed the heights specified in Map 1 (Precinct 1).

Towards Heidelberg Road, development is to achieve the primary and secondary street setbacks, including side boundary walls, to provide better separation with Heidelberg Road and space for circulation and canopy landscaping:

Table 1: Primary and Secondary Street Setbacks

Precinct	Must	Should
Precinct 1	3 metres to Heidelberg Road (except for heritage buildings) 3 metres to Yarra Bend Road	
Precinct 2		3 metres to Heidelberg Road 3 metres to Park Crescent

Precinct 3A	3 metres to Heidelberg Road and Chandler Highway 4.5 metres to Coate Avenue	
Precinct 3B		3 metres to Heidelberg Road where between Parkview Road and Park Avenue No front setback between Park Avenue and Yarralea Street

Infill development should match the frontage street wall height of an adjoining heritage property for a minimum of 6 metres along the front boundary.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street
- heritage fabric of the return facades of heritage buildings on corner sites.

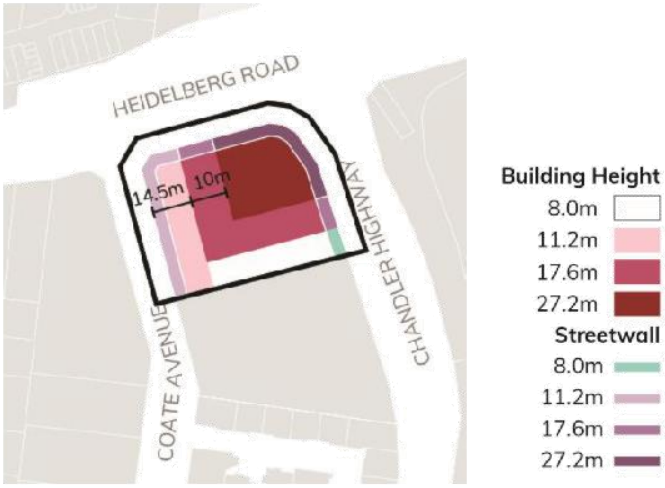
Map 1: Precinct 1



Map 2: Precinct 2



Map 3A: Precinct 3A



Map 3B: Precinct 3B



2.4 Upper Level Front and Side Set Back Requirements

Upper level setbacks above the Heidelberg Road, Yarra Bend Road, Park Crescent and Chandler Highway and Coate Avenue street wall, as applicable:

- must be a minimum of 6 metres in Precincts 1, 2 and 3B;
- must be a minimum of 10 metres from Coate Avenue and should be an additional minimum of 10 metres above the secondary step in Precinct 3A;
- should be a minimum of 6 metres from Heidelberg Road and Chandler Highway in Precinct 3A.

Upper level setbacks behind a side street wall should be a minimum of 3 metres.

Upper levels should:

- be visually recessive from main frontages and side streets to and minimise upper level bulk

- contain upper level setbacks above the street wall within a maximum of two steps (including the setback from the street wall below) to avoid repetitive steps in the built form

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Overall Building Height Requirements

Development must not be higher than shown on Maps 1, 2, 3A and 3B.

Architectural features may exceed the building height.

Service equipment/structures including unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

2.6 Interface and Rear Setback Requirements

Development should not exceed a maximum boundary wall height of 8 metres towards a residential property that is outside of this schedule.

Upper levels above a rear boundary wall must be set back from the rear boundary and be contained within a 45 degree setback envelope. The envelope's angle is to be measured perpendicular to the adjoining residential site's boundary, taken from the centre of the boundary.

Upper level setbacks above the boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

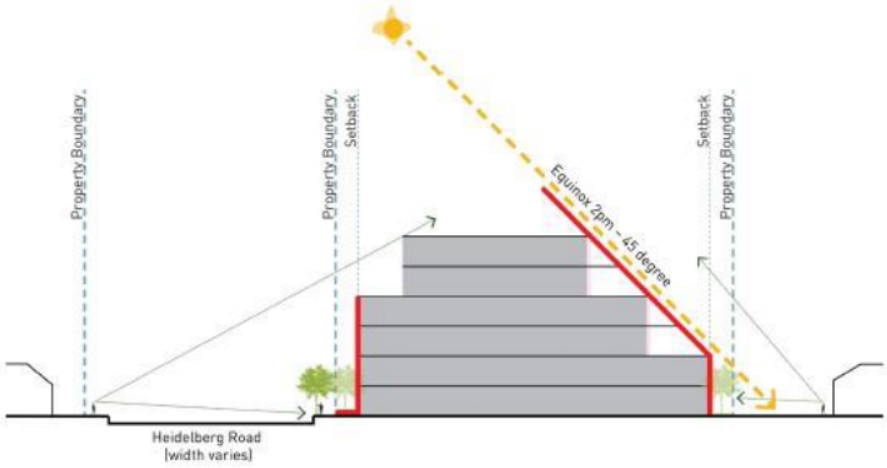
Development should not visually dominate adjoining residential sites outside of the overlay.

Development must provide minimum ground floor setbacks to the rear boundary as follows:

- Precinct 1: a minimum of 3 metres towards parkland;
- Precinct 3A: a minimum of 4.5 metres;

- All other areas: a minimum of 3 metres if the dwelling on the adjacent residential property is located less than 15 metres from the property boundary.

Figure 1: Indicative Cross Section and Measurements



2.7 Overshadowing and Daylight Access

Development should meet the objective of Clause 55.04-5 Overshadowing for residential land outside of this overlay.

Development should not overshadow:

- the opposite footpath of a side street, measured as 3.0 metres from the relevant property boundary frontage, between 10 am and 2 pm at 22nd September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

2.8 Building Separation Requirements

Where development shares a common boundary within the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed

- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Ground floor levels in the Commercial 1 Zone should be designed with floor to floor heights of 4 metres minimum to accommodate commercial activity.

2.10 Façade Design Requirements

Development in the Commercial 1 Zone should achieve fine-grain commercial façade designs at ground floor.

Development towards streets other than Heidelberg Road should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Façades design should:

- create a suitable ratio of solid and void elements;
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.;
- avoid overly busy facades that rely on a multitude of materials and colours;
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoid highly reflective glazing in openings of heritage buildings;
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts and former industrial buildings;
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Front Setback Design Requirements

Front setbacks should be designed to create a sense of openness and clear line of sight at pedestrian level between the public footpath and street wall.

Front setback design should include:

- unobstructed access by avoiding steps, fences and narrow spaces between planting areas
- provision of canopy trees
- creating a subtle distinction towards the public realm, including but not limited to different paving material, pattern and/or placement of planting.

2.12 Precinct Requirements

Precinct 1

Development should be separated into multiple buildings and provide a more fine grain subdivision pattern.

Buildings should achieve a character that resembles a mix of old industrial and new commercial towards Heidelberg Road and fine-grain residential development that is sensitive to the surrounding parklands.

Development should create a sense of openness around the heritage factory building and chimney by gradually stepping down towards the factory and creating a strong separation from the chimney.

Development should achieve open viewlines to the chimney from the parkland to the south, opposite footpath on Yarra Bend Road and the corner of Jeffrey Street and Heidelberg Road, as shown on Map 1.

Development should consider the adaptive re-use of the heritage buildings and/or integrate them with any new buildings on the site.

Development should provide a connection between Heidelberg Road and the parkland to the south, located east of the building affected by Heritage Overlay 421, to create a physical and visual connection.

Development should provide for a communal space next to the building affected by Heritage Overlay 421.

Development should provide for canopy trees throughout the site to create a stronger connection with the surrounding parklands, provide for shade and to help reduce the heat island effect.

Development should utilise natural materials and colours to minimise the dominance of its bulk and blend in with the surrounding parklands.

Precinct 2

Development along Heidelberg Road should achieve a commercial façade.

Development along Heidelberg Road should create a pedestrian-oriented environment at lower levels to improve pedestrian amenity, safety and the vibrancy of the area.

Development with dual frontages to Heidelberg Road and Park Crescent should create a street wall behind a front setback towards Park Crescent to not dominate the low, residential character of Park Crescent.

Precinct 3A

Development along Heidelberg Road and Chandler Highway achieve a modern commercial building façade and the lower levels.

Development along Heidelberg Road and Chandler Highway should create a pedestrian-oriented environment at lower levels to improve pedestrian amenity, safety and the vibrancy of the area.

Towards Coate Avenue, development should achieve a fine-grain, lower residential character to blend in with the character of the street.

Development should achieve a sense of openness by providing strong separation of upper levels from Coate Avenue and residential properties to the rear.

Front setbacks should be designed and landscaped to include canopy trees and blend in with the residential character of the street.

Precinct 3B

Buildings should achieve a fine-grain, retail character along Heidelberg Road that includes a stall riser, pilasters, a verandah or canopy (where applicable) and clerestory window above the verandah or canopy.

Development along Heidelberg Road should provide active frontages to improve pedestrian amenity, safety and the vibrancy of the area.

Front setbacks east of Yarralea Street should be designed to include canopy trees and soft landscaping to create a more pedestrian-friendly environment and avoid the dominance of car parking areas.

2.12 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Car parking should be located within a basement or concealed from the public realm.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development should not provide new vehicular access from Heidelberg Road.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services);
    - reduces car dependence and promotes sustainable transport modes; and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.
- A Landscape Plan, where relevant.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.12 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of development fronting Heidelberg Road achieves precinct character and façade design as per Clause 2.10., 2.11 and 2.12.
- Whether development retains the prominence of the heritage street wall in the vistas along the primary street frontage.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of the primary and secondary street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect after 2 years post-gazettal *(Note: Minister to insert date)*

Reference Documents

Heidelberg Road Corridor Local Area Plan, 2019

Heidelberg Road Heritage Review (Stage 1), 2019

Heidelberg Road Heritage Review (Stage 2), 2019

Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, 2019

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C272YARA

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Minister for Planning who is the planning authority for this amendment.

The Amendment has been made at the request of Yarra City Council.

Land affected by the Amendment

The Amendment applies to Heidelberg Road corridor, in particular to

- Commercial 1 Zone and Commercial 2 Zone land along Heidelberg Road as shown in Figure 1 & 2
- 358 Heidelberg Road, Fairfield (Lot 1 TP422313) as shown on Figure 3
- 730-734 Heidelberg Road, Alphington (Lot 1 & 2 PS643181, Lot 1 & 2 LP38884) as shown on Figure 4
- 760 Heidelberg Road, Alphington (Lot 1 TP596569) as shown on Figure 4



Figure 1: Proposed Design and Development Overlay along Heidelberg Road.

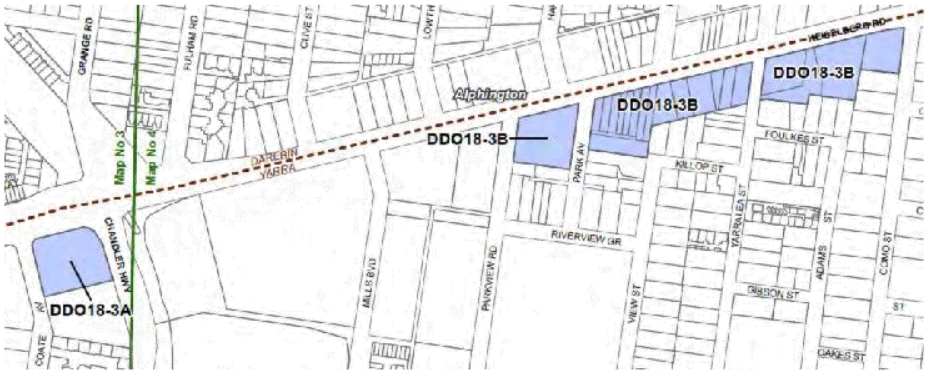


Figure 2: Proposed Design and Development Overlay along Heidelberg Road.

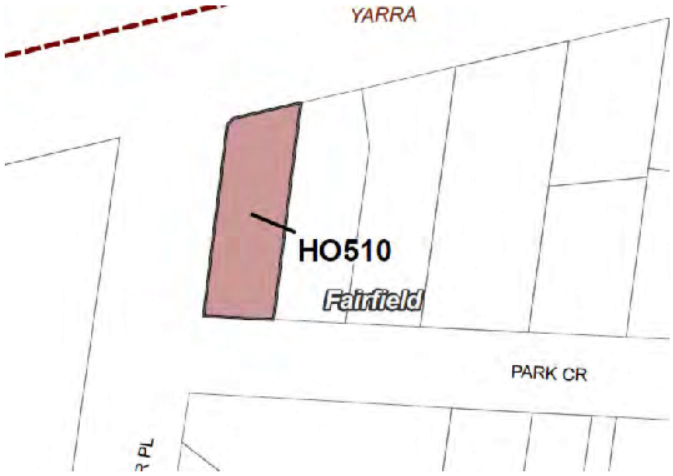


Figure 3: Apply interim Heritage Overlay at 358 Heidelberg Road, Fairfield.



Figure 4: Apply interim Heritage Overlay at 730-734 & 760 Heidelberg Road, Alphington.

What the amendment does

The Amendment C272yara proposes to introduce mandatory and discretionary street wall height, setback requirements and height controls to the land on an interim basis for 2 years from gazettal date by making the following changes to the Yarra Planning Scheme:

- Apply interim Design and Development Overlay to the land zoned Commercial Use (C1Z and C2Z) along Heidelberg Road and insert a new interim Design and Development Overlay Schedule 18 (DDO18).
- Apply interim Heritage Overlay HO510 to the property at 358 Heidelberg Road, Fairfield.
- Apply interim Heritage Overlay HO511 to the properties at 730-734 Heidelberg Road, Alphington.
- Apply interim Heritage Overlay HO512 to the property at 760 Heidelberg Road, Alphington.
- Amends the Schedule to Clause 72.04 Incorporated Documents to include "358 Heidelberg Road, Fairfield, 730-734 & 760 Heidelberg Road, Alphington, Statement of Significance".

Strategic assessment of the Amendment

Why is the Amendment required?

The Amendment has been requested by Yarra City Council to provide strategic guidance and greater certainty on the future land use planning and development outcomes of the commercial areas along the Heidelberg Road corridor, between the Darebin and Merri Creeks. The Amendment responds to the development pressures being experienced along the corridor and the continuing need to provide for Melbourne's housing and economic growth.

The scale and density of development approved and currently being proposed along the Heidelberg Road has increased substantially in recent years. The most influential development being the 'redevelopment' of the former Amcor Alphington Paper Mill (APM) site south-east corner of the Chandler Highway and Heidelberg Road. The redevelopment is already driving new development proposals in the Heidelberg Road Neighbourhood Activity Centre and is likely to continue to be a catalyst for further developments and land use changes along Heidelberg Road.

The current provisions do not provide sufficient guidance to ensure development appropriately considers the impacts on the land uses and adjoining low scale residential areas, nor do the provisions provide sufficient guidance to safeguard appropriate amenity for current and future residents in the area. An interim DDO and interim HO will assist in protecting against inappropriate commercial development along Heidelberg Road whilst the normal amendment process progresses.

The interim DDO controls provide design objectives and requirements which seek to improve the quality of development in Yarra's activity centres. Building height and setback requirements (a mix of discretionary and mandatory) seek to achieve development that respects residential and neighbourhood character.

The application of the Heritage Overlay does not preclude development, or even, in some cases, demolition, however, it provides a tool with which to guide development in a manner which is appropriate to conserve the significance of the place.

Applying the Heritage Overlay on an interim basis will ensure that any future use, development or subdivision of the land is considered having regard to the purpose and decision guidelines of the Heritage Overlay.

The interim controls are required to ensure that the Neighbourhood Activity Centre is protected in the short term, and that planning controls provide certainty to the Yarra community while further work is undertaken. A lack of existing built form controls has and can result in inappropriate built form outcomes.

How does the Amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria (sections 4(1) and 12(1)(a) of the Act):

To provide for the fair, orderly, economic and sustainable use, and development of land.

To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.

To balance the present and future interests of all Victorians.

The amendment seeks to provide greater clarity regarding built form outcomes and expectations in Yarra's commercial zoned land. In doing so, the proposed provisions will support more efficient and orderly planning processes. The application of interim controls will ensure that Council and the community's vision for Yarra's commercial areas are not undermined by inappropriate developments, while permanent controls are implemented.

How does the Amendment address any environmental, social and economic effects?

The Amendment is consistent with the overarching goal in the planning scheme to:

> *Integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.*

The Amendment will have positive social and economic benefits through the facilitation of well-designed buildings accommodating housing above commercial activity situated in an activity centre (neighbourhood) that is well served by public transport and services.

Does the Amendment address relevant bushfire risk?

The amendment does not address bushfire risk, as the land subject to the amendment is not:

- Subject to a Bushfire Management Overlay;
- Within a designated bushfire prone area;
- Proposed to be used or developed in a way that may create a bushfire hazard.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The Amendment complies with Ministerial Direction No. 9 in addressing and responding to the metropolitan planning strategy, Plan Melbourne.

The Amendment complies with the Direction on the form and content of planning schemes.

Amendment C272yara is consistent with the following Directions contained in *Plan Melbourne 2017-2050*:

> **Direction 1.1 - Create a city structure that strengthens Melbourne's competitiveness for jobs and investment**, which seeks to strengthen the competitiveness of Melbourne's employment land. The Amendment provides appropriate policy direction for the planning and development of the Bridge Road Centre to ensure that the activity centre continues to meet community needs.
>
> **Direction 5.1 - Create a city of 20-minute neighbourhoods** which aims to cluster new housing in activity centres and other places that offer good access to jobs, services and public transport and includes policy for local governments to prepare structure plans for activity centres to accommodate growth. The amendment will facilitate renewal of the Major Activity Centre which will improve local employment, housing and commercial opportunities.

How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?

The Amendment supports and implements State Planning Policy in responding to the following clauses:

Clause 11 - Settlement

- **Clause 11.02-1S Supply of Urban Land** – To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.
- **Clause 11.02-2S Structure Planning -** To facilitate the orderly development of urban areas.
- **Clause 11.03-1S Activity Centres -** To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Clause 13 – Environmental risks and amenity

- **Clause 13.01-1S Natural Hazards and Climate Change -** To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **Clause 13.04-1S Contaminated and Potentially Contaminated Land -** To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.
- **Clause 13.05-1S Noise Abatement -** To assist the control of noise effects on sensitive land uses.

Clause 15.01 – Built environment

- **Clause 15.01-1S Urban Design -** To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

- **Clause 15.01-1R Urban Design – Metropolitan Melbourne** - To create a distinctive and liveable city with quality design and amenity
- **Clause 15.01-2S Building Design -** To achieve building design outcomes that contribute positively to the local context and enhance the public realm.
- **Clause 15.01-4S Healthy Neighbourhood -** To achieve neighbourhoods that foster healthy and active living and community wellbeing.
- **Clause 15.01-4R Healthy Neighbourhood – Metropolitan Melbourne -** 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 from their home.
- **Clause 15.01-5S Neighbourhood Character -** To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.02 – Sustainable development

- **Clause 15.02-1S Energy and Resource Efficiency -** To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

Clause 15.03 - Heritage

- **Clause 15.03-1S Heritage Conservation -** To ensure the conservation of places of heritage significance.

Clause 16.01 – Residential Development

- **Clause 16.01-1S Integrated Housing** – To promote a housing market that meets community needs.
- **Clause 16.01-2S Location of Residential Development -** To locate new housing in designated locations that offer good access to jobs, services and transport.
- **Clause 16.01-3S Housing Diversity -** To provide for a range of housing types to meet diverse needs.
- **Clause 16.01-3R Housing Diversity – Metropolitan Melbourne –** Create mixed-use neighbourhoods at varying densities that offer more choice in housing.
- **Clause 16.01-4S Housing Affordability -** To deliver more affordable housing closer to jobs, transport and services.

Clause 17.01 Employment

- **Clause 17.01-1S Diversified Economy -** To strengthen and diversify the economy.
- **Clause 17.01-1R Diversified Economy – Metropolitan Melbourne -** Plan for the redevelopment of Major Urban-Renewal Precincts in and around the Central City to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses.

Clause 17.02 Commercial

- **Clause 17.02-1S Business** - To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.
- **Clause 17.02-2S Out-of-centre development -** To manage out-of-centre development.

Clause 17.03 Industry

- **Clause 17.03-1S Industrial Land Supply** - To ensure availability of land for industry.
- **Clause 17.03-2S Industrial Development Siting -** To facilitate the sustainable development and operation of industry.
- **Clause 17.03-3S State Significant Industrial Land -** To protect industrial land of state significance.

Clause 18 - Transport

- **Clause 18.01-2S Transport System -** To coordinate development of all transport modes to provide a comprehensive transport system.
- **Clause 18.02-1S Sustainable Personal Transport -** To promote the use of sustainable personal transport.
- **Clause 18.02-1R Sustainable Personal Transport – Metropolitan Melbourne -** Improve local travel options for walking and cycling to support 20 minute neighbourhoods.
- **Clause 18.02-2S Public Transport -** To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.
- **Clause 18.02-2R Principal Public Transport Network –** Facilitate high-quality public transport access to job-rich areas.

Clause 19.02 – Community infrastructure

- **Clause 19.02-4S Social and Cultural Infrastructure** - To provide fairer distribution of and access to, social and cultural infrastructure.
- **Clause 19.02-6S Open Space -** To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.

- **Clause 19.02-6S Open Space – Metropolitan Melbourne -** To strengthen the integrated metropolitan open space network.

The amendment also supports the Plan Melbourne Policy 2.1.4, 'Provide certainty about the scale of growth in the suburbs', by providing interim built form provisions to provide greater certainty while permanent provisions undergo the full planning scheme amendment process.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The Amendment is consistent with and facilitates the following Clauses of the Local Planning Policy Framework:

Clause 21.04-1 - Accommodation and Housing

- Objective 1 - To accommodate forecast increases in population.
- 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.

Clause 21.04-2 - Activity centres

- Objective 4 - To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.
- Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.
- Strategy 4.3 Support the role of all activity centres, including Neighbourhood Activity Centres, in providing local day-to-day needs of residents of all abilities.
- Objective 5 - To maintain the long term viability of activity centres.
- Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.
- Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.
- Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.
- Objective 7 - To encourage the arts and arts venues.
- Strategy 7.1 Support a diversity of arts uses such as live music venues, performance spaces, galleries and artist studios in appropriate and accessible locations.

Clause 21.04-3 – Industry, Office and Commercial

- Objective 8 - To increase the number and diversity of local employment opportunities.
- Strategy 8.3 Encourage residential and business land use within the Mixed Use Zone to locate on the same site.
- Strategy 8.5 Support opportunities for new uses on isolated industrial sites provided they reflect the predominant surrounding uses.

Clause 21.05-1 - Heritage

- Objective 14 - To protect and enhance Yarra's heritage places.
- Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.
- Strategy 14.2 Support the restoration of heritage places.
- Strategy 14.3 Protect the heritage skyline of heritage precincts.
- Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

Clause 21.05-2 - Urban design

- Objective 16 - To reinforce the existing urban framework of Yarra.
- Strategy 16.2 Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.
- Objective 19 - To create an inner city environment with landscaped beauty.
- Strategy 19.1 Require well resolved landscape plans for all new development.
- Strategy 19.2 Encourage opportunities for planting suitable trees and landscape areas in new development.
- Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric.
- Strategy 20.1 Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.

- Objective 21 - To enhance the built form character of Yarra's activity centres.
- Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form.
- Strategy 21.2 Require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts, each of which may have a different land use and built form character.
- Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.

Does the Amendment make proper use of the Victoria Planning Provisions?

The Amendment makes suitable use of the Victoria Planning Provisions (VPP) through the selection of appropriate tools to achieve guidance for future land use and development outcomes for the precinct.

The amendment also addresses the requirements of Planning Practice Note 29: Ministerial Powers of intervention in Planning and Heritage matters, November 2004. The Practice Note states that the Minister would intervene where the matter will be the introduction of an interim provision or requirement and substantially the same provision or requirement is also subject to a separate process of review (such as the introduction of permanent controls in a planning scheme).

How does the Amendment address the views of any relevant agency?

Council sought the views of the Department of Environment, Land, Water and Planning (DELWP) in the drafting the Amendment documents which informs the Amendment.

Further views of relevant agencies will be sought during exhibition of the Amendment for permanent controls following the anticipated resolution from Council in December 2019.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The Amendment is consistent with the requirements of the *Transport Integration Act 2010* and will facilitate development outcomes that promote the principles of transit oriented development.

Particular consideration has been given to ensuring that vehicular movements do not impact on the Principal Public Transport Network.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The Amendment will have some impact on the general operation of Council's statutory planning department as it will facilitate some new forms of development and land use.

The application of planning controls is considered to provide a more consistent assessment of planning permit applications. This is considered to ultimately reduce costs by providing more certainty.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Planning Counter Richmond Town Hall 333 Bridge Road Richmond VIC 3121	Information Counter Collingwood Town Hall 140 Hoddle Street Abbotsford VIC 3067

Yarra City Council web-site - Amendment C272yara: www.yarracity.vic.gov.au/amendment

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

Attachment 10 - Attachment 10 - Yarra C272 Amendment Documentation

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C272

INSTRUCTION SHEET

The planning authority for this amendment is the Yarra City Council.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 5 attached maps sheets.

Overlay Maps

1. Amend Planning Scheme Map Nos. 3DDO, 4DDO, 3HO, 4HO in the manner shown on the 5 attached maps marked "Yarra Planning Scheme, Amendment C272".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays** – Clause 43.01, replace the Schedule with a new Schedule in the form of the attached document.

3. In **Overlays** – Clause 43.02, insert a new Schedule 18 in the form of the attached document.

4. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document

Design and Development Overlay Schedule 18 - Heidelberg Road Precincts

1 Objectives

- To ensure development supports:
  - A new mid-rise contemporary character providing a mix of building heights and forms with building separation providing internal amenity, a prominent street wall on Heidelberg Road and a transition in building scale towards the adjacent parklands in Precinct 1;
  - an emerging low-rise commercial character with development set behind a landscape strip with a prominent street wall and recessive upper levels along Heidelberg Road in Precinct 2;
  - a new contemporary mid-rise development that addresses the street prominent corner with perimeter landscape setbacks and building heights that transition in scale and street wall height towards Coate Avenue and adjoining residential properties in Precinct 3A;
  - a new low-rise character with a mix of retained heritage and new street wall heights along Heidelberg Road and a landscape setback between Yarralea Street and Como Street in Precinct 3B.
- To ensure development improves the landscape quality, openness and pedestrian amenity along Heidelberg Road providing passive surveillance and activated, pedestrian-oriented façades.
- To ensure development responds to heritage fabric through recessive upper level development, a transition in scale from taller building forms towards the interface with heritage buildings, and retains the prominence and key view lines to the former 'Porta' chimney and heritage factory at 224-256 Heidelberg Road, Fairfield.
- To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height and Boundary Set Back Requirements

Street wall heights must not exceed the heights specified in Maps 2, 3A and 3B (Precincts 2, 3A and 3B).

Street wall heights should not exceed the heights specified in Map 1 (Precinct 1).

Towards Heidelberg Road, development is to achieve the primary and secondary street setbacks, including side boundary walls, to provide better separation with Heidelberg Road and space for circulation and canopy landscaping:

Table 1: Primary and Secondary Street Setbacks

Precinct	Must	Should
Precinct 1	3 metres to Heidelberg Road (except for heritage buildings) 3 metres to Yarra Bend Road	
Precinct 2		3 metres to Heidelberg Road 3 metres to Park Crescent

Precinct 3A	3 metres to Heidelberg Road and Chandler Highway 4.5 metres to Coate Avenue	
Precinct 3B		3 metres to Heidelberg Road where between Parkview Road and Park Avenue No front setback between Park Avenue and Yarralea Street

Infill development should match the frontage street wall height of an adjoining heritage property for a minimum of 6 metres along the front boundary.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street
- heritage fabric of the return facades of heritage buildings on corner sites.

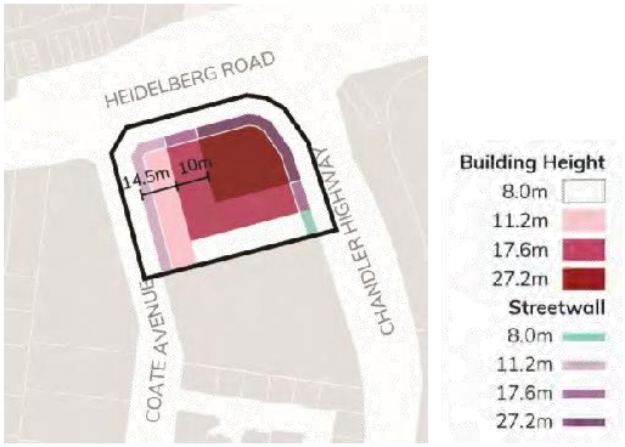
Map 1: Precinct 1



Map 2: Precinct 2



Map 3A: Precinct 3A



Map 3B: Precinct 3B



2.4 Upper Level Front and Side Set Back Requirements

Upper level setbacks above the Heidelberg Road, Yarra Bend Road, Park Crescent and Chandler Highway and Coate Avenue street wall, as applicable:

- must be a minimum of 6 metres in Precincts 1, 2 and 3B;
- must be a minimum of 10 metres from Coate Avenue and should be an additional minimum of 10 metres above the secondary step in Precinct 3A;
- should be a minimum of 6 metres from Heidelberg Road and Chandler Highway in Precinct 3A.

Upper level setbacks behind a side street wall should be a minimum of 3 metres.

Upper levels should:

- be visually recessive from main frontages and side streets to and minimise upper level bulk

- contain upper level setbacks above the street wall within a maximum of two steps (including the setback from the street wall below) to avoid repetitive steps in the built form

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Overall Building Height Requirements

Development must not be higher than shown on Maps 1, 2, 3A and 3B.

Architectural features may exceed the building height.

Service equipment/structures including unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

2.6 Interface and Rear Setback Requirements

Development should not exceed a maximum boundary wall height of 8 metres towards a residential property that is outside of this schedule.

Upper levels above a rear boundary wall must be set back from the rear boundary and be contained within a 45 degree setback envelope. The envelope's angle is to be measured perpendicular to the adjoining residential site's boundary, taken from the centre of the boundary.

Upper level setbacks above the boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

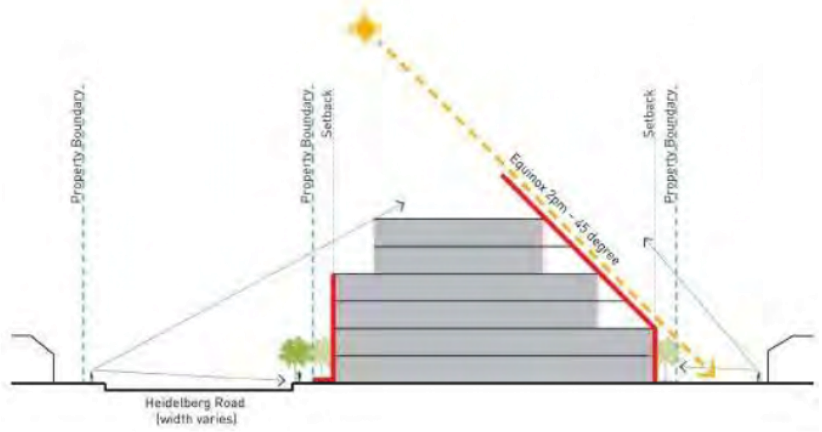
Development should not visually dominate adjoining residential sites outside of the overlay.

Development must provide minimum ground floor setbacks to the rear boundary as follows:

- Precinct 1: a minimum of 3 metres towards parkland;
- Precinct 3A: a minimum of 4.5 metres;

- All other areas: a minimum of 3 metres if the dwelling on the adjacent residential property is located less than 15 metres from the property boundary.

Figure 1: Indicative Cross Section and Measurements



2.7 Overshadowing and Daylight Access

Development should meet the objective of Clause 55.04-5 Overshadowing for residential land outside of this overlay.

Development should not overshadow:

- the opposite footpath of a side street, measured as 3.0 metres from the relevant property boundary frontage, between 10 am and 2 pm at 22nd September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

2.8 Building Separation Requirements

Where development shares a common boundary within the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed

- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Ground floor levels in the Commercial 1 Zone should be designed with floor to floor heights of 4 metres minimum to accommodate commercial activity.

2.10 Façade Design Requirements

Development in the Commercial 1 Zone should achieve fine-grain commercial façade designs at ground floor.

Development towards streets other than Heidelberg Road should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Façades design should:

- create a suitable ratio of solid and void elements;
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.;
- avoid overly busy facades that rely on a multitude of materials and colours;
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoid highly reflective glazing in openings of heritage buildings;
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts and former industrial buildings;
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Front Setback Design Requirements

Front setbacks should be designed to create a sense of openness and clear line of sight at pedestrian level between the public footpath and street wall.

Front setback design should include:

- unobstructed access by avoiding steps, fences and narrow spaces between planting areas
- provision of canopy trees
- creating a subtle distinction towards the public realm, including but not limited to different paving material, pattern and/or placement of planting.

2.12 Precinct Requirements

Precinct 1

Development should be separated into multiple buildings and provide a more fine grain subdivision pattern.

Buildings should achieve a character that resembles a mix of old industrial and new commercial towards Heidelberg Road and fine-grain residential development that is sensitive to the surrounding parklands.

Development should create a sense of openness around the heritage factory building and chimney by gradually stepping down towards the factory and creating a strong separation from the chimney.

Development should achieve open viewlines to the chimney from the parkland to the south, opposite footpath on Yarra Bend Road and the corner of Jeffrey Street and Heidelberg Road, as shown on Map 1.

Development should consider the adaptive re-use of the heritage buildings and/or integrate them with any new buildings on the site.

Development should provide a connection between Heidelberg Road and the parkland to the south, located east of the building affected by Heritage Overlay 421, to create a physical and visual connection.

Development should provide for a communal space next to the building affected by Heritage Overlay 421.

Development should provide for canopy trees throughout the site to create a stronger connection with the surrounding parklands, provide for shade and to help reduce the heat island effect.

Development should utilise natural materials and colours to minimise the dominance of its bulk and blend in with the surrounding parklands.

Precinct 2

Development along Heidelberg Road should achieve a commercial façade.

Development along Heidelberg Road should create a pedestrian-oriented environment at lower levels to improve pedestrian amenity, safety and the vibrancy of the area.

Development with dual frontages to Heidelberg Road and Park Crescent should create a street wall behind a front setback towards Park Crescent to not dominate the low, residential character of Park Crescent.

Precinct 3A

Development along Heidelberg Road and Chandler Highway achieve a modern commercial building façade and the lower levels.

Development along Heidelberg Road and Chandler Highway should create a pedestrian-oriented environment at lower levels to improve pedestrian amenity, safety and the vibrancy of the area.

Towards Coate Avenue, development should achieve a fine-grain, lower residential character to blend in with the character of the street.

Development should achieve a sense of openness by providing strong separation of upper levels from Coate Avenue and residential properties to the rear.

Front setbacks should be designed and landscaped to include canopy trees and blend in with the residential character of the street.

Precinct 3B

Buildings should achieve a fine-grain, retail character along Heidelberg Road that includes a stall riser, pilasters, a verandah or canopy (where applicable) and clerestory window above the verandah or canopy.

Development along Heidelberg Road should provide active frontages to improve pedestrian amenity, safety and the vibrancy of the area.

Front setbacks east of Yarralea Street should be designed to include canopy trees and soft landscaping to create a more pedestrian-friendly environment and avoid the dominance of car parking areas.

2.12 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Car parking should be located within a basement or concealed from the public realm.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development should not provide new vehicular access from Heidelberg Road.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services);
    - reduces car dependence and promotes sustainable transport modes; and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.
- A Landscape Plan, where relevant.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.12 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of development fronting Heidelberg Road achieves precinct character and façade design as per Clause 2.10., 2.11 and 2.12.
- Whether development retains the prominence of the heritage street wall in the vistas along the primary street frontage.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of the primary and secondary street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Reference Documents

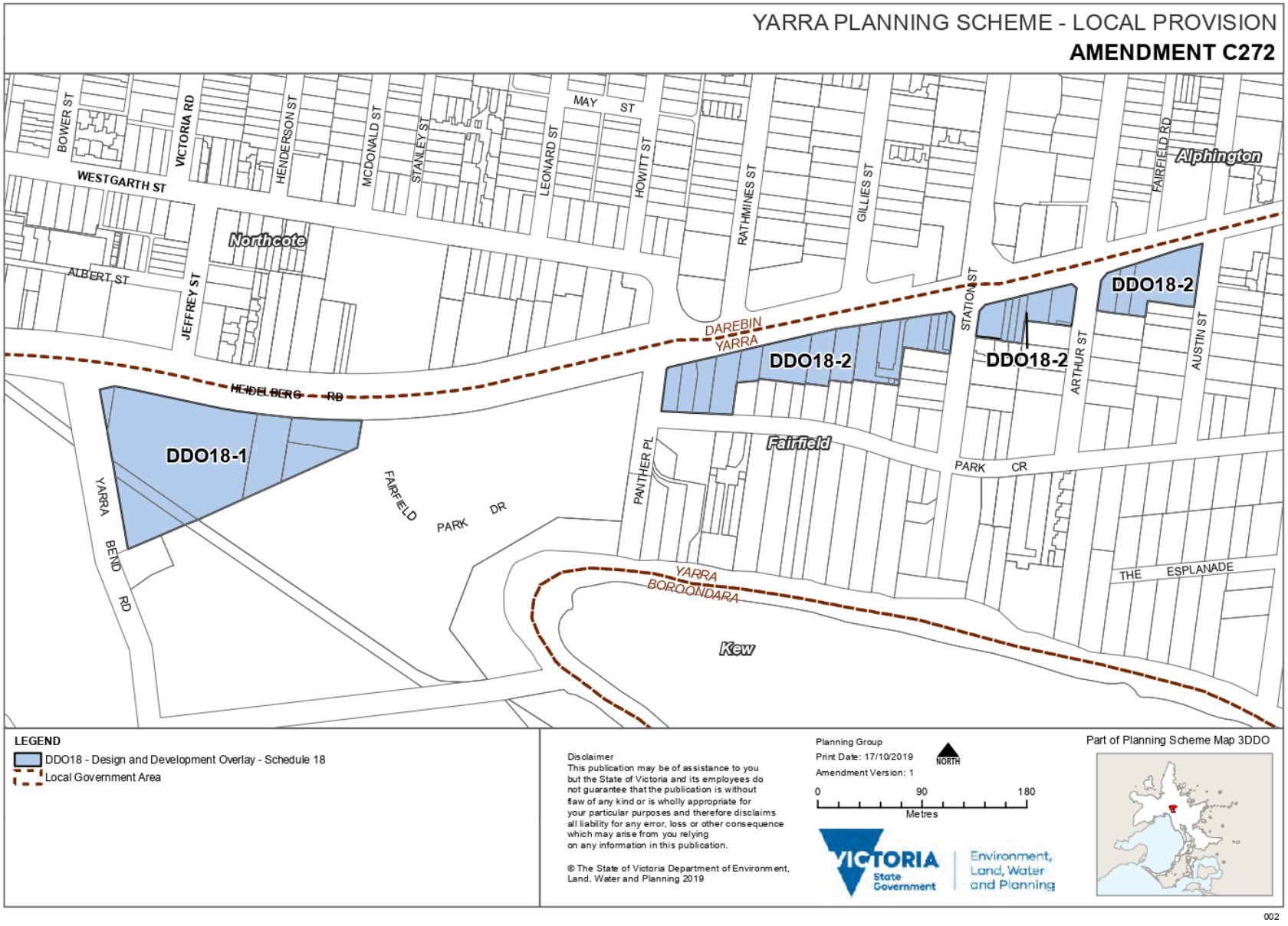
Heidelberg Road Corridor Local Area Plan, 2019

Heidelberg Road Heritage Review (Stage 1), 2019

Heidelberg Road Heritage Review (Stage 2), 2019

Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, 2019

Attachment 10 - Attachment 10 - Yarra C272 Amendment Documentation



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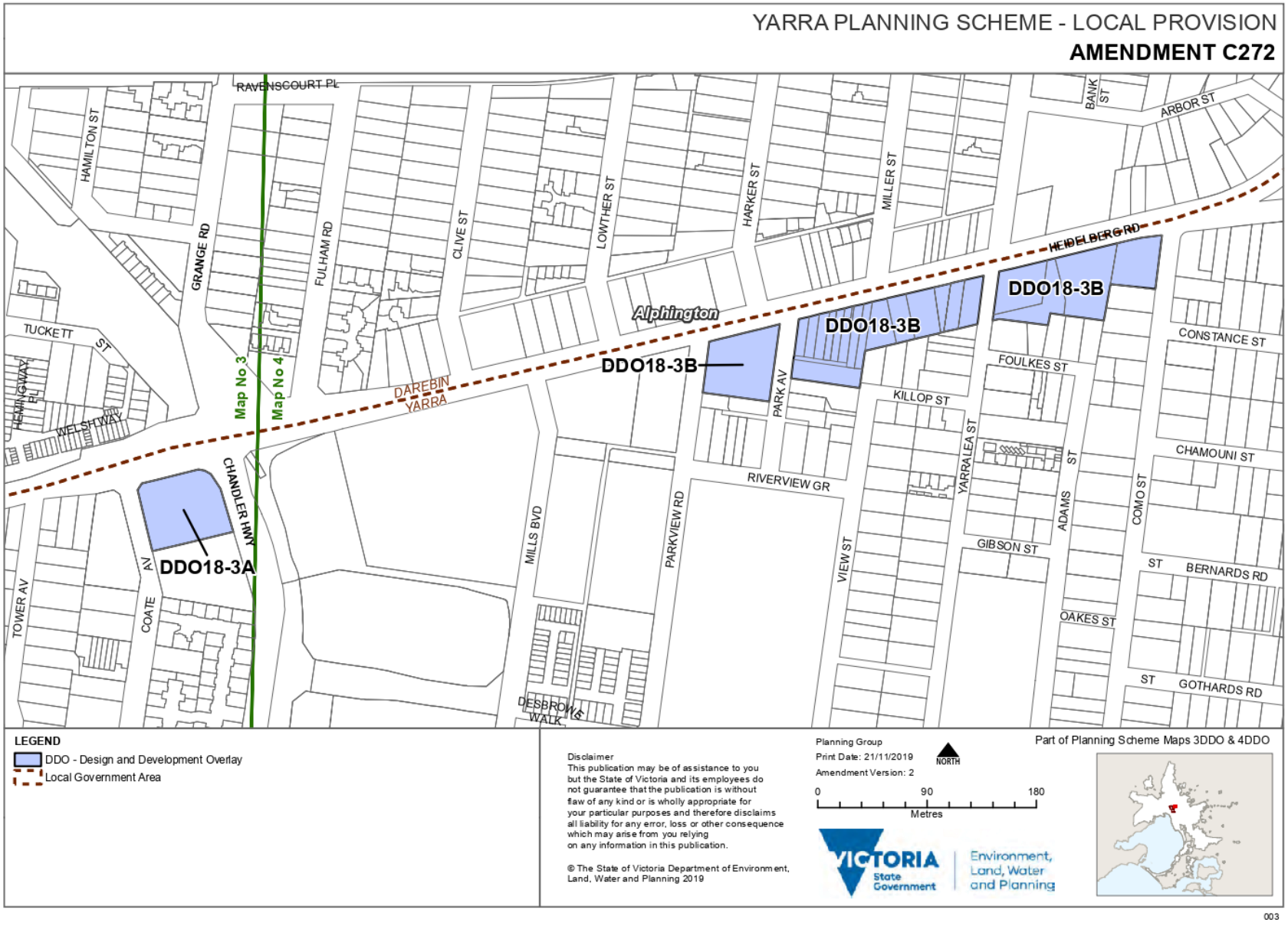

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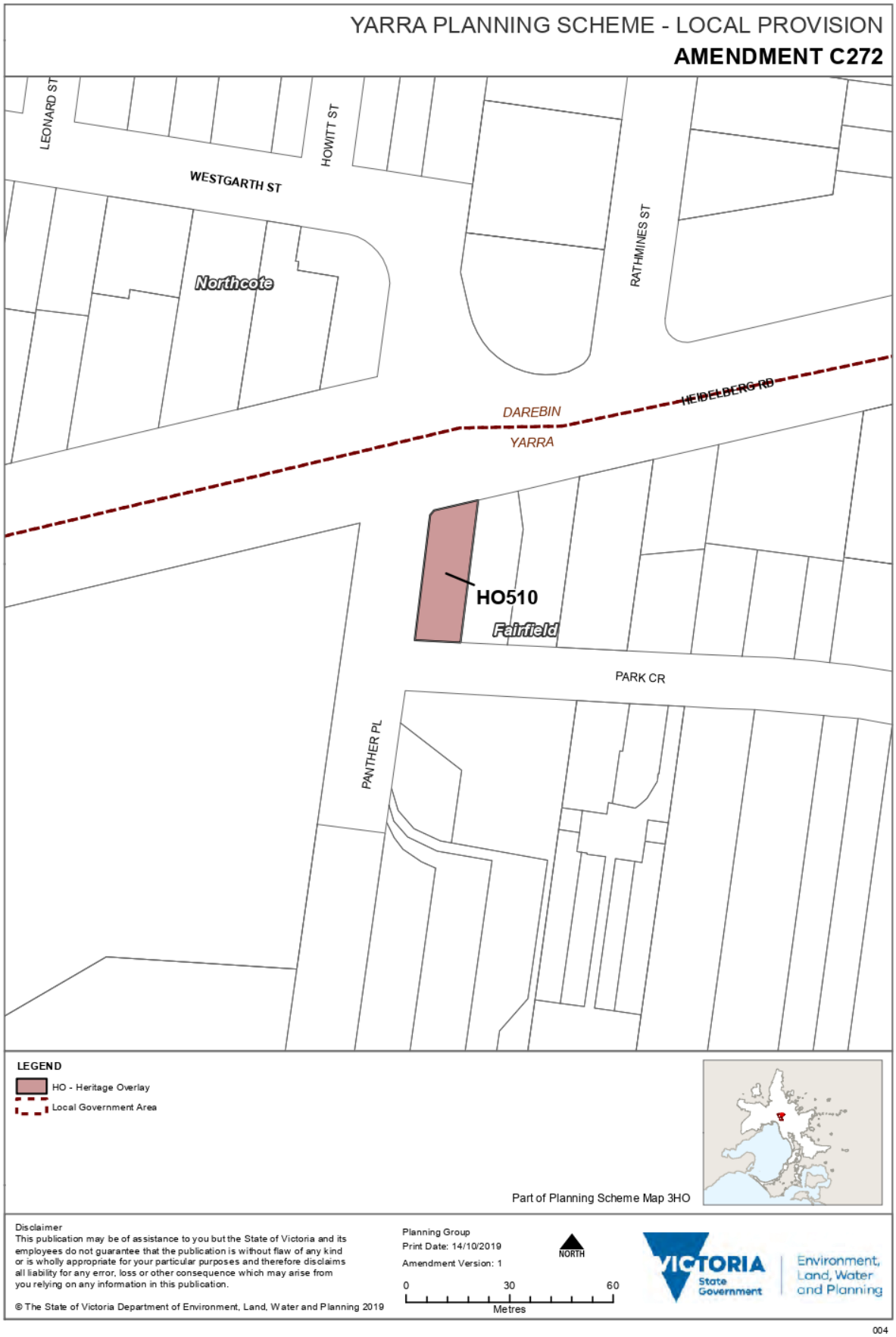

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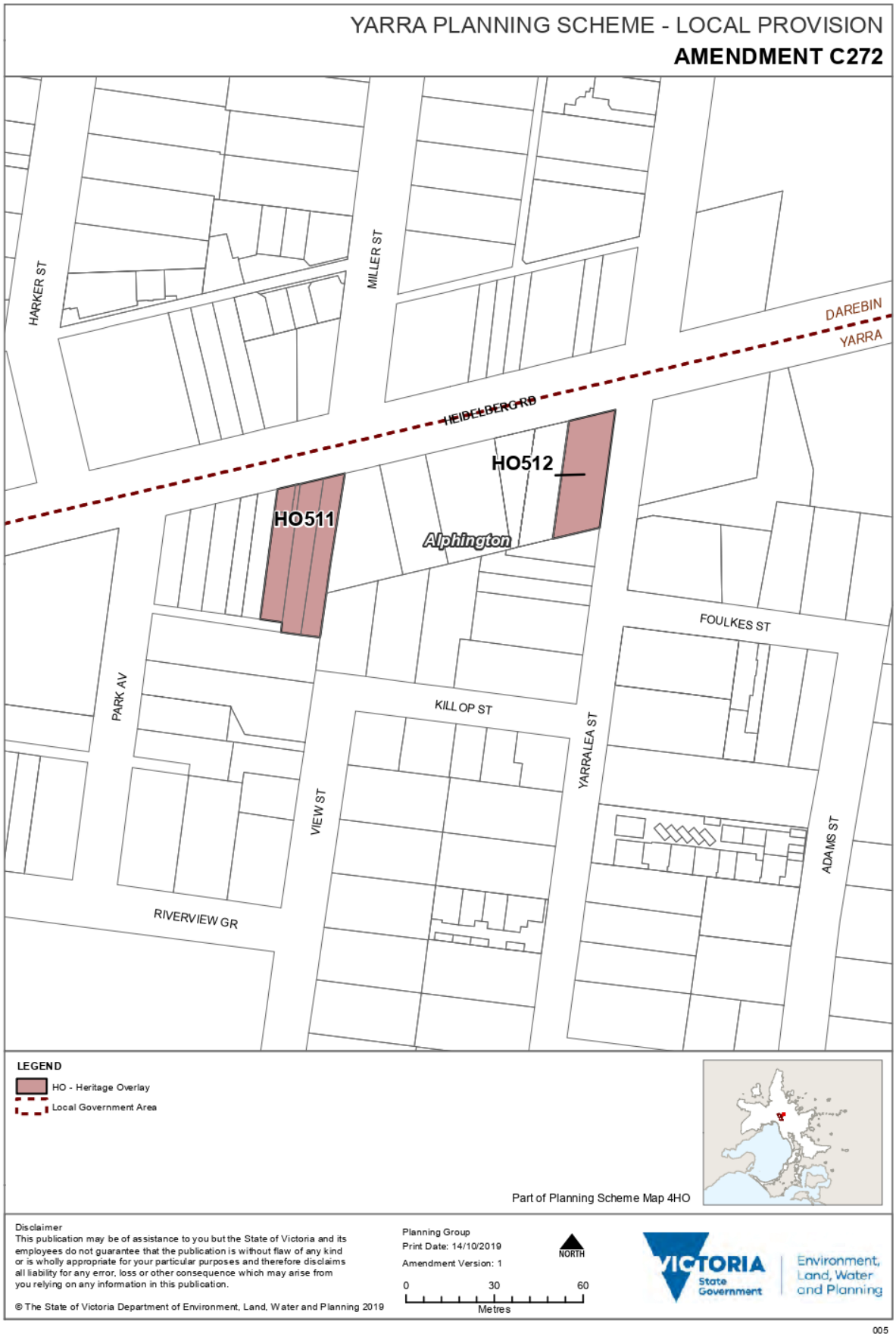

YARRA PLANNING SCHEME

House (Valeema) & Service Centre Statement of Significance

Heritage Place:	358 Heidelberg Road, Fairfield	**PS ref no:**	HO510



Figure 1: 358 Heidelberg Road, Fairfield

What is significant?

The two storey house *(Valeema)* constructed in 1955 (main part/east wing) and circa 1980 (addition/west wing), and the single storey service centre constructed also in 1955, at 358 Heidelberg Road, Fairfield.

Significant aspects of the two storey house include the form of the building, gable roofs (including original glazed tiles), brick walls, steel-framed windows and minimal window to wall ratio. The 'Valeema' name plate and light fittings on the entry porch are contributory elements.

As the brick walls of the building have a bagged/painted finish, it is appropriate to have paint controls so that future colour schemes and finishes are complementary.

Significant aspects of the single storey service centre building include the original parapet, brick walls including the small projection at the north-east corner (with the original street number '358'), original openings, including concrete lintel to the north elevation, glazed timber door and steel-framed windows on the west elevation, and roof-mounted 'Bridgestone' and 'tires' signage. The bowser platforms to the front of the site are contributory elements. The lightweight canopy to the west side is not significant.

How is it significant?

The House *(Valeema)* and Service Centre at 358 Heidelberg Road, Fairfield are of local historical and aesthetic significance to the City of Yarra.

Why is it significant?

The House *(Valeema)* and Service Centre at 358 Heidelberg Road, Fairfield are of historical significance to the City of Yarra as a long-standing combined commercial and residential site from the late 19th century onwards, that represents a key phase of development during the Post-WWII period. The combined function of house and tyre service centre was established on the site in 1953, operating from two Victorian period buildings on the northern part of the site. During 1955, the whole site was extensively redeveloped whilst retaining the dual function of house and service centre though in two distinct buildings. (Criterion A)

The House *(Valeema)* and Service Centre are aesthetically significant as an unusual and intact combination of house and service centre that are expressed as two distinct entities and designed in the Postwar period. The design of the house and service centre reflect the Modernist aesthetic and consist of bold yet restrained forms that are enhanced by the prominent corner site. The low-pitched gable roof of the house is indicative of the Melbourne Regional Modernist style, which is uncommon in the municipality. (Criterion E)

Primary source

Heidelberg Road Heritage Review (stage 2) 2019 – recommendations & citation for proposed heritage overlays

The Post Office and the group of shops on Heidelberg Road Statement of Significance

Heritage Place:	730-734 (including 730A) Heidelberg Road, Alphington	**PS ref no:**	HO511



Figure 1: The Post Office, 730 Heidelberg Road, Alphington



Figure 2: 730A (right), 732 (Centre) and 734 (left) Heidelberg Road, Alphington

What is significant?

The group of three Interwar period shops at 730-734 Heidelberg Road, Alphington, constructed circa 1922.

Significant aspects of the shops include the brick walls and parapets (now painted), hipped roof forms (largely concealed), street canopies including original soffit linings, the configuration of the shopfronts, shopfront joinery and finishes, tiled mouldings to the west end of no. 732, the recessed entrance of no. 730 including floor tiles, mouldings, pressed metal ceiling and toplights with textured glass. In addition, the original side access to no. 730 (now 730A) as it extends to the depth of the front hipped roof of no. 732, where the intact (unpainted) return walls remain visible.

How is it significant?

The group of three shops at 730-734 Heidelberg Road, Alphington are of local historical and aesthetic significance to the City of Yarra.

Why is it significant?

The group of three shops at 730-734 Heidelberg Road, Alphington are of historical significance to the City of Yarra as one of the few remnant intact buildings that denote the Interwar period phase of development in this part of Heidelberg Road area (Alphington Village) during the early 1920s, when building activity increased, including much redevelopment, and the area's commercial function was consolidated. Whilst no. 734 was not purpose built as a post office, it has functioned as such for about half a century. (Criterion A)
The group of three shops are aesthetically significant as an intact group of single-storey, brick Interwar period commercial buildings. Whilst modest in scale, they retain their original parapets and unusually their original shopfronts, two of which were manufactured by Duff (nos 732-734), with the other (no. 730) being notable for intact canopy, the copper finish to its framing and green tiles to the stallboard. (Criterion E)

Primary source

Heidelberg Road Heritage Review (stage 2) 2019 – recommendations & citation for proposed heritage overlays

YARRA PLANNING SCHEME

Cooper Knitting Factory (former) Statement of Significance

Heritage Place:	760-764 Heidelberg Road, Alphington	**PS ref no:**	HO512



Figure 1: 760-764 Heidelberg Road, Alphington

What is significant?

The single storey brick building at 760-764 Heidelberg Road, Alphington, constructed 1922, with additions made during the late 1930s and early 1940s.

Significant aspects include the Heidelberg Road and Yarralea Street facades including brick parapet, visible gable roof sections (primarily to the east side), chamfered corner entrance, concrete lintels, pattern of openings and shopfronts, canopy, and remnant wall moulding (west end of north elevation).

How is it significant?

The single storey building at 760-764 Heidelberg Road, Alphington – the former A. Cooper Knitting factory - is of local historical and aesthetic significance to the City of Yarra.

Why is it significant?

Initially constructed as three premises in 1922, the single storey building at 760-764 Heidelberg Road, Alphington was expanded and later consolidated by A. Cooper Knitting Manufacturer. It is representative of the commercial and industrial development that occurred during the Interwar period along Heidelberg Road, and in particular was one of a few knitting enterprises that were established along Heidelberg Road at this time. The rapid expansion of the building during the late 1930s and early 1940s is indicative of the important role of the local knitting industry during WWII. (Criterion A)

The single storey building is aesthetically significant as an intact example of an Interwar period building constructed on a prominent corner site. The brick building is distinguished by its parapet and projecting piers articulated with a combination of smooth and roughcast render contrasting with variations in the brickwork. The original pattern of openings, shopfront division, and canopy remains mostly intact. (Criterion E)

Primary source

Heidelberg Road Heritage Review (stage 2) 2019 – recommendations & citation for proposed heritage overlays

Attachment 10 - Attachment 10 - Yarra C272 Amendment Documentation

Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO1								
HO1	Abbotsford	Street	40	Abbotsford	Timber Cottage	110795	Individually significant	1867
HO2								
HO2	Abbotsford	Street	42	Abbotsford	Gothick House	110790	Individually significant	1867
HO3								
HO3	Bond	Street	2-4	Abbotsford	Grosvenor Commoner School, later Bates Cocoa Mill (& sign)	109245	Victorian Heritage Register	1863-4
HO4								
HO4	Church	Street	31	Abbotsford	Park Terrace	108650	Individually significant	1870
HO4	Church	Street	33	Abbotsford	Park Terrace	108645	Individually significant	1870
HO4	Church	Street	35	Abbotsford	Park Terrace	108640	Individually significant	1870
HO5								
HO5	Church	Street	63-67	Abbotsford	River House	108600	Individually significant	1892
HO6								
HO6	Clarke	Street	13	Abbotsford	Osborne house	110365	Individually significant	1864
HO7								
HO7	Clarke	Street	29	Abbotsford	Yarradale Flats	110345	Individually significant	1926
HO8								
HO8	Clarke	Street	31	Abbotsford	Terrace, part	110340	Individually significant	1910
HO8	Clarke	Street	31-37	Abbotsford	Terrace	0	Individually significant	1910
HO8	Clarke	Street	33	Abbotsford	Terrace, part	110335	Individually significant	1910
HO8	Clarke	Street	35	Abbotsford	Terrace, part	110330	Individually significant	1910
HO8	Clarke	Street	37	Abbotsford	Terrace, part	110325	Individually significant	1910
HO9								
HO9	Clarke & Heliers	Street	Off	Abbotsford	Covent of the Good Shepherd complex, Former	110425	Victorian Heritage Register	1850s
HO10								
HO10	Gipps	Street	141	Abbotsford	Collingwood United Masonic Temple	104900	Individually significant	1929
HO11								
HO11	Greenwood	Street	2	Abbotsford	Younger's stables, Former	104685	Individually significant	1912
HO12								
HO12	Grosvenor	Street	28-36	Abbotsford	Phoenix Biscuit Co. complex, Former, later Wesons	319280	Individually significant	1889
HO13								
HO13	Grosvenor	Street	13	Abbotsford	House	109350	Individually significant	1867
HO14								

Attachment 10 - Attachment 10 - Yarra C272 Amendment Documentation

Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO14	Grosvenor	Street	19	Abbotsford	House	109365	Individually significant	1860-1870
HO15								
HO15	Hoddle	Street	2	Abbotsford	Robert Reid Clothing Factory, former	104050	Individually significant	1890
HO16								
HO16	Hoddle	Street	48	Abbotsford	Yorkshire Stingo Hotel	104125	Individually significant	1915
HO17								
HO17	Hoddle	Street	140	Abbotsford	Collingwood Town Hall	104275	Victorian Heritage Register	1890, 1938
HO18								
HO18	Hoddle	Street	198-210	Abbotsford	Whybrow's Shoe Factory, former	109590	Individually significant	1919
HO19								
HO19	Hoddle	Street	324-326	Abbotsford	Trescowthick's Boot Factory, former	109695	Individually significant	1910
HO20								
HO20	Johnston	Street	265	Abbotsford	House	113080	Individually significant	1910
HO21								
HO21	Johnston	Street	293-297	Abbotsford	Yarra Hotel	113155	Individually significant	1850-1659
HO22								
HO22	Johnston	Street	395	Abbotsford	House	113290	Individually significant	1900
HO23								
HO23	Johnston	Street	397	Abbotsford	House	113295	Individually significant	1900
HO24								
HO24	Langridge	Street	202	Abbotsford	Williams Shoe Factory, former	105370	Individually significant	1909
HO25								
HO25	Langridge	Street	211	Abbotsford	Shop, Former	104770	Individually significant	1876
HO26								
HO26	Langridge	Street	213	Abbotsford	Shop, Former	287530	Individually significant	1883
HO27								
HO27	Langridge	Street	233	Abbotsford	Howgate house	104785	Individually significant	1860-1870
HO28								
HO28	Albert	Street	27	Abbotsford	Abbotsford Primary School, SS 1886	108135	Individually significant	1877
HO29								
HO29	Lulie	Street	34	Abbotsford	Dorothy Terrace, Shop & residence	114140	Victorian Heritage Register	1888

Attachment 10 - Attachment 10 - Yarra C272 Amendment Documentation

Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO30								
HO30	Lulie	Street	36	Abbotsford	Dorothy Terrace, Shop & residence	114135	Victorian Heritage Register	1888
HO31								
HO31	Lulie	Street	38	Abbotsford	Dorothy Terrace, Shop & residence	114130	Victorian Heritage Register	1888
HO32								
HO32	Lulie	Street	40	Abbotsford	Dorothy Terrace, Shop & residence	114125	Victorian Heritage Register	1888
HO33								
HO33	Lulie	Street	42	Abbotsford	Dorothy Terrace, Shop & residence	114120	Victorian Heritage Register	1888
HO34								
HO34	Lulie	Street	44	Abbotsford	Dorothy Terrace, Shop & residence	114115	Victorian Heritage Register	1888
HO35								
HO35	Lulie	Street	46	Abbotsford	Dorothy Terrace, Shop & residence	114110	Victorian Heritage Register	1888
HO36								
HO36	Lulie	Street	48	Abbotsford	Dorothy Terrace, Shop & residence	114105	Victorian Heritage Register	1888
HO37								
HO37	Mayfield	Street	24	Abbotsford	House	108585	Individually significant	1892
HO38								
HO38	Nicholson	Street	39	Abbotsford	Houses	107230	Victorian Heritage Register	1858-1869
HO39								
HO39	Nicholson	Street	41	Abbotsford	Houses	308700	Victorian Heritage Register	1858-1869
HO40								
HO40	Nicholson	Street	48-60	Abbotsford	Denton Hat Factory, later Fayrefield Hat Factory	107485	Victorian Heritage Register	1885-1910
HO41								
HO41	Park	Street	1	Abbotsford	Phillips house	105755	Individually significant	1884
HO42								
HO42	Park	Street	11	Abbotsford	Glandmire House	105735	Individually significant	1875
HO43								
HO43	Park	Street	22	Abbotsford	Harp of Erin Hotel, former	105800	Individually significant	1870
HO44								
HO44	Paterson	Street	23	Abbotsford	Lambert house	110210	Individually significant	1893

Attachment 10 - Attachment 10 - Yarra C272 Amendment Documentation

Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO45								
HO45	Raphael	Street	1	Abbotsford	Lambert house	105465	Individually significant	1874
HO46								
HO46	Southampton	Crescent	4	Abbotsford	Kodak (Australasia) Limited Factory, former	109495	Individually significant	1928
HO47								
HO47	Stanton	Street	11	Abbotsford	Church of Christ, Tabernacle, Former	105210	Victorian Heritage Register	1889
HO48								
HO48	Trenerry	Crescent	Off	Abbotsford	Dights Mill Complex (head race, turbine house base, trail race and basalt retaining wall) & Dights Falls, Yarra River	114215	Victorian Heritage Register	1862
HO49								
HO49	Valiant	Street	29	Abbotsford	House	110665	Individually significant	1870
HO50								
HO50	Victoria	Crescent	6	Abbotsford	House	108380	Individually significant	1911
HO51								
HO51	Victoria	Crescent	18	Abbotsford	Hatcher's Laundry, former	108375	Individually significant	1908
HO52								
HO52	Victoria	Crescent	57-63	Abbotsford	Tweedside Mills, former	108390	Individually significant	1930-1940
HO53								
HO53	Victoria	Street	231	Abbotsford	Savings Bank, later State Savings Bank	104045	Individually significant	1884
HO54								
HO54	Victoria	Street	261	Abbotsford	National Bank of Australasia, former	103980	Individually significant	1887
HO55								
HO55	Victoria	Street	275	Abbotsford	Lambeth Buildings, shops	103960	Individually significant	1886
HO55	Victoria	Street	277	Abbotsford	Lambeth Buildings, shops	103955	Individually significant	1886
HO56								
HO56	Victoria	Street	295	Abbotsford	Shop	103940	Individually significant	1865
HO57								
HO57	Victoria	Street	297	Abbotsford	Shops	103935	Individually significant	1880
HO57	Victoria	Street	299	Abbotsford	Shops	103930	Individually significant	1880
HO57	Victoria	Street	301	Abbotsford	Shops, part	103925	Individually significant	1880
HO58								
HO58	Victoria	Street	371	Abbotsford	Shops	103835	Individually significant	1890
HO58	Victoria	Street	373	Abbotsford	Shops	103830	Individually significant	1890

Attachment 10 - Attachment 10 - Yarra C272 Amendment Documentation

Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO58	Victoria	Street	375	Abbotsford	Shops	103825	Individually significant	1890
HO58	Victoria	Street	377	Abbotsford	Shops, part	103820	Individually significant	1890
HO59								
HO59	Victoria	Street	385	Abbotsford	East Collingwood Hotel, former	103810	Individually significant	1873
HO60								
HO60	Victoria	Street	459	Abbotsford	Shops	103740	Individually significant	1890
HO60	Victoria	Street	461	Abbotsford	Shops	103735	Individually significant	1890
HO60	Victoria	Street	463	Abbotsford	Shops	103730	Individually significant	1890
HO60	Victoria	Street	465	Abbotsford	Shops, part	103725	Individually significant	1890
HO61								
HO61	Victoria	Street	511	Abbotsford	Shop	103685	Individually significant	1860
HO62								
HO62	Victoria	Street	605	Abbotsford	Brickmakers Arms Hotel, later Terminus Hotel	103620	Individually significant	1866, 1930s
HO63								
HO63	Victoria	Street	651-653	Abbotsford	Crusader Plate Building, former & Skipping Girl Vinegar Sign	103585	Individually significant	1937
HO64								
HO64	Victoria	Street	655	Abbotsford	Handley & Tilley Building, former	103580	Individually significant	1929
HO65								
HO65	Victoria	Street	663	Abbotsford	Alma Woolworks Complex, former	103490	Individually significant	1861-
HO66								
HO66	Rex	Avenue	2	Alphington	Aratapu	273770	Individually significant	1907
HO67								
HO67	Chandler	Highway		Alphington	Outer Circle Railway line bridge, later Chandler Highway Bridge, over Yarra River	0	Individually significant	1890
HO68								
HO68	Como	Street	17	Alphington	Balclutha	274380	Individually significant	1889
HO69								
HO69	Como	Street	20	Alphington	Traquair	273930	Individually significant	1890
HO70								
HO70	Heidelberg	Road	626	Alphington	Australian Paper Mills Boiler House	270870	Individually significant	1954
HO71								
HO71	Heidelberg	Road	756-758	Alphington	Shops	270940	Individually significant	1855-1864
HO72								

Attachment 10 - Attachment 10 - Yarra C272 Amendment Documentation

Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO72	Heidelberg	Road	838-852	Alphington	Tower Hotel	271025	Individually significant	1891
HO73								
HO73	Lucerne	Crescent	53	Alphington	Witcher house	272520	Individually significant	1899
HO74								
HO74	Lucerne	Crescent	54	Alphington	McInnes house	272335	Individually significant	1919
HO75								
HO75	Lucerne	Crescent	65	Alphington	Chenoweth house	272540	Individually significant	1901
HO76								
HO76	Lucerne	Crescent	75	Alphington	Innisfail, O'Sullivan	272560	Individually significant	1913
HO77								
HO77	Lucerne	Crescent	93	Alphington	May house	272590	Individually significant	1924
HO78								
HO78	Old Heidelberg	Road	14-18 part	Alphington	Trescowthick house	273085	Individually significant	1911
HO79								
HO79	Old Heidelberg	Road	Off	Alphington	Darebin Creek Footbridge	0	Individually significant	1914
HO80								
HO80	Rex	Avenue	5-7	Alphington	Alameda	296220	Individually significant	1907
HO81								
HO81	Roemer	Crescent	3	Alphington	Rosemount	274215	Individually significant	1889
HO82								
HO82	Margaret	Grove	6	Alphington	Edgebaston	272665	Individually significant	1886
HO83								
HO83	View	Street	1	Alphington	Bokhara	271235	Individually significant	1892-
HO84								
HO84	Yarraford	Avenue	31	Alphington	Keith house	271630	Individually significant	1928
HO85								
HO85	Alexandra	Parade	94 (tower)	Clifton Hill	Richard Hodgson's shot manufacturer's tower	128400	Victorian Heritage Register	1883
HO86								
HO86	Gold	Street	185	Clifton Hill	Gold Street Primary Schol, 551360	131640	Victorian Heritage Register	1874
HO87								
HO87	Grant	Street	19-27	Clifton Hill	Units, site of former Clifton Sawmills and Box Factory (see also Chimney, former)	287345	Not contributory	1990-1999

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO87	Grant	Street	19-27	Clifton Hill	Clifton Sawmills and Box Factory Chimney, former	287345	Individually significant	1880s
HO88								
HO88	Grant	Street	47	Clifton Hill	Terrace, part	134875	Individually significant	1887
HO88	Grant	Street	49	Clifton Hill	Terrace, part	134870	Individually significant	1887
HO88	Grant	Street	51	Clifton Hill	Terrace, part	134865	Individually significant	1887
HO88	Grant	Street	53	Clifton Hill	Terrace, part	134860	Individually significant	1887
HO88	Grant	Street	55	Clifton Hill	Terrace, part	134855	Individually significant	1887
HO89								
HO89	Alexandra	Parade	176	Clifton Hill	Murray & Co Wool Works, former	128490	Individually significant	1918
HO90								
HO90	Berry	Street	1	Clifton Hill	Clifton Hill Railway Station	0	Victorian Heritage Register	1888
HO91								
HO91	John	Street	19	Clifton Hill	Railway Terrace	134805	Individually significant	1888
HO91	John	Street	19-31 (part)	Clifton Hill	Railway Terrace	0	Individually significant	1888
HO91	John	Street	21	Clifton Hill	Railway Terrace	134800	Individually significant	1888
HO91	John	Street	23	Clifton Hill	Railway Terrace	134795	Individually significant	1888
HO91	John	Street	25	Clifton Hill	Railway Terrace	134790	Individually significant	1888
HO91	John	Street	27	Clifton Hill	Railway Terrace	134785	Individually significant	1888
HO91	John	Street	29	Clifton Hill	Railway Terrace	134785	Individually significant	1888
HO91	John	Street	31	Clifton Hill	Railway Terrace	134785	Individually significant	1888
HO92								
HO92	Queens	Parade	199	Clifton Hill	United Kingdom Hotel (now McDonal's), former	132145	Victorian Heritage Register	1938
HO93								
HO93	Queens	Parade		Clifton Hill	Elm & Plane double avenue, street trees, (also medians, stone borders)	0	Individually significant	1870-1935?
HO94								
HO94	Gold	Street	Off	Clifton Hill	Darling Gardens	131795	Individually significant	1863-
HO95								
HO95	Bedford	Street	15	Collingwood	McGan & Fowler Boot Factory, former	291755	Individually significant	1886
HO95	Bedford	Street	17	Collingwood	McGan & Fowler Boot Factory, former	291760	Individually significant	1886
HO96								
HO96	Bedford	Street	33	Collingwood	Purfleet Cottages	120525	Individually significant	1873
HO96	Bedford	Street	35-37	Collingwood	Purfleet Cottages	120530	Individually significant	1873
HO96	Bedford	Street	39	Collingwood	Purfleet Cottages	120535	Individually significant	1873
HO96	Bedford	Street	41	Collingwood	Purfleet Cottages	120540	Individually significant	1873
HO96	Bedford	Street	43	Collingwood	Purfleet Cottages	120545	Individually significant	1873
HO96	Bedford	Street	45	Collingwood	Purfleet Cottages	120550	Individually significant	1873
HO96	Bedford	Street	47	Collingwood	Purfleet Cottages	120555	Individually significant	1873

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO97								
HO97	Cromwell	Street	66	Collingwood	Bristol and Bath Hotel, later Cromwell Heights	103175	Individually significant	1870s
HO98								
HO98	Derby	Street	1	Collingwood	Adamson house, later Derby House	100805	Individually significant	1876
HO99								
HO99	Derby	Street	2	Collingwood	House	100925	Individually significant	1875
HO100								
HO100	Derby	Street	3	Collingwood	Terrace, part	100810	Individually significant	1876
HO100	Derby	Street	3-7	Collingwood	Terrace	100810	Individually significant	1876
HO100	Derby	Street	5	Collingwood	Terrace, part	100815	Individually significant	1876
HO100	Derby	Street	7	Collingwood	Terrace, part	100820	Individually significant	1876
HO101								
HO101	Derby	Street	8	Collingwood	Johnston house	100915	Individually significant	1871
HO102								
HO102	Derby	Street	10-12	Collingwood	Terrace, part	100910	Individually significant	1868-1869
HO102	Derby	Street	14-16	Collingwood	Terrace, part	100905	Individually significant	1868-1869
HO103								
HO103	Gipps	Street	51-55	Collingwood	Glasshouse Hotel	102055	Individually significant	1917-18
HO104								
HO104	Harmsworth	Street	45	Collingwood	Collingwood Children's Church, Former	123690	Individually significant	1876
HO105								
HO105	Islington	Street	16	Collingwood	Smalley & Harkness	343410	Individually significant	1898
HO106								
HO106	Islington	Street	61	Collingwood	James Hood & Co. Malt House, complex	103300	Individually significant	1878-
HO107								
HO107	Johnston	Street	8-10	Collingwood	Belmont	121330	Victorian Heritage Register	1850-1880
HO108								
HO108	Keele	Street	51	Collingwood	Dairy and Residence, former	125045	Individually significant	1891c-
HO109								
HO109	Langridge	Street	55	Collingwood	William Peatt Boot Factory, former	100940	Individually significant	1906
HO110								
HO110	Langridge	Street	143	Collingwood	Terrace	100995	Individually significant	1884

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO110	Langridge	Street	145 (part)	Collingwood	Terrace	101000	Individually significant	1884
HO111								
HO111	Langridge	Street	147	Collingwood	Terrace	101005	Individually significant	1884
HO111	Langridge	Street	149	Collingwood	Terrace	101010	Individually significant	1884
HO112								
HO112	Langridge	Street	151	Collingwood	Terrace	101015	Individually significant	1884
HO112	Langridge	Street	153	Collingwood	Terrace	101020	Individually significant	1884
HO113								
HO113	Langridge	Street	160	Collingwood	Terrace	101085	Individually significant	1887-8
HO113	Langridge	Street	162	Collingwood	Terrace	101080	Individually significant	1887-8
HO113	Langridge	Street	164	Collingwood	Terrace	101075	Individually significant	1887-8
HO113	Langridge	Street	166	Collingwood	Terrace	101070	Individually significant	1887-8
HO113	Langridge	Street	168	Collingwood	Terrace	101065	Individually significant	1887-8
HO113	Langridge	Street	170	Collingwood	Terrace	101060	Individually significant	1887-8
HO113	Langridge	Street	172	Collingwood	Terrace	101055	Individually significant	1887-8
HO113	Langridge	Street	174	Collingwood	Terrace	101050	Individually significant	1887-8
HO113	Langridge	Street	176	Collingwood	Terrace, part	101045	Individually significant	1887-8
HO114								
HO114	Vere	Street	49-47 (part)	Collingwood	Doll's House	137890	Victorian Heritage Register	1880-1890
HO115								
HO115	Napoleon	Street	12	Collingwood	Houses	120140	Individually significant	1850-1860
HO116								
HO116	Northumberland	Street	21	Collingwood	Victoria Old Distillery, former	287445	Individually significant	1862-
HO117								
HO117	Otter	Street	34-38 (part)	Collingwood	St Joseph's Roman Catholic Presbytery	120065	Individually significant	1903
HO118								
HO118	Otter	Street	46	Collingwood	St Joseph's Roman Catholic Presbytery	120065	Individually significant	1860-1891
HO119								
HO119	Otter	Street	34-38 (part)	Collingwood	St Joseph's Roman Catholic Presbytery	120065	Individually significant	1912
HO120								
HO120	Otter	Street	34-38 (part)	Collingwood	St Joseph's Roman Catholic Presbytery	120065	Individually significant	1886
HO121								
HO121	Oxford	Street	37	Collingwood	House	101485	Individually significant	1869

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO122								
HO122	Oxford	Street	39-41	Collingwood	Crisp house	101480	Individually significant	1869
HO123								
HO123	Oxford	Street	50	Collingwood	Terrace, part	101545	Individually significant	1864-1877
HO123	Oxford	Street	52	Collingwood	Terrace, part	101550	Individually significant	1864-1877
HO124								
HO124	Oxford	Street	51	Collingwood	Terrace, part	101465	Individually significant	1858-64
HO124	Oxford	Street	55	Collingwood	Terrace, part	101460	Individually significant	1858-64
HO125								
HO125	Oxford	Street	57	Collingwood	Terraces	101455	Individually significant	1873-8
HO125	Oxford	Street	57 part (57-63)	Collingwood	Terraces	101455	Individually significant	1873-8
HO125	Oxford	Street	59	Collingwood	Terrace, part	101450	Individually significant	1873-8
HO125	Oxford	Street	61	Collingwood	Terrace, part	101445	Individually significant	1873-8
HO125	Oxford	Street	63	Collingwood	Terrace, part	101445	Individually significant	1873-8
HO126								
HO126	Oxford	Street	58	Collingwood	Terrace, part	101565	Individually significant	1858-1864
HO126	Oxford	Street	58-62	Collingwood	Terrace	0	Individually significant	1858-1864
HO126	Oxford	Street	60	Collingwood	Terrace, part	101570	Individually significant	1858-1864
HO126	Oxford	Street	62	Collingwood	Terrace, part	101575	Individually significant	1858-1864
HO127								
HO127	Oxford	Street	79-93	Collingwood	Foy & Gibson Furnishings Warehouse and Clothing Factory, former	284875	Victorian Heritage Register	1887-
HO128								
HO128	Oxford	Street	95-101	Collingwood	Foy & Gibson Powerhouse and Moter Garage, former	283005	Victorian Heritage Register	1908
HO129								
HO129	Cambridge	Street	107 (part)	Collingwood	Foy & Gibson Engineering Workshop, art	310100	Victorian Heritage Register	1900-1915
HO129	Oxford	Street	68-158 (part)	Collingwood	Foy & Gibson Wool Scouring and Scouring Complex, former part	139005	Victorian Heritage Register	1895c, 1906
HO129	Oxford	Street	103-131 (part)	Collingwood	Foy & Gibson Woollen Mills complex, former part	303180	Victorian Heritage Register	1906-
HO129	Oxford	Street	150-154	Collingwood	Foy & Gibson Woollen Mills complex, former part	138985	Victorian Heritage Register	1906-
HO130								
HO130	Perry	Street	92	Collingwood	Terrace, part	120380	Individually significant	1872
HO130	Perry	Street	94	Collingwood	Terrace, part	120375	Individually significant	1872
HO131								
HO131	Rokeby	Street	121	Collingwood	United Tannery and Boot Factory, former	335960	Individually significant	1876
HO132								
HO132	Rupert	Street	89	Collingwood	Davis Pickle and Sauce Factory, former	102830	Individually significant	1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO133								
HO133	Sackville	Street	25	Collingwood	Methodist Mission Church, former part	285900	Individually significant	1886
HO133	Sackville	Street	27	Collingwood	Methodist Mission Church, former part	285905	Individually significant	1886
HO134								
HO134	Sackville	Street	136	Collingwood	Singapore Cottage	124055	Victorian Heritage Register	1850s
HO135								
HO135	Smith	Street	114	Collingwood	Grace Darling Hotel	100230	Victorian Heritage Register	1854-
HO136								
HO136	Smith	Street	174	Collingwood	Collingwood Post Office, former	333480	Victorian Heritage Register	1891-2
HO137								
HO137	Stanley	Street	2	Collingwood	House	119935	Individually significant	1870-1880
HO138								
HO138	Victoria	Parade	135-141	Collingwood	Prince Patrick Hotel and shops, part	100610	Individually significant	1887
HO138	Victoria	Parade	141	Collingwood	Prince Patrick Hotel and shops, part	100600	Individually significant	1887
HO139								
HO139	Victoria	Parade	159	Collingwood	Ebenezer Particular Baptist Church, former	100565	Individually significant	1870
HO140								
HO140	Wellington	Street	59	Collingwood	The Vine Hotel	101865	Individually significant	1915-1925
HO141								
HO141	Wellington	Street	88	Collingwood	Yorkshire Brewery, former	294210	Victorian Heritage Register	1876-
HO142								
HO142	Wellington	Street	125	Collingwood	Sir Robert Peel Hotel	101240	Individually significant	1912
HO143								
HO143	Wellington	Street	162	Collingwood	Free Medical Mission Dispensary, former	320140	Victorian Heritage Register	1887-1889
HO144								
HO144	Wellington	Street	215	Collingwood	St. George's Presbyterian Church, former	121520	Individually significant	1861-
HO145								
HO145	Easey	Street	62	Collingwood	Portsea House, shop and bakery	125005	Individually significant	1858-
HO146								
HO146	Fairfield Park	Drive	1	Fairfield	Fairfield Boathouse	269800	Individually significant	1900-1915
HO147								

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO147	Fairfield Park	Drive	Off	Fairfield	Fairfield Park	0	Individually significant	1912-
HO148								
HO148	Bell	Street	17	Fitzroy	Exhibition High School Residence, former	197605	Victorian Heritage Register	1870-1890
HO149								
HO149	Bell	Street	40	Fitzroy	National School, former & State School 11, part	280130	Victorian Heritage Register	1870-1890
HO149	Bell	Street	40-48	Fitzroy	National School, former & State School 11, part	280125	Victorian Heritage Register	1855-
HO149	Bell	Street	42	Fitzroy	National School, former & State School 11, part	280135	Victorian Heritage Register	1870-1890
HO149	Bell	Street	44	Fitzroy	National School, former & State School 11, part	280140	Victorian Heritage Register	1870-1890
HO149	Bell	Street	46	Fitzroy	National School, former & State School 11, part	280145	Victorian Heritage Register	1870-1890
HO149	Bell	Street	48	Fitzroy	National School, former & State School 11, part	280160	Victorian Heritage Register	1870-1890
HO149	John	Street	27 (part)	Fitzroy	State School 111 Complex, former	280155	Victorian Heritage Register	1860-1880
HO149	John	Street	31 (part)	Fitzroy	State School 111 Complex, part, former	280150	Victorian Heritage Register	1860-1880
HO150								
HO150	Brunswick	Street	7-9	Fitzroy	Dodgshun House, later Mary McKillop Centre	251855	Victorian Heritage Register	1866-1875-
HO151								
HO151	Brunswick	Street	11	Fitzroy	Arbirlot	251860	Victorian Heritage Register	1891
HO152								
HO152	Brunswick	Street	13	Fitzroy	MacInerney's shop & residence	251865	Victorian Heritage Register	1892
HO153								
HO153	Brunswick	Street	25	Fitzroy	Barcelona Terrace & Gardens	251890	Individually significant	1881
HO153	Brunswick	Street	25-37	Fitzroy	Barcelona Terrace & Gardens	251890	Individually significant	1881
HO153	Brunswick	Street	27	Fitzroy	Barcelona Terrace & Gardens	251895	Individually significant	1881
HO153	Brunswick	Street	29	Fitzroy	Barcelona Terrace & Gardens	251900	Individually significant	1881
HO153	Brunswick	Street	31	Fitzroy	Barcelona Terrace & Gardens	251905	Individually significant	1881
HO153	Brunswick	Street	33	Fitzroy	Barcelona Terrace & Gardens	251910	Individually significant	1881
HO153	Brunswick	Street	35	Fitzroy	Barcelona Terrace & Gardens	251915	Individually significant	1881
HO153	Brunswick	Street	37	Fitzroy	Barcelona Terrace & Gardens	251920	Individually significant	1881
HO154								
HO154	Brunswick	Street	39	Fitzroy	Royal Terrace, former	251925	Victorian Heritage Register	1858-1881
HO154	Brunswick	Street	39-49	Fitzroy	Royal Terrace, former	251925	Victorian Heritage Register	1850-1860
HO154	Brunswick	Street	41	Fitzroy	Royal Terrace, former	251930	Victorian Heritage Register	1858-1881
HO154	Brunswick	Street	43	Fitzroy	Royal Terrace, former	251935	Victorian Heritage Register	1858-1881
HO154	Brunswick	Street	45	Fitzroy	Royal Terrace, former	251940	Victorian Heritage Register	1858-1881
HO154	Brunswick	Street	47	Fitzroy	Royal Terrace, former	251945	Victorian Heritage Register	1858-1881
HO154	Brunswick	Street	49	Fitzroy	Royal Terrace, former	251950	Victorian Heritage Register	1858-1881
HO155								
HO155	Brunswick	Street	236-252 (part)	Fitzroy	Shops	332880	Victorian Heritage Register	1888
HO155	Brunswick	Street	238	Fitzroy	Shop & residence	332890	Victorian Heritage Register	1888
HO155	Brunswick	Street	240	Fitzroy	Shop & residence	332900	Victorian Heritage Register	1888

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO155	Brunswick	Street	242	Fitzroy	Shop & residence	332910	Victorian Heritage Register	1888
HO155	Brunswick	Street	244	Fitzroy	Shop & residence	332940	Victorian Heritage Register	1888
HO155	Brunswick	Street	246	Fitzroy	Shop & residence	332920	Victorian Heritage Register	1888
HO155	Brunswick	Street	248	Fitzroy	Shop & residence	332930	Victorian Heritage Register	1888
HO155	Brunswick	Street	250	Fitzroy	Shop & residence	252615	Victorian Heritage Register	1888
HO155	Brunswick	Street	252	Fitzroy	Shop & residence	252610	Victorian Heritage Register	1888
HO156								
HO156	Fitzroy	Street	34-38	Fitzroy	Devonshire Arms Hotel, former	340810	Victorian Heritage Register	1844-
HO157								
HO157	George	Street	319-339	Fitzroy	Fitzroy State School No. 450	256945	Individually significant	1870-1890
HO158								
HO158	George	Street	268	Fitzroy	St Mark's Anglican Church	257365	Victorian Heritage Register	1853-
HO159								
HO159	Gertrude	Street	64	Fitzroy	Glass Terrace	257935	Victorian Heritage Register	1854-1856
HO159	Gertrude	Street	64-78	Fitzroy	Glass Terrace	257935	Victorian Heritage Register	1854-1857
HO159	Gertrude	Street	66	Fitzroy	Glass Terrace	257935	Victorian Heritage Register	1854-1858
HO159	Gertrude	Street	68	Fitzroy	Glass Terrace, part	257940	Victorian Heritage Register	1854-1859
HO159	Gertrude	Street	70	Fitzroy	Glass Terrace, part	257945	Victorian Heritage Register	1854-1860
HO159	Gertrude	Street	72	Fitzroy	Glass Terrace, part	257950	Victorian Heritage Register	1854-1861
HO159	Gertrude	Street	74	Fitzroy	Glass Terrace, part	257955	Victorian Heritage Register	1854-1862
HO159	Gertrude	Street	76	Fitzroy	Glass Terrace, part	257960	Victorian Heritage Register	1854-1863
HO159	Gertrude	Street	78	Fitzroy	Glass Terrace, part	257965	Victorian Heritage Register	1854-1864
HO160								
HO160	George	Street	89	Fitzroy	Trevena's Shop & Residence	257760	Victorian Heritage Register	1850-1865
HO160	George	Street	181-183	Fitzroy	Trevena's Shop & Residence	257755	Victorian Heritage Register	1850-1865
HO160	Gertrude	Street	181	Fitzroy	Trevena's Shop & Residence	257755	Victorian Heritage Register	1850-1865
HO160	Gertrude	Street	183	Fitzroy	Trevena's Shop & Residence	257765	Victorian Heritage Register	1850-1865
HO161								
HO161	Gore	Street	209	Fitzroy	Cobden Terrace	258575	Victorian Heritage Register	1869-1875
HO162								
HO162	Gore	Street	211	Fitzroy	Cobden Terrace	258580	Victorian Heritage Register	1869-1875
HO163								
HO163	Gore	Street	213	Fitzroy	Cobden Terrace	258585	Victorian Heritage Register	1869-1875
HO164								
HO164	Gore	Street	215	Fitzroy	Cobden Terrace	258590	Victorian Heritage Register	1869-1875
HO165								
HO165	Gore	Street	217	Fitzroy	Cobden Terrace	258595	Victorian Heritage Register	1869-1875

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO166								
HO166	Gore	Street	219	Fitzroy	Cobden Terrace	258600	Victorian Heritage Register	1869-1875
HO167								
HO167	Gore	Street	221	Fitzroy	Cobden Terrace	258605	Victorian Heritage Register	1869-1875
HO168								
HO168	Gore	Street	331	Fitzroy	Holyrood Terrace	258790	Victorian Heritage Register	1874
HO169								
HO169	Gore	Street	333	Fitzroy	Holyrood Terrace	258795	Victorian Heritage Register	1874
HO170								
HO170	Gore	Street	335	Fitzroy	Holyrood Terrace	258800	Victorian Heritage Register	1874
HO171								
HO171	Hanover	Street	3-395	Fitzroy	Edward Wills House	260090	Victorian Heritage Register	1854
HO172								
HO172	Napier	Street	36	Fitzroy	Falconer Terrace	265260	Victorian Heritage Register	1866-84
HO173								
HO173	Napier	Street	38	Fitzroy	Falconer Terrace	265265	Victorian Heritage Register	1866-84
HO174								
HO174	Napier	Street	40	Fitzroy	Falconer Terrace	265270	Victorian Heritage Register	1866-84
HO175								
HO175	Napier	Street	42	Fitzroy	Falconer Terrace	265275	Victorian Heritage Register	1866-84
HO176								
HO176	Napier	Street	44	Fitzroy	Falconer Terrace	265280	Victorian Heritage Register	1866-84
HO177								
HO177	Napier	Street	46	Fitzroy	Falconer Terrace	265285	Victorian Heritage Register	1866-84
HO178								
HO178	Napier	Street	48	Fitzroy	Falconer Terrace	265290	Victorian Heritage Register	1866-84
HO179								
HO179	Napier	Street	50	Fitzroy	Falconer Terrace	265295	Victorian Heritage Register	1866-84
HO180								
HO180	Condell	Street	1-33 (part)	Fitzroy	Fitzroy Police Station	263060	Not contributory	1940-1954
HO180	Moor	Street	128	Fitzroy	Fitzroy Library, part Fitztroy Town Hall Complex	263060	Victorian Heritage Register	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO180	Napier	Street	201	Fitzroy	Fitzroy Town Hall	265070	Victorian Heritage Register	1873-1890
HO181								
HO181	Nicholson	Street	48	Fitzroy	Melbourne Tramway and Omnibus company Engine House, later M.M.T.B tramways Building	265760	Victorian Heritage Register	1886-1887
HO182								
HO182	Nicholson	Street	40-42	Fitzroy	Osborne House	265750	Victorian Heritage Register	1850-1887
HO182	Nicholson	Street	44	Fitzroy	Osborne House, café	265755	Victorian Heritage Register	1850-1887
HO183								
HO183	Nicholson	Street	50-68	Fitzroy	Royal Terrace	265770	Victorian Heritage Register	1854-1856
HO183	Nicholson	Street	52	Fitzroy	Royal Terrace	265775	Victorian Heritage Register	1854-1856
HO183	Nicholson	Street	54	Fitzroy	Royal Terrace	265780	Victorian Heritage Register	1854-1856
HO183	Nicholson	Street	56	Fitzroy	Royal Terrace	265785	Victorian Heritage Register	1854-1856
HO183	Nicholson	Street	58	Fitzroy	Royal Terrace	265790	Victorian Heritage Register	1854-1856
HO183	Nicholson	Street	60	Fitzroy	Royal Terrace	265795	Victorian Heritage Register	1854-1856
HO183	Nicholson	Street	62	Fitzroy	Royal Terrace	265800	Victorian Heritage Register	1854-1856
HO183	Nicholson	Street	64	Fitzroy	Royal Terrace	265805	Victorian Heritage Register	1854-1856
HO183	Nicholson	Street	66	Fitzroy	Royal Terrace	265810	Victorian Heritage Register	1854-1856
HO183	Nicholson	Street	68	Fitzroy	Royal Terrace, part	265815	Victorian Heritage Register	1854-1856
HO184								
HO184	Nicholson	Street	88	Fitzroy	Convent of Mercy Complex	265855	Victorian Heritage Register	1887-1890
HO185								
HO185	Nicholson	Street	98	Fitzroy	Cairo Bachelor Flats, Also Uxbridge Fence	265860	Victorian Heritage Register	1936
HO186								
HO186	Nicholson	Street	122	Fitzroy	Denny house	266075	Victorian Heritage Register	1862-
HO187								
HO187	Smith	Street	165-167	Fitzroy	Union Bank of Australia, former	267115	Victorian Heritage Register	1889-90
HO188								
HO188	Victoria	Parade	Off	Fitzroy	Street Trees	0	Individually significant	Unknown
HO189								
HO189	Victoria	Parade		Fitzroy	Prahran & Malvern	0	Victorian Heritage Register	1910
HO190								
HO190	Victoria	Parade	77	Fitzroy	Belvedere Hotel,	267930	Victorian Heritage Register	1856
HO191								
HO191	Victoria	Parade	169	Fitzroy	Blanche Terrace	268020	Victorian Heritage Register	1867
HO192								
HO192	Victoria	Parade	171	Fitzroy	Blanche Terrace	268020	Victorian Heritage Register	1867

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO193								
HO193	Victoria	Parade	173	Fitzroy	Blanche Terrace	268115	Victorian Heritage Register	1867
HO194								
HO194	Victoria	Parade	175	Fitzroy	Blanche Terrace	268120	Individually significant	1866-67
HO195								
HO195	Victoria	Parade	177	Fitzroy	Blanche Terrace	268125	Victorian Heritage Register	1867
HO196								
HO196	Victoria	Parade	179	Fitzroy	Blanche Terrace	268130	Victorian Heritage Register	1867
HO197								
HO197	Victoria	Parade	203	Fitzroy	McClelland. house	268190	Victorian Heritage Register	1882
HO198								
HO198	Drummond	Street	557	Carlton North	Cambridge Terrace	207990	Victorian Heritage Register	1873
HO198	Drummond	Street	557-567	Carlton North	Cambridge Terrace	207990	Victorian Heritage Register	1867-1885
HO198	Drummond	Street	559	Carlton North	Cambridge Terrace	207995	Victorian Heritage Register	1873
HO198	Drummond	Street	561	Carlton North	Cambridge Terrace	208000	Victorian Heritage Register	1873
HO198	Drummond	Street	563	Carlton North	Cambridge Terrace	208005	Victorian Heritage Register	1873
HO198	Drummond	Street	565	Carlton North	Cambridge Terrace	208010	Victorian Heritage Register	1873
HO198	Drummond	Street	567	Carlton North	Cambridge Terrace	208015	Victorian Heritage Register	1873
HO199								
HO199	Canning	Street	307	Carlton North	Lee Street Primary Schoo (No. 1252) or Carlton North State School	205815	Victorian Heritage Register	1877, 1913
HO200								
HO200	Paterson	Street	100	Princes Hill	Terrace	216705	Victorian Heritage Register	1911
HO201								
HO201	Paterson	Street	102	Princes Hill	Terrace	216700	Victorian Heritage Register	1889-1894
HO202								
HO202	Paterson	Street	104	Carlton North	Terrace	216695	Victorian Heritage Register	1889-1894
HO203								
HO203	Paterson	Street	106	Carlton North	Terrace	216690	Victorian Heritage Register	1889-1894
HO204								
HO204	Paterson	Street	108	Carlton North	Terrace	216685	Victorian Heritage Register	1889-1894
HO205								
HO205	Paterson	Street	110	Carlton North	Terrace	216680	Victorian Heritage Register	1889-1894

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO206								
HO206	Paterson	Street	112	Princes Hill	Terrace	216675	Victorian Heritage Register	1889-1894
HO207								
HO207	Paterson	Street	114	Carlton North	Terrace	216670	Victorian Heritage Register	1889-1894
HO208								
HO208	Paterson	Street	116	Carlton North	Terrace	216665	Victorian Heritage Register	1889-1894
HO209								
HO209	Paterson	Street	118	Princes Hill	Terrace	216660	Victorian Heritage Register	1889-1894
HO210								
HO210	Park	Street	440	Carlton North	Cable Tram Engine House Tram Tepot site, part	216515	Victorian Heritage Register	1880-1890
HO210	Rathdowne	Street	1015	Carlton North	Townhouse, part Cable Tram Enging House Tram Depot Site	218980	Victorian Heritage Register	1990-2000
HO210	Rathdowne	Street	1017	Carlton North	Townhouse, part Cable Tram Enging House Tram Depot Site	218985	Victorian Heritage Register	1990-2000
HO210	Rathdowne	Street	1019	Carlton North	Townhouse, part Cable Tram Enging House Tram Depot Site	218990	Victorian Heritage Register	1990-2000
HO210	Rathdowne	Street	1023	Carlton North	Cable Tram Sheds, former part (units)	219045	Victorian Heritage Register	1888
HO210	Rathdowne	Street	1025	Carlton North	Carpark (part North Carlton Engine House, Cable Tram Sheds complex, former)	219100	Victorian Heritage Register	Unknown
HO210	Rathdowne	Street	1025	Carlton North	Melbourne Tramway Trust Cable Tram Engine House Tram Depot, former	219105	Victorian Heritage Register	1888
HO211								
HO211	Queens	Parade	111	Fitzroy North	Fitzroy Gas Works Valve House and Store, former	247615	Individually significant	1910-1920
HO212								
HO212	Alfred	Crescent	9-11	Fitzroy North	State School No. 1490	237635	Individually significant	1875, 1925
HO213								
HO213	Brunswick	Street	578-694	Fitzroy North	Edinburgh Gardens, landscape & structures	0	Individually significant	1862-
HO214								
HO214	Brunswick	Street	863	Fitzroy North	Victorian Railways DC Substation, former	234980	Victorian Heritage Register	1915
HO215								
HO215	Brunswick	Street	578-694	Fitzroy North	Fitzroy Cricket Club complex: Grandstand, Timber Gatehouse, Entrance Gateway, Brick Gatehouse	0	Victorian Heritage Register	1888
HO216								
HO216	McKean	Street	96	Fitzroy North	Haselmere	245655	Victorian Heritage Register	1892
HO217								
HO217	Church	Street	10	Fitzroy North	Methodist, later Uniting Church	227225	Victorian Heritage Register	1874
HO218								
HO218	Rushall	Crescent	20	Fitzroy North	Old Colonists' Homes & Landscaping	249540	Victorian Heritage Register	1870-
HO219								

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO219	St Georges	Road	131	Fitzroy North	York House	236000	Victorian Heritage Register	1877
HO220								
HO220	St Georges	Road	251	Fitzroy North	Rogers estate agency & land office, later North Fitzroy Post Office, former	236160	Victorian Heritage Register	1887
HO221								
HO221	Queens	Parade	370-374	Fitzroy North	London Bank of Australasia, later the ANZ Bank, later shop & residence	248215	Victorian Heritage Register	1889
HO222								
HO222	Abinger	Street	14	Richmond	Richmond Creche & Day Nursery	194975	Individually significant	1860-1870
HO223								
HO223	Baker	Street	6	Richmond	House	154050	Individually significant	1880-1890
HO224								
HO224	Bendigo	Street	22-26, 52	Burnley	Wertheim Piano Factory, former (later GTV9 Studios)	128320	Individually significant	1909
HO225								
HO225	Bendigo	Street	19	Richmond	House and stables	173510	Individually significant	1890
HO226								
HO226	Berry	Street	18	Richmond	Frencham house	189450	Victorian Heritage Register	1886
HO227								
HO227	Bosisto	Street	6	Richmond	House	180675	Individually significant	1858
HO228								
HO228	Bridge	Road	649	Richmond	Melbourne Tramway & Omnibus Co. Ltd Cable Tram Depot, former, later part Rydges Riverwalk hotel complex	168890	Individually significant	1885
HO229								
HO229	Bridge	Road	At	Richmond	Hawthorn Bridge, over Yarra River, and ornamental tramwire supports	0	Victorian Heritage Register	1861, 1916
HO230								
HO230	Bridge	Road	319-323	Richmond	Richmond Poice Station	193695	Individually significant	1877
HO231								
HO231	Brighton	Street	30	Richmond	Primitive Methodist Church residence, former	160960	Individually significant	1886
HO232								
HO232	Brighton	Street	164	Richmond	Maroura (& Korein)	160755	Individually significant	1899
HO232	Brighton	Street	166	Richmond	(Maroura &) Korein	160750	Individually significant	1899
HO233								
HO233	Burnley	Street	90	Richmond	Congregational Church	157385	Individually significant	1920-
HO234								

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO234	Burnley	Street	144	Richmond	Enfield	203875	Individually significant	1901
HO235								
HO235	Burnley	Street	271-273	Richmond	Burnley Presbyterian Church	167130	Individually significant	1925
HO236								
HO236	Burnley	Street	290-300	Richmond	St Bartholemew's Church Complex	203665	Individually significant	1925
HO236								
HO236	Burnley	Street	336	Richmond	House	203600	Individually significant	1879
HO237								
HO237	Burnley	Street	377	Richmond	Bank of Australasia, former	166850	Individually significant	1889
HO239								
HO239	Church	Street	South End	Richmond	Church Street Bridge, Yarra River	0	Victorian Heritage Register	1923
HO240								
HO240	Church	Street	560	Richmond	Bryant and May, former	161790	Victorian Heritage Register	1909-
HO241								
HO241	Church	Street	293	Richmond	Lalor House, Former	191550	Victorian Heritage Register	1888
HO242								
HO242	Church	Street	350-362 (part)	Richmond	St Stephen's Church of England Residence	190030	Victorian Heritage Register	1860-1880
HO242	Church	Street	360	Richmond	St Stephen's Church of England Residence	190030	Victorian Heritage Register	1850-
HO243								
HO243	Coppin	Street	13	Richmond	Weston house	199625	Individually significant	1900
HO244								
HO244	Coppin	Street	79	Richmond	Griffiths Boot Factory, former	199510	Individually significant	1887
HO245								
HO245	Coppin	Street	234	Richmond	House	158540	Individually significant	1889
HO246								
HO246	Cremorne	Street	85 (northern)	Richmond	Cremorne Street State School, former	165395	Victorian Heritage Register	1878, 1890
HO247								
HO247	Cremorne	Street	119	Richmond	Yarra Hotel, Former	165405	Individually significant	1906-07
HO248								
HO248	Crown	Street	9	Richmond	Queens Terrace	168045	Individually significant	1890
HO248	Crown	Street	9-17	Richmond	Queens Terrace	168045	Individually significant	1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO248	Crown	Street	11	Richmond	Queens Terrace	168050	Individually significant	1890
HO248	Crown	Street	13	Richmond	Queens Terrace	168055	Individually significant	1890
HO248	Crown	Street	15	Richmond	Queens Terrace	168060	Individually significant	1890
HO248	Crown	Street	17	Richmond	Queens Terrace	168065	Individually significant	1890
HO249								
HO249	Cubitt	Street	16	Cremorne	Terrace, part	324370	Individually significant	1860-1880
HO249	Cubitt	Street	18	Cremorne	Terrace, part	324380	Individually significant	1860-1880
HO250								
HO250	David	Street	9-11	Richmond	Former Builders Steel Form Supply Co.	167570	Individually significant	1938
HO251								
HO251	Buckingham	Street	138-160	Richmond	Richmond North Primary school (No. 2798), later Yarra Primary School (No. 5272)	154990	Victorian Heritage Register	1888
HO252								
HO252	Doonside	Street	26	Richmond	Repco Offices, former	167560	Individually significant	1939c
HO253								
HO253	Dover	Street	30	Cremorne	Hurst Terrace	165215	Individually significant	1871
HO253	Dover	Street	30-38	Cremorne	Hurst Terrace	165215	Individually significant	1871
HO253	Dover	Street	32	Cremorne	Hurst Terrace	165210	Individually significant	1871
HO253	Dover	Street	34	Cremorne	Hurst Terrace	165205	Individually significant	1871
HO253	Dover	Street	36	Cremorne	Hurst Terrace	165200	Individually significant	1871
HO253	Dover	Street	38	Cremorne	Hurst Terrace	165195	Individually significant	1871
HO254								
HO254	Duke	Street	19	Richmond	Council Stables, former	199715	Individually significant	1894
HO256								
HO256	Egan	Street	1	Richmond	Perseverance	142320	Individually significant	1893
HO257								
HO257	Erin	Street	29	Richmond	Elim (Formerly Yooralbyn) Salvation Army Hospital & Garden	177880	Victorian Heritage Register	1889
HO258								
HO258	Gipps	Street	24	Richmond	Richmond Orderly Room, later Drill Hall	290560	Victorian Heritage Register	1867-1891
HO258	Gipps	Street	26	Richmond	Richmond Orderly Room, later Drill Hall	290565	Victorian Heritage Register	1867-1891
HO258	Gipps	Street	28	Richmond	Richmond Orderly Room, later Drill Hall	290570	Victorian Heritage Register	1867-1891
HO259								
HO259	Goodwood	Street	21-31 (sign)	Richmond	Pelaco Sign	316820	Victorian Heritage Register	1939
HO260								
HO260	Gleadell	Street	17	Richmond	Metropolitan Gas Company Gas Inspector's Residence, former	329570	Victorian Heritage Register	1883

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO261								
HO261	Gleadell	Street	3	Richmond	Richmond Baths	193615	Individually significant	1897, 1936
HO262								
HO262	Grange	Road	North End	Richmond	MacRobertson Bridge, yarra River	0	Individually significant	1934
HO263								
HO263	Highett	Street	261	Richmond	House	139520	Individually significant	1893
HO264								
HO264	Highett	Street	263	Richmond	House	139515	Individually significant	1893
HO265								
HO265	Highett	Street	345	Richmond	House	139375	Individually significant	1909
HO266								
HO266	Hoddle	Street	117	Richmond	House	141175	Individually significant	1894
HO266	Egan	Street	2A	Richmond	Stables	141180	Individually Significant	1850-1890
HO267								
HO267	Hoddle	Street	171	Richmond	Urbrae	177035	Victorian Heritage Register	1901
HO268								
HO268	Hull	Street	3	Richmond	Roeberry House	180470	Individually significant	1861
HO269								
HO269	Hunter	Street	4	Richmond	Terrace	200925	Individually significant	1888-89
HO269	Hunter	Street	6	Richmond	Terrace	200930	Individually significant	1888-89
HO270								
HO270	Kent	Street	72	Richmond	House	155990	Individually significant	1865
HO271								
HO271	Kent	Street	86	Richmond	House	155955	Individually significant	1880-1895
HO272								
HO272	Kent	Street	175	Richmond	House	155725	Individually significant	1880-1890
HO273								
HO273	Lesney	Street	36	Richmond	Grunberg house	160150	Victorian Heritage Register	1854
HO274								
HO274	Lord	Street	131	Richmond	Richmond Fire Station, former	200670	Individually significant	1893
HO275								
HO275	Madden	Grove	41	Richmond	Warehouse	158320	Individually significant	1860-1870

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO276								
HO276	Mary	Street	347	Richmond	Richmond Terminal Station	159085	Individually significant	1928-30
HO278								
HO278	Murphy	Street	15	Richmond	Kilmarnock or Clark house	192755	Individually significant	1908
HO279								
HO279	Church	Street	658	Richmond	New Australian Electric Lighting Co. Power Station, former	282395	Victorian Heritage Register	1890-1922
HO280								
HO280	Punt	Road	419	Richmond	House	166630	Individually significant	1872
HO280	Punt	Road	421	Richmond	House	166635	Individually significant	1872
HO281								
HO281	Punt	Road	end	Richmond	Hoddle Bridge, Yarra River	0	Individually significant	1938
HO282								
HO282	Palmer	Street	153 (part)	Richmond	J Kennon & Sons Wool Store, former	168560	Individually significant	1922
HO283								
HO283	Somerset	Street	179 (rear)	Richmond	St James Roman Catholic Church	156835	Individually significant	1900
HO284								
HO284	Stawell	Street	2	Richmond	Fincham Organ Factory	171230	Individually significant	1896-
HO285								
HO285	Swan	Street	291	Richmond	Central Club Hotel, former	190885	Individually significant	1888
HO286								
HO286	Swan	Street	365	Richmond	Burnley Theatre, former	190805	Individually significant	1928
HO287								
HO287	Swan	Street	end	Richmond	Yarra River Bridge & ornamental tram wire supports, at Wallen Road	0	Victorian Heritage Register	1881
HO288								
HO288	Swan	Street	216	Cremorne	State Bank, Former	157930	Victorian Heritage Register	1907
HO289								
HO289	Victoria	Street	316	Richmond	House	142040	Individually significant	1885
HO290								
HO290	Victoria	Street	318-326	Richmond	Byrne's Arcade Terrace	142045	Individually significant	1879
HO290	Victoria	Street	320	Richmond	Byrne's Arcade Terrace	142050	Individually significant	1879
HO290	Victoria	Street	322	Richmond	Byrne's Arcade Terrace	142055	Individually significant	1879
HO290	Victoria	Street	324	Richmond	Byrne's Arcade Terrace	142060	Individually significant	1879

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO290	Victoria	Street	318	Richmond	Byrne's Arcade Terrace	142045	Individually significant	1879
HO290	Victoria	Street	326	Richmond	Byrne's Arcade Terrace	142065	Individually significant	1879
HO291								
HO291	Victoria	Street	488-496	Richmond	Simpson's Glove Factory, former	142300	Individually significant	1920
HO292								
HO292	Victoria	Street	end	Richmond	Victoria Street Bridge, Yarra River &ornamental tram wire supports	0	Victorian Heritage Register	1884, 1916
HO293								
HO293	Wellington	Street	5	Cremorne	Freemason's Tavern, former	166035	Individually significant	1865
HO294								
HO294	Wellington	Street	15	Cremorne	House	166055	Individually significant	1881
HO295								
HO295	Blanche	Street	20-26	Cremorne	John Sutherland & Son's vinegar factory distillery, former, part	284240	Individually significant	1889
HO295	Wellington	Street	67	Cremorne	John Sutherland & Son's vinegar factory distillery, former, part	284230	Individually significant	1889
HO296								
HO296	Wellington	Street	79	Cremorne	Warrick Terrace, part	166200	Individually significant	1893
HO296	Wellington	Street	80	Cremorne	Leicester Terrace, part	166275	Individually significant	1893
HO296	Wellington	Street	81	Cremorne	Warrick Terrace, part	166205	Individually significant	1893
HO296	Wellington	Street	82	Cremorne	Leicester Terrace, part	166270	Individually significant	1893
HO296	Wellington	Street	83	Cremorne	Warrick Terrace, part	166210	Individually significant	1893
HO296	Wellington	Street	84	Cremorne	Leicester Terrace, part	166265	Individually significant	1893
HO296	Wellington	Street	85	Cremorne	Warrick Terrace, part	166215	Individually significant	1893
HO296	Wellington	Street	86	Cremorne	Leicester Terrace, part	166260	Individually significant	1893
HO296	Wellington	Street	87	Cremorne	Warrick Terrace, part	166220	Individually significant	1893
HO296	Wellington	Street	88	Cremorne	Leicester Terrace, part	166255	Individually significant	1893
HO296	Wellington	Street	89	Cremorne	Warrick Terrace, part	166225	Individually significant	1893
HO296	Wellington	Street	90	Cremorne	Leicester Terrace, part	166250	Individually significant	1893
HO296	Wellington	Street	91	Cremorne	Warrick Terrace, part	166230	Individually significant	1893
HO296	Wellington	Street	92	Cremorne	Leicester Terrace, part	166245	Individually significant	1893
HO296	Wellington	Street	93	Cremorne	Warrick Terrace, part	166235	Individually significant	1893
HO296	Wellington	Street	94	Cremorne	Leicester Terrace, part	166240	Individually significant	1893
HO297								
HO297	Yarra	Boulevard	Off	Richmond	Hawthorn Railway Bridge, Yarra River	0	Individually significant	1861, 1939
HO298								
HO298	The	Boulevard	Off	Burnley	Corroboree Tree, Burnley Gardens	0	Individually significant	unknown
HO299								
HO299	The	Boulevard		Burnley	The Boulevard Parklands	0	Individually significant	1838-, 1930s
HO300								

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO300	Yarra Bend	Road	Off	Yarra Bend	Fitzroy City Council Quarry, later part Westfield Reserve, later Bluestone Quarry, Yarra Bend Park	0	Individually significant	1850-1890
HO301								
HO301	Yarra Bend	Road	Off	Yarra Bend	Yarra Bend Lunatic Asylum site & gatepost (includes Asylum Gate Pillar, Remnant Trees), Yarra Bend Park	0	Victorian Heritage Register	1860-
HO302								
HO302	Yarra Bend	Road	Off	Yarra Bend	Deep Rock Swimming Club site, includes fountain stone and pioneer memorial stones	0	Individually significant	unknown
HO303								
HO303	Yarra Bend	Road	Off	Fairfield	Queen's Memorial Infectious Diseases hospital, later Fairfield Hospital Complex (former)	0	Victorian Heritage Register	1901-1940
HO304								
HO304	Yarra Bend	Road	Off	Yarra Bend	Yarra Bend Golf Club House	0	Individually significant	1936
HO305								
HO305	Yarra Bend	Road	Off	Yarra Bend	Kane's Bridge, Yarra River	0	Individually significant	1928, 1934
HO306								
HO306	The	Boulevard	Off	Burnley	Horticultural Society of Victoria experimental garden, later Burnley Garden	0	Individually significant	1863-
HO307								
HO307	Yarra Bend	Road	Off	Yarra Bend	Western Port	0	Individually significant	1840-
HO308 - Barkly Gardens Precinct, Richmond								
HO308	Amsterdam	Street	20	Richmond		159460	Not contributory	1970-1980
HO308	Amsterdam	Street	21	Richmond		159375	Contributory	1870-1890
HO308	Amsterdam	Street	22	Richmond		159455	Not contributory	1870-1890
HO308	Amsterdam	Street	23	Richmond		159380	Contributory	1925-1930
HO308	Amsterdam	Street	25	Richmond		159385	Contributory	1925-1930
HO308	Amsterdam	Street	26	Richmond		159450	Not contributory	1970-1980
HO308	Amsterdam	Street	27	Richmond		159390	Contributory	1915-1925
HO308	Amsterdam	Street	28	Richmond		159445	Contributory	1870-1890
HO308	Amsterdam	Street	29	Richmond		159395	Contributory	1870-1890
HO308	Amsterdam	Street	30	Richmond		159440	Contributory	1850-1890
HO308	Amsterdam	Street	31	Richmond		159400	Not contributory	1850-1890
HO308	Amsterdam	Street	32	Richmond		159435	Contributory	1900-1915
HO308	Amsterdam	Street	33	Richmond		159405	Contributory	1850-1890
HO308	Amsterdam	Street	34	Richmond		159430	Contributory	1900-1915
HO308	Amsterdam	Street	35	Richmond		159410	Contributory	1870-1890
HO308	Amsterdam	Street	36	Richmond		295705	Not contributory	2000-2010
HO308	Amsterdam	Street	37	Richmond		159415	Contributory	1870-1890
HO308	Amsterdam	Street	39	Richmond		159420	Contributory	1870-1890
HO308	Amsterdam	Street	41	Richmond		159425	Contributory	1870-1890
HO308	Barkly	Avenue	3	Richmond		159755	Contributory	1870-1890
HO308	Barkly	Avenue	5	Richmond		159750	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO308	Barkly	Avenue	7	Richmond		159745	Contributory	1870-1890
HO308	Barkly	Avenue	9	Richmond		159740	Contributory	1850-1890
HO308	Barkly	Avenue	11	Richmond		159735	Contributory	1870-1890
HO308	Barkly	Avenue	13	Richmond		159730	Contributory	1870-1890
HO308	Barkly	Avenue	15	Richmond		159725	Contributory	1870-1890
HO308	Barkly	Avenue	17	Richmond		159720	Contributory	1870-1890
HO308	Brighton	Street	17	Richmond		160175	Contributory	1870-1890
HO308	Brighton	Street	19	Richmond		160180	Contributory	1850-1890
HO308	Brighton	Street	21	Richmond		160185	Contributory	1850-1890
HO308	Brighton	Street	23	Richmond		160190	Not contributory	1850-1890?
HO308	Brighton	Street	25	Richmond		160195	Not contributory	1940-1950
HO308	Brighton	Street	27	Richmond		160200	Not contributory	1940-1950
HO308	Brighton	Street	28	Richmond	House	160965	Contributory	1850-1890
HO308	Brighton	Street	29	Richmond		160205	Not contributory	1940-1950
HO308	Brighton	Street	30	Richmond	House (Ho231)	160960	Individually Significant	1850-1890
HO308	Brighton	Street	31	Richmond		160210	Not contributory	1930-1940
HO308	Brighton	Street	33	Richmond		160215	Not contributory	1960-1970
HO308	Brighton	Street	35	Richmond		160220	Not contributory	1950-1960
HO308	Brighton	Street	38	Richmond	Lynedock Terrace	160950	Contributory	1860-1880
HO308	Brighton	Street	39	Richmond		160225	Not contributory	1850-1890
HO308	Brighton	Street	40	Richmond	Lynedock Terrace	160945	Contributory	1850-1890
HO308	Brighton	Street	41	Richmond		160230	Contributory	1925-1930
HO308	Brighton	Street	42	Richmond	Lynedock Terrace	160940	Contributory	1850-1890
HO308	Brighton	Street	44	Richmond		160935	Not contributory	1950-1960
HO308	Brighton	Street	45	Richmond		160235	Not contributory	1870-1890
HO308	Brighton	Street	46	Richmond		160930	Contributory	1870-1890
HO308	Brighton	Street	47	Richmond		160240	Contributory	1900-1915
HO308	Brighton	Street	48	Richmond		160925	Contributory	1870-1890
HO308	Brighton	Street	49-55	Richmond	The Gardeners Arms Hotel, former	160245	Individually Significant	1850-1890
HO308	Brighton	Street	50	Richmond		160920	Contributory	1870-1890
HO308	Brighton	Street	52	Richmond		160915	Contributory	1870-1890
HO308	Brighton	Street	57	Richmond		160250	Contributory	1860-1880
HO308	Brighton	Street	58	Richmond		160910	Contributory	1860-1880
HO308	Brighton	Street	59	Richmond		160255	Contributory	1860-1880
HO308	Brighton	Street	60	Richmond		160905	Contributory	1860-1880
HO308	Brighton	Street	62	Richmond		160900	Contributory	1870-1890
HO308	Brighton	Street	63	Richmond		160260	Contributory	1900-1915
HO308	Brighton	Street	64-66	Richmond	Factory/warehouse,	298805	Not contributory	Unknown
HO308	Brighton	Street	65	Richmond		160265	Contributory	1900-1915
HO308	Brighton	Street	67	Richmond		160270	Contributory	1900-1915
HO308	Brighton	Street	68	Richmond	Offices	298810	Not contributory	1970-1980
HO308	Brighton	Street	69	Richmond	Garden & orchard house	160275	Contributory	1870-1890
HO308	Brighton	Street	78-80	Richmond	Car park	298815	Not contributory	Unknown
HO308	Brighton	Street	79	Richmond		160300	Contributory	1870-1890
HO308	Brighton	Street	81	Richmond		160305	Contributory	1870-1890
HO308	Brighton	Street	82	Richmond		160895	Contributory	1870-1890
HO308	Brighton	Street	83	Richmond		160310	Contributory	1870-1890
HO308	Brighton	Street	84	Richmond		160890	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO308	Brighton	Street	86	Richmond		160885	Contributory	1870-1890
HO308	Brighton	Street	101	Richmond		160320	Contributory	1870-1890
HO308	Brighton	Street	103	Richmond		160325	Contributory	1870-1890
HO308	Brighton	Street	105	Richmond		160330	Contributory	1870-1890
HO308	Brighton	Street	107	Richmond		160335	Contributory	1870-1890
HO308	Brighton	Street	109	Richmond		160340	Contributory	1870-1890
HO308	Brighton	Street	111	Richmond		160345	Contributory	1870-1890
HO308	Brighton	Street	113	Richmond	Elm Grove Terrace	160350	Contributory	1870-1890
HO308	Brighton	Street	114	Richmond		160855	Contributory	1870-1890
HO308	Brighton	Street	115	Richmond	Elm Grove Terrace	160355	Contributory	1870-1890
HO308	Brighton	Street	116	Richmond		160850	Contributory	1850-1890
HO308	Brighton	Street	117	Richmond	Elm Grove Terrace	160360	Contributory	1870-1890
HO308	Brighton	Street	118	Richmond	Units	292040	Not contributory	1990-2000
HO308	Brighton	Street	119	Richmond	Elm Grove Terrace	160365	Contributory	1870-1890
HO308	Brighton	Street	121	Richmond	Elm Grove Terrace	160370	Contributory	1870-1890
HO308	Brighton	Street	122	Richmond	Behemore Terrace	160835	Contributory	1889
HO308	Brighton	Street	123	Richmond	Clare	160375	Contributory	1870-1890
HO308	Brighton	Street	124	Richmond	Behemore Terrace	160830	Contributory	1889
HO308	Brighton	Street	125	Richmond	Ennis	160380	Contributory	1870-1890
HO308	Brighton	Street	126	Richmond	Behemore Terrace	160825	Contributory	1889
HO308	Brighton	Street	127	Richmond	Dysart	160385	Contributory	1870-1890
HO308	Brighton	Street	128	Richmond	Behemore Terrace	160820	Contributory	1889
HO308	Brighton	Street	129	Richmond	Ruan	160390	Contributory	1870-1890
HO308	Brighton	Street	130	Richmond	Behemore Terrace	160815	Contributory	1889
HO308	Brighton	Street	131	Richmond	Factory/warehouse, former	160395	Contributory	1900-1915
HO308	Brighton	Street	132	Richmond	Shop & residence	160810	Contributory	1870-1890
HO308	Brighton	Street	135	Richmond	Factory/warehouse, former	160400	Contributory	1900-1915
HO308	Brighton	Street	136	Richmond		160805	Contributory	1870-1890
HO308	Brighton	Street	138	Richmond	Shop & residence	160800	Contributory	1870-1890
HO308	Brighton	Street	139	Richmond	Factory/warehouse, former	160405	Contributory	1900-1915
HO308	Brighton	Street	140	Richmond		160795	Contributory	1870-1890
HO308	Brighton	Street	141	Richmond	Factory/warehouse, former	160410	Contributory	1900-1915
HO308	Brighton	Street	142	Richmond		160790	Contributory	1870-1890
HO308	Brighton	Street	143	Richmond	Barwon	160415	Contributory	1900-1915
HO308	Brighton	Street	144	Richmond		160785	Contributory	1870-1890
HO308	Brighton	Street	145	Richmond		160420	Not contributory	1900-1910
HO308	Brighton	Street	146	Richmond	Units	290260	Not contributory	1990-2000
HO308	Brighton	Street	147	Richmond		160425	Not contributory	1870-1890
HO308	Brighton	Street	148	Richmond		160775	Not contributory	1850-1890
HO308	Brighton	Street	150-152	Richmond		160770	Not contributory	1980-1990?
HO308	Brighton	Street	151	Richmond		160430	Contributory	1900-1910
HO308	Brighton	Street	153	Richmond		160435	Contributory	1900-1910
HO308	Brighton	Street	154	Richmond	Shop & Residence	160765	Contributory	1850-1890
HO308	Brighton	Street	155	Richmond		160440	Contributory	1870-1890
HO308	Brighton	Street	157	Richmond		160445	Contributory	1870-1890
HO308	Brighton	Street	159	Richmond		160450	Contributory	1870-1890
HO308	Brighton	Street	161	Richmond		160455	Contributory	1850-1890
HO308	Brighton	Street	163A	Richmond		284855	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO308	Brighton	Street	163B	Richmond		384860	Not contributory	1990-2000
HO308	Brighton	Street	164	Richmond	Maroura & Korein (Ho232)	160755	Individually Significant	1899
HO308	Brighton	Street	165	Richmond		288540	Not contributory	1990-2000
HO308	Brighton	Street	165A	Richmond		288545	Not contributory	1990-2000
HO308	Brighton	Street	166	Richmond	Maroura & Korein (Ho232)	160750	Individually Significant	1899
HO308	Brighton	Street	167	Richmond		160470	Individually Significant	1850-1890
HO308	Brighton	Street	168	Richmond		160745	Contributory	1900-1915
HO308	Brighton	Street	169	Richmond		160475	Contributory	1850-1890
HO308	Brighton	Street	170	Richmond		160740	Contributory	1900-1915
HO308	Brighton	Street	171	Richmond		160480	Contributory	1910-1930
HO308	Brighton	Street	173	Richmond		160485	Contributory	1850-1890
HO308	Brighton	Street	175	Richmond		160490	Contributory	1850-1890
HO308	Brighton	Street	177	Richmond		160495	Contributory	1900-1920
HO308	Brighton	Street	178	Richmond		160730	Contributory	1900-1915
HO308	Brighton	Street	180	Richmond		160725	Contributory	1850-1890
HO308	Brighton	Street	182	Richmond		160720	Contributory	1850-1890
HO308	Brighton	Street	184	Richmond		160715	Contributory	1850-1890
HO308	Brighton	Street	186	Richmond		160690	Contributory	1850-1890
HO308	Burgess	Street	2	Richmond	Head Teacher's house?	159660	Individually Significant	1860-1880
HO308	Burgess	Street	4	Richmond		159665	Contributory	1870-1890
HO308	Burgess	Street	6	Richmond		159670	Contributory	1850-1890
HO308	Burgess	Street	8	Richmond		159675	Contributory	1850-1890
HO308	Burgess	Street	10	Richmond		159680	Contributory	1870-1890
HO308	Burgess	Street	12	Richmond		159685	Contributory	1870-1890
HO308	Burgess	Street	14	Richmond		159690	Not contributory	1870-1890
HO308	Burgess	Street	16	Richmond		159695	Contributory	1870-1890
HO308	Burgess	Street	18	Richmond		159700	Not contributory	1870-1890
HO308	Burgess	Street	20	Richmond		159705	Not contributory	1870-1890?
HO308	Burgess	Street	22	Richmond		159710	Contributory	1870-1890
HO308	Coppin	Street	227	Richmond		158560	Contributory	1900-1915
HO308	Coppin	Street	229	Richmond	Kirkdale	158565	Contributory	1900-1915
HO308	Coppin	Street	231	Richmond		158570	Contributory	1890-1900
HO308	Coppin	Street	233	Richmond		158575	Contributory	1870-1890
HO308	Coppin	Street	235	Richmond		158580	Individually Significant	1870-1890
HO308	Coppin	Street	237	Richmond		158585	Contributory	1870-1890
HO308	Coppin	Street	239	Richmond	Townhouse	158590	Not contributory	Unknown
HO308	Coppin	Street	241	Richmond	Townhouse	158595	Not contributory	Unknown
HO308	Coppin	Street	243	Richmond		158600	Contributory	1870-1890
HO308	Coppin	Street	245	Richmond		158605	Individually Significant	1870-1890
HO308	Coppin	Street	247	Richmond		158610	Contributory	1870-1890
HO308	Coppin	Street	249	Richmond		158615	Not contributory	1900-1915
HO308	Coppin	Street	251	Richmond		158620	Contributory	1900-1915
HO308	Coppin	Street	255	Richmond		158625	Contributory	1870-1900
HO308	Coppin	Street	257	Richmond		158630	Contributory	1870-1900
HO308	Coppin	Street	259	Richmond		158635	Contributory	1890-1900
HO308	Coppin	Street	261	Richmond	Roseair	158640	Contributory	1870-1890
HO308	Coppin	Street	263	Richmond		158645	Contributory	1890-1900
HO308	Coppin	Street	265	Richmond	Melrose	158650	Contributory	1890-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO308	Coppin	Street	267	Richmond		158655	Contributory	1890-1900
HO308	Coppin	Street	269	Richmond	Airlie	158660	Contributory	1890-1900
HO308	Coppin	Street	271	Richmond		158665	Contributory	1870-1890
HO308	Coppin	Street	275	Richmond		158670	Contributory	1890-1900
HO308	Coppin	Street	277	Richmond		158675	Contributory	1890-1900
HO308	Coppin	Street	279	Richmond		158680	Contributory	1890-1900
HO308	Coppin	Street	281	Richmond		158685	Contributory	1870-1890
HO308	Coppin	Street	283	Richmond		158690	Contributory	1870-1890
HO308	Coppin	Street	285	Richmond	Service tower, VicRoads	158695	Not contributory	2000-2010
HO308	Coppin	Street	287	Richmond	Vacant	158700	Not contributory	Unknown
HO308	Cotter	Street	3	Richmond		159485	Contributory	1880-1890
HO308	Cotter	Street	4	Richmond		159655	Contributory	1880-1890
HO308	Cotter	Street	5	Richmond		159490	Contributory	1880-1890
HO308	Cotter	Street	6	Richmond		159650	Contributory	1880-1890
HO308	Cotter	Street	7	Richmond		159495	Contributory	1880-1890
HO308	Cotter	Street	8	Richmond		159645	Contributory	1880-1890
HO308	Cotter	Street	9	Richmond		159500	Contributory	1880-1890
HO308	Cotter	Street	10	Richmond	Thurles	159640	Contributory	1880-1890
HO308	Cotter	Street	11	Richmond		159505	Contributory	1880-1890
HO308	Cotter	Street	12	Richmond		159635	Contributory	1880-1890
HO308	Cotter	Street	13	Richmond		159510	Contributory	1880-1890
HO308	Cotter	Street	14	Richmond		159630	Contributory	1880-1890
HO308	Cotter	Street	15-21	Richmond		159515	Not contributory	1960-1970
HO308	Cotter	Street	16	Richmond	Napier?	159625	Contributory	1890-1900
HO308	Cotter	Street	18	Richmond		159620	Contributory	1885-1915
HO308	Cotter	Street	20	Richmond		159615	Not contributory	1980-1990
HO308	Cotter	Street	22	Richmond		159610	Contributory	1870-1890
HO308	Cotter	Street	23	Richmond		159520	Contributory	1900-1915
HO308	Cotter	Street	24	Richmond		159605	Not contributory	1960-1970
HO308	Cotter	Street	25	Richmond		159525	Contributory	1870-1890
HO308	Cotter	Street	26	Richmond		159600	Contributory	1870-1890
HO308	Cotter	Street	27	Richmond		159530	Contributory	1870-1890
HO308	Cotter	Street	28	Richmond		159595	Contributory	1870-1890
HO308	Cotter	Street	29	Richmond		159535	Contributory	1870-1890
HO308	Cotter	Street	30	Richmond		159590	Contributory	1870-1890
HO308	Cotter	Street	31	Richmond		159540	Contributory	1870-1890
HO308	Cotter	Street	32	Richmond		159585	Contributory	1850-1890
HO308	Cotter	Street	33	Richmond		159545	Contributory	1870-1890
HO308	Cotter	Street	34	Richmond		159580	Contributory	1870-1890
HO308	Cotter	Street	35	Richmond		159550	Contributory	1870-1890
HO308	Cotter	Street	36	Richmond		159575	Contributory	1870-1890
HO308	Cotter	Street	37	Richmond		159555	Contributory	1870-1890
HO308	Cotter	Street	38	Richmond		159570	Contributory	1870-1890
HO308	Cotter	Street	39	Richmond		159560	Not contributory	1870-1890
HO308	Cotter	Street	41	Richmond		159565	Not contributory	1980-1990
HO308	Durham	Street	1	Richmond		159195	Contributory	1870-1890
HO308	Durham	Street	3	Richmond		159200	Contributory	1860-1880
HO308	Goodwin	Street	9	Richmond		159775	Contributory	1860-1870

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO308	Goodwin	Street	11	Richmond		159780	Contributory	1860-1880
HO308	James	Street	3	Richmond		159965	Not contributory	1850-1890
HO308	James	Street	4	Richmond		160075	Not contributory	1850-1890
HO308	James	Street	5	Richmond		159970	Contributory	1860-1880
HO308	James	Street	6	Richmond		160070	Contributory	1890-1910
HO308	James	Street	7	Richmond		159975	Contributory	1860-1880
HO308	James	Street	8	Richmond		160065	Contributory	1890-1910
HO308	James	Street	9	Richmond		159980	Not contributory	1960-1970
HO308	James	Street	10	Richmond		160060	Contributory	1890-1910
HO308	James	Street	11	Richmond		159985	Individually Significant	1870-1890
HO308	James	Street	12	Richmond		160055	Contributory	1890-1910
HO308	James	Street	13	Richmond	McKenzie's houses (Bluestone Residences)	159990	Individually Significant	1857
HO308	James	Street	14	Richmond	Dickson house (Stucco & Bluestone Residences)	160050	Individually Significant	1864
HO308	James	Street	15	Richmond	McKenzie's houses (Bluestone Residences)	159995	Individually Significant	1857
HO308	James	Street	16	Richmond		160045	Not contributory	1960-1970
HO308	James	Street	17	Richmond		160000	Not contributory	1990-2000
HO308	James	Street	18	Richmond		160040	Not contributory	1960-1970
HO308	James	Street	21	Richmond	Units	160005	Not contributory	1980-1990
HO308	James	Street	22	Richmond		160035	Individually Significant	1850-1860
HO308	James	Street	23	Richmond	Units	160010	Not contributory	1980-1990
HO308	James	Street	25	Richmond	Units	160015	Not contributory	1980-1990
HO308	James	Street	27	Richmond	Units	160020	Not contributory	1980-1990
HO308	James	Street	29	Richmond	Units	160025	Not contributory	1980-1990
HO308	James	Street	31	Richmond	Units	160030	Not contributory	1980-1990
HO308	Lesney	Street	12	Richmond	Acton	160100	Contributory	1850-1890
HO308	Lesney	Street	14	Richmond		160105	Contributory	1850-1890
HO308	Lesney	Street	16	Richmond		160110	Not contributory	1980-1990
HO308	Lesney	Street	18	Richmond		160115	Not contributory	1980-1990
HO308	Lesney	Street	20	Richmond	Barwood house	160120	Individually Significant	1850-1890
HO308	Lesney	Street	24	Richmond		160125	Individually Significant	1870-1890
HO308	Lesney	Street	26	Richmond		160130	Not contributory	1850-1890?
HO308	Lesney	Street	28	Richmond		160135	Individually Significant	1850-1860
HO308	Lesney	Street	30	Richmond		160140	Individually Significant	1855 pre
HO308	Lesney	Street	32	Richmond		310320	Contributory	1870-1890
HO308	Lesney	Street	34	Richmond		310330	Not contributory	1980-1990
HO308	Lesney	Street	36	Richmond	Grunberg House	160150	Victorian Heritage Register	1854
HO308	Madden	Grove	1	Richmond		158375	Contributory	1850-1890
HO308	Madden	Grove	3	Richmond		158370	Contributory	1850-1890
HO308	Madden	Grove	5	Richmond		158365	Contributory	1850-1890
HO308	Madden	Grove	7	Richmond		158360	Contributory	1850-1890
HO308	Madden	Grove	9	Richmond		158355	Contributory	1850-1890
HO308	Madden	Grove	11	Richmond		158350	Contributory	1850-1890
HO308	Madden	Grove	13	Richmond		158345	Contributory	1850-1890
HO308	Madden	Grove	15	Richmond		158340	Contributory	1850-1890
HO308	Mary	Street	208	Richmond		158760	Contributory	1850-1890?
HO308	Mary	Street	210	Richmond		158765	Contributory	1870-1890
HO308	Mary	Street	212	Richmond		158770	Contributory	1925-1930
HO308	Mary	Street	226	Richmond		158775	Contributory	1925-1930

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO308	Mary	Street	230	Richmond		158780	Individually Significant	1854 apprx
HO308	Mary	Street	234	Richmond		158785	Contributory	1925-1930
HO308	Mary	Street	236	Richmond		158790	Not contributory	1930-1940
HO308	Mary	Street	238	Richmond		158795	Not contributory	1930-1940
HO308	Mary	Street	240	Richmond	Stone house	158800	Individually Significant	1850-1860
HO308	Mary	Street	242	Richmond		158805	Contributory	1915-1925
HO308	Mary	Street	248	Richmond		158900	Contributory	1870-1890
HO308	Mary	Street	250	Richmond		158905	Contributory	1870-1890
HO308	Mary	Street	252	Richmond		158910	Not contributory	1900-1915
HO308	Mary	Street	254	Richmond		158915	Contributory	1900-1915
HO308	Mary	Street	266	Richmond		158920	Contributory	1870-1890
HO308	Mary	Street	268	Richmond		158925	Contributory	1870-1890
HO308	Mary	Street	270	Richmond		158930	Contributory	1870-1890
HO308	Mary	Street	272	Richmond	Townhouse	158935	Not contributory	1990-2000
HO308	Mary	Street	272A	Richmond	Townhouse	297325	Not contributory	1990-2000
HO308	Mary	Street	274	Richmond		158940	Contributory	1870-1890
HO308	Mary	Street	276	Richmond		158945	Contributory	1870-1890
HO308	Mary	Street	278	Richmond		158950	Contributory	1870-1890
HO308	Mary	Street	280	Richmond		158955	Contributory	1870-1890
HO308	Mary	Street	284	Richmond		158960	Contributory	1915-1925
HO308	Mary	Street	286	Richmond		158965	Contributory	1915-1925
HO308	Mary	Street	288	Richmond		158970	Contributory	1915-1925
HO308	Mary	Street	290	Richmond		158975	Contributory	1900-1915
HO308	Mary	Street	292	Richmond		158980	Contributory	1900-1915
HO308	Mary	Street	294	Richmond		158985	Contributory	1870-1890
HO308	Mary	Street	298	Richmond	Townhouse	295700	Not contributory	1990-2000
HO308	Mary	Street	300	Richmond		158995	Contributory	1870-1890
HO308	Mary	Street	302	Richmond		159000	Contributory	1870-1890
HO308	Mary	Street	304	Richmond	Vacant Site	159000	Not contributory	Unknown
HO308	Mary	Street	308	Richmond		159005	Contributory	1870-1890
HO308	Mary	Street	310	Richmond		159010	Contributory	1870-1890
HO308	Mary	Street	312	Richmond		159015	Contributory	1870-1890
HO308	Mary	Street	314	Richmond		159020	Contributory	1870-1890
HO308	Mary	Street	316	Richmond		159025	Contributory	1870-1890
HO308	Mary	Street	318	Richmond		159030	Contributory	1870-1890
HO308	Mary	Street	320	Richmond		159035	Contributory	1900-1915
HO308	Prince Patrick	Street	20	Richmond		160735	Not contributory	1980-1990?
HO308	Rooney	Street	2	Richmond		158535	Not contributory	1850-1890
HO308	Rooney	Street	4	Richmond		158530	Contributory	1850-1890
HO308	Rooney	Street	6	Richmond	Loughrea Terrace	158525	Contributory	1850-1890
HO308	Rooney	Street	8	Richmond	Loughrea Terrace	158520	Contributory	1850-1890
HO308	Rooney	Street	10	Richmond	Loughrea Terrace	158515	Contributory	1850-1890
HO308	Rooney	Street	12	Richmond	Loughrea Terrace	158510	Contributory	1850-1890
HO308	Rooney	Street	14	Richmond	Loughrea Terrace	158505	Contributory	1850-1890
HO308	Rooney	Street	16	Richmond		158500	Not contributory	1980-1990?
HO308	Rooney	Street	18	Richmond		158495	Contributory	1850-1890
HO308	Rooney	Street	40	Richmond		158465	Contributory	1850-1890
HO308	Rooney	Street	42	Richmond		158460	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO308	Rooney	Street	46	Richmond		158455	Not contributory	1970-1980
HO308	Rooney	Street	48	Richmond		158450	Contributory	1900-1915
HO308	Rooney	Street	52	Richmond		158445	Not contributory	1890-1900
HO308	Rooney	Street	54	Richmond		158440	Contributory	1850-1890
HO308	Rooney	Street	56	Richmond		158435	Contributory	1890-1900
HO308	Rooney	Street	58	Richmond		158430	Contributory	1900-1915
HO308	Rooney	Street	60	Richmond		158425	Contributory	1900-1915
HO308	Rose	Street	2	Richmond		159960	Contributory	1860-1880
HO308	Rose	Street	3	Richmond		159885	Contributory	1900-1915
HO308	Rose	Street	4	Richmond		159955	Contributory	1850s
HO308	Rose	Street	5	Richmond		159890	Contributory	1900-1915?
HO308	Rose	Street	6	Richmond		159955	Contributory	1915-1925
HO308	Rose	Street	7	Richmond		159895	Individually Significant	1860-1880
HO308	Rose	Street	8	Richmond		159950	Not contributory	1925-1930
HO308	Rose	Street	9	Richmond		159900	Contributory	1900-1915
HO308	Rose	Street	10	Richmond		159945	Contributory	1850-1870
HO308	Rose	Street	11	Richmond		159905	Individually Significant	1850-1910
HO308	Rose	Street	12	Richmond		159940	Contributory	1850-1860
HO308	Rose	Street	14/1	Richmond		159930	Not contributory	1970-1980
HO308	Rose	Street	14/1	Richmond		159935	Not contributory	1960-1980
HO308	Rose	Street	16	Richmond		159910	Contributory	1860-1880
HO308	Shamrock	Street	1	Richmond		161050	Contributory	1900-1915
HO308	Shamrock	Street	5	Richmond		161055	Contributory	1900-1915
HO308	Shamrock	Street	7	Richmond		161060	Contributory	1850-1890
HO308	Shamrock	Street	9	Richmond		161065	Contributory	1850-1890
HO308	Shamrock	Street	11	Richmond		161070	Contributory	1850-1890
HO308	Yarra	Street	19	Richmond		160760	Not contributory	1980-1990?
HO308	Yorkshire	Street	14	Richmond		159350	Not contributory	1970-1980
HO308	Yorkshire	Street	16	Richmond		159345	Contributory	1870-1890
HO308	Yorkshire	Street	18	Richmond		159340	Contributory	1870-1890
HO308	Yorkshire	Street	25	Richmond		159285	Contributory	1870-1890
HO308	Yorkshire	Street	27	Richmond		159290	Contributory	1870-1890
HO308	Yorkshire	Street	29	Richmond		159295	Contributory	1870-1890
HO308	Yorkshire	Street	31	Richmond		159300	Contributory	1870-1890
HO308	Yorkshire	Street	33	Richmond		159305	Contributory	1870-1890
HO308	Yorkshire	Street	35	Richmond		159310	Contributory	1850-1890
HO308	Yorkshire	Street	37	Richmond		159315	Contributory	1850-1890
HO308	Yorkshire	Street	39	Richmond		159320	Contributory	1900-1915
HO308	Yorkshire	Street	41	Richmond		159325	Contributory	1870-1890
HO308	Yorkshire	Street	43	Richmond		159330	Contributory	1870-1890
HO308	Yorkshire	Street	45	Richmond	House, trees	159335	Contributory	1870-1890
HO309 - Bendigo Street Precinct, Richmond								
HO309	Bendigo	Street	35	Burnley		173530	Contributory	1870-1890
HO309	Bendigo	Street	37-39	Burnley	Shop & residence	173535	Not contributory	1850-1890
HO309	Bendigo	Street	41	Burnley		173540	Contributory	1870-1890
HO309	Bendigo	Street	43	Burnley	Shop & residence	173545	Contributory	1870-1890
HO309	Bendigo	Street	45	Burnley		173550	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO309	Bendigo	Street	47	Burnley	Townhouse	289755	Not contributory	1990-2000
HO309	Bendigo	Street	47 (rear)	Burnley	Townhouse	289755	Not contributory	1990-2000
HO309	Bendigo	Street	49	Burnley	Townhouse	289760	Not contributory	1990-2000
HO309	Bendigo	Street	51/1-4	Burnley	Townhouse	289735	Not contributory	1980-1990
HO309	Bendigo	Street	53	Burnley		173565	Not contributory	1850-1900
HO309	Bendigo	Street	54-60	Burnley	Flats	173870	Not contributory	1960-1970
HO309	Bendigo	Street	55	Burnley	Wallen Court	173570	Not contributory	1930-1940
HO309	Bendigo	Street	63	Burnley	Townhouse	173660	Not contributory	1980-2000
HO309	Bendigo	Street	63A	Burnley		283765	Not contributory	1980-2000
HO309	Bendigo	Street	64	Burnley		173825	Contributory	1850-1890
HO309	Bendigo	Street	65	Burnley		173665	Contributory	1925-1930
HO309	Bendigo	Street	66	Burnley	Havilah Terrace	173820	Contributory	1870-1890
HO309	Bendigo	Street	68	Burnley	Havilah Terrace	173815	Contributory	1870-1890
HO309	Bendigo	Street	69	Burnley		173670	Contributory	1870-1890
HO309	Bendigo	Street	70	Burnley	Havilah Terrace	173810	Contributory	1870-1890
HO309	Bendigo	Street	71	Burnley		173675	Contributory	1870-1890
HO309	Bendigo	Street	72	Burnley	Havilah Terrace	173805	Contributory	1870-1890
HO309	Bendigo	Street	73	Burnley		173680	Contributory	1850-1890
HO309	Bendigo	Street	74	Burnley		173800	Contributory	1870-1890
HO309	Bendigo	Street	75	Burnley		173685	Contributory	1870-1890
HO309	Bendigo	Street	76	Burnley		173795	Contributory	1870-1890
HO309	Bendigo	Street	77	Burnley		173690	Contributory	1870-1890
HO309	Bendigo	Street	78	Burnley		173790	Contributory	1850-1890
HO309	Bendigo	Street	79	Burnley		173695	Contributory	1925-1930
HO309	Bendigo	Street	80	Burnley		173785	Contributory	1850-1890
HO309	Bendigo	Street	82	Burnley		173780	Contributory	1870-1890
HO309	Bendigo	Street	83	Burnley		173700	Contributory	1870-1890
HO309	Bendigo	Street	84	Burnley		173775	Contributory	1870-1890
HO309	Bendigo	Street	85	Burnley		173705	Contributory	1870-1890
HO309	Bendigo	Street	86	Burnley		173770	Contributory	1870-1890
HO309	Bendigo	Street	87	Burnley		173710	Not contributory	1980-2000
HO309	Bendigo	Street	88	Burnley		173765	Contributory	1870-1890
HO309	Bendigo	Street	89	Burnley		173715	Contributory	1880-1915
HO309	Bendigo	Street	90	Burnley		173760	Contributory	1850-1890
HO309	Bendigo	Street	92	Burnley		173755	Contributory	1870-1890
HO309	Bendigo	Street	94	Burnley		173750	Contributory	1850-1890
HO309	Bendigo	Street	96	Burnley		173745	Contributory	1900-1915
HO309	Bendigo	Street	100	Burnley		173740	Individually Significant	1890-1900
HO309	Bendigo	Street	102	Burnley		173735	Individually Significant	1890-1900
HO309	Bendigo	Street	104	Burnley		173730	Contributory	1900-1915
HO309	Bendigo	Street	106	Burnley		173725	Contributory	1900-1915
HO309	Bendigo	Street	110	Burnley	Shop & residence	305860	Contributory	1870-1890
HO309	Brooks	Street	1	Burnley		174010	Contributory	1870-1890
HO309	Brooks	Street	2	Burnley		174050	Not contributory	1980-1990
HO309	Brooks	Street	3	Burnley		174015	Contributory	1870-1890
HO309	Brooks	Street	4	Burnley		174045	Contributory	1870-1890
HO309	Brooks	Street	5	Burnley		174020	Contributory	1870-1890
HO309	Brooks	Street	6	Burnley		174040	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO309	Brooks	Street	7	Burnley	Townhouse	286885	Not contributory	1990-2000
HO309	Brooks	Street	8	Burnley		174035	Contributory	1900-1915
HO309	Brooks	Street	9	Burnley	Vacant site	286890	Not contributory	Unknown
HO309	Brooks	Street	9A	Burnley	Townhouse	286895	Not contributory	1990-2000
HO309	Brooks	Street	11	Burnley		174025	Contributory	1870-1890
HO309	Brooks	Street	13	Burnley		174030	Contributory	1870-1890
HO309	Khartoum	Street	12	Burnley		172020	Contributory	1900-1915
HO309	Khartoum	Street	14	Burnley		172015	Contributory	1900-1915
HO309	Kimber	Street	1	Burnley		174100	Contributory	1870-1890
HO309	Kimber	Street	2	Burnley	Townhouse	290715	Not contributory	1990-2000
HO309	Kimber	Street	3	Burnley		174105	Contributory	1870-1890
HO309	Kimber	Street	4	Burnley		174170	Contributory	1870-1890
HO309	Kimber	Street	5	Burnley		174110	Contributory	1870-1890
HO309	Kimber	Street	6	Burnley		174165	Contributory	1870-1890
HO309	Kimber	Street	7	Burnley		174115	Contributory	1870-1890
HO309	Kimber	Street	8	Burnley		174160	Contributory	1870-1890
HO309	Kimber	Street	9	Burnley		174120	Contributory	1870-1890
HO309	Kimber	Street	10	Burnley		174155	Contributory	1870-1890
HO309	Kimber	Street	11	Burnley		174125	Contributory	1870-1890
HO309	Kimber	Street	12	Burnley		174150	Contributory	1870-1890
HO309	Kimber	Street	13	Burnley		174130	Not contributory	1870-1890?
HO309	Kimber	Street	14	Burnley		174145	Contributory	1870-1890
HO309	Kimber	Street	15	Burnley		174135	Contributory	1870-1890
HO309	Kimber	Street	16	Burnley		174140	Contributory	1870-1890
HO309	Moore	Street	1	Burnley		174215	Contributory	1900-1915
HO309	Moore	Street	2	Burnley		174220	Contributory	1900-1915
HO309	Moore	Street	3	Burnley		174210	Contributory	1900-1915
HO309	Moore	Street	4	Burnley		174225	Contributory	1900-1915
HO309	Moore	Street	5	Burnley		174205	Contributory	1900-1915
HO309	Moore	Street	6	Burnley		174230	Contributory	1900-1915
HO309	Moore	Street	7	Burnley		174200	Contributory	1900-1915
HO309	Moore	Street	8	Burnley		174235	Contributory	1900-1915
HO309	Moore	Street	9	Burnley		174195	Contributory	1900-1915
HO309	Moore	Street	10	Burnley		174240	Contributory	1900-1915
HO309	Moore	Street	11	Burnley		174190	Contributory	1900-1915
HO309	Moore	Street	12	Burnley		174245	Contributory	1900-1915
HO309	Moore	Street	13	Burnley		174185	Contributory	1900-1915
HO309	Moore	Street	14	Burnley		174250	Contributory	1900-1915
HO309	Moore	Street	15	Burnley		174180	Contributory	1900-1915
HO309	Moore	Street	16	Burnley		174255	Contributory	1900-1915
HO309	Moore	Street	17/1	Burnley	Townhouse	292635	Not contributory	1990-2000
HO309	Moore	Street	17/2	Burnley		292640	Not contributory	1990-2000
HO309	Moore	Street	17/3	Burnley		292645	Not contributory	1990-2000
HO309	Moore	Street	18	Burnley	Townhouse	174260	Not contributory	1980-1990
HO309	Moore	Street	20	Burnley		174265	Contributory	1860-1890
HO309	Park	Grove	2	Burnley		174300	Contributory	1900-1915
HO309	Park	Grove	8	Burnley		174305	Contributory	1900-1915
HO309	Park	Grove	10	Burnley		174310	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO309	Park	Grove	12	Burnley		174315	Contributory	1870-1890
HO309	Park	Grove	14	Burnley		174320	Contributory	1870-1890
HO309	Park	Grove	16	Burnley		174325	Contributory	1870-1890
HO309	Park	Grove	18	Burnley		174330	Contributory	1870-1890
HO309	Park	Grove	20	Burnley		174335	Contributory	1870-1890
HO309	Park	Grove	22	Burnley		174340	Contributory	1870-1890
HO309	Park	Grove	24	Burnley		174345	Contributory	1870-1890
HO309	Park	Grove	26	Burnley		174350	Contributory	1870-1890
HO309	Park	Grove	28	Burnley		174355	Contributory	1870-1890
HO309	Park	Grove	30	Burnley		174360	Contributory	1870-1890
HO309	Park	Grove	32	Burnley	Flats	174365	Not contributory	1960-1970
HO309	Park	Grove	34	Burnley		174390	Not contributory	1850-1890
HO309	Park	Grove	36	Burnley		174395	Contributory	1870-1890
HO309	Park	Grove	38	Burnley		174400	Contributory	1870-1890
HO309	Park	Grove	40	Burnley		297180	Not contributory	1990-2000
HO309	Park	Grove	40A	Burnley	Townhouse	297185	Not contributory	1990-2000
HO309	Park	Grove	42	Burnley		174410	Contributory	1870-1890
HO309	Park	Grove	44	Burnley		174415	Not contributory	1990-2000
HO309	Park	Grove	46	Burnley		174420	Contributory	1870-1890
HO309	Park	Grove	48	Burnley		174425	Contributory	1870-1890
HO309	Queen	Street	1	Burnley	House, sign	174450	Contributory	1870-1890
HO309	Queen	Street	2	Burnley		174455	Contributory	1915-1925
HO309	Queen	Street	3	Burnley		174445	Contributory	1870-1890
HO309	Queen	Street	4	Burnley		174460	Contributory	1850-1890
HO309	Queen	Street	6	Burnley		174465	Not contributory	1960-1970
HO309	Queen	Street	7	Burnley		174440	Contributory	1850-1890
HO309	Queen	Street	8	Burnley		174470	Contributory	1870-1890
HO309	Queen	Street	9	Burnley		174435	Contributory	1870-1890
HO309	Queen	Street	10	Burnley		174475	Contributory	1870-1890
HO309	Queen	Street	11	Burnley		174430	Contributory	1890-1910
HO309	Queen	Street	13	Burnley		305870	Not contributory	1990-2000
HO309	Queen	Street	14	Burnley		174480	Contributory	1850-1890
HO309	Survey	Street	1	Burnley		174055	Not contributory	1850-1890
HO309	Survey	Street	2	Burnley		174095	Contributory	1850-1890
HO309	Survey	Street	3	Burnley		174060	Contributory	1870-1890
HO309	Survey	Street	4	Burnley		174090	Contributory	1850-1890
HO309	Survey	Street	5	Burnley		174065	Contributory	1850-1870
HO309	Survey	Street	6	Burnley		174085	Not contributory	1850-1890
HO309	Survey	Street	7	Burnley		174070	Contributory	1870-1890
HO309	Survey	Street	8	Burnley		174080	Contributory	1850-1870
HO309	Survey	Street	10	Burnley		174075	Contributory	1870-1890
HO309	Swan	Street	493	Burnley		174640	Contributory	1900-1915
HO309	Swan	Street	495	Burnley		174635	Contributory	1900-1915
HO309	Swan	Street	497	Burnley		174630	Contributory	1900-1915
HO309	Swan	Street	499	Burnley		174625	Contributory	1900-1915
HO309	Swan	Street	501	Burnley		174620	Contributory	1900-1915
HO309	Swan	Street	503	Burnley		174615	Contributory	1910-1925
HO309	Swan	Street	503A	Burnley		174610	Contributory	1910-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO309	Swan	Street	505	Burnley		174605	Individually Significant	1900-1915
HO309	Swan	Street	507	Burnley		174600	Contributory	1900-1915
HO309	Swan	Street	509	Burnley		174595	Contributory	1900-1915
HO309	Swan	Street	511	Burnley		174590	Contributory	1900-1915
HO309	Swan	Street	513	Burnley		174585	Individually Significant	1900-1915
HO309	Swan	Street	517	Burnley		174580	Contributory	1910-1925
HO309	Swan	Street	521	Burnley		174575	Individually Significant	1900-1915
HO309	Swan	Street	523	Burnley		174570	Individually Significant	1900-1915
HO309	Swan	Street	525	Burnley		174565	Individually Significant	1900-1915
HO309	Swan	Street	527	Burnley		174560	Individually Significant	1900-1915
HO309	Swan	Street	529	Burnley		174555	Individually Significant	1900-1915
HO309	Swan	Street	531	Burnley		174550	Individually Significant	1900-1915
HO309	Swan	Street	533	Burnley		174545	Individually Significant	1900-1915
HO309	Swan	Street	535	Burnley		174540	Contributory	1900-1915
HO309	Swan	Street	537	Burnley	Townhouse	174535	Not contributory	1990-2000
HO309	Swan	Street	539	Burnley		174530	Contributory	1900-1915
HO309	Swan	Street	541	Burnley		174525	Contributory	1900-1915
HO309	Swan	Street	543	Burnley		174520	Contributory	1900-1915
HO309	Swan	Street	545	Burnley		174515	Contributory	1900-1915
HO310 - Bridge Road Precinct, Richmond								
HO310	Bridge	Road	1	Richmond	Cable Tram Engine Shed site, now plaza & sculpture	319440	Not contributory	1880-1890
HO310	Bridge	Road	2-4	Richmond	Shops/offices	310250	Not contributory	1990-2000
HO310	Bridge	Road	2A	Richmond	Napier Hotel	182265	Individually Significant	1860-1870
HO310	Bridge	Road	3	Richmond	Cable Tram Engine Shed site, now plaza & sculpture, part	180930	Not contributory	1880-1890
HO310	Bridge	Road	6	Richmond	Shop & residence	182260	Contributory	1850-1890
HO310	Bridge	Road	8	Richmond	Shop & residence	182255	Contributory	1850-1890
HO310	Bridge	Road	10	Richmond	Shop & residence	182250	Contributory	1900-1915
HO310	Bridge	Road	12	Richmond	Shop & residence	182250	Contributory	1850-1890
HO310	Bridge	Road	14-16	Richmond	Shop & residence	182245	Contributory	1915-1925
HO310	Bridge	Road	18-20	Richmond	Shop & residence	182240	Not contributory	1850-1890?
HO310	Bridge	Road	22	Richmond	Shop & residence	182235	Contributory	1850-1890
HO310	Bridge	Road	23	Richmond	Shop	180935	Not contributory	1980-1990
HO310	Bridge	Road	24	Richmond	Shop & residence	182230	Contributory	1850-1890
HO310	Bridge	Road	25	Richmond	Shop	180940	Not contributory	1980-1990
HO310	Bridge	Road	26	Richmond	Shop & residence	299775	Contributory	1900-1915
HO310	Bridge	Road	27	Richmond	Shop	180945	Not contributory	1980-1990
HO310	Bridge	Road	28	Richmond	Shop & residence	182220	Contributory	1900-1915
HO310	Bridge	Road	29	Richmond	Shop	180950	Not contributory	1980-1990
HO310	Bridge	Road	30	Richmond	St Antonio Di Padova Est. 1913, Shop & Residence	182210	Contributory	1900-1915
HO310	Bridge	Road	31	Richmond	Shop & residence	180955	Contributory	1900-1915?
HO310	Bridge	Road	32	Richmond	St Antonio Di Padova Est. 1913, Shop & Residence	182215	Contributory	1900-1915
HO310	Bridge	Road	33	Richmond	Shop & residence	180965	Contributory	1900-1915
HO310	Bridge	Road	34	Richmond	Shop & residence	182205	Contributory	1850-1890
HO310	Bridge	Road	35	Richmond	Shop & residence	349450	Contributory	1900-1915
HO310	Bridge	Road	36	Richmond	Shop & residence	182200	Contributory	1850-1890
HO310	Bridge	Road	37	Richmond	Eleanor, Shop & Residence	349510	Contributory	1922
HO310	Bridge	Road	38	Richmond	Shop & residence	315630	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO310	Bridge	Road	39	Richmond	Shop & residence	349630	Contributory	1887
HO310	Bridge	Road	40	Richmond	Shop & residence	182190	Contributory	1870-1890
HO310	Bridge	Road	41	Richmond	Shop & residence	349610	Contributory	1887
HO310	Bridge	Road	42	Richmond	Shop & residence	182185	Contributory	1870-1890
HO310	Bridge	Road	43	Richmond	Breisgau, Shop & residence	180990	Individually Significant	1887
HO310	Bridge	Road	44	Richmond	Shop & residence	182180	Contributory	1870-1890
HO310	Bridge	Road	45	Richmond	Shop & residence	181025	Individually Significant	1880-1910?
HO310	Bridge	Road	46	Richmond	Lovell Bros. Hairdresses Tabacconists Billiards	182175	Individually Significant	1870-1890
HO310	Bridge	Road	47	Richmond	Shop & residence	181030	Contributory	1880-1910?
HO310	Bridge	Road	48	Richmond	Shop & residence	316640	Contributory	1886
HO310	Bridge	Road	49	Richmond	Shop & residence	181040	Individually Significant	1870-1890
HO310	Bridge	Road	51	Richmond	Shop & residence	181045	Individually Significant	1870-1890
HO310	Bridge	Road	52	Richmond	Shop	182165	Not contributory	Unknown
HO310	Bridge	Road	53	Richmond	Shop & residence	181050	Individually Significant	1890-1900
HO310	Bridge	Road	54	Richmond	Shop	182140	Not contributory	1950-1960
HO310	Bridge	Road	56	Richmond	Shop	182135	Not contributory	1950-1960
HO310	Bridge	Road	57	Richmond	Shops & offices	181060	Not contributory	1990-2000
HO310	Bridge	Road	58	Richmond	Shop & residence	182130	Contributory	1860-1880
HO310	Bridge	Road	59	Richmond	Shops & offices	181060	Not contributory	1990-2000
HO310	Bridge	Road	60	Richmond	Shop & residence	182125	Contributory	1860-1880
HO310	Bridge	Road	61	Richmond	Vlado's, former Shop & residences	181080	Contributory	1912
HO310	Bridge	Road	62	Richmond	Shop & residence	182120	Contributory	1860-1880
HO310	Bridge	Road	63	Richmond	Shop & residence	181080	Contributory	1900-1915
HO310	Bridge	Road	64	Richmond	Shop & residence	182115	Contributory	1860-1880
HO310	Bridge	Road	65	Richmond	Shop & residence	181085	Contributory	1900-1915
HO310	Bridge	Road	66	Richmond	Shop & residence	182110	Contributory	1860-1880
HO310	Bridge	Road	67	Richmond	Shop & residence	181090	Contributory	1900-1915
HO310	Bridge	Road	68-70	Richmond	Mountain View Hotel	182105	Contributory	1850-1890
HO310	Bridge	Road	69	Richmond	Shop & residence	181095	Contributory	1900-1915
HO310	Bridge	Road	71	Richmond	Factory/warehouse	181105	Not contributory	Unknown
HO310	Bridge	Road	72	Richmond	Shop & residence	182100	Contributory	1900-1915
HO310	Bridge	Road	73	Richmond	Shop & residence	181110	Contributory	1870-1890
HO310	Bridge	Road	74	Richmond	Shop & residence	182095	Contributory	1900-1915
HO310	Bridge	Road	75	Richmond	Shop & residence	181120	Contributory	1870-1890
HO310	Bridge	Road	77	Richmond	Reinforced Concrete & Monier Pipe Construction Co P/L offices (since demolished)	181130	Individually Significant	1936
HO310	Bridge	Road	78	Richmond	Shop & residence	182090	Contributory	1900-1915
HO310	Bridge	Road	78A	Richmond	Shop & residence	182085	Contributory	1900-1915
HO310	Bridge	Road	79	Richmond	Shop	181135	Not contributory	1880-1910?
HO310	Bridge	Road	80-20	Richmond	Shop	182080	Not contributory	1990-2000
HO310	Bridge	Road	81-95	Richmond	Epworth Hospital	181140	Not contributory	1990-2000
HO310	Bridge	Road	84	Richmond	Shop & residence	182075	Individually Significant	1870-1890
HO310	Bridge	Road	86	Richmond	Shop & residence	182075	Individually Significant	1870-1890
HO310	Bridge	Road	88	Richmond	Shop & residence	182075	Contributory	1870-1890
HO310	Bridge	Road	90A	Richmond	Shop & residence	182065	Not contributory	1850-1890?
HO310	Bridge	Road	90B	Richmond	Shop & residence	182070	Not contributory	1850-1890
HO310	Bridge	Road	92	Richmond	Shop & residence	182060	Not contributory	1850-1890
HO310	Bridge	Road	94	Richmond	Shop & residence	278230	Not contributory	1850-1890
HO310	Bridge	Road	96	Richmond	Shop & residence	182055	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO310	Bridge	Road	98	Richmond	Shop	339620	Not contributory	Unknown
HO310	Bridge	Road	99	Richmond	Grynberg's drapers shop and office, part	181195	Individually Significant	1941
HO310	Bridge	Road	100	Richmond	Shop & residence	182045	Contributory	1860-1880
HO310	Bridge	Road	101	Richmond	Grynberg's drapers shop and office, part	181200	Individually Significant	1941
HO310	Bridge	Road	102	Richmond	Shop & residence	182040	Contributory	1900-1915
HO310	Bridge	Road	102A	Richmond	Shop & residence	182035	Contributory	1900-1915
HO310	Bridge	Road	104	Richmond	Shop & residence	182030	Contributory	1900-1915
HO310	Bridge	Road	106	Richmond	Shop & residence	182025	Contributory	1900-1915
HO310	Bridge	Road	107	Richmond	Shop & residence	181205	Contributory	1870-1890
HO310	Bridge	Road	108	Richmond	Shop & residence	182020	Individually Significant	1885-
HO310	Bridge	Road	109	Richmond	Shop & residence	181215	Contributory	1870-1890
HO310	Bridge	Road	110	Richmond	Shop & residence	182015	Individually Significant	1885-
HO310	Bridge	Road	111	Richmond	Shop & residence	181220	Contributory	1870-1890
HO310	Bridge	Road	112	Richmond	Shop & residence	182000	Contributory	1870-1890
HO310	Bridge	Road	113-115	Richmond	Unit	181225	Not contributory	1990-2000
HO310	Bridge	Road	113A	Richmond	Shops & residences	285095	Contributory	1870-1890?
HO310	Bridge	Road	114	Richmond	Shops & residences	306160	Contributory	1870-1890
HO310	Bridge	Road	115A	Richmond	Shops & residences	285100	Contributory	1870-1890?
HO310	Bridge	Road	116	Richmond	Shop & residence	181990	Contributory	1870-1890
HO310	Bridge	Road	118	Richmond	Shop & residence	181985	Contributory	1870-1890
HO310	Bridge	Road	119	Richmond	Shop & offices	181230	Not contributory	1930-1940
HO310	Bridge	Road	120	Richmond	Shop & residence	181980	Contributory	1870-1890
HO310	Bridge	Road	121	Richmond	Shop & offices	181235	Not contributory	1930-1940
HO310	Bridge	Road	122	Richmond	Shop & residence	339570	Individually Significant	1870-1890
HO310	Bridge	Road	123	Richmond	Factory/warehouse	181240	Contributory	1900-1915
HO310	Bridge	Road	124-26	Richmond	shop	181970	Not contributory	1930-1950
HO310	Bridge	Road	125	Richmond	Shop & residence	181245	Contributory	1900-1915
HO310	Bridge	Road	127	Richmond		181250	Contributory	1900-1915
HO310	Bridge	Road	128	Richmond	shop	181960	Not contributory	Unknown
HO310	Bridge	Road	129	Richmond	Shop & residence	181255	Contributory	1900-1915
HO310	Bridge	Road	130	Richmond	Toole's Building 1886	181955	Individually Significant	1886
HO310	Bridge	Road	132	Richmond	Shop & residence	181945	Individually Significant	1908
HO310	Bridge	Road	132A	Richmond	Toole's Building 1886, (grocers)	355180	Individually Significant	1886
HO310	Bridge	Road	133	Richmond	Shop & residence	181265	Contributory	1890-1910
HO310	Bridge	Road	134	Richmond	Shop & residence	181935	Individually Significant	1903
HO310	Bridge	Road	135	Richmond	Shop & residence	181265	Contributory	1870-1910
HO310	Bridge	Road	136	Richmond	shop	181930	Not contributory	1970-1980
HO310	Bridge	Road	136A	Richmond	shop	181930	Not contributory	1970-1980
HO310	Bridge	Road	137	Richmond	Shop & residence, former Juncken's Saddlery	298165	Individually Significant	1870-1890
HO310	Bridge	Road	138	Richmond	Wustermann's Buildings, Shop & residence	181920	Individually Significant	1901
HO310	Bridge	Road	139	Richmond	Shop & residence	181280	Individually Significant	1870-1890
HO310	Bridge	Road	140	Richmond	Wustermann's Buildings, Shop & residence	181915	Individually Significant	1901
HO310	Bridge	Road	141	Richmond	Shop & residence	181285	Individually Significant	1870-1890
HO310	Bridge	Road	142	Richmond	Wustermann's Buildings, Shop & residence	181910	Individually Significant	1901
HO310	Bridge	Road	143-151	Richmond	shops & offices	341550	Not contributory	Unknown
HO310	Bridge	Road	144	Richmond	Wustermann's Buildings, Shop & residence	181905	Individually Significant	1901
HO310	Bridge	Road	146	Richmond	Shop & residence	181895	Contributory	1870-1890
HO310	Bridge	Road	148	Richmond	Shop & residence	181890	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO310	Bridge	Road	150	Richmond	Shop & residence	181885	Contributory	1903
HO310	Bridge	Road	152	Richmond	Shop & residence	181880	Contributory	1903
HO310	Bridge	Road	153-161	Richmond	London Baby Carriage Manufacturers Pty Ltd. Factory and show room	351270	Individually Significant	1941
HO310	Bridge	Road	154	Richmond	Shop & residence	181875	Contributory	1860-1880
HO310	Bridge	Road	156	Richmond	Shop & residence	181870	Not contributory	1850-1890
HO310	Bridge	Road	158	Richmond	Shop	181865	Not contributory	1915-1925
HO310	Bridge	Road	158A	Richmond	Shop	181860	Not contributory	1915-1925
HO310	Bridge	Road	160	Richmond	Shop	181855	Not contributory	1915-1925
HO310	Bridge	Road	162	Richmond	Shop & residence	181850	Individually Significant	1900-1915
HO310	Bridge	Road	164	Richmond	Shop & residence	181845	Individually Significant	1900-1915
HO310	Bridge	Road	166	Richmond	Shop & residence	333910	Contributory	1870-1890
HO310	Bridge	Road	168	Richmond	Love & Lewis, later Lover & Pollards Department Store	181830	Contributory	1900-1915
HO310	Bridge	Road	170	Richmond	Love & Lewis, later Lover & Pollards Department Store	181830	Contributory	1900-1915
HO310	Bridge	Road	172	Richmond	Love & Lewis, later Lover & Pollards Department Store	181820	Contributory	1900-1915
HO310	Bridge	Road	174	Richmond	Love & Lewis, later Lover & Pollards Department Store	181815	Contributory	1900-1915
HO310	Bridge	Road	176	Richmond	Love & Lewis, later Lover & Pollards Department Store	181810	Contributory	1900-1915
HO310	Bridge	Road	177	Richmond	Nation Picture Theatre, former	181300	Individually Significant	1920-1925
HO310	Bridge	Road	178	Richmond	Shop & residence	181805	Contributory	1860-1880
HO310	Bridge	Road	179	Richmond	Warehouse, former?	181305	Contributory	1915-1925
HO310	Bridge	Road	180-182	Richmond	Forbes Pty Ltd	181795	Contributory	1915-1930
HO310	Bridge	Road	181	Richmond	shop	181315	Not contributory	1915-1925?
HO310	Bridge	Road	182-184	Richmond	Melbourne Savings Bank, former	181790	Individually Significant	1889
HO310	Bridge	Road	183	Richmond	Shop, shopfront	181320	Not contributory	1915-1925
HO310	Bridge	Road	185	Richmond	shop	181325	Not contributory	1915-1925
HO310	Bridge	Road	186	Richmond	Shop & residence	181785	Contributory	1860-1890
HO310	Bridge	Road	187	Richmond	shop	181330	Not contributory	1915-1925
HO310	Bridge	Road	188	Richmond	Shop & residence	181780	Contributory	1860-1890
HO310	Bridge	Road	189	Richmond	shop	181340	Not contributory	1915-1925
HO310	Bridge	Road	190	Richmond	Shop & residence	181775	Contributory	1870-1890
HO310	Bridge	Road	191	Richmond	shop	181335	Not contributory	1915-1925
HO310	Bridge	Road	192	Richmond	Shop & residence	304200	Contributory	1870-1890
HO310	Bridge	Road	193	Richmond	Shop & residence	181335	Not contributory	1915-1925
HO310	Bridge	Road	194	Richmond	Australia Hotel, former & stable, sign	181760	Individually Significant	1850-1930
HO310	Bridge	Road	195	Richmond		181345	Contributory	1900-1915
HO310	Bridge	Road	196	Richmond	shop	181750	Not contributory	1940-1950?
HO310	Bridge	Road	197	Richmond	Metro Gas Coy District Depot	181350	Contributory	1915-1925
HO310	Bridge	Road	198	Richmond	Shop	181745	Not contributory	1940-1950?
HO310	Bridge	Road	199	Richmond	Shop & residence	181350	Individually Significant	1900-1915
HO310	Bridge	Road	200	Richmond		181740	Not contributory	1850-1890
HO310	Bridge	Road	201	Richmond	Shop & residence	181355	Individually Significant	1900-1915
HO310	Bridge	Road	202	Richmond	Shop & residence	181735	Not contributory	1850-1890
HO310	Bridge	Road	203	Richmond	Shop & residence	181360	Individually Significant	1900-1915
HO310	Bridge	Road	204	Richmond	Shop, offices	181730	Not contributory	1930-1940
HO310	Bridge	Road	205	Richmond	Shop & residence	181375	Individually Significant	1900-1915
HO310	Bridge	Road	206	Richmond	Shop, offices	181720	Not contributory	1930-1940
HO310	Bridge	Road	207	Richmond	Shop	181390	Not contributory	1930-1940
HO310	Bridge	Road	208	Richmond	Shop & residence	181715	Contributory	1886
HO310	Bridge	Road	209	Richmond	Bank, former	181395	Individually Significant	1860-1880

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HO310	Bridge	Road	210	Richmond	Shop & residence	181710	Contributory	1886
HO310	Bridge	Road	211-213	Richmond	Bank, former	181400	Individually Significant	1850-1890
HO310	Bridge	Road	212	Richmond	Shop & residence	181705	Contributory	1886
HO310	Bridge	Road	214	Richmond	Shop & residence	181700	Contributory	1886
HO310	Bridge	Road	216	Richmond	Shop & residence	181695	Contributory	1870-1890
HO310	Bridge	Road	218	Richmond	Shop & residence	181690	Contributory	1870-1890
HO310	Bridge	Road	220	Richmond	Shop & residence	181685	Contributory	1870-1890
HO310	Bridge	Road	221	Richmond		181405	Not contributory	Unknown
HO310	Bridge	Road	222	Richmond	Shop & residence	181680	Contributory	1850-1890
HO310	Bridge	Road	223-227	Richmond	Shops	278285	Not contributory	1990-2000
HO310	Bridge	Road	224	Richmond	Shop & residence	181675	Contributory	1900-1915
HO310	Bridge	Road	226	Richmond	Shop & residence	181665	Contributory	1900-1915
HO310	Bridge	Road	228	Richmond	Shop & residence	181660	Contributory	1870-1890
HO310	Bridge	Road	230	Richmond	Shop & residence	181655	Contributory	1870-1890
HO310	Bridge	Road	231	Richmond	National Bank of Australasia, former	181415	Individually Significant	1865
HO310	Bridge	Road	232	Richmond	Shop & residence	181645	Contributory	1890-1910
HO310	Bridge	Road	233	Richmond	Shop & residence	181425	Contributory	1870-1890
HO310	Bridge	Road	234	Richmond	Shop & residence	181640	Contributory	1890-1910
HO310	Bridge	Road	235	Richmond	Shop	181430	Not contributory	1980-1990
HO310	Bridge	Road	236-238	Richmond	Shop	181635	Not contributory	Unknown
HO310	Bridge	Road	237	Richmond	Shop & residence	278285	Individually Significant	1870-1890
HO310	Bridge	Road	239	Richmond	Shop & residence	304390	Individually Significant	1870-1890
HO310	Bridge	Road	240	Richmond	Shop	181630	Individually Significant	1900-1915
HO310	Bridge	Road	241	Richmond	Richmond Australian newspaper, later Richmond Chronical Office & residence	181455	Contributory	1860-1890
HO310	Bridge	Road	242-244	Richmond	Shop & residence	181625	Contributory	1870-1890
HO310	Bridge	Road	243-247	Richmond	Shops, offices	181460	Not contributory	1970-1980
HO310	Bridge	Road	246-250	Richmond	Shop & residence	181615	Individually Significant	1858-
HO310	Bridge	Road	254	Richmond	Vine Hotel	194555	Individually Significant	1860-1880
HO310	Bridge	Road	255	Richmond	Shop & residence	181470	Contributory	1870-1890
HO310	Bridge	Road	256	Richmond	Shop & residence	194550	Individually Significant	1871
HO310	Bridge	Road	257	Richmond	Shop & residence	181475	Contributory	1870-1890
HO310	Bridge	Road	258	Richmond	Shop & residence	194545	Individually Significant	1871
HO310	Bridge	Road	259	Richmond	Shop & residence	181480	Contributory	1870-1890
HO310	Bridge	Road	260	Richmond	Shop & residence	194540	Individually Significant	1871
HO310	Bridge	Road	261	Richmond	Richmond Plaza shopping centre	181510	Not contributory	1980-2000
HO310	Bridge	Road	262-264	Richmond	National Bank	194485	Not contributory	1990-2000
HO310	Bridge	Road	266	Richmond	Shop & residence	194480	Contributory	1870-1890
HO310	Bridge	Road	267	Richmond	Commonwealth Saving Bank of Australia, former	352640	Individually Significant	1939
HO310	Bridge	Road	268	Richmond	Shop & residence	194475	Contributory	1870-1890
HO310	Bridge	Road	270	Richmond	Restaurant	194470	Not contributory	1990-2000
HO310	Bridge	Road	271-273	Richmond	Richmond Plaza, part	181485	Not contributory	1980-1990
HO310	Bridge	Road	272	Richmond	Shop & residence	194465	Contributory	1860-1880
HO310	Bridge	Road	274	Richmond	Shop & residence	194460	Contributory	1870-1890
HO310	Bridge	Road	276	Richmond	Shop	194455	Not contributory	1990-2000
HO310	Bridge	Road	277	Richmond	G. W. Scheele	181585	Individually Significant	1883
HO310	Bridge	Road	278	Richmond	Shop & residence	304610	Individually Significant	1870-1890
HO310	Bridge	Road	279	Richmond	G. W. Scheele	181590	Individually Significant	1883
HO310	Bridge	Road	280	Richmond	Shop & residence	194450	Contributory	1860-1880

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HO310	Bridge	Road	281	Richmond	G. W. Scheele	181595	Individually Significant	1883
HO310	Bridge	Road	282	Richmond	Shop & residence	194445	Contributory	1860-1880
HO310	Bridge	Road	283	Richmond	G. W. Scheele	181600	Individually Significant	1883
HO310	Bridge	Road	284	Richmond	Shop & residence	194440	Contributory	1860-1880
HO310	Bridge	Road	285-287	Richmond	ANZ Bank	181610	Not contributory	1970-1980
HO310	Bridge	Road	286	Richmond	Town Hall Hotel, part	194435	Individually Significant	1890-1910
HO310	Bridge	Road	288	Richmond	Town Hall Hotel	194435	Individually Significant	1890-1910
HO310	Bridge	Road	289	Richmond	Shop & residence	193635	Individually Significant	1870-1890
HO310	Bridge	Road	290	Richmond	shops, offices	194430	Not contributory	1990-2000
HO310	Bridge	Road	290A	Richmond	shops, offices	194425	Not contributory	1990-2000
HO310	Bridge	Road	291	Richmond	Shop & residence	193640	Individually Significant	1870-1890
HO310	Bridge	Road	292	Richmond	shops, offices	194420	Not contributory	1990-2000
HO310	Bridge	Road	292A	Richmond	shops, offices	194400	Not contributory	1990-2000
HO310	Bridge	Road	293	Richmond	Shop & residence	193645	Individually Significant	1870-1890
HO310	Bridge	Road	294	Richmond	Theobalds Buildings	194395	Individually Significant	1909
HO310	Bridge	Road	295	Richmond	Shop & residence	193650	Individually Significant	1870-1890
HO310	Bridge	Road	296	Richmond	Theobalds Buildings	194385	Individually Significant	1909
HO310	Bridge	Road	297	Richmond	Shop & residence	333950	Individually Significant	1870-1890
HO310	Bridge	Road	298	Richmond	Shop & residence	181745	Contributory	1900-1915
HO310	Bridge	Road	299	Richmond	Shop & residence	194380	Individually Significant	1870-1890
HO310	Bridge	Road	300-302	Richmond	Shops	194375	Not contributory	Unknown
HO310	Bridge	Road	301	Richmond	Shop & residence	193665	Individually Significant	1870-1890
HO310	Bridge	Road	303	Richmond	Shop & residence	193670	Individually Significant	1870-1890
HO310	Bridge	Road	304	Richmond	Shops	194370	Not contributory	Unknown
HO310	Bridge	Road	305	Richmond	Shop & residence	193675	Individually Significant	1870-1890
HO310	Bridge	Road	306	Richmond	Shops	194365	Not contributory	Unknown
HO310	Bridge	Road	307	Richmond	Shop & residence	193680	Individually Significant	1870-1890
HO310	Bridge	Road	308	Richmond	Shop & residence	194360	Contributory	1900-1915
HO310	Bridge	Road	308A	Richmond	Shop & residence	194355	Contributory	1900-1915
HO310	Bridge	Road	310	Richmond	Shop & residence	194345	Contributory	1865
HO310	Bridge	Road	311-317	Richmond	Richmond Cinema, former part rear, later Hoyts (now Showroom), former Crystal Palace Skating Rink	193690	Contributory	1919 rebuild
HO310	Bridge	Road	312	Richmond	Shop & residence	194340	Contributory	1865
HO310	Bridge	Road	314-316	Richmond	Stanford Block	295610	Individually Significant	1870-1890
HO310	Bridge	Road	318	Richmond	Stanford Block	194330	Individually Significant	1870-1890
HO310	Bridge	Road	320	Richmond	Stanford Block	194325	Individually Significant	1870-1890
HO310	Bridge	Road	322	Richmond	Stanford Block	194320	Individually Significant	1870-1890
HO310	Bridge	Road	324	Richmond	Stanford Block	194315	Individually Significant	1870-1890
HO310	Bridge	Road	326	Richmond	Stanford Block	194310	Individually Significant	1870-1890
HO310	Bridge	Road	328	Richmond	Stanford Block	194305	Individually Significant	1870-1890
HO310	Bridge	Road	330	Richmond	Shop & residence	334040	Contributory	1860-1880
HO310	Bridge	Road	332	Richmond	Shop & residence	334060	Contributory	1850-1890
HO310	Bridge	Road	325-333	Richmond	Richmond Municipal Offices & City Hall, former court house	193700	Individually Significant	1870-1936
HO310	Bridge	Road	334	Richmond	Shop & residence	194290	Contributory	1860-1880
HO310	Bridge	Road	335-341	Richmond	Showroom, offices (Post Office site)	310590	Not contributory	1990-2000
HO310	Bridge	Road	336	Richmond	Shop & residence	194285	Contributory	1850-1890
HO310	Bridge	Road	338	Richmond	Shop & residence	194280	Contributory	1860-1880
HO310	Bridge	Road	340	Richmond	Shop & residence	194270	Contributory	1860-1880
HO310	Bridge	Road	342	Richmond	Shop & residence	194265	Contributory	1900-1915

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HO310	Bridge	Road	344	Richmond	Shop & residence	194260	Contributory	1900-1915
HO310	Bridge	Road	346	Richmond	Shop & residence	194255	Not contributory	1915-1925
HO310	Bridge	Road	348-350	Richmond	Shop	194250	Not contributory	1970-1980
HO310	Bridge	Road	352	Richmond	Shop & residence	194245	Contributory	1870-1890
HO310	Bridge	Road	354	Richmond	Shop & residence	194240	Contributory	1880-1915
HO310	Bridge	Road	355-357	Richmond	Factory/warehouse	193720	Contributory	1900-1915
HO310	Bridge	Road	356	Richmond	Shop & residence	194235	Contributory	1880-1915
HO310	Bridge	Road	358	Richmond	Shop & residence	194230	Contributory	1870-1890
HO310	Bridge	Road	359	Richmond	Shop & residence	193725	Contributory	1900-1915
HO310	Bridge	Road	360	Richmond	Shop & residence	194225	Contributory	1890-1900
HO310	Bridge	Road	361	Richmond	Shop & residence	193730	Contributory	1900-1915
HO310	Bridge	Road	362	Richmond	Shop & residence	194220	Contributory	1870-1890
HO310	Bridge	Road	363-365	Richmond	Shop & residence	193735	Contributory	1890-1900
HO310	Bridge	Road	364	Richmond	Shop & residence	194215	Contributory	1870-1890
HO310	Bridge	Road	365	Richmond	Shop & residence	193735	Contributory	1890-1900
HO310	Bridge	Road	366-368	Richmond	Shop & residence	194210	Contributory	1915-1925
HO310	Bridge	Road	367	Richmond	Shop & residence	193740	Not contributory	1900-1915
HO310	Bridge	Road	368-370	Richmond	Shop & residence	299795	Contributory	1915-1925
HO310	Bridge	Road	372	Richmond	Morans Spread Eagle Hotel	194205	Individually Significant	1870-1890
HO310	Bridge	Road	374	Richmond	Shop & residence	194200	Contributory	1870-1935
HO310	Bridge	Road	376	Richmond	Shop & residence	194195	Individually Significant	1890-1900
HO310	Bridge	Road	378	Richmond	Shop & residence	194190	Individually Significant	1870-1890
HO310	Bridge	Road	380	Richmond	Shop & residence	194185	Individually Significant	1870-1890
HO310	Bridge	Road	381	Richmond	Shop & residence	193765	Individually Significant	1870-1890
HO310	Bridge	Road	382	Richmond	Shop & residence	194180	Individually Significant	1870-1890
HO310	Bridge	Road	383	Richmond	Shop & residence	193770	Individually Significant	1870-1890
HO310	Bridge	Road	384	Richmond	Allans Building, Shop & residences	194175	Individually Significant	1870-1890
HO310	Bridge	Road	385	Richmond	Shop & residence	193775	Individually Significant	1870-1890
HO310	Bridge	Road	386	Richmond	Allans Building, Shop & residences	194170	Individually Significant	1870-1890
HO310	Bridge	Road	387	Richmond	Shop & residence	193775	Individually Significant	1870-1890
HO310	Bridge	Road	388	Richmond	Allans Building, Shop & residences	194165	Individually Significant	1870-1890
HO310	Bridge	Road	389	Richmond	Shop & residence	193780	Individually Significant	1870-1890
HO310	Bridge	Road	390	Richmond	Allans Building, Shop & residences	194155	Individually Significant	1870-1890
HO310	Bridge	Road	392	Richmond	Allans Building, Shop & residences	194160	Individually Significant	1870-1890
HO310	Bridge	Road	393	Richmond	Car Yard	193785	Not contributory	Unknown
HO310	Bridge	Road	393A	Richmond	Sub Station	193790	Contributory	1925-1930
HO310	Bridge	Road	394	Richmond	Shop & residence	194145	Contributory	1860-1880
HO310	Bridge	Road	396	Richmond	Shop & residence	194140	Contributory	1860-1880
HO310	Bridge	Road	398	Richmond	Bleasby Buildings, Shop & residences	194135	Individually Significant	1885
HO310	Bridge	Road	400	Richmond	Bleasby Buildings, Shop & residences	194130	Individually Significant	1885
HO310	Bridge	Road	402	Richmond	Bleasby Buildings, Shop & residences	194125	Individually Significant	1885
HO310	Bridge	Road	403	Richmond	Showroom	193795	Contributory	1900-1915
HO310	Bridge	Road	404	Richmond	Bleasby Buildings, Shop & residences	194120	Individually Significant	1885
HO310	Bridge	Road	405	Richmond	Shops	193800	Not contributory	1990-2000
HO310	Bridge	Road	406	Richmond	Shop & residence	194115	Contributory	1870-1900
HO310	Bridge	Road	407	Richmond	Shop & residence	193805	Contributory	1870-1890
HO310	Bridge	Road	408	Richmond	Shop & residence	194110	Contributory	1870-1900
HO310	Bridge	Road	410	Richmond	Shop & residence	194110	Contributory	1870-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO310	Bridge	Road	412	Richmond	Shop & residence	194105	Not contributory	1850-1890?
HO310	Bridge	Road	414	Richmond	Shop & residence	194100	Not contributory	1850-1900?
HO310	Bridge	Road	416	Richmond	Shop & residence	194095	Not contributory	1850-1900?
HO310	Bridge	Road	418	Richmond	Shop & residence	194090	Individually Significant	1870-1890
HO310	Bridge	Road	419-417	Richmond	Factory/warehouse	193820	Contributory	1900-1915
HO310	Bridge	Road	420	Richmond		194085	Individually Significant	1870-1890
HO310	Bridge	Road	422	Richmond	Shop & residence	194080	Individually Significant	1870-1890
HO310	Bridge	Road	424-426	Richmond	Shops, units 1900-15	303610	Not contributory	2000-2010,
HO310	Bridge	Road	428	Richmond	Shop & residence	194070	Individually Significant	1870-1890
HO310	Bridge	Road	430	Richmond	Shop & residence	194065	Individually Significant	1870-1890
HO310	Bridge	Road	432	Richmond	Shop & residence	194060	Individually Significant	1870-1890
HO310	Bridge	Road	433	Richmond	Factory/warehouse	193835	Contributory	1900-1915
HO310	Bridge	Road	434	Richmond	Shop & residence	194055	Individually Significant	1870-1890
HO310	Bridge	Road	436-438	Richmond	Shop/offices	194050	Not contributory	1950-1970
HO310	Bridge	Road	440	Richmond	Shop & residence	194045	Contributory	1900-1915
HO310	Bridge	Road	442	Richmond	Shop	194035	Not contributory	1980-1990?
HO310	Bridge	Road	444	Richmond	Shop	194040	Not contributory	1980-1990?
HO310	Bridge	Road	446	Richmond	Shop & residence	194030	Contributory	1900-1915
HO310	Bridge	Road	448	Richmond	Shop & residence	194025	Contributory	1900-1915
HO310	Bridge	Road	450	Richmond	J Wood's buildings, shop & residences	194020	Individually Significant	1889
HO310	Bridge	Road	452	Richmond	J Wood's buildings, shop & residences	194015	Individually Significant	1889
HO310	Bridge	Road	454	Richmond	J Wood's buildings, shop & residences	194015	Individually Significant	1889
HO310	Bridge	Road	456	Richmond	Shop & residence	194015	Contributory	1900-1915
HO310	Bridge	Road	458-460	Richmond	Dutton Bros, furniture manufacturers showroom, workshop	304470	Contributory	1924
HO310	Bridge	Road	462	Richmond	Shop & residence	194005	Contributory	1870-1890
HO310	Bridge	Road	464	Richmond	Shop & residence	194005	Contributory	1870-1890
HO310	Bridge	Road	466	Richmond	Shop & residence	194000	Contributory	1870-1890
HO310	Bridge	Road	468	Richmond	Shop & residence	193995	Contributory	1870-1890
HO310	Bridge	Road	470	Richmond	Dover Hotel	193990	Contributory	1860-1940
HO310	Bridge	Road	472	Richmond	Shop & residence	193980	Contributory	1900-1915
HO310	Bridge	Road	474	Richmond	Shop & residence	193975	Contributory	1900-1915
HO310	Bridge	Road	476	Richmond	Shop & residence	193970	Contributory	1900-1915
HO310	Bridge	Road	478	Richmond	Shop	334020	Not contributory	1900-1915
HO310	Bridge	Road	480	Richmond	Shop & residence	193960	Contributory	1900-1915
HO310	Bridge	Road	482	Richmond	Shop & residence	193955	Contributory	1915-1925
HO310	Bridge	Road	482A	Richmond	shop	193950	Not contributory	1930-1955?
HO310	Bridge	Road	484	Richmond	Shop & residence	193945	Contributory	1915-1925
HO310	Bridge	Road	486	Richmond	Lipari, Shop & residences	193940	Individually Significant	1924
HO310	Bridge	Road	488	Richmond	St Bartolomeo, Shop & residences	193935	Individually Significant	1917
HO310	Bridge	Road	490	Richmond	Shop & residence	193930	Contributory	1900-1915
HO310	Bridge	Road	492	Richmond	Shop & residence	193930	Contributory	1900-1915
HO310	Bridge	Road	494	Richmond	Factory/warehouse	193925	Contributory	1915-1925
HO310	Bridge	Road	496	Burnley	Showroom	169090	Not contributory	1990-2000
HO310	Bridge	Road	498	Burnley	Shop & residence	169085	Contributory	1870-1890
HO310	Bridge	Road	500	Burnley	Shop & residence	169080	Contributory	1870-1890
HO310	Bridge	Road	502	Burnley	Shop & residence	169075	Contributory	1870-1890
HO310	Bridge	Road	504	Burnley	Shop & residence	169070	Not contributory	1915-1925
HO310	Bridge	Road	506	Burnley	Shop & residence	169065	Contributory	1890-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO310	Bridge	Road	508	Burnley	Showroom	169060	Not contributory	1990-2000
HO310	Bridge	Road	512	Burnley	Showroom	169055	Not contributory	Unknown
HO310	Bridge	Road	514	Burnley	Construction site	169050	Not contributory	Unknown
HO310	Bridge	Road	518-524	Richmond	Flour Mill & Grain Store Complex (Former)	319330	Individually Significant	c.1870-1955
HO310	Bridge	Road	529-533	Richmond	Royal Oak Hotel	168810	Individually Significant	1900-1915
HO310	Bridge	Road	534	Richmond	Flour Mill & Grain Store Complex (Former)	299815	Individually Significant	c.1870-1955
HO310	Bridge	Road	534	Richmond	Flour Mill & Grain Store Complex (Former)	299815	Individually Significant	c.1870-1955
HO310	Bridge	Road	597-599	Richmond		168840	Individually Significant	1873
HO310	Bridge	Road	635 (Ground Floor)	Richmond	James Boland's Shop & residence	385590	Individually Significant	1870-1890
HO310	Bridge	Road	635 (First Floor)	Richmond	James Boland's Shop & residence	385600	Individually Significant	1870-1890
HO310	Bridge	Road	637-639	Richmond		168875	Individually Significant	1889
HO310	Church	Street	252	Richmond	Shop & residence	181615	Individually Significant	1870-1890
HO310	Church	Street	254	Richmond	Shop & residence	278255	Individually Significant	1900-1915
HO310	Church	Street	256	Richmond	Shop & residence	189890	Individually Significant	1900-1915
HO310	Waltham	Street	1A	Richmond		304210	Not contributory	2000-2010
HO310	Waltham	Street	2A	Richmond	Stable, former	189245	Contributory	1870-1890
HO311 - Brunswick Street Precinct, Fitzroy								
HO311	Alexandra	Parade	88	Fitzroy		237540	Contributory	1870-1890
HO311	Alexandra	Parade	90	Fitzroy		237545	Contributory	1870-1890
HO311	Brunswick	Street	51	Fitzroy	Rob Roy Hotel	251955	Individually Significant	1850-1870
HO311	Brunswick	Street	55	Fitzroy	Shop & residence	251960	Individually Significant	1860-1870
HO311	Brunswick	Street	57	Fitzroy	Shop & residence	251965	Individually Significant	1860-1870
HO311	Brunswick	Street	59	Fitzroy	Shop & residence	251970	Individually Significant	1860-1870
HO311	Brunswick	Street	61	Fitzroy	Shop & residence	251975	Individually Significant	1860-1870
HO311	Brunswick	Street	63	Fitzroy	Shop & residence	251980	Individually Significant	1860-1870
HO311	Brunswick	Street	67-75	Fitzroy	Offices	251985	Not contributory	1960-1970
HO311	Brunswick	Street	77-81	Fitzroy	Community Health Centre/Offices	251990	Not contributory	1990-2000
HO311	Brunswick	Street	83	Fitzroy	Shop & residence	251995	Contributory	1900-1915
HO311	Brunswick	Street	85	Fitzroy	Shop & residence	252000	Contributory	1900-1915
HO311	Brunswick	Street	87	Fitzroy	Shop & residence	252005	Contributory	1900-1915
HO311	Brunswick	Street	90	Fitzroy	Atherton Gardens Estate, Housing Commision of Victora, part	254810	Not contributory	1960-1970
HO311	Brunswick	Street	95	Fitzroy	Shop & residence	252010	Contributory	1870-1890
HO311	Brunswick	Street	97	Fitzroy	Shop & residence	291000	Contributory	1870-1890
HO311	Brunswick	Street	99	Fitzroy	Levi's Buildings, Shop & residences	252020	Contributory	1870-1890
HO311	Brunswick	Street	101	Fitzroy	Levi's Buildings, Shop & residences	252025	Contributory	1870-1890
HO311	Brunswick	Street	103	Fitzroy	Levi's Buildings, Shop & residences	252025	Contributory	1870-1890
HO311	Brunswick	Street	105	Fitzroy	Shop	343770	Not contributory	Unknown
HO311	Brunswick	Street	107	Fitzroy	Shop	343780	Not contributory	Unknown
HO311	Brunswick	Street	109	Fitzroy	Shop & residence	302730	Individually Significant	1870-1890
HO311	Brunswick	Street	111	Fitzroy	Shop & residence	302720	Individually Significant	1870-1890
HO311	Brunswick	Street	113	Fitzroy	Shop & residence	302710	Individually Significant	1870-1890
HO311	Brunswick	Street	115	Fitzroy	Shop & residence	302700	Individually Significant	1870-1890
HO311	Brunswick	Street	117-119	Fitzroy	Bank, former?	252060	Not contributory	1970-1980
HO311	Brunswick	Street	121-123	Fitzroy	Shop & residence	252065	Contributory	1890-1900?
HO311	Brunswick	Street	125	Fitzroy	Old Colonial Inn, hotel	252070	Contributory	1850-1860

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO311	Brunswick	Street	131	Fitzroy	Shop & residence	252075	Not contributory	Unknown
HO311	Brunswick	Street	133	Fitzroy	Shop	252080	Not contributory	Unknown
HO311	Brunswick	Street	135-137	Fitzroy	Shop & residence?	252085	Contributory	1850-1890
HO311	Brunswick	Street	139	Fitzroy	Shop & residence	351720	Contributory	1850-1890
HO311	Brunswick	Street	140	Fitzroy	Atherton Gardens Estate, Housing Commision of Victora, part	253810	Not contributory	1960-1970
HO311	Brunswick	Street	141	Fitzroy	Shop & residence	351730	Contributory	1900-1915
HO311	Brunswick	Street	143-145	Fitzroy	Shops & residences, warehouse	252095	Individually Significant	1870-1890
HO311	Brunswick	Street	147	Fitzroy	Shop & residence	252105	Contributory	1900-1915
HO311	Brunswick	Street	149	Fitzroy	Shop & residence	252110	Contributory	1900-1915
HO311	Brunswick	Street	151-153	Fitzroy	Shops & residences	252120	Contributory	1860-1890
HO311	Brunswick	Street	155	Fitzroy	Shop & residence	252135	Contributory	1860-1870
HO311	Brunswick	Street	157	Fitzroy	Shop & residence	252140	Contributory	1860-1870
HO311	Brunswick	Street	159	Fitzroy	Shop & residence	252145	Contributory	1860-1870
HO311	Brunswick	Street	161-163	Fitzroy	Shop	252150	Not contributory	1950-1960
HO311	Brunswick	Street	165-169	Fitzroy	Shops & residences	252165	Contributory	1870-1890
HO311	Brunswick	Street	171	Fitzroy	Shop & residence	343440	Individually Significant	1860-1870
HO311	Brunswick	Street	173	Fitzroy	Shop & residence	252175	Individually Significant	1860-1870
HO311	Brunswick	Street	174	Fitzroy	National Hotel	252805	Individually Significant	1850-1860
HO311	Brunswick	Street	175	Fitzroy	Ballarat Hotel	252180	Individually Significant	1860-1870
HO311	Brunswick	Street	176	Fitzroy	Ballarat Hotel, part	252805	Individually Significant	1860-1870
HO311	Brunswick	Street	177	Fitzroy	shop, offices	252195	Not contributory	1960-1970
HO311	Brunswick	Street	178	Fitzroy	Shop & residence	252800	Contributory	1850-1890?
HO311	Brunswick	Street	179	Fitzroy	Shop, offices	252200	Not contributory	1960-1970
HO311	Brunswick	Street	180	Fitzroy	Shop & residence	252795	Contributory	1850-1890?
HO311	Brunswick	Street	181	Fitzroy	Shop & residence	252205	Contributory	1880-1890
HO311	Brunswick	Street	182	Fitzroy	Shop & residence	252790	Contributory	1850-1890?
HO311	Brunswick	Street	183	Fitzroy	Shop & residence	252210	Contributory	1880-1890
HO311	Brunswick	Street	184-186	Fitzroy	Shop & offices	305060	Contributory	1870-1890
HO311	Brunswick	Street	185	Fitzroy	Shop & residence	252215	Contributory	1880-1890
HO311	Brunswick	Street	187	Fitzroy	Shop & residence	252220	Contributory	1870-1890
HO311	Brunswick	Street	188-192	Fitzroy	Shops	305030	Not contributory	Unknown
HO311	Brunswick	Street	189	Fitzroy	Shop & residence	252225	Contributory	1890-1900
HO311	Brunswick	Street	191	Fitzroy	Shop & residence	252230	Contributory	1890-1900
HO311	Brunswick	Street	193	Fitzroy	Shop & residence	252240	Contributory	1870-1890?
HO311	Brunswick	Street	195	Fitzroy	Shop	252245	Not contributory	Unknown
HO311	Brunswick	Street	196	Fitzroy	Perseverance Hotel	252775	Individually Significant	1911
HO311	Brunswick	Street	197	Fitzroy	Labor in Vain Hotel	252255	Contributory	1870-1925?
HO311	Brunswick	Street	197	Fitzroy	Showroom	252260	Contributory	1920-1940
HO311	Brunswick	Street	199	Fitzroy	Shop & residence	252265	Contributory	1870-1890
HO311	Brunswick	Street	201	Fitzroy	Shop & residence	252270	Contributory	1870-1890
HO311	Brunswick	Street	202-210	Fitzroy	Factory, showroom	252770	Not contributory	1950-1970
HO311	Brunswick	Street	203	Fitzroy	Shop & residence	252275	Contributory	1870-1880
HO311	Brunswick	Street	205-207	Fitzroy	Showroom, offices	252290	Not contributory	Unknown
HO311	Brunswick	Street	205A	Fitzroy	Showroom, offices	252280	Not contributory	Unknown
HO311	Brunswick	Street	209	Fitzroy	Shop & residence?	252285	Not contributory	Unknown
HO311	Brunswick	Street	211	Fitzroy		252295	Contributory	1850-1890
HO311	Brunswick	Street	212	Fitzroy	Shop	252765	Not contributory	Unknown
HO311	Brunswick	Street	213	Fitzroy	Shop & residence	252300	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO311	Brunswick	Street	214	Fitzroy	Motor Garage, former	252705	Contributory	1925-1935
HO311	Brunswick	Street	215	Fitzroy	Shop & residence	252305	Contributory	1880-1890
HO311	Brunswick	Street	217	Fitzroy	Shop & residence	252310	Contributory	1880-1890
HO311	Brunswick	Street	218-222	Fitzroy	Showroom?	252760	Contributory	1850-1890?
HO311	Brunswick	Street	221	Fitzroy	Shop & residence	252315	Contributory	1870-1890?
HO311	Brunswick	Street	223	Fitzroy	Shop & residence	252320	Contributory	1870-1890
HO311	Brunswick	Street	224	Fitzroy	Shop & residence	252755	Contributory	1870-1890
HO311	Brunswick	Street	225	Fitzroy	Shop & residence	252325	Contributory	1870-1890
HO311	Brunswick	Street	226A-230	Fitzroy	Shop & residence	252735	Contributory	1870-1890
HO311	Brunswick	Street	227	Fitzroy	Shop & residence	252330	Contributory	1870-1890
HO311	Brunswick	Street	229	Fitzroy	Shop & residence	339590	Individually Significant	1870-1890
HO311	Brunswick	Street	231	Fitzroy	Shop & residence	339600	Individually Significant	1870-1890
HO311	Brunswick	Street	232-234	Fitzroy	The Max, apartment, shops	292800	Not contributory	1990-2000
HO311	Brunswick	Street	233	Fitzroy	Shop & residence	339610	Individually Significant	1870-1890
HO311	Brunswick	Street	235	Fitzroy	Shop & residence	355630	Contributory	1860-1880
HO311	Brunswick	Street	236-252	Fitzroy	Shops part	332880	Victorian Heritage Register	1888
HO311	Brunswick	Street	236	Fitzroy	Shop & residence	332890	Victorian Heritage Register	1888
HO311	Brunswick	Street	237	Fitzroy	Shop & residence	252345	Contributory	1870-1890
HO311	Brunswick	Street	238	Fitzroy	Shop & residence	332890	Victorian Heritage Register	1888
HO311	Brunswick	Street	239	Fitzroy	Shop	252350	Contributory	1850-1890?
HO311	Brunswick	Street	240	Fitzroy	Shop & residence	332900	Victorian Heritage Register	1888
HO311	Brunswick	Street	242	Fitzroy	Shop & residence	332910	Victorian Heritage Register	1888
HO311	Brunswick	Street	243	Fitzroy	Shop & residence	252355	Contributory	1870-1890
HO311	Brunswick	Street	244	Fitzroy	Shop & residence	332940	Victorian Heritage Register	1888
HO311	Brunswick	Street	245	Fitzroy	Shop & residence	252360	Contributory	1870-1890
HO311	Brunswick	Street	246	Fitzroy	Shop & residence	332920	Victorian Heritage Register	1888
HO311	Brunswick	Street	247-249	Fitzroy	Shops & residences	252365	Contributory	1870-1920?
HO311	Brunswick	Street	248	Fitzroy	Shop & residence	332930	Victorian Heritage Register	1888
HO311	Brunswick	Street	250	Fitzroy	Shop & residence	252615	Victorian Heritage Register	1888
HO311	Brunswick	Street	251	Fitzroy	Shop & residence	252370	Individually Significant	1893
HO311	Brunswick	Street	252	Fitzroy	Shop & residence	252610	Victorian Heritage Register	1888
HO311	Brunswick	Street	253	Fitzroy	Shop & residence	252375	Contributory	1893
HO311	Brunswick	Street	254	Fitzroy	Shop/workshop	252605	Contributory	1900-1915
HO311	Brunswick	Street	255	Fitzroy	Shop & residence	252380	Contributory	1870-1890
HO311	Brunswick	Street	256	Fitzroy	Shop & residence	252600	Individually Significant	1880-1890
HO311	Brunswick	Street	257	Fitzroy	Shop & residence	252385	Contributory	1870-1890
HO311	Brunswick	Street	258	Fitzroy	Shop & residence	252595	Contributory	1915-1925
HO311	Brunswick	Street	259	Fitzroy	Shop & residence	252390	Contributory	1885
HO311	Brunswick	Street	260	Fitzroy	Shop & residence	252590	Contributory	1870-1890
HO311	Brunswick	Street	261	Fitzroy	Godfrey's, Shop & residence	252395	Contributory	1880-1890
HO311	Brunswick	Street	262	Fitzroy	Shop & offices	252580	Not contributory	1960-1970
HO311	Brunswick	Street	263	Fitzroy	Shop & residence	304500	Contributory	1870-1890
HO311	Brunswick	Street	264	Fitzroy	Shop & residence	252575	Contributory	1870-1890
HO311	Brunswick	Street	265	Fitzroy	Shop & residence	252405	Contributory	1870-1890
HO311	Brunswick	Street	266	Fitzroy	Godfrey's, Shop & residence	252570	Contributory	1880-1890
HO311	Brunswick	Street	267	Fitzroy	Shop & residence	252410	Contributory	1870-1890
HO311	Brunswick	Street	268	Fitzroy	Godfrey's, Shop &	252565	Contributory	1880-1890
HO311	Brunswick	Street	269	Fitzroy	Shop & residence	252415	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO311	Brunswick	Street	270	Fitzroy	Godfrey's, Shop & residence	252560	Contributory	1880-1890
HO311	Brunswick	Street	271	Fitzroy	Shop & residence	252425	Contributory	1870-1890
HO311	Brunswick	Street	272	Fitzroy	Godfrey's, Shop & residence	252555	Contributory	1880-1890
HO311	Brunswick	Street	274	Fitzroy	Godfrey's, Shop & residence	252540	Contributory	1880-1890
HO311	Brunswick	Street	275	Fitzroy	Bank, former?	252440	Not contributory	1970-1980
HO311	Brunswick	Street	276-286	Fitzroy	Shops	252535	Not contributory	Unknown
HO311	Brunswick	Street	277-285	Fitzroy	Moran & Cato Merchants	252445	Individually Significant	1897
HO311	Brunswick	Street	287	Fitzroy	AOE House, Shop & residence	252465	Individually Significant	1900-1915
HO311	Brunswick	Street	288-294	Fitzroy	shop, offices?	252515	Not contributory	1850-1890?
HO311	Brunswick	Street	289	Fitzroy	AOE House, Shop & residence	252470	Contributory	1900-1915
HO311	Brunswick	Street	293	Fitzroy	AOE House, Shop & residence	252475	Contributory	1900-1915
HO311	Brunswick	Street	295	Fitzroy	AOE House, Shop & residence	286445	Contributory	1900-1915
HO311	Brunswick	Street	296	Fitzroy	Fitzroy Post Office	252490	Individually Significant	1880-1890
HO311	Brunswick	Street	298-300	Fitzroy	Union Bank, Shops & residences, former	239455	Contributory	1880-1890
HO311	Brunswick	Street	299	Fitzroy	Liverpool Arms Hotel, former	239080	Individually Significant	1860-1870
HO311	Brunswick	Street	301	Fitzroy	Shop & residence	239085	Contributory	1870-1890
HO311	Brunswick	Street	302	Fitzroy	Shop & residence	239460	Contributory	1870-1890
HO311	Brunswick	Street	303	Fitzroy	Shop & residence	239090	Contributory	1870-1890
HO311	Brunswick	Street	304	Fitzroy	Sydenham, Shop & residences	239465	Contributory	1915
HO311	Brunswick	Street	305	Fitzroy	Shop & residence	239095	Individually Significant	1850-1870
HO311	Brunswick	Street	306-308	Fitzroy	Shops & residences	239470	Contributory	1900-1915
HO311	Brunswick	Street	307	Fitzroy	Shop & residence	239100	Individually Significant	1850-1870
HO311	Brunswick	Street	309	Fitzroy	Shop & residence	239105	Individually Significant	1850-1870
HO311	Brunswick	Street	311	Fitzroy	Shop & residence	239110	Individually Significant	1850-1870
HO311	Brunswick	Street	312	Fitzroy	Shop & residence	239485	Contributory	1884
HO311	Brunswick	Street	313	Fitzroy	Shop & residence	239115	Individually Significant	1850-1870
HO311	Brunswick	Street	314	Fitzroy	Shop & residence	239490	Contributory	1870-1890
HO311	Brunswick	Street	315	Fitzroy	Shop & residence	239120	Individually Significant	1860-1870
HO311	Brunswick	Street	316-318	Fitzroy	Shop & residence	239495	Contributory	1890-1900
HO311	Brunswick	Street	317	Fitzroy	Shop & residence	239125	Individually Significant	1860-1870
HO311	Brunswick	Street	319	Fitzroy	Shop & residence	239130	Individually Significant	1860-1870
HO311	Brunswick	Street	320	Fitzroy	Shawcross Building, shop & residences, offices	239500	Individually Significant	1900-1915
HO311	Brunswick	Street	322	Fitzroy	Shawcross Building, shop & residences, offices	239505	Individually Significant	1902?
HO311	Brunswick	Street	325	Fitzroy	Cumberland House, shop & residences	239140	Contributory	1878
HO311	Brunswick	Street	326	Fitzroy	Shop & residence	239520	Contributory	1880-1890
HO311	Brunswick	Street	327	Fitzroy	Shop & residence	239145	Contributory	1870-1930?
HO311	Brunswick	Street	328	Fitzroy	Shop & residence	239525	Contributory	1880-1890
HO311	Brunswick	Street	329	Fitzroy	Shop & residence	239150	Contributory	1870-1890?
HO311	Brunswick	Street	330	Fitzroy	Shop & residence	239530	Contributory	1880-1890
HO311	Brunswick	Street	331	Fitzroy	Shop & residence	239160	Contributory	1870-1880
HO311	Brunswick	Street	332	Fitzroy	Shop & residence	239535	Contributory	1880-1890
HO311	Brunswick	Street	333	Fitzroy	Shop & residence	239165	Contributory	1870-1880
HO311	Brunswick	Street	334	Fitzroy	Shop & residence	239540	Contributory	1880-1890
HO311	Brunswick	Street	335	Fitzroy	Shop & residence	239170	Contributory	1870-1880
HO311	Brunswick	Street	336	Fitzroy	Shop & residence	239545	Contributory	1880-1890
HO311	Brunswick	Street	337	Fitzroy	Shop & residence	239175	Individually Significant	1908
HO311	Brunswick	Street	338	Fitzroy	Shop & residence	239550	Contributory	1870-1890
HO311	Brunswick	Street	339	Fitzroy	Shop & residence	239180	Individually Significant	1908

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO311	Brunswick	Street	340	Fitzroy	Shop & residence	239555	Contributory	1870-1890
HO311	Brunswick	Street	341	Fitzroy	Shop & residence	239185	Individually Significant	1880-1890
HO311	Brunswick	Street	342	Fitzroy	Shop & residence	239560	Contributory	1870-1890
HO311	Brunswick	Street	343	Fitzroy	Shop & residence	239190	Individually Significant	1880-1890
HO311	Brunswick	Street	344	Fitzroy	Shop & residence	239565	Contributory	1870-1890
HO311	Brunswick	Street	345	Fitzroy	Shop & residence	239195	Individually Significant	1880-1890
HO311	Brunswick	Street	346	Fitzroy	Shop & residence	239570	Contributory	1870-1890
HO311	Brunswick	Street	347	Fitzroy	Shop & residence	239200	Individually Significant	1880-1890
HO311	Brunswick	Street	348-350	Fitzroy	Shops	239575	Not contributory	1970-1980
HO311	Brunswick	Street	351-353	Fitzroy	Evelyn Hotel	239205	Contributory	1870-1890
HO311	Brunswick	Street	354-356	Fitzroy	Shops	239580	Contributory	1915-1935
HO311	Brunswick	Street	357	Fitzroy	Shop & residence	239210	Contributory	1870-1890
HO311	Brunswick	Street	358	Fitzroy	Shop & residence	239590	Contributory	1860-1890
HO311	Brunswick	Street	359	Fitzroy	Shop & residence	239215	Contributory	1870-1890
HO311	Brunswick	Street	360A-360B	Fitzroy	Shop & offices	286385	Not contributory	1950-1960
HO311	Brunswick	Street	361	Fitzroy	Shop & residence	239220	Contributory	1870-1890
HO311	Brunswick	Street	362	Fitzroy	Shop & residence	239600	Contributory	1870-1890
HO311	Brunswick	Street	363	Fitzroy	Shop & residence	239230	Contributory	1870-1890
HO311	Brunswick	Street	364	Fitzroy	shop	239605	Not contributory	Unknown
HO311	Brunswick	Street	365	Fitzroy	Shop & residence	239240	Contributory	1870-1890
HO311	Brunswick	Street	366	Fitzroy	Shop & residence	239605	Contributory	1870-1890
HO311	Brunswick	Street	367	Fitzroy	Shop & residence	239245	Contributory	1870-1890
HO311	Brunswick	Street	368	Fitzroy	Shop & residence	239610	Contributory	1870-1890
HO311	Brunswick	Street	369	Fitzroy	Shop & residence	239250	Contributory	1870-1890
HO311	Brunswick	Street	370	Fitzroy	Shop & residence	239615	Contributory	1870-1890
HO311	Brunswick	Street	371	Fitzroy	Shop & residence	239255	Contributory	1870-1890
HO311	Brunswick	Street	372	Fitzroy	Shop & residence	239620	Contributory	1870-1890
HO311	Brunswick	Street	373	Fitzroy	Shop & residence	239260	Contributory	1870-1890
HO311	Brunswick	Street	374	Fitzroy	Shop & residence	239620	Contributory	1870-1890
HO311	Brunswick	Street	375	Fitzroy	Shop & residence	239265	Contributory	1870-1890
HO311	Brunswick	Street	376	Fitzroy	Moonee Valley Hotel, former	239625	Contributory	1850-1890
HO311	Brunswick	Street	377	Fitzroy	Shop & residence	308050	Individually Significant	1900-1915
HO311	Brunswick	Street	378	Fitzroy	Shop & residence	239625	Individually Significant	1900-1915
HO311	Brunswick	Street	379	Fitzroy	Shop & residence	239280	Contributory	1900-1915
HO311	Brunswick	Street	380	Fitzroy	NV Acres shirt manufacturer showroom, worksho	239625	Individually Significant	1934
HO311	Brunswick	Street	381	Fitzroy	Shop & residence	239285	Contributory	1900-1915
HO311	Brunswick	Street	382	Fitzroy	Shop & residence	239635	Contributory	1870-1890
HO311	Brunswick	Street	383	Fitzroy	Shop & residence	343640	Contributory	1900-1915
HO311	Brunswick	Street	384	Fitzroy	Shop & residence	239640	Contributory	1880-1890
HO311	Brunswick	Street	385	Fitzroy	Shop & residence	239295	Contributory	1900-1915
HO311	Brunswick	Street	386	Fitzroy	Shop & offices	239645	Not contributory	1930-1940?
HO311	Brunswick	Street	387	Fitzroy	Shop & residence	239300	Contributory	1900-1915
HO311	Brunswick	Street	388	Fitzroy	Shop & offices	239645	Not contributory	1930-1940?
HO311	Brunswick	Street	389-391	Fitzroy	Shop & residence	239305	Contributory	1900-1915
HO311	Brunswick	Street	390	Fitzroy	Shop & residence	239650	Contributory	1870-1890
HO311	Brunswick	Street	392	Fitzroy	Nursery	239655	Not contributory	Unknown
HO311	Brunswick	Street	393	Fitzroy	Grocery Shop & residence	333830	Contributory	1880-1890
HO311	Brunswick	Street	395	Fitzroy	Shop & residence	239310	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO311	Brunswick	Street	396-398	Fitzroy	Motor Garage, later shop	239660	Individually Significant	1915-1925
HO311	Brunswick	Street	397	Fitzroy	Showroom/warehouse	239315	Not contributory	1940-1950
HO311	Brunswick	Street	399	Fitzroy	Shop & residence	239320	Contributory	1880-1890
HO311	Brunswick	Street	400	Fitzroy	Shop	297165	Not contributory	1980-2000
HO311	Brunswick	Street	401	Fitzroy	Shop & residence	239325	Contributory	1880-1900
HO311	Brunswick	Street	402	Fitzroy	Shop	297170	Not contributory	1980-2000
HO311	Brunswick	Street	403	Fitzroy	Shop & residence	239330	Contributory	1870-1890
HO311	Brunswick	Street	404	Fitzroy	Shop	297175	Not contributory	Unknown
HO311	Brunswick	Street	405	Fitzroy	Shop & residence	239335	Contributory	1870-1890
HO311	Brunswick	Street	406	Fitzroy	Shop & residence	278065	Contributory	1871
HO311	Brunswick	Street	407	Fitzroy	Shop & residence	239340	Contributory	1870-1890
HO311	Brunswick	Street	408	Fitzroy	Shop & residence	239675	Contributory	1876
HO311	Brunswick	Street	409	Fitzroy	Shop & residence	239345	Contributory	1870-1890
HO311	Brunswick	Street	410	Fitzroy	London Chartered Bank, former	304540	Individually Significant	1870-1880
HO311	Brunswick	Street	411	Fitzroy	Shop & residence	239350	Contributory	1870-1890
HO311	Brunswick	Street	412	Fitzroy	Shop & residence	239685	Contributory	1850-1890
HO311	Brunswick	Street	413	Fitzroy	Shop & residence	239355	Individually Significant	1850-1890
HO311	Brunswick	Street	414	Fitzroy	Shop & residence	239695	Contributory	1850-1890
HO311	Brunswick	Street	415	Fitzroy	Shop & residence	239360	Individually Significant	1870-1890
HO311	Brunswick	Street	416-418	Fitzroy	Shop & residence?	239700	Contributory	1850-1890
HO311	Brunswick	Street	417	Fitzroy	Shop & residence	239365	Contributory	1870-1890
HO311	Brunswick	Street	419	Fitzroy	Shop & residence	239370	Contributory	1880-1890
HO311	Brunswick	Street	420	Fitzroy	Shop	239705	Contributory	1870-1880
HO311	Brunswick	Street	421	Fitzroy	Shop, offices	239375	Not contributory	Unknown
HO311	Brunswick	Street	422	Fitzroy	Cavan Hotel 1859	239710	Individually Significant	1850-1890
HO311	Brunswick	Street	423A	Fitzroy	Shop, offices	239380	Not contributory	Unknown
HO311	Brunswick	Street	423B	Fitzroy	Shop, offices	239385	Not contributory	Unknown
HO311	Brunswick	Street	424-428	Fitzroy	Shop, warehouse	239715	Contributory	1850-1890
HO311	Brunswick	Street	425	Fitzroy	Shop	239390	Not contributory	Unknown
HO311	Brunswick	Street	427	Fitzroy	Shop	278045	Not contributory	Unknown
HO311	Brunswick	Street	429-431	Fitzroy	Post office, former?	239395	Not contributory	1970-1980
HO311	Brunswick	Street	430-444	Fitzroy	Showroom	239720	Not contributory	1930-1940?
HO311	Brunswick	Street	433	Fitzroy	Workshop, warehosue	239400	Individually Significant	1850-1890
HO311	Brunswick	Street	435-437	Fitzroy	Shop	239405	Contributory	1870-1890?
HO311	Brunswick	Street	439	Fitzroy	Shop & residence	239410	Contributory	1870-1890
HO311	Brunswick	Street	441	Fitzroy	Shop & residence	239415	Contributory	1870-1890
HO311	Brunswick	Street	443	Fitzroy	Shop & residence	239420	Contributory	1870-1890
HO311	Brunswick	Street	445	Fitzroy	Shop & residence	239425	Contributory	1870-1890
HO311	Brunswick	Street	446	Fitzroy	Royal Derby Hotel	239725	Individually Significant	1920-1930
HO311	Brunswick	Street	447	Fitzroy	Shop & residence	239430	Contributory	1870-1890
HO311	Brunswick	Street	449	Fitzroy	Shop & residence	239435	Contributory	1870-1890
HO311	Brunswick	Street	451	Fitzroy	General Gordon Hotel former	239440	Contributory	1870-1890
HO311	Johnston	Street	103-107	Fitzroy	Shops & residences, former	120800	Individually Significant	1880-1890
HO311	Johnston	Street	106-110	Fitzroy	AOE House	121180	Individually Significant	1900-1915
HO312 - Campbell Street Precinct, Collingwood								
HO312	Campbell	Street	1	Collingwood	Factory/warehouse	102575	Not contributory	1950-1960
HO312	Campbell	Street	3	Collingwood		102570	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO312	Campbell	Street	5-11	Collingwood	Factory/warehouse	102565	Not contributory	1950-1960
HO312	Campbell	Street	8	Collingwood		102585	Contributory	1870-1890
HO312	Campbell	Street	10	Collingwood		102590	Contributory	1870-1890
HO312	Campbell	Street	12	Collingwood		102595	Contributory	1890-1900
HO312	Campbell	Street	13	Collingwood		102560	Contributory	1870-1890
HO312	Campbell	Street	14	Collingwood		102600	Contributory	1890-1900
HO312	Campbell	Street	15	Collingwood		102555	Contributory	1870-1890
HO312	Campbell	Street	16	Collingwood		102605	Contributory	1870-1890
HO312	Campbell	Street	17	Collingwood		102550	Contributory	1870-1890
HO312	Campbell	Street	18	Collingwood		102610	Contributory	1870-1890
HO312	Campbell	Street	19	Collingwood		102545	Contributory	1870-1890
HO312	Campbell	Street	20	Collingwood		102615	Contributory	1870-1890
HO312	Campbell	Street	21	Collingwood		102540	Contributory	1870-1890
HO312	Campbell	Street	22	Collingwood		102620	Contributory	1870-1890
HO312	Campbell	Street	23	Collingwood		102535	Contributory	1870-1890
HO312	Campbell	Street	24	Collingwood		102625	Contributory	1870-1890
HO312	Campbell	Street	25	Collingwood		102530	Contributory	1870-1890
HO312	Campbell	Street	26	Collingwood		102630	Contributory	1870-1890
HO312	Campbell	Street	27	Collingwood		102525	Contributory	1870-1890
HO312	Campbell	Street	28	Collingwood		102635	Contributory	1870-1890
HO312	Campbell	Street	29	Collingwood		102520	Contributory	1870-1890
HO312	Campbell	Street	30-32	Collingwood		102640	Not contributory	1970-1990?
HO312	Campbell	Street	31	Collingwood		102515	Contributory	1870-1890
HO312	Campbell	Street	33	Collingwood		102510	Contributory	1870-1890
HO312	Campbell	Street	35	Collingwood		102505	Contributory	1870-1890
HO312	Campbell	Street	37	Collingwood		102500	Contributory	1870-1890
HO312	Campbell	Street	39	Collingwood		102495	Contributory	1870-1890
HO312	Campbell	Street	41	Collingwood		102490	Contributory	1870-1890
HO312	Campbell	Street	43	Collingwood		102485	Contributory	1870-1890
HO312	Campbell	Street	45	Collingwood		102480	Contributory	1870-1890
HO312	Campbell	Street	47	Collingwood		102475	Contributory	1870-1890
HO312	Campbell	Street	49	Collingwood		102470	Contributory	1870-1890
HO312	Campbell	Street	51	Collingwood		102465	Contributory	1870-1890
HO312	Campbell	Street	53	Collingwood		102460	Contributory	1870-1890
HO312	Campbell	Street	55	Collingwood		102455	Contributory	1870-1890
HO312	Campbell	Street	57	Collingwood		102450	Contributory	1870-1890
HO312	Campbell	Street	59	Collingwood		102445	Contributory	1870-1890
HO312	Campbell	Street	61	Collingwood		102440	Contributory	1870-1890
HO312	Dight	Street	1	Collingwood	Offices	102350	Not contributory	1990-2000
HO312	Dight	Street	2	Collingwood		102355	Contributory	1870-1890
HO312	Dight	Street	3	Collingwood		102345	Not contributory	Unknown
HO312	Dight	Street	4	Collingwood		102360	Contributory	1870-1890
HO312	Dight	Street	5	Collingwood		102340	Contributory	1870-1890
HO312	Dight	Street	6	Collingwood		102365	Contributory	1870-1890
HO312	Dight	Street	7-13	Collingwood	Factory/warehouse	102335	Not contributory	1960-1970
HO312	Dight	Street	8-10	Collingwood	Factory/warehouse	102370	Not contributory	1960-1970
HO312	Dight	Street	12	Collingwood	Factory/warehouse	102375	Not contributory	1950-1960
HO312	Dight	Street	14	Collingwood		102380	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO312	Dight	Street	15	Collingwood		102330	Contributory	1870-1890
HO312	Dight	Street	16	Collingwood		102385	Contributory	1870-1890
HO312	Dight	Street	17	Collingwood		102325	Contributory	1870-1890
HO312	Dight	Street	18	Collingwood	Factory/warehouse	102390	Not contributory	1960-1970
HO312	Dight	Street	19	Collingwood		102320	Contributory	1870-1890
HO312	Dight	Street	21	Collingwood		102315	Not contributory	1990-2000
HO312	Dight	Street	22	Collingwood		102395	Contributory	1870-1890
HO312	Dight	Street	23-25	Collingwood	Vacant land	102310	Not contributory	Unknown
HO312	Dight	Street	24	Collingwood		102400	Contributory	1870-1890
HO312	Dight	Street	26	Collingwood		102405	Contributory	1870-1890
HO312	Dight	Street	27	Collingwood	Factory/warehouse	309540	Not contributory	Unknown
HO312	Dight	Street	28	Collingwood	Studio	102410	Not contributory	1960-1970
HO312	Dight	Street	29-31	Collingwood	Factory/warehouse	309530	Not contributory	1960-1970
HO312	Dight	Street	30	Collingwood		102415	Contributory	1870-1890
HO312	Dight	Street	32	Collingwood	Townhouse	318880	Not contributory	1990-2000
HO312	Dight	Street	33	Collingwood		102300	Contributory	1870-1890
HO312	Dight	Street	34	Collingwood	Townhouse	318870	Not contributory	1990-2000
HO312	Dight	Street	35	Collingwood		102295	Contributory	1870-1890
HO312	Dight	Street	36	Collingwood	Townhouse	318860	Not contributory	1990-2000
HO312	Dight	Street	37	Collingwood		102290	Contributory	1870-1890
HO312	Dight	Street	38	Collingwood	Townhouse	318850	Not contributory	1990-2000
HO312	Dight	Street	39	Collingwood	Factory/warehouse	102285	Not contributory	1960-1970
HO312	Dight	Street	40	Collingwood	Townhouse	318840	Not contributory	1990-2000
HO312	Dight	Street	40/A	Collingwood	Townhouse	318830	Not contributory	1990-2000
HO312	Dight	Street	42	Collingwood	Office/Factory/warehouse	300395	Not contributory	1990-2000
HO312	Dight	Street	45	Collingwood		102280	Contributory	1870-1890
HO312	Dight	Street	50	Collingwood	Factory/warehouse	300400	Not contributory	1940-1950
HO312	Dight	Street	52	Collingwood	Factory/warehouse	305290	Not contributory	1940-1950
HO312	Dight	Street	52A	Collingwood	Factory/warehouse	305280	Not contributory	1940-1950
HO312	Dight	Street	54	Collingwood	Factory/warehouse	305270	Not contributory	1940-1950
HO312	Dight	Street	54A	Collingwood	Factory/warehouse	305260	Not contributory	1940-1950
HO312	Dight	Street	54B	Collingwood	Factory/warehouse	305250	Not contributory	1940-1950
HO312	Down	Street	2-4	Collingwood	Factory/warehouse	297220	Not contributory	1920-1930
HO312	Down	Street	10	Collingwood	Factory/warehouse	323980	Not contributory	1920-1930
HO312	Down	Street	18-24	Collingwood	Bennetts, McDonald & Johnston Fire Kindler factory, later Melbourne Chair Co. Pty. Ltd Factory/showroom	102255	Contributory	1912, 1922-
HO312	Down	Street	26-44	Collingwood	Factory/warehouse	102260	Contributory	1910-1950
HO312	Down	Street	55	Collingwood		102215	Not contributory	Unknown
HO312	Gipps	Street	52	Collingwood		102190	Individually Significant	1870-1890
HO312	Gipps	Street	54	Collingwood		102185	Individually Significant	1870-1890
HO312	Gipps	Street	56	Collingwood		102180	Individually Significant	1870-1890
HO312	Gipps	Street	58	Collingwood		102175	Individually Significant	1870-1890
HO312	Rupert	Street	125	Collingwood		102795	Contributory	1870-1890
HO312	Rupert	Street	127	Collingwood		102790	Contributory	1870-1890
HO312	Rupert	Street	129	Collingwood		102785	Not contributory	1980-1990
HO312	Rupert	Street	131	Collingwood		102780	Contributory	1870-1890
HO312	Rupert	Street	133	Collingwood		102775	Contributory	1870-1890
HO312	Rupert	Street	134	Collingwood	Offices/warehouse	102970	Not contributory	1990-2000
HO312	Rupert	Street	135	Collingwood		102770	Not contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO312	Rupert	Street	136	Collingwood		102975	Contributory	1870-1890?
HO312	Rupert	Street	137	Collingwood		102765	Contributory	1870-1890
HO312	Rupert	Street	138	Collingwood		102980	Contributory	1870-1890
HO312	Rupert	Street	140	Collingwood		102985	Contributory	1870-1890
HO312	Rupert	Street	142	Collingwood		102990	Contributory	1870-1890
HO312	Rupert	Street	144	Collingwood		102995	Contributory	1870-1890
HO312	Rupert	Street	146	Collingwood	Townhouse	103000	Not contributory	1970-1980
HO312	Rupert	Street	148	Collingwood	Townhouse	103005	Not contributory	1990-2000
HO312	Rupert	Street	150	Collingwood		103010	Contributory	1870-1890
HO312	Rupert	Street	152	Collingwood		103015	Contributory	1870-1890
HO312	Vere	Street	5	Collingwood	Factory/warehouse	100420	Contributory	1910-1925
HO312	Vere	Street	7	Collingwood	Factory/warehouse	100425	Contributory	1910-1925
HO312	Vere	Street	9-11	Collingwood	Expandite (Aust) Pty Ltd, rustproofing processes factory/warehouse. Former	100430	Not contributory	1969
HO312	Vere	Street	13	Collingwood	Factory	100435	Not contributory	1950-1970
HO312	Vere	Street	15-19	Collingwood	Strath Knits Factory	100440	Contributory	1920-1935
HO312	Vere	Street	21	Collingwood		100445	Individually Significant	1860-1880
HO312	Vere	Street	23	Collingwood		100450	Individually Significant	1860-1880
HO312	Vere	Street	25	Collingwood		100455	Individually Significant	1860-1880
HO312	Vere	Street	27	Collingwood		100460	Individually Significant	1860-1880
HO312	Vere	Street	29	Collingwood	Factory/warehouse, former	305240	Contributory	1925-1935
HO312	Vere	Street	37	Collingwood	Shop & residence	100470	Contributory	1860-1880
HO312	Vere	Street	39	Collingwood	Shop & residence	100475	Contributory	1860-1880
HO312	Vere	Street	41	Collingwood	Shop & residence	100480	Contributory	1860-1880
HO312	Vere	Street	43-45	Collingwood	Shops & residences	100485	Contributory	1860-1880
HO313 - Charles Street Precinct, Abbotsford								
HO313	Abbotsford	Street	4	Abbotsford		110955	Contributory	1870-1890
HO313	Abbotsford	Street	5-7	Abbotsford	Village Belle Hotel, former	110960	Individually Significant	1860-1880
HO313	Abbotsford	Street	6	Abbotsford		110950	Contributory	1870-1890
HO313	Abbotsford	Street	8	Abbotsford		110945	Contributory	1870-1890
HO313	Abbotsford	Street	9	Abbotsford		110965	Contributory	1870-1890
HO313	Abbotsford	Street	10	Abbotsford		110940	Contributory	1870-1890
HO313	Abbotsford	Street	12	Abbotsford	Shop & residence	110935	Individually Significant	1870-1890
HO313	Abbotsford	Street	16	Abbotsford	Shop & residence?	110930	Contributory	1870-1890
HO313	Charles	Street	65	Abbotsford		106235	Not contributory	1925-1930
HO313	Charles	Street	69	Abbotsford		106230	Contributory	1870-1890
HO313	Charles	Street	71	Abbotsford		106225	Contributory	1870-1890
HO313	Charles	Street	73	Abbotsford	Duplex	106220	Individually Significant	1900-1915
HO313	Charles	Street	75	Abbotsford	Duplex	106215	Individually Significant	1900-1915
HO313	Charles	Street	77	Abbotsford	Townhouses	306580	Not contributory	1995-2005
HO313	Charles	Street	78	Abbotsford		295290	Not contributory	Unknown
HO313	Charles	Street	79	Abbotsford	Duplex	306590	Individually Significant	1900-1915
HO313	Charles	Street	80	Abbotsford		295285	Contributory	1870-1890
HO313	Charles	Street	81	Abbotsford	Duplex	106205	Individually Significant	1900-1915
HO313	Charles	Street	83	Abbotsford		106200	Not contributory	1900-1915
HO313	Charles	Street	84	Abbotsford		283465	Not contributory	1990-2000
HO313	Charles	Street	85	Abbotsford		106195	Contributory	1900-1915
HO313	Charles	Street	86	Abbotsford		106550	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Charles	Street	87	Abbotsford		106190	Not contributory	1920-1930
HO313	Charles	Street	88	Abbotsford		106555	Not contributory	Unknown
HO313	Charles	Street	89	Abbotsford		106185	Contributory	1915-1925
HO313	Charles	Street	91-93	Abbotsford		106180	Not contributory	1950-1960
HO313	Charles	Street	92-34	Abbotsford	Charles Court	106560	Not contributory	1960-1970
HO313	Charles	Street	95	Abbotsford		106175	Contributory	1870-1890
HO313	Charles	Street	96	Abbotsford		106610	Contributory	1930-1940
HO313	Charles	Street	97	Abbotsford		106170	Contributory	1870-1890
HO313	Charles	Street	98	Abbotsford	Terrace	106615	Contributory	1870-1890
HO313	Charles	Street	99	Abbotsford		106165	Contributory	1870-1890
HO313	Charles	Street	100	Abbotsford	Terrace	106620	Contributory	1870-1890
HO313	Charles	Street	101	Abbotsford		106160	Contributory	1870-1890
HO313	Charles	Street	102	Abbotsford	Terrace	106625	Contributory	1870-1890
HO313	Charles	Street	103	Abbotsford	Wavertree Villa	106155	Contributory	1870-1890
HO313	Charles	Street	104	Abbotsford	Terrace	106630	Contributory	1870-1890
HO313	Charles	Street	105	Abbotsford	Anstey Villa	106150	Contributory	1870-1890
HO313	Charles	Street	106	Abbotsford		106635	Contributory	1870-1890
HO313	Charles	Street	107	Abbotsford		106145	Contributory	1870-1890
HO313	Charles	Street	108	Abbotsford		106640	Contributory	1870-1890
HO313	Charles	Street	109	Abbotsford		106140	Contributory	1870-1905
HO313	Charles	Street	110	Abbotsford	J Badman Grocer	106645	Individually Significant	1913
HO313	Charles	Street	111	Abbotsford		106135	Contributory	1870-1890
HO313	Charles	Street	113	Abbotsford		106130	Contributory	1870-1890
HO313	Charles	Street	114	Abbotsford		106650	Contributory	1870-1890
HO313	Charles	Street	115	Abbotsford		106125	Contributory	1870-1890
HO313	Charles	Street	116	Abbotsford	Vacant land	106655	Not contributory	Unknown
HO313	Charles	Street	117	Abbotsford		106120	Contributory	1870-1890
HO313	Charles	Street	118	Abbotsford		106660	Not contributory	1950-1960
HO313	Charles	Street	119	Abbotsford		106115	Contributory	1870-1890
HO313	Charles	Street	120	Abbotsford		106665	Contributory	1870-1890
HO313	Charles	Street	121	Abbotsford		106110	Contributory	1870-1890
HO313	Charles	Street	122	Abbotsford		106670	Contributory	1870-1890
HO313	Charles	Street	123	Abbotsford		106105	Contributory	1870-1890
HO313	Charles	Street	124	Abbotsford		106675	Contributory	1870-1890
HO313	Charles	Street	125	Abbotsford		106100	Contributory	1870-1890
HO313	Charles	Street	126	Abbotsford		106680	Contributory	1870-1890
HO313	Charles	Street	127	Abbotsford		106095	Contributory	1870-1890
HO313	Charles	Street	128	Abbotsford		106685	Contributory	1870-1890
HO313	Charles	Street	129	Abbotsford	House & fence	106090	Contributory	1870-1890
HO313	Charles	Street	130	Abbotsford		106690	Contributory	1870-1890
HO313	Charles	Street	131	Abbotsford		106085	Contributory	1870-1890
HO313	Charles	Street	132	Abbotsford		106695	Contributory	1870-1890
HO313	Charles	Street	133	Abbotsford		106080	Not contributory	1870-1890
HO313	Charles	Street	134	Abbotsford		106700	Contributory	1870-1890
HO313	Charles	Street	135	Abbotsford		106075	Contributory	1870-1890
HO313	Charles	Street	136	Abbotsford		106705	Contributory	1870-1890
HO313	Charles	Street	137	Abbotsford		106070	Contributory	1870-1890
HO313	Charles	Street	138	Abbotsford	Easton Terrace	106710	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Charles	Street	139	Abbotsford	Royal Terrace	106065	Individually Significant	1870-1890
HO313	Charles	Street	140	Abbotsford	Easton Terrace	106715	Contributory	1870-1890
HO313	Charles	Street	141	Abbotsford	Royal Terrace	106060	Individually Significant	1870-1890
HO313	Charles	Street	142	Abbotsford	Easton Terrace	106720	Contributory	1870-1890
HO313	Charles	Street	143	Abbotsford	Royal Terrace	106055	Individually Significant	1870-1890
HO313	Charles	Street	144	Abbotsford	Easton Terrace	106725	Contributory	1870-1890
HO313	Charles	Street	145	Abbotsford	Linda Terrace	106050	Contributory	1870-1890
HO313	Charles	Street	146	Abbotsford	Easton Terrace	106730	Contributory	1870-1890
HO313	Charles	Street	147	Abbotsford	Linda Terrace	106045	Contributory	1870-1890
HO313	Charles	Street	148	Abbotsford	Easton Terrace	106735	Contributory	1870-1890
HO313	Charles	Street	149	Abbotsford	Linda Terrace	106040	Contributory	1870-1890
HO313	Charles	Street	150	Abbotsford	Easton Terrace	106740	Contributory	1870-1890
HO313	Charles	Street	151	Abbotsford	Linda Terrace	106035	Contributory	1870-1890
HO313	Charles	Street	152	Abbotsford	Easton Terrace	106745	Contributory	1870-1890
HO313	Charles	Street	153	Abbotsford	Linda Terrace	106030	Contributory	1870-1890
HO313	Charles	Street	154	Abbotsford	Easton Terrace	106750	Contributory	1870-1890
HO313	Charles	Street	155	Abbotsford		106025	Not contributory	1960-1970
HO313	Charles	Street	156	Abbotsford	Easton Terrace	106755	Contributory	1870-1890
HO313	Charles	Street	157	Abbotsford		106020	Contributory	1870-1890
HO313	Charles	Street	158	Abbotsford	Easton Terrace	106760	Contributory	1870-1890
HO313	Charles	Street	159	Abbotsford		106015	Contributory	1870-1890
HO313	Charles	Street	160	Abbotsford		106765	Contributory	1870-1890
HO313	Charles	Street	161	Abbotsford		106010	Contributory	1870-1890
HO313	Charles	Street	162	Abbotsford		106770	Contributory	1870-1890
HO313	Charles	Street	163-165	Abbotsford		323180	Contributory	1870-1890
HO313	Charles	Street	164	Abbotsford		106775	Contributory	1870-1890
HO313	Charles	Street	166	Abbotsford		106780	Contributory	1870-1890
HO313	Charles	Street	167	Abbotsford		106000	Contributory	1870-1890
HO313	Charles	Street	168	Abbotsford		106785	Contributory	1870-1890
HO313	Charles	Street	169	Abbotsford		105995	Contributory	1870-1890
HO313	Charles	Street	170	Abbotsford		106790	Contributory	1870-1890
HO313	Eddy	Court	2	Abbotsford	Police Station	299425	Not contributory	1940-1960
HO313	Eddy	Court	4	Abbotsford	Scout Hall	299430	Unknown	1920-1945
HO313	Eddy	Court	8	Abbotsford	Pioneer Hall	300940	Individually Significant	1850-1890
HO313	Gipps	Street	122-126	Abbotsford	Factory/warehouse	105205	Not contributory	1940-1950
HO313	Gipps	Street	128	Abbotsford		105200	Contributory	1900-1915
HO313	Gipps	Street	130	Abbotsford		105195	Contributory	1900-1915
HO313	Gipps	Street	132	Abbotsford		105190	Contributory	1900-1915
HO313	Gipps	Street	134	Abbotsford		105185	Contributory	1900-1915
HO313	Gipps	Street	136	Abbotsford		105180	Contributory	1900-1915
HO313	Gipps	Street	138	Abbotsford		105175	Contributory	1900-1915
HO313	Gipps	Street	140	Abbotsford	Factory/warehouse	105170	Not contributory	1950-1960
HO313	Gipps	Street	152	Abbotsford	Vacant land	1	Not contributory	Unknown
HO313	Gipps	Street	154	Abbotsford	Townhouse	279530	Not contributory	1980-1990
HO313	Gipps	Street	156	Abbotsford	Townhouse	279535	Not contributory	1980-1990
HO313	Gipps	Street	158	Abbotsford	Townhouse	279540	Not contributory	1980-1990
HO313	Gipps	Street	159	Abbotsford		104915	Contributory	1900-1915
HO313	Gipps	Street	160	Abbotsford	Townhouse	279545	Not contributory	1980-1990

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Gipps	Street	161	Abbotsford	Shop	104920	Not contributory	1915-1925
HO313	Gipps	Street	162	Abbotsford	Townhouse	279550	Not contributory	1980-1990
HO313	Gipps	Street	163-167	Abbotsford	Flats	104925	Not contributory	1970-1980
HO313	Gipps	Street	164	Abbotsford	Townhouse	279555	Not contributory	1980-1990
HO313	Gipps	Street	166	Abbotsford	Townhouse	279560	Not contributory	1980-1990
HO313	Gipps	Street	168-170	Abbotsford	Townhouse	105160	Not contributory	1980-1990
HO313	Gipps	Street	169	Abbotsford		104985	Contributory	1860-1880
HO313	Gipps	Street	171	Abbotsford		104990	Contributory	1860-1880
HO313	Gipps	Street	172	Abbotsford		105155	Not contributory	1870-1890
HO313	Gipps	Street	173	Abbotsford		104995	Contributory	1860-1880
HO313	Gipps	Street	174	Abbotsford		105150	Contributory	1870-1890
HO313	Gipps	Street	175	Abbotsford		105000	Contributory	1860-1880
HO313	Gipps	Street	176	Abbotsford		105145	Contributory	1870-1890
HO313	Gipps	Street	177	Abbotsford		105005	Contributory	1860-1880
HO313	Gipps	Street	178	Abbotsford		105140	Not contributory	1915-1925?
HO313	Gipps	Street	179	Abbotsford		105010	Contributory	1860-1880
HO313	Gipps	Street	180	Abbotsford		105135	Contributory	1870-1890
HO313	Gipps	Street	181	Abbotsford		105015	Contributory	1860-1880
HO313	Gipps	Street	182	Abbotsford		105130	Not contributory	1870-1890
HO313	Gipps	Street	183	Abbotsford		105020	Contributory	1860-1880
HO313	Gipps	Street	184	Abbotsford		105125	Contributory	1870-1890
HO313	Gipps	Street	185	Abbotsford		105025	Contributory	1860-1880
HO313	Gipps	Street	186	Abbotsford		105120	Contributory	1870-1890
HO313	Gipps	Street	187	Abbotsford		105030	Contributory	1860-1880
HO313	Gipps	Street	188	Abbotsford		105115	Not contributory	2006-
HO313	Gipps	Street	189	Abbotsford		105035	Contributory	1860-1880
HO313	Gipps	Street	190	Abbotsford		105110	Contributory	1870-1890
HO313	Gipps	Street	191	Abbotsford		105040	Contributory	1860-1880
HO313	Gipps	Street	192	Abbotsford		105105	Contributory	1870-1890
HO313	Gipps	Street	193	Abbotsford		105045	Contributory	1860-1880
HO313	Gipps	Street	194	Abbotsford		105100	Contributory	1870-1890
HO313	Gipps	Street	195	Abbotsford		105050	Not contributory	1950-1960
HO313	Gipps	Street	196	Abbotsford		105095	Contributory	1900-1915
HO313	Gipps	Street	198	Abbotsford		105090	Contributory	1900-1915
HO313	Gipps	Street	198A	Abbotsford	Townhouse	282810	Not contributory	1999
HO313	Gipps	Street	198B	Abbotsford		282805	Not contributory	1999
HO313	Gipps	Street	199	Abbotsford		105055	Not contributory	1860-1880
HO313	Gipps	Street	201	Abbotsford		105060	Not contributory	1860-1880
HO313	Gipps	Street	205-203	Abbotsford	Factory/warehouse & yard, house	105065	Contributory	1915-1925
HO313	Hoddle	Street	114	Abbotsford	Shop & residence	104225	Contributory	1880-1905
HO313	Hoddle	Street	116	Abbotsford	Shop & residence	104230	Contributory	1880-1905
HO313	Hoddle	Street	118	Abbotsford	Shop & residence	104235	Contributory	1880-1905
HO313	Hoddle	Street	120	Abbotsford	Shop & residence	104240	Contributory	1880-1905
HO313	Hoddle	Street	122	Abbotsford	Shop & residence	104245	Contributory	1870-1890
HO313	Hoddle	Street	124	Abbotsford	Shop & residence	104250	Contributory	1900-1915
HO313	Hoddle	Street	126	Abbotsford	Shop & residence	104255	Contributory	1900-1915
HO313	Hoddle	Street	128	Abbotsford	Shop & residence	104260	Contributory	1900-1915
HO313	Hoddle	Street	130	Abbotsford	Factory/warehouse	104265	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Hoddle	Street	132	Abbotsford	Factory/warehouse	104270	Not contributory	1925-1935
HO313	Hoddle	Street	140	Abbotsford	Collingwood Town Hall	104275	Victorian Heritage Register	1890, 1938
HO313	Hoddle	Street	144	Abbotsford	St Phillips (Church of England, Sunday School sites) parsonage or rectory	104295	Individually Significant	1866
HO313	Hoddle	Street	152A	Abbotsford	Collingwood RSL Hall	104300	Individually Significant	1915-1925
HO313	Hoddle	Street	160	Abbotsford	Shop & residence	109520	Contributory	1904
HO313	Hunter	Street	1	Abbotsford		110140	Not contributory	Unknown
HO313	Hunter	Street	2	Abbotsford		110145	Not contributory	1980-1990
HO313	Hunter	Street	3	Abbotsford		110135	Not contributory	1960-1970
HO313	Hunter	Street	4	Abbotsford		110150	Contributory	1900-1915
HO313	Hunter	Street	4A	Abbotsford		110155	Not contributory	1930-1950
HO313	Hunter	Street	5	Abbotsford		110130	Not contributory	1970-1980
HO313	Hunter	Street	6	Abbotsford		110160	Contributory	1870-1890
HO313	Hunter	Street	7	Abbotsford		110125	Contributory	1870-1890
HO313	Hunter	Street	8	Abbotsford		110165	Contributory	1870-1890
HO313	Hunter	Street	9	Abbotsford		110120	Contributory	1870-1890
HO313	Hunter	Street	10	Abbotsford		110170	Not contributory	1880-1950
HO313	Hunter	Street	11	Abbotsford		110115	Contributory	1870-1890
HO313	Hunter	Street	13	Abbotsford		110110	Contributory	1870-1890
HO313	Hunter	Street	15	Abbotsford		110105	Not contributory	1970-1980?
HO313	Hunter	Street	17	Abbotsford		110100	Contributory	1890-1910
HO313	Hunter	Street	19	Abbotsford		110095	Contributory	1900-1915
HO313	Hunter	Street	21	Abbotsford		110090	Contributory	1870-1890
HO313	Hunter	Street	23	Abbotsford		110085	Contributory	1870-1900
HO313	Hunter	Street	25	Abbotsford		110080	Contributory	1915-1925
HO313	Hunter	Street	27	Abbotsford		110075	Contributory	1870-1890
HO313	Hunter	Street	29	Abbotsford		110070	Contributory	1870-1890
HO313	Langridge	Street	226	Abbotsford	Carringbush or Friendly Societies Hotel	104895	Individually Significant	1870-1890
HO313	Langridge	Street	230	Abbotsford		104890	Not contributory	1960-1970
HO313	Little Charles	Street	63	Abbotsford	Townhouse	286515	Not contributory	1980-1990
HO313	Little Charles	Street	65	Abbotsford	Townhouse	286510	Not contributory	1980-1990
HO313	Little Charles	Street	67	Abbotsford	Townhouse	283460	Not contributory	1990-2000
HO313	Little Charles	Street	69	Abbotsford	Townhouse	283455	Not contributory	1990-2000
HO313	Little Charles	Street	71	Abbotsford	Townhouse	107010	Not contributory	1990-2000
HO313	Little Charles	Street	73	Abbotsford		107005	Contributory	1870-1890
HO313	Little Charles	Street	97	Abbotsford		281060	Not contributory	Unknown
HO313	Little Charles	Street	99	Abbotsford		281065	Not contributory	Unknown
HO313	Marine	Parade	2-4	Abbotsford	Townhouse	129825	Not contributory	1990-2000
HO313	Marine	Parade	6	Abbotsford		111280	Contributory	1870-1890
HO313	Marine	Parade	8	Abbotsford		111275	Contributory	1860-1880
HO313	Marine	Parade	10	Abbotsford		111270	Contributory	1860-1880
HO313	Mollison	Street	2	Abbotsford		108325	Contributory	1870-1890
HO313	Mollison	Street	2A	Abbotsford	Warehouse, former	283370	Not contributory	1950-1970
HO313	Mollison	Street	4	Abbotsford		108320	Contributory	1870-1890
HO313	Mollison	Street	6	Abbotsford		108315	Not contributory	1950-1960
HO313	Mollison	Street	8	Abbotsford	Ballarat Terrace	108310	Contributory	1870-1890
HO313	Mollison	Street	10	Abbotsford	Ballarat Terrace	108305	Contributory	1870-1890
HO313	Mollison	Street	12	Abbotsford	Ballarat Terrace	108300	Contributory	1870-1890
HO313	Mollison	Street	14	Abbotsford	Ballarat Terrace	108295	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Mollison	Street	16	Abbotsford	Ballarat Terrace	108290	Contributory	1870-1890
HO313	Nicholson	Street	73 part (73-97)	Abbotsford	Christian Brothers Roman Catholic School, later Sophia Mundi School	107180	Individually Significant	1870-1920
HO313	Nicholson	Street	95 part (73-97)	Abbotsford	St Josephs Technical College, part Christian Brother's Roman Catholic School complex	107180	Individually Significant	1940-1 (1893)
HO313	Nicholson	Street	97 part (73-97)	Abbotsford	Seminary, St Josephs Christian Brother's Roman Catholic School Complex	107180	Individually Significant	1950-1960
HO313	Nicholson	Street	101 part (101-103)	Abbotsford		107170	Individually Significant	1870-1890
HO313	Nicholson	Street	103 part (101-103)	Abbotsford	Presbytery (?) grounds, St Josephs Christian Brothers Roman catholic School complex	107165	Contributory	1870-1890
HO313	Nicholson	Street	105	Abbotsford	Townhouses	107160	Not contributory	1980-1990
HO313	Nicholson	Street	106	Abbotsford		107550	Contributory	1900-1915
HO313	Nicholson	Street	107	Abbotsford		107155	Not contributory	Unknown
HO313	Nicholson	Street	108	Abbotsford		107555	Contributory	1900-1915
HO313	Nicholson	Street	110	Abbotsford		107560	Contributory	1900-1915
HO313	Nicholson	Street	111	Abbotsford		107150	Contributory	1870-1890
HO313	Nicholson	Street	112	Abbotsford		107565	Individually Significant	1900-1915
HO313	Nicholson	Street	113	Abbotsford		107145	Contributory	1870-1890
HO313	Nicholson	Street	114	Abbotsford		107570	Contributory	1900-1915
HO313	Nicholson	Street	115	Abbotsford	Factory/warehouse yard	107145	Not contributory	Unknown
HO313	Nicholson	Street	116	Abbotsford		107575	Not contributory	1900-1915
HO313	Nicholson	Street	118	Abbotsford		107580	Contributory	1890-1910
HO313	Nicholson	Street	120	Abbotsford		107585	Contributory	1900-1915
HO313	Nicholson	Street	122	Abbotsford		107590	Contributory	1900-1915
HO313	Nicholson	Street	124	Abbotsford		107595	Contributory	1900-1915
HO313	Nicholson	Street	126	Abbotsford		107600	Contributory	1900-1915
HO313	Nicholson	Street	128-128A & B	Abbotsford	Townhouse	107605	Not contributory	1990-2000
HO313	Nicholson	Street	130	Abbotsford		107610	Contributory	1915-1925
HO313	Nicholson	Street	135	Abbotsford	Shop	282800	Not contributory	Unknown
HO313	Nicholson	Street	137	Abbotsford		107135	Not contributory	1930-1950
HO313	Nicholson	Street	138	Abbotsford		107615	Contributory	1900-1915
HO313	Nicholson	Street	143	Abbotsford		107130	Not contributory	1930-1950
HO313	Nicholson	Street	145	Abbotsford		107125	Contributory	1930-1935
HO313	Nicholson	Street	147	Abbotsford		107120	Contributory	1900-1915
HO313	Nicholson	Street	149	Abbotsford		107115	Contributory	1900-1915
HO313	Nicholson	Street	151	Abbotsford		107110	Contributory	1900-1915
HO313	Nicholson	Street	155	Abbotsford		107105	Not contributory	Unknown
HO313	Nicholson	Street	157	Abbotsford		107100	Contributory	1900-1915
HO313	Nicholson	Street	159	Abbotsford		107095	Contributory	1900-1915
HO313	Nicholson	Street	160	Abbotsford		107620	Contributory	1900-1915
HO313	Nicholson	Street	161	Abbotsford		107090	Contributory	1890-1900
HO313	Nicholson	Street	163	Abbotsford		107085	Contributory	1890-1900
HO313	Nicholson	Street	165	Abbotsford		107080	Contributory	1890-1900
HO313	Nicholson	Street	167	Abbotsford		107075	Contributory	1900-1915
HO313	Nicholson	Street	169	Abbotsford		107070	Contributory	1900-1915
HO313	Nicholson	Street	171	Abbotsford		107065	Contributory	1900-1915
HO313	Nicholson	Street	173	Abbotsford		107060	Not contributory	1870-1890?
HO313	Nicholson	Street	175	Abbotsford		107055	Contributory	1870-1890
HO313	Nicholson	Street	177	Abbotsford		107050	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Nicholson	Street	179	Abbotsford		107045	Contributory	1870-1890
HO313	Nicholson	Street	181	Abbotsford		107040	Contributory	1870-1890
HO313	Nicholson	Street	182	Abbotsford	Shop & residence	109905	Contributory	1895-1905
HO313	Nicholson	Street	183	Abbotsford		107035	Contributory	1870-1890
HO313	Nicholson	Street	186	Abbotsford		109915	Contributory	1870-1890
HO313	Nicholson	Street	188	Abbotsford		109920	Contributory	1870-1890
HO313	Nicholson	Street	189	Abbotsford		107030	Contributory	1870-1890
HO313	Nicholson	Street	190	Abbotsford		109925	Contributory	1900-1915
HO313	Nicholson	Street	192	Abbotsford		109930	Contributory	1870-1900
HO313	Nicholson	Street	193	Abbotsford		109900	Contributory	1870-1890
HO313	Nicholson	Street	194	Abbotsford		109935	Contributory	1900-1915
HO313	Nicholson	Street	195	Abbotsford	Rose Villa	109895	Individually Significant	1890-1900
HO313	Nicholson	Street	196	Abbotsford		109940	Not contributory	1890-1900
HO313	Nicholson	Street	197	Abbotsford		281515	Contributory	1890-1900?
HO313	Nicholson	Street	198	Abbotsford		109945	Contributory	1870-1890
HO313	Nicholson	Street	199	Abbotsford	Cecilton	109890	Contributory	1870-1890
HO313	Nicholson	Street	200	Abbotsford		109950	Contributory	1870-1890
HO313	Nicholson	Street	201	Abbotsford		109885	Contributory	1890-1900
HO313	Nicholson	Street	202	Abbotsford		109955	Contributory	1900-1915
HO313	Nicholson	Street	203	Abbotsford		109880	Contributory	1870-1890
HO313	Nicholson	Street	204	Abbotsford		109960	Contributory	1870-1890
HO313	Nicholson	Street	205	Abbotsford		109875	Not contributory	1850-1890
HO313	Nicholson	Street	206	Abbotsford		109965	Contributory	1870-1890
HO313	Nicholson	Street	207	Abbotsford		109870	Not contributory	Unknown
HO313	Nicholson	Street	208	Abbotsford		109970	Contributory	1870-1890
HO313	Nicholson	Street	209	Abbotsford	Factory/warehouse	109865	Contributory	1915-1925
HO313	Nicholson	Street	212-214A	Abbotsford	Shop & residence	109975	Not contributory	1950-1960
HO313	Nicholson	Street	214	Abbotsford		109980	Contributory	1870-1890
HO313	Nicholson	Street	216	Abbotsford		109985	Contributory	1870-1890
HO313	Nicholson	Street	217	Abbotsford		109860	Contributory	1900-1915
HO313	Nicholson	Street	218	Abbotsford		109990	Contributory	1870-1890
HO313	Nicholson	Street	219	Abbotsford	Flats	109830	Not contributory	1960-1970
HO313	Nicholson	Street	220	Abbotsford		109995	Not contributory	1870-1890
HO313	Nicholson	Street	222	Abbotsford		110000	Contributory	1900-1915
HO313	Nicholson	Street	224	Abbotsford		110005	Contributory	1900-1915
HO313	Nicholson	Street	225	Abbotsford		109825	Contributory	1870-1890
HO313	Nicholson	Street	226	Abbotsford	Retreat Hotel, The	110010	Individually Significant	1915-1925
HO313	Nicholson	Street	227	Abbotsford	House	109820	Contributory	1910-1915
HO313	Nicholson	Street	231	Abbotsford	House	109815	Contributory	1910-1915
HO313	Nicholson	Street	233	Abbotsford	House	109810	Contributory	1851-1858
HO313	Park	Street	52	Abbotsford		105810	Contributory	1915-1925
HO313	Park	Street	54	Abbotsford		105815	Contributory	1915-1925
HO313	Park	Street	55	Abbotsford		105640	Unknown	1900-1915
HO313	Park	Street	55A	Abbotsford	Factory/warehouse	105640	Not contributory	1925-1935
HO313	Park	Street	56	Abbotsford		105820	Contributory	1880-1900
HO313	Park	Street	57	Abbotsford		105635	Contributory	1870-1890
HO313	Park	Street	58	Abbotsford		105825	Contributory	1890-1910
HO313	Park	Street	60	Abbotsford		105830	Not contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Park	Street	62	Abbotsford		105835	Contributory	1870-1890
HO313	Park	Street	62A	Abbotsford		105840	Contributory	1870-1890
HO313	Park	Street	64	Abbotsford		105845	Not contributory	1915-1925
HO313	Park	Street	65 part (59-67)	Abbotsford	Offices/warehouse	105630	Not contributory	1980-1990
HO313	Park	Street	66	Abbotsford		105850	Contributory	1870-1890
HO313	Park	Street	68	Abbotsford	Townhouse	304750	Not contributory	1980-1990
HO313	Park	Street	69-71	Abbotsford		105625	Contributory	1870-1890
HO313	Park	Street	70	Abbotsford	Townhouse	304760	Not contributory	1980-1990
HO313	Park	Street	72	Abbotsford	Townhouse	139070	Not contributory	1980-1990
HO313	Park	Street	73	Abbotsford		105620	Contributory	1870-1890
HO313	Park	Street	74	Abbotsford	Townhouse	139075	Not contributory	1980-1990
HO313	Park	Street	75-75A	Abbotsford		105615	Contributory	1870-1900
HO313	Park	Street	76	Abbotsford	Townhouse	139080	Not contributory	1980-1990
HO313	Park	Street	77	Abbotsford		105605	Not contributory	1950-1960
HO313	Park	Street	77A	Abbotsford		105610	Not contributory	1915-1925?
HO313	Park	Street	78	Abbotsford	Townhouse	139085	Not contributory	1980-1990
HO313	Park	Street	79	Abbotsford		105600	Not contributory	1915-1925?
HO313	Park	Street	80	Abbotsford		105855	Contributory	1870-1890
HO313	Park	Street	81	Abbotsford		105595	Not contributory	1915-1925
HO313	Park	Street	82	Abbotsford		105860	Not contributory	1970-1980
HO313	Park	Street	83	Abbotsford		105590	Contributory	1870-1890
HO313	Park	Street	84	Abbotsford		105865	Contributory	1915-1925
HO313	Park	Street	85	Abbotsford	Clyde Cottage	105585	Contributory	1870-1890
HO313	Park	Street	86	Abbotsford	Townhouse	105870	Not contributory	1990-2000
HO313	Park	Street	87	Abbotsford		105580	Contributory	1870-1890
HO313	Park	Street	88	Abbotsford		105875	Contributory	1870-1890
HO313	Park	Street	89	Abbotsford		105575	Contributory	1870-1890
HO313	Park	Street	90	Abbotsford		105880	Contributory	1900-1915
HO313	Park	Street	91	Abbotsford		105570	Contributory	1860-1880
HO313	Park	Street	92	Abbotsford		105885	Contributory	1900-1915
HO313	Park	Street	93A	Abbotsford	Townhouse	279455	Not contributory	1990-2000
HO313	Park	Street	93B	Abbotsford	Townhouse	279460	Not contributory	1990-2000
HO313	Park	Street	95A	Abbotsford	Townhouse	279465	Not contributory	1990-2000
HO313	Park	Street	95B	Abbotsford	Townhouse	279470	Not contributory	1990-2000
HO313	Park	Street	96	Abbotsford		105890	Contributory	1900-1915
HO313	Park	Street	97A	Abbotsford	Townhouse	279500	Not contributory	1990-2000
HO313	Park	Street	97B	Abbotsford	Townhouse	279505	Not contributory	1990-2000
HO313	Park	Street	98	Abbotsford		105895	Not contributory	1850-1890
HO313	Park	Street	99A	Abbotsford	Townhouse	279510	Not contributory	1990-2000
HO313	Park	Street	99B	Abbotsford	Townhouse	279510	Not contributory	1990-2000
HO313	Park	Street	100	Abbotsford	Terrace 1880	105900	Contributory	1880
HO313	Park	Street	101A	Abbotsford	Townhouse	279520	Not contributory	1990-2000
HO313	Park	Street	102	Abbotsford		105905	Not contributory	1960-1970
HO313	Park	Street	103A	Abbotsford	Townhouse	279480	Not contributory	1990-2000
HO313	Park	Street	104	Abbotsford		105910	Contributory	1870-1890
HO313	Park	Street	105B	Abbotsford	Townhouse	279495	Not contributory	1990-2000
HO313	Park	Street	106	Abbotsford		105915	Contributory	1870-1890
HO313	Park	Street	107	Abbotsford		105565	Individually Significant	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Park	Street	108	Abbotsford		105920	Contributory	1870-1890
HO313	Park	Street	109	Abbotsford		105560	Individually Significant	1860-1880
HO313	Park	Street	110	Abbotsford		105925	Contributory	1870-1890
HO313	Park	Street	111	Abbotsford	Gahan Reserve & trees	104320	Individually Significant	1900-1925
HO313	Park	Street	111 (part)	Abbotsford	Maternal and Child Heath Centre, Gahan Reserve	104320	Individually Significant	1926
HO313	Park	Street	112	Abbotsford		105930	Contributory	1870-1890
HO313	Park	Street	114	Abbotsford		105935	Contributory	1870-1890
HO313	Park	Street	116	Abbotsford		105940	Contributory	1870-1890
HO313	Park	Street	117	Abbotsford	Park Terrace	109735	Contributory	1870-1890
HO313	Park	Street	118	Abbotsford		105945	Contributory	1870-1890
HO313	Park	Street	119	Abbotsford	Park Terrace	109730	Contributory	1870-1890
HO313	Park	Street	120	Abbotsford		105950	Contributory	1870-1890
HO313	Park	Street	121	Abbotsford	Park Terrace	109725	Contributory	1870-1880
HO313	Park	Street	122	Abbotsford		105955	Contributory	1870-1890
HO313	Park	Street	123	Abbotsford	Park Terrace	109720	Contributory	1870-1890
HO313	Park	Street	124	Abbotsford		105960	Contributory	1870-1890
HO313	Park	Street	125/1	Abbotsford	Townhouse	290020	Not contributory	Unknown
HO313	Park	Street	125/2	Abbotsford	Townhouse	290025	Not contributory	Unknown
HO313	Park	Street	125A	Abbotsford	Townhouse	293990	Not contributory	1990-2000
HO313	Park	Street	125B	Abbotsford	Townhouse	293995	Not contributory	1990-2000
HO313	Park	Street	126	Abbotsford		105965	Contributory	1870-1890
HO313	Park	Street	127	Abbotsford	Townhouses	109705	Not contributory	1980-1990
HO313	Park	Street	128	Abbotsford		105970	Contributory	1870-1890
HO313	Park	Street	129	Abbotsford	Townhouse	109700	Not contributory	1980-1990
HO313	Park	Street	130	Abbotsford		105975	Contributory	1870-1890
HO313	Park	Street	132	Abbotsford		105980	Contributory	1870-1890
HO313	Park	Street	134	Abbotsford		105985	Contributory	1900-1915
HO313	Park	Street	136	Abbotsford		105990	Contributory	1870-1890
HO313	Park	Street	138	Abbotsford	Culnare Terrace, Shop & residence, sign	109740	Individually Significant	1887
HO313	Park	Street	140	Abbotsford	Culnare Terrace	109745	Individually Significant	1887
HO313	Park	Street	142	Abbotsford	Culnare Terrace	109750	Individually Significant	1887
HO313	Park	Street	144	Abbotsford	Culnare Terrace	109755	Individually Significant	1887
HO313	Park	Street	146	Abbotsford	Culnare Terrace	138925	Individually Significant	1887
HO313	Park	Street	148	Abbotsford	Culnare Terrace	109760	Individually Significant	1887
HO313	Park	Street	160	Abbotsford	House	109765	Contributory	1920-1930
HO313	Raphael	Street	7	Abbotsford	Terra Cottage	105460	Contributory	1870-1890
HO313	Raphael	Street	7A	Abbotsford	Townhouse	105455	Not contributory	Unknown
HO313	Raphael	Street	8	Abbotsford		105475	Contributory	1900-1915
HO313	Raphael	Street	9-11	Abbotsford		105450	Contributory	1900-1915
HO313	Raphael	Street	10	Abbotsford		105480	Contributory	1915-1925
HO313	Raphael	Street	12	Abbotsford		105485	Contributory	1915-1925
HO313	Raphael	Street	13	Abbotsford	Townhouse	291650	Not contributory	1990-2000
HO313	Raphael	Street	13A	Abbotsford	Townhouse	291655	Not contributory	1990-2000
HO313	Raphael	Street	14	Abbotsford		105490	Contributory	1870-1890
HO313	Raphael	Street	16	Abbotsford		105495	Contributory	1870-1890
HO313	Raphael	Street	17-15	Abbotsford		105440	Individually Significant	1860-1880
HO313	Raphael	Street	18	Abbotsford		105500	Contributory	1870-1890
HO313	Raphael	Street	19	Abbotsford		105435	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Raphael	Street	20	Abbotsford		105505	Contributory	1870-1890
HO313	Raphael	Street	21	Abbotsford		105430	Contributory	1870-1890
HO313	Raphael	Street	22	Abbotsford		105510	Contributory	1870-1890
HO313	Raphael	Street	23	Abbotsford		105425	Contributory	1900-1915
HO313	Raphael	Street	24-28	Abbotsford	Factory/warehouse	105630	Contributory	1915-1925
HO313	Raphael	Street	25	Abbotsford		105420	Contributory	1870-1890
HO313	Raphael	Street	27	Abbotsford		105415	Contributory	1870-1890
HO313	Raphael	Street	29	Abbotsford		105410	Contributory	1870-1890
HO313	Raphael	Street	30	Abbotsford		105515	Contributory	1870-1890
HO313	Raphael	Street	31	Abbotsford		105405	Not contributory	1880-1930
HO313	Raphael	Street	32	Abbotsford		105520	Contributory	1870-1890
HO313	Raphael	Street	33	Abbotsford		105400	Not contributory	1880-1930
HO313	Raphael	Street	34	Abbotsford		105610	Not contributory	1960-1970
HO313	Raphael	Street	35	Abbotsford	Milric Cottage	105395	Contributory	1860-1880
HO313	Raphael	Street	37	Abbotsford		105390	Contributory	1870-1890
HO313	Raphael	Street	38	Abbotsford		105525	Contributory	1900-1915
HO313	Raphael	Street	39	Abbotsford		105385	Contributory	1870-1890
HO313	Raphael	Street	40	Abbotsford		105530	Contributory	1900-1915
HO313	Raphael	Street	41	Abbotsford		105380	Not contributory	1850-1890
HO313	Raphael	Street	42	Abbotsford		105535	Contributory	1870-1890
HO313	Raphael	Street	44	Abbotsford	Duplex	105540	Contributory	1915-1925
HO313	Raphael	Street	45	Abbotsford		105375	Contributory	1870-1890
HO313	Raphael	Street	46	Abbotsford	Duplex	105545	Contributory	1915-1925
HO313	Raphael	Street	48	Abbotsford		105550	Contributory	1860-1880
HO313	Stafford	Street	50	Abbotsford	House	112920	Contributory	1870-1890
HO313	Stafford	Street	52	Abbotsford	House	112915	Contributory	1870-1890
HO313	Stafford	Street	54 (Unit 1)	Abbotsford	Unit	112905	Not contributory	1970-1990
HO313	Stafford	Street	54 (Unit 2)	Abbotsford	Unit	112910	Not contributory	1970-1990
HO313	Stafford	Street	56	Abbotsford	House	112900	Contributory	1870-1890
HO313	Stafford	Street	57	Abbotsford	House	112630	Contributory	1870-1890
HO313	Stafford	Street	58	Abbotsford	House	112895	Contributory	1870-1890
HO313	Stafford	Street	59	Abbotsford	House	112635	Contributory	1870-1890
HO313	Stafford	Street	60	Abbotsford	House	112890	Contributory	1870-1880
HO313	Stafford	Street	61	Abbotsford	House	112640	Contributory	1890-1900
HO313	Stafford	Street	62	Abbotsford	House	112885	Contributory	1870-1890
HO313	Stafford	Street	63	Abbotsford	House	112645	Contributory	1870-1890
HO313	Stafford	Street	64	Abbotsford	House	112880	Contributory	1870-1890
HO313	Stafford	Street	65	Abbotsford	House	112650	Contributory	1910-1920
HO313	Stafford	Street	66	Abbotsford	House	112875	Contributory	1870-1890
HO313	Stafford	Street	67	Abbotsford	House	112655	Contributory	1910-1920-
HO313	Stafford	Street	68	Abbotsford	House	112870	Contributory	1870-1890
HO313	Stafford	Street	69	Abbotsford	House	112660	Not contributory	1970-1990
HO313	Stafford	Street	70	Abbotsford	House	112865	Contributory	1910-1920
HO313	Stafford	Street	72	Abbotsford	House	112860	Contributory	1910-1920
HO313	Stafford	Street	73	Abbotsford	House	112665	Not contributory	1970-1990
HO313	Stafford	Street	74	Abbotsford	House	112855	Not contributory	1980 -2000
HO313	Stafford	Street	76	Abbotsford	House	112850	Contributory	1870-1890
HO313	Stafford	Street	77	Abbotsford	House	112670	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Stafford	Street	78	Abbotsford	House	112845	Contributory	1870-1890
HO313	Stafford	Street	79	Abbotsford	House	112675	Not contributory	1960-1980
HO313	Stafford	Street	80	Abbotsford	House	112840	Contributory	1890 – 1900
HO313	Stafford	Street	83	Abbotsford	House	112680	Not contributory	1900-1915
HO313	Stafford	Street	84 (Unit 1)	Abbotsford	Units	112800	Not contributory	1960-1980
HO313	Stafford	Street	84 (Unit 2)	Abbotsford	Units	112805	Not contributory	1960-1980
HO313	Stafford	Street	84 (Unit 3)	Abbotsford	Units	112810	Not contributory	1960-1980
HO313	Stafford	Street	84 (Unit 4)	Abbotsford	Units	112815	Not contributory	1960-1980
HO313	Stafford	Street	84 (Unit 5)	Abbotsford	Units	112820	Not contributory	1960-1980
HO313	Stafford	Street	84 (Unit 6)	Abbotsford	Units	112825	Not contributory	1960-1980
HO313	Stafford	Street	84 (Unit 7)	Abbotsford	Units	112830	Not contributory	1960-1980
HO313	Stafford	Street	84 (Unit 8)	Abbotsford	Units	112835	Not contributory	1960-1980
HO313	Stafford	Street	86 (Unit 1)	Abbotsford	Units	112770	Not contributory	1960-1980
HO313	Stafford	Street	86 (Unit 2)	Abbotsford	Units	112775	Not contributory	1960-1980
HO313	Stafford	Street	86 (Unit 3)	Abbotsford	Units	112780	Not contributory	1960-1980
HO313	Stafford	Street	86 (Unit 4)	Abbotsford	Units	112785	Not contributory	1960-1980
HO313	Stafford	Street	86 (Unit 5)	Abbotsford	Units	112790	Not contributory	1960-1980
HO313	Stafford	Street	86 (Unit 6)	Abbotsford	Units	112795	Not contributory	1960-1980
HO313	Stafford	Street	87 (Unit 1)	Abbotsford	Units	112685	Not contributory	1960-1980
HO313	Stafford	Street	87 (Unit 2)	Abbotsford	Units	112690	Not contributory	1960-1980
HO313	Stafford	Street	87 (Unit 3)	Abbotsford	Units	112695	Not contributory	1960-1980
HO313	Stafford	Street	87 (Unit 4)	Abbotsford	Units	112700	Not contributory	1960-1980
HO313	Stafford	Street	87 (Unit 5)	Abbotsford	Units	112705	Not contributory	1960-1980
HO313	Stafford	Street	87 (Unit 6)	Abbotsford	Units	112710	Not contributory	1960-1980
HO313	Stafford	Street	90	Abbotsford	House	112765	Contributory	1870-1890
HO313	Stafford	Street	91	Abbotsford	House	112715	Contributory	1900-1910
HO313	Stafford	Street	92	Abbotsford	House	112760	Contributory	1870-1890
HO313	Stafford	Street	93	Abbotsford	House	112720	Contributory	1890-1900
HO313	Stafford	Street	94	Abbotsford	House	112755	Contributory	1880-1890
HO313	Stafford	Street	95	Abbotsford	House	112725	Not contributory	1990-2010
HO313	Stafford	Street	96	Abbotsford	House	112750	Contributory	1900-1910
HO313	Stafford	Street	97	Abbotsford	Abbotsford Cottages	112730	Contributory	1880-1885
HO313	Stafford	Street	99	Abbotsford	Abbotsford Cottages	112735	Contributory	1880-1885
HO313	Stafford	Street	101	Abbotsford	House	112740	Contributory	1880-1890
HO313	Stafford	Street	103	Abbotsford	House	112745	Contributory	1880-1890
HO313	St Phillips	Street	1	Abbotsford		106895	Not contributory	1980-1990
HO313	St Phillips	Street	2	Abbotsford		106900	Not contributory	1960-1970
HO313	St Phillips	Street	3	Abbotsford		106890	Not contributory	1870-1890?
HO313	St Phillips	Street	4	Abbotsford		106905	Not contributory	1900-1915?
HO313	St Phillips	Street	5	Abbotsford		106885	Contributory	1870-1890
HO313	St Phillips	Street	6	Abbotsford		106910	Not contributory	1870-1890?
HO313	St Phillips	Street	7	Abbotsford		106880	Contributory	1870-1890?
HO313	St Phillips	Street	8	Abbotsford		106915	Contributory	1870-1890?
HO313	St Phillips	Street	9	Abbotsford		106875	Contributory	1870-1890?
HO313	St Phillips	Street	10	Abbotsford		106920	Contributory	1870-1890?
HO313	St Phillips	Street	11	Abbotsford		106870	Contributory	1870-1890?
HO313	St Phillips	Street	12	Abbotsford		106925	Contributory	1870-1890?
HO313	St Phillips	Street	13	Abbotsford		106865	Contributory	1870-1890?

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	St Phillips	Street	14	Abbotsford		106930	Contributory	1870-1890?
HO313	St Phillips	Street	15	Abbotsford		106860	Not contributory	1960-1970
HO313	St Phillips	Street	16	Abbotsford		106935	Contributory	1870-1890
HO313	St Phillips	Street	17	Abbotsford		106855	Not contributory	1970-1980
HO313	St Phillips	Street	18	Abbotsford		106940	Contributory	1870-1890
HO313	St Phillips	Street	19	Abbotsford		106850	Contributory	1870-1890
HO313	St Phillips	Street	20	Abbotsford		106945	Contributory	1870-1890
HO313	St Phillips	Street	21	Abbotsford		106845	Contributory	1870-1890
HO313	St Phillips	Street	22	Abbotsford		106950	Contributory	1870-1890
HO313	St Phillips	Street	23	Abbotsford		106840	Contributory	1870-1890
HO313	St Phillips	Street	24	Abbotsford		106955	Contributory	1870-1890
HO313	St Phillips	Street	25	Abbotsford		106835	Not contributory	1870-1890
HO313	St Phillips	Street	26	Abbotsford	Merthyr-Tydvil	106960	Contributory	1870-1890
HO313	St Phillips	Street	27	Abbotsford		106830	Contributory	1870-1890
HO313	St Phillips	Street	28	Abbotsford		106965	Contributory	1870-1890
HO313	St Phillips	Street	29	Abbotsford		106825	Contributory	1870-1890
HO313	St Phillips	Street	30	Abbotsford		106970	Contributory	1870-1890
HO313	St Phillips	Street	31	Abbotsford		106820	Contributory	1870-1890
HO313	St Phillips	Street	32	Abbotsford		106975	Contributory	1870-1890
HO313	St Phillips	Street	33	Abbotsford		106815	Contributory	1870-1890
HO313	St Phillips	Street	34	Abbotsford		106980	Contributory	1870-1890
HO313	St Phillips	Street	35	Abbotsford		106810	Contributory	1870-1890
HO313	St Phillips	Street	36	Abbotsford		106985	Contributory	1870-1890
HO313	St Phillips	Street	37	Abbotsford		106805	Contributory	1870-1890
HO313	St Phillips	Street	38	Abbotsford		106990	Contributory	1870-1900
HO313	St Phillips	Street	39	Abbotsford		292395	Not contributory	Unknown
HO313	St Phillips	Street	40	Abbotsford	House, fence	106995	Contributory	1870-1890
HO313	St Phillips	Street	41	Abbotsford		292400	Not contributory	Unknown
HO313	St Phillips	Street	42	Abbotsford		107000	Not contributory	1870-1890
HO313	St Phillips	Street	43	Abbotsford		106795	Not contributory	1870-1890
HO313	Stanton	Street	Off	Abbotsford	Princes Bridge to Clifton Hill Railway (part), track way, bridges, Collingwood Station & yard	0	Contributory	1901-
HO313	Stanton	Street	11	Abbotsford	Church of Christ Tabernacle, former	105210	Victorian Heritage Register	1889
HO313	Stanton	Street	13	Abbotsford	Vacant land (carpark)	105215	Not contributory	Unknown
HO313	Stanton	Street	15	Abbotsford	Hall, part	105220	Not contributory	1950-1960
HO313	Stanton	Street	17	Abbotsford	Hall, part	105225	Not contributory	1950-1960
HO313	Stanton	Street	19	Abbotsford		105230	Not contributory	1980-2000
HO313	Stanton	Street	19A	Abbotsford		279525	Not contributory	1980-2000
HO313	Stanton	Street	21	Abbotsford		105235	Contributory	1900-1915
HO313	Studley	Street	29	Abbotsford		112185	Contributory	1870-1890
HO313	Studley	Street	31	Abbotsford		112190	Contributory	1870-1890
HO313	Studley	Street	32	Abbotsford		323970	Contributory	1870-1890
HO313	Studley	Street	33	Abbotsford		112195	Contributory	1900-1915
HO313	Studley	Street	34	Abbotsford		112450	Contributory	1870-1890
HO313	Studley	Street	35	Abbotsford		112200	Contributory	1900-1915
HO313	Studley	Street	36	Abbotsford		112445	Contributory	1870-1890
HO313	Studley	Street	37	Abbotsford		112205	Contributory	1870-1890
HO313	Studley	Street	38	Abbotsford		112440	Contributory	1870-1890
HO313	Studley	Street	39-41	Abbotsford	Factory/warehouse	112210	Contributory	1915-1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Studley	Street	40	Abbotsford		112435	Contributory	1870-1890
HO313	Studley	Street	41A	Abbotsford		112215	Not contributory	1925-1935
HO313	Studley	Street	41B	Abbotsford		112220	Not contributory	1925-1935
HO313	Studley	Street	42	Abbotsford		112430	Contributory	1870-1890
HO313	Studley	Street	43	Abbotsford		112225	Contributory	1870-1890
HO313	Studley	Street	44	Abbotsford		112425	Contributory	1900-1915
HO313	Studley	Street	45	Abbotsford		112230	Not contributory	1870-1890
HO313	Studley	Street	46-46A	Abbotsford	Factory/warehouse, later apartments	329170	Contributory	1915-1925
HO313	Studley	Street	47	Abbotsford		112235	Contributory	1870-1890
HO313	Studley	Street	48	Abbotsford	Townhouse	293985	Not contributory	1990-2000
HO313	Studley	Street	49	Abbotsford		112240	Not contributory	1870-1890
HO313	Studley	Street	51	Abbotsford		112245	Contributory	1870-1890
HO313	Studley	Street	53	Abbotsford	Townhouses	112250	Not contributory	1980-1990
HO313	Studley	Street	53A	Abbotsford	Townhouses	139095	Not contributory	1980-1990
HO313	Studley	Street	54	Abbotsford		112415	Contributory	1870-1890
HO313	Studley	Street	55	Abbotsford		112255	Not contributory	1970-1980
HO313	Studley	Street	56	Abbotsford		112410	Not contributory	1870-1890, 1970-80?
HO313	Studley	Street	57	Abbotsford		112260	Contributory	1870-1890
HO313	Studley	Street	59	Abbotsford		112265	Contributory	1870-1890
HO313	Studley	Street	60	Abbotsford		112405	Not contributory	1990
HO313	Studley	Street	61	Abbotsford		112270	Contributory	1870-1890
HO313	Studley	Street	62	Abbotsford		112400	Not contributory	1980-1990
HO313	Studley	Street	63	Abbotsford		112275	Contributory	1870-1890
HO313	Studley	Street	64	Abbotsford		112395	Contributory	1930-1940
HO313	Studley	Street	65	Abbotsford		112280	Contributory	1870-1890
HO313	Studley	Street	66	Abbotsford		112390	Not contributory	1900-1915?
HO313	Studley	Street	67	Abbotsford		112285	Contributory	1870-1890
HO313	Studley	Street	68/1-2	Abbotsford		112380	Not contributory	1900-1915?
HO313	Studley	Street	69	Abbotsford		112290	Contributory	1870-1890
HO313	Studley	Street	71	Abbotsford		112295	Contributory	1870-1890
HO313	Studley	Street	72	Abbotsford		112375	Not contributory	Unknown
HO313	Studley	Street	73	Abbotsford		112300	Not contributory	1870-1890
HO313	Studley	Street	75	Abbotsford		112305	Contributory	1870-1890
HO313	Studley	Street	76	Abbotsford		112370	Not contributory	1950-1960
HO313	Studley	Street	77	Abbotsford		112310	Contributory	1870-1890
HO313	Studley	Street	78	Abbotsford		112365	Contributory	1860-1880
HO313	Studley	Street	80	Abbotsford		112360	Contributory	1860-1880
HO313	Studley	Street	82	Abbotsford		112355	Contributory	1860-1880
HO313	Studley	Street	84	Abbotsford		112350	Contributory	1860-1880
HO313	Studley	Street	88	Abbotsford		112345	Contributory	1870-1890
HO313	Studley	Street	90	Abbotsford		112340	Contributory	1890-1910
HO313	Studley	Street	92-38	Abbotsford	Flats	112325	Not contributory	1960-1970
HO313	Studley	Street	100	Abbotsford		112320	Contributory	1900-1915
HO313	Studley	Street	102	Abbotsford	Park	112315	Not contributory	Unknown
HO313	Vere	Street	112	Abbotsford		111505	Not contributory	1900-1915
HO313	Vere	Street	114	Abbotsford		111500	Not contributory	1940-1950
HO313	Vere	Street	116-120	Abbotsford	Vacant land	111495	Not contributory	Unknown
HO313	Vere	Street	117	Abbotsford	Factory/warehouse	104305	Not contributory	1950-1960

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Vere	Street	119-123	Abbotsford	Factory/warehouse	104305	Not contributory	1940-1960
HO313	Vere	Street	124	Abbotsford		111490	Contributory	1880-1900
HO313	Vere	Street	125	Abbotsford		104310	Contributory	1900-1915
HO313	Vere	Street	126	Abbotsford		111485	Contributory	1880-1900
HO313	Vere	Street	127/1	Abbotsford	Group housing	138825	Not contributory	1980-1990
HO313	Vere	Street	127/2	Abbotsford	Group housing	138830	Not contributory	1980-1990
HO313	Vere	Street	128	Abbotsford		111475	Not contributory	1870-1890
HO313	Vere	Street	28A	Abbotsford	Ellesmere House	111480	Individually Significant	1870-1890
HO313	Vere	Street	130	Abbotsford		111470	Contributory	1870-1890
HO313	Vere	Street	132	Abbotsford		111465	Contributory	1870-1890
HO313	Vere	Street	140	Abbotsford		111460	Not contributory	1970-1980
HO313	Vere	Street	142	Abbotsford		111455	Contributory	1870-1890
HO313	Vere	Street	144	Abbotsford		111450	Contributory	1870-1890
HO313	Vere	Street	146	Abbotsford		111445	Contributory	1870-1890
HO313	Vere	Street	148	Abbotsford		111440	Contributory	1870-1890
HO313	Vere	Street	152	Abbotsford		111435	Contributory	1860-1880
HO313	Vere	Street	154	Abbotsford		111430	Contributory	1860-1880
HO313	Vere	Street	156	Abbotsford		111425	Contributory	1870-1890
HO313	Vere	Street	160	Abbotsford		111420	Contributory	1900-1915
HO313	Vere	Street	161	Abbotsford		104325	Not contributory	Unknown
HO313	Vere	Street	162	Abbotsford		111415	Not contributory	1930-1940
HO313	Vere	Street	163	Abbotsford		104330	Not contributory	Unknown
HO313	Vere	Street	164	Abbotsford		111410	Contributory	1900-1915
HO313	Vere	Street	165	Abbotsford		104335	Not contributory	1950-1960
HO313	Vere	Street	166	Abbotsford		111405	Contributory	1900-1915
HO313	Vere	Street	168-170	Abbotsford	Flats	111375	Not contributory	1950-1960
HO313	Vere	Street	169	Abbotsford		104340	Contributory	1900-1915
HO313	Vere	Street	172	Abbotsford		111370	Not contributory	1870-1890?
HO313	Vere	Street	173	Abbotsford		104345	Contributory	1900-1915
HO313	Vere	Street	174	Abbotsford		111365	Not contributory	Unknown
HO313	Vere	Street	175	Abbotsford		104350	Contributory	1900-1915
HO313	Vere	Street	176	Abbotsford		111360	Not contributory	Unknown
HO313	Vere	Street	177	Abbotsford		104355	Contributory	1870-1890
HO313	Vere	Street	178	Abbotsford		111355	Contributory	1870-1890
HO313	Vere	Street	179	Abbotsford		104360	Contributory	1870-1890
HO313	Vere	Street	180	Abbotsford		111350	Not contributory	1950-1960
HO313	Vere	Street	181	Abbotsford		104365	Contributory	1870-1890
HO313	Vere	Street	183	Abbotsford		104370	Contributory	1870-1890
HO313	Vere	Street	184	Abbotsford		111345	Contributory	1870-1890
HO313	Vere	Street	185	Abbotsford		104375	Contributory	1870-1890
HO313	Vere	Street	186	Abbotsford		111340	Not contributory	1950-1960
HO313	Vere	Street	187	Abbotsford		104380	Contributory	1870-1890
HO313	Vere	Street	189	Abbotsford		104385	Contributory	1870-1890
HO313	Vere	Street	190-192	Abbotsford		111335	Not contributory	1950-1960
HO313	Vere	Street	191	Abbotsford		104390	Contributory	1870-1890
HO313	Vere	Street	193	Abbotsford		104395	Contributory	1870-1890
HO313	Vere	Street	194	Abbotsford		111330	Contributory	1889
HO313	Vere	Street	195	Abbotsford		104400	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Vere	Street	196	Abbotsford		111325	Contributory	1870-1890
HO313	Vere	Street	197	Abbotsford	Shop & residence	104405	Contributory	1870-1890
HO313	Vere	Street	198	Abbotsford		111320	Contributory	1870-1890
HO313	Vere	Street	200	Abbotsford		111310	Individually Significant	1900-1915
HO313	Vere	Street	202	Abbotsford		111305	Individually Significant	1900-1915
HO313	Vere	Street	204	Abbotsford		111300	Not contributory	1960-1970
HO313	Vere	Street	206	Abbotsford		111295	Contributory	1870-1890
HO313	Vere	Street	208	Abbotsford		111290	Not contributory	1950-1960
HO313	Vere	Street	212	Abbotsford	Park Hotel	111285	Individually Significant	1870-1935?
HO313	Yarra	Street	37-39	Abbotsford	Factory/warehouse	111555	Contributory	1900-1915
HO313	Yarra	Street	41	Abbotsford		111560	Contributory	1860-1880
HO313	Yarra	Street	43	Abbotsford		111565	Not contributory	1970-1990
HO313	Yarra	Street	45	Abbotsford	Townhouse	290100	Not contributory	1980-1990
HO313	Yarra	Street	47	Abbotsford	Townhouse	290105	Not contributory	1980-1990
HO313	Yarra	Street	49	Abbotsford	Townhouse	290110	Not contributory	1980-1990
HO313	Yarra	Street	51	Abbotsford	Townhouse	290115	Not contributory	1980-1990
HO313	Yarra	Street	52	Abbotsford	Townhouse	292440	Not contributory	1990-2000
HO313	Yarra	Street	52A	Abbotsford	Townhouse	292445	Not contributory	1990-2000
HO313	Yarra	Street	52B	Abbotsford	Townhouse	292450	Not contributory	1990-2000
HO313	Yarra	Street	53	Abbotsford		111575	Not contributory	1950-1960
HO313	Yarra	Street	54	Abbotsford		112075	Contributory	1900-1915
HO313	Yarra	Street	55	Abbotsford		111580	Contributory	1870-1890
HO313	Yarra	Street	56	Abbotsford		112070	Contributory	1870-1890
HO313	Yarra	Street	58	Abbotsford		112065	Not contributory	Unknown
HO313	Yarra	Street	59	Abbotsford		111585	Contributory	1870-1890
HO313	Yarra	Street	60	Abbotsford		112060	Contributory	1870-1890
HO313	Yarra	Street	61	Abbotsford		111590	Not contributory	1950-1960
HO313	Yarra	Street	62	Abbotsford		112055	Contributory	1870-1890
HO313	Yarra	Street	63	Abbotsford	Erin Cottage	111595	Contributory	1870-1890
HO313	Yarra	Street	64	Abbotsford	Yarra Cottages	112050	Individually Significant	1860-1880
HO313	Yarra	Street	65	Abbotsford	Emerald Cottage	111600	Contributory	1870-1890
HO313	Yarra	Street	66	Abbotsford	Yarra Cottages	112045	Individually Significant	1860-1880
HO313	Yarra	Street	67	Abbotsford		111605	Not contributory	1950-1960
HO313	Yarra	Street	68	Abbotsford	Yarra Cottages	112040	Individually Significant	1860-1880
HO313	Yarra	Street	69	Abbotsford		111610	Contributory	1870-1890
HO313	Yarra	Street	70	Abbotsford	Yarra Cottages	112035	Individually Significant	1860-1880
HO313	Yarra	Street	72	Abbotsford		290250	Individually Significant	1850-1890
HO313	Yarra	Street	72A	Abbotsford		290255	Not contributory	1980-1990
HO313	Yarra	Street	73	Abbotsford		111620	Contributory	1860-1880
HO313	Yarra	Street	74	Abbotsford		112025	Contributory	1870-1890
HO313	Yarra	Street	75	Abbotsford		111625	Contributory	1860-1880
HO313	Yarra	Street	76	Abbotsford		112020	Contributory	1870-1890
HO313	Yarra	Street	77	Abbotsford		111630	Contributory	1860-1880
HO313	Yarra	Street	78	Abbotsford		112015	Contributory	1870-1890
HO313	Yarra	Street	79	Abbotsford	Flats	111635	Not contributory	1950-1960
HO313	Yarra	Street	80	Abbotsford		112010	Contributory	1870-1890
HO313	Yarra	Street	81	Abbotsford		111670	Contributory	1900-1915?
HO313	Yarra	Street	81A	Abbotsford		111665	Not contributory	1950-1960

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO313	Yarra	Street	82	Abbotsford		112005	Contributory	1870-1890
HO313	Yarra	Street	83	Abbotsford		111675	Contributory	1900-1915
HO313	Yarra	Street	84	Abbotsford		112000	Contributory	1870-1890
HO313	Yarra	Street	85	Abbotsford	vacant site	111680	Not contributory	Unknown
HO313	Yarra	Street	86	Abbotsford		111995	Contributory	1870-1890
HO313	Yarra	Street	87	Abbotsford	vacant site	111680	Not contributory	Unknown
HO313	Yarra	Street	88	Abbotsford		111990	Contributory	1870-1890
HO313	Yarra	Street	89	Abbotsford	vacant site	111680	Not contributory	Unknown
HO313	Yarra	Street	90	Abbotsford		111985	Contributory	1870-1890
HO313	Yarra	Street	91	Abbotsford	vacant site	111680	Not contributory	Unknown
HO313	Yarra	Street	92	Abbotsford		111980	Contributory	1870-1890
HO313	Yarra	Street	94	Abbotsford		111975	Contributory	1870-1890
HO313	Yarra	Street	96	Abbotsford		111970	Contributory	1870-1890
HO313	Yarra	Street	98	Abbotsford	Duplex	111965	Not contributory	1930-1940
HO313	Yarra	Street	100	Abbotsford	Duplex	111960	Not contributory	1930-1940
HO313	Yarra	Street	102	Abbotsford	Duplex	111955	Not contributory	1935-1945
HO313	Yarra	Street	102A	Abbotsford	Duplex	111950	Not contributory	1935-1945
HO314								
HO314	Johnston	Street	452-484	Abbotsford	Yarra Falls Complex,part	113350	Individually Significant	1919-
HO314	Trenerry	Crescent	8-12	Abbotsford	Byfas Ltd. Manufacturers factory	332230	Individually significant	1937
HO315 - Church Street Precinct, Richmond								
HO315	Church	Street	237	Richmond	Shop & residence	191855	Not contributory	1925
HO315	Church	Street	239	Richmond	Shop & residence	191860	Not contributory	1925
HO315	Church	Street	241	Richmond	Shop & residence	191850	Not contributory	1925
HO315	Church	Street	243	Richmond	Shop & residence	191845	Not contributory	1925
HO315	Church	Street	245	Richmond	Shop & residence	191845	Not contributory	1925
HO315	Church	Street	247	Richmond		191840	Contributory	1870-1890
HO315	Church	Street	249	Richmond		191835	Contributory	1870-1890
HO315	Church	Street	251	Richmond		191830	Contributory	1870-1890
HO315	Church	Street	253-255	Richmond		191790	Not contributory	Unknown
HO315	Church	Street	257	Richmond	Flats?	191775	Contributory	1930-1940
HO315	Church	Street	258	Richmond	Shop & residence	189895	Contributory	1900-1915
HO315	Church	Street	259	Richmond	Clifton	191770	Individually Significant	1900-1915
HO315	Church	Street	260	Richmond	Shop & residence	189900	Contributory	1900-1915
HO315	Church	Street	262	Richmond	Shop & residence	189905	Contributory	1900-1915
HO315	Church	Street	264	Richmond	Shop & residence	189910	Contributory	1900-1915
HO315	Church	Street	267	Richmond		191765	Individually Significant	1870-1890
HO315	Church	Street	269	Richmond	San Vose	191760	Individually Significant	1870-1890
HO315	Church	Street	271	Richmond	Flats medical centre	191735	Not contributory	1960-1970
HO315	Church	Street	276	Richmond	Shop & residence	189930	Individually Significant	1870-1890
HO315	Church	Street	282	Richmond		189945	Contributory	1870-1890
HO315	Church	Street	284	Richmond		189950	Contributory	1870-1890
HO315	Church	Street	286	Richmond		189955	Contributory	1870-1890
HO315	Church	Street	288	Richmond		189960	Contributory	1870-1890
HO315	Church	Street	290	Richmond		189965	Contributory	1870-1890
HO315	Church	Street	292	Richmond	Richmond U.F.S. Dispensary, former part	189970	Individually Significant	1887-1908

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO315	Church	Street	293	Richmond	Lalor House, former	191550	Victorian Heritage Register	1888
HO315	Church	Street	294	Richmond	Richmond U.F.S. Dispensary, former part	189970	Individually Significant	1887-1908
HO315	Church	Street	296	Richmond	Aden House	189975	Individually Significant	1870-1890
HO315	Church	Street	299	Richmond	St. Neri	191465	Contributory	1900-1915
HO315	Church	Street	300	Richmond	Wesleyan Parsonage, Former	189980	Individually Significant	1876
HO315	Church	Street	311	Richmond		191430	Contributory	1890-1910
HO315	Church	Street	314A	Richmond	Wesleyan Chapel, former	189650	Individually Significant	1853-1878
HO315	Church	Street	314B (rear)	Richmond	Wesleyan School house, former	189990	Individually Significant	1853
HO315	Church	Street	314C	Richmond	Wesleyan School house, former	189990	Individually Significant	1853
HO315	Church	Street	316	Richmond	Hibernian Hall or Temperance hall	189995	Individually Significant	1872
HO315	Church	Street	317	Richmond		191425	Contributory	1890-1910
HO315	Church	Street	318	Richmond		190000	Contributory	1870-1890
HO315	Church	Street	320	Richmond		190005	Contributory	1870-1890
HO315	Church	Street	323	Richmond		191390	Contributory	1870-1890
HO315	Church	Street	339	Richmond	Mullally house	291340	Individually Significant	1907
HO315	Church	Street	350-362 (part)	Richmond	St Stephen's church of England	190030	Victorian Heritage Register	1860-1880
HO315	Church	Street	353-355	Richmond	Doery House or Rchicmond hill Hotel	191330	Individually Significant	1870-1890
HO315	Church	Street	353-355 (rear)	Richmond	YWCA	191335	Not contributory	1960-1970
HO315	Church	Street	357-359	Richmond		191325	Individually Significant	1870-1890
HO315	Church	Street	360	Richmond	St Stephen's Anglican Church & Pipe Organ	190030	Victorian Heritage Register	1850-
HO315	Church	Street	1/361	Richmond	Units	191235	Not contributory	1980-1990
HO315	Church	Street	2/361	Richmond	Units	191240	Not contributory	1980-1990
HO315	Church	Street	3/361	Richmond	Units	191245	Not contributory	1980-1990
HO315	Church	Street	4/361	Richmond	Units	191250	Not contributory	1980-1990
HO315	Church	Street	5/361	Richmond	Units	191255	Not contributory	1980-1990
HO315	Church	Street	6/361	Richmond	Units	191260	Not contributory	1980-1990
HO315	Church	Street	7/361	Richmond	Units	191265	Not contributory	1980-1990
HO315	Church	Street	8/361	Richmond	Units	191270	Not contributory	1980-1990
HO315	Church	Street	9/361	Richmond	Units	191275	Not contributory	1980-1990
HO315	Church	Street	10/361	Richmond	Units	191280	Not contributory	1980-1990
HO315	Church	Street	11/361	Richmond	Units	191285	Not contributory	1980-1990
HO315	Church	Street	12/361	Richmond	Units	191290	Not contributory	1980-1990
HO315	Church	Street	13/361	Richmond	Units	191295	Not contributory	1980-1990
HO315	Church	Street	14/361	Richmond	Units	191300	Not contributory	1980-1990
HO315	Church	Street	15/361	Richmond	Units	191305	Not contributory	1980-1990
HO315	Church	Street	16/361	Richmond	Units	191310	Not contributory	1980-1990
HO315	Church	Street	17/361	Richmond	Units	191315	Not contributory	1980-1990
HO315	Church	Street	18/361	Richmond	Units	191320	Not contributory	1980-1990
HO315	Church	Street	364	Richmond	Stucco Villa	190035	Individually Significant	1890-1900
HO315	Church	Street	371	Richmond		191230	Not contributory	Unknown
HO315	Church	Street	377	Richmond	Helenville Or Druiden House	191225	Individually Significant	1885
HO315	Church	Street	379	Richmond		191220	Individually Significant	1870-1890
HO315	Church	Street	381	Richmond		191215	Individually Significant	1870-1890
HO315	Church	Street	382	Richmond	Ohio Cottage	190210	Individually Significant	1870-1890
HO315	Church	Street	383	Richmond	Ivanhoe	191210	Individually Significant	1870-1890
HO315	Church	Street	384	Richmond	Dr. Druidin's Residences & Surgery, fromer	338940	Individually Significant	1885
HO315	Church	Street	386	Richmond		190230	Contributory	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO315	Church	Street	387	Richmond		191205	Contributory	1900-1930
HO315	Church	Street	388	Richmond		190235	Contributory	1860-1880
HO315	Church	Street	390	Richmond		190240	Contributory	1870-1890
HO315	Church	Street	391	Richmond	Elmhurst Flats	191170	Individually Significant	1934
HO315	Church	Street	392	Richmond		190245	Contributory	1870-1890
HO315	Church	Street	394	Richmond	Shop & residence	190250	Contributory	1900-1915
HO315	Church	Street	395	Richmond		191155	Contributory	1860-1880
HO315	Church	Street	396	Richmond	Shop & residence	190250	Contributory	1900-1915
HO315	Church	Street	397	Richmond	House	191150	Contributory	1938
HO315	Church	Street	398	Richmond		190255	Contributory	1870-1890
HO315	Church	Street	399-401	Richmond	Richmond RSL	191145	Individually Significant	1922
HO315	Church	Street	400-402	Richmond	Flats or units	190260	Not contributory	1930-1940
HO315	Church	Street	406	Richmond		190275	Contributory	1870-1890
HO315	Church	Street	408	Richmond		329420	Contributory	1860-1880
HO315	Church	Street	410	Richmond	Shop & residence	329440	Contributory	1860-1880
HO315	Church	Street	412	Richmond	Shop & residence	190290	Contributory	1925-1935
HO315	Church	Street	414	Richmond	Shop & residence	190300	Contributory	1925-1935
HO315	Church	Street	416	Richmond	Shop & residence	190305	Not contributory	1925-1935
HO315	Church	Street	418	Richmond	shops, units (see also Hall, former)	274790	Not contributory	1980 -1990
HO315	Church	Street	418 (rear)	Richmond	Hall, former, part later shops, unit development	274790	Contributory	1900-1910
HO315	Darlington	Parade	17	Richmond	Uniting Church Guild Hall	188980	Not contributory	1970-1980
HO315	Dickmann	Street	3	Richmond		188520	Contributory	1850-1870
HO315	Dickmann	Street	4	Richmond		188555	Not contributory	Unknown
HO315	Dickmann	Street	5	Richmond		188525	Contributory	1850-1870
HO315	Dickmann	Street	7	Richmond		188530	Contributory	1850-1870
HO315	Dickmann	Street	9	Richmond		188535	Contributory	1850-1870
HO315	Dickmann	Street	11	Richmond		188540	Contributory	1860-1880
HO315	Dickmann	Street	15	Richmond	Stable, former	188545	Contributory	1870-1890
HO315	Dickmann	Street	17	Richmond	Townhouse	329430	Not contributory	1990-2000
HO315	Dickmann	Street	17A	Richmond	Townhouse	329450	Not contributory	1990-2000
HO315	Dickmann	Street	19-21	Richmond	Warehouse, former	188550	Not contributory	1930-1950
HO315	Dickmann	Street	23	Richmond	Townhouses (part former hall)	274805	Not contributory	1980-1990, 1990-1910
HO315	Dickmann	Street	23A	Richmond	Townhouses (part former hall)	274810	Not contributory	1980-1990, 1990-1910
HO315	Elm	Grove	2	Richmond		195950	Contributory	1900-1915
HO315	Richmond	Terrace	129-131	Richmond	St Stephen's Hall	185905	Individually Significant	1858-1912
HO315	Waltham	Place	26	Richmond	Wesleyan School House, former	189650	Individually significant	1853
HO316 - Clifton Hill, Eastern Precinct								
HO316	Abbott	Grove	1	Clifton Hill		134180	Contributory	1880-1890
HO316	Abbott	Grove	2	Clifton Hill		134285	Contributory	1880-1890
HO316	Abbott	Grove	3	Clifton Hill		134185	Contributory	1880-1890
HO316	Abbott	Grove	4	Clifton Hill		134280	Contributory	1880-1890
HO316	Abbott	Grove	5	Clifton Hill		134190	Contributory	1880-1890
HO316	Abbott	Grove	6	Clifton Hill		134275	Not contributory	Unknown
HO316	Abbott	Grove	7	Clifton Hill		134195	Contributory	1880-1890
HO316	Abbott	Grove	8	Clifton Hill		134270	Contributory	1880-1890
HO316	Abbott	Grove	9	Clifton Hill		134200	Contributory	1880-1890
HO316	Abbott	Grove	10	Clifton Hill		134265	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Abbott	Grove	12	Clifton Hill		134260	Contributory	1880-1890
HO316	Abbott	Grove	14	Clifton Hill		134255	Contributory	1880-1890
HO316	Abbott	Grove	16	Clifton Hill		134250	Contributory	1880-1890
HO316	Abbott	Grove	18	Clifton Hill		134245	Not contributory	1880-1890
HO316	Abbott	Grove	20	Clifton Hill		134240	Contributory	1880-1890
HO316	Abbott	Grove	22	Clifton Hill		134235	Not contributory	1880-1890
HO316	Abbott	Grove	24	Clifton Hill		134230	Contributory	1880-1890
HO316	Abbott	Grove	26	Clifton Hill		134225	Contributory	1880-1890
HO316	Abbott	Grove	28	Clifton Hill		134220	Contributory	1880-1890
HO316	Abbott	Grove	30	Clifton Hill		134215	Contributory	1880-1890
HO316	Abbott	Grove	32	Clifton Hill		134205	Contributory	1880-1890
HO316	Abbott	Grove	32A	Clifton Hill	Apartments	291330	Not contributory	1990-2000
HO316	Abbott	Grove	32B	Clifton Hill	Apartments	291335	Not contributory	1990-2000
HO316	Aitken	Street	1A	Clifton Hill		138225	Not contributory	Unknown
HO316	Aitken	Street	1B	Clifton Hill		116025	Not contributory	Unknown
HO316	Aitken	Street	2	Clifton Hill	Shop & residence, former	115920	Contributory	1850-1890
HO316	Aitken	Street	3	Clifton Hill		116020	Contributory	1880-1890
HO316	Aitken	Street	4	Clifton Hill		115925	Not contributory	1970-1980
HO316	Aitken	Street	5	Clifton Hill		116015	Not contributory	1990-2000
HO316	Aitken	Street	6	Clifton Hill		115930	Not contributory	1970-1980
HO316	Aitken	Street	9	Clifton Hill		116005	Contributory	1900-1915?
HO316	Aitken	Street	10	Clifton Hill		115935	Contributory	1850-1890
HO316	Aitken	Street	12	Clifton Hill		115940	Contributory	1900-1915
HO316	Aitken	Street	13	Clifton Hill		116000	Contributory	1850-1890
HO316	Aitken	Street	15	Clifton Hill		115995	Contributory	1880-1890
HO316	Aitken	Street	16	Clifton Hill		115945	Contributory	1880-1890
HO316	Aitken	Street	17	Clifton Hill		115990	Contributory	1880-1890
HO316	Aitken	Street	18	Clifton Hill		115950	Contributory	1880-1890
HO316	Aitken	Street	20	Clifton Hill		115955	Contributory	1880-1890
HO316	Aitken	Street	21	Clifton Hill		115985	Contributory	1880-1890
HO316	Aitken	Street	22	Clifton Hill		115960	Not contributory	1880-1890
HO316	Aitken	Street	23	Clifton Hill		115980	Contributory	1880-1890
HO316	Aitken	Street	25	Clifton Hill		115975	Contributory	1880-1890
HO316	Aitken	Street	26	Clifton Hill	Vacant land	115965	Not contributory	Unknown
HO316	Aitken	Street	27	Clifton Hill	Neck Woods	115970	Contributory	1850-1890
HO316	Alexandra	Parade	260-292	Clifton Hill	Thomson, Newmark & Hopetoun tannery sites, later part Australian Dyeing Company P/L	114530	Contributory	1880-1920
HO316	Berry	Street	1	Clifton Hill	Hazlemere	135225	Contributory	1900-1915
HO316	Berry	Street	2	Clifton Hill		135230	Contributory	1900-1915
HO316	Berry	Street	3	Clifton Hill		135220	Not contributory	1960-1970
HO316	Berry	Street	5	Clifton Hill	Fiveberry	135190	Not contributory	1960-1970
HO316	Berry	Street	6	Clifton Hill		135235	Contributory	1900-1915
HO316	Berry	Street	8	Clifton Hill		135240	Contributory	1880-1890
HO316	Berry	Street	10	Clifton Hill		135245	Contributory	1900-1915
HO316	Berry	Street	11	Clifton Hill		135185	Contributory	1900-1915
HO316	Berry	Street	12	Clifton Hill		135250	Contributory	1900-1915
HO316	Berry	Street	13	Clifton Hill		135180	Contributory	1880-1890
HO316	Berry	Street	15	Clifton Hill		135175	Contributory	1880-1890
HO316	Berry	Street	16	Clifton Hill		135255	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Berry	Street	17	Clifton Hill		135170	Contributory	1880-1890
HO316	Berry	Street	18	Clifton Hill		135260	Contributory	1880-1890
HO316	Berry	Street	19	Clifton Hill		135165	Contributory	1880-1890
HO316	Berry	Street	20	Clifton Hill		135265	Contributory	1930-1940
HO316	Berry	Street	21	Clifton Hill		135160	Contributory	1880-1890
HO316	Berry	Street	22	Clifton Hill		135270	Individually Significant	1880-1890
HO316	Berry	Street	23	Clifton Hill		135155	Contributory	1880-1890
HO316	Berry	Street	25	Clifton Hill		135150	Contributory	1880-1890
HO316	Berry	Street	26	Clifton Hill		135275	Contributory	1880-1890
HO316	Berry	Street	27	Clifton Hill		135145	Contributory	1880-1890
HO316	Berry	Street	28	Clifton Hill		135280	Individually Significant	1880-1890
HO316	Berry	Street	29	Clifton Hill		135140	Contributory	1880-1890
HO316	Berry	Street	30	Clifton Hill		135285	Contributory	1880-1890
HO316	Berry	Street	31	Clifton Hill		135135	Contributory	1880-1890
HO316	Berry	Street	32	Clifton Hill		135290	Contributory	1880-1890
HO316	Berry	Street	34	Clifton Hill		135295	Contributory	1880-1890
HO316	Berry	Street	36	Clifton Hill		135300	Contributory	1880-1890
HO316	Berry	Street	38	Clifton Hill	The Centre Way, shop	135305	Contributory	1900-1925
HO316	Berry	Street	40	Clifton Hill	The Centre Way, shop	135310	Contributory	1900-1925
HO316	Berry	Street	45	Clifton Hill		135130	Contributory	1900-1915
HO316	Berry	Street	47	Clifton Hill		135125	Not contributory	1880-1890
HO316	Berry	Street	48	Clifton Hill		135315	Individually Significant	1900-1915
HO316	Berry	Street	49	Clifton Hill		135120	Contributory	1900-1915
HO316	Berry	Street	50	Clifton Hill		135320	Individually Significant	1900-1915
HO316	Berry	Street	51	Clifton Hill		135115	Contributory	1850-1890
HO316	Berry	Street	52	Clifton Hill		135325	Individually Significant	1900-1915
HO316	Berry	Street	54	Clifton Hill		135330	Individually Significant	1900-1915
HO316	Berry	Street	56	Clifton Hill		135335	Not contributory	1980-2000
HO316	Berry	Street	58	Clifton Hill	Woodlawn Terrace	135340	Individually Significant	1888
HO316	Berry	Street	60	Clifton Hill	Woodlawn Terrace	135345	Individually Significant	1888
HO316	Berry	Street	62	Clifton Hill	Woodlawn Terrace	135350	Individually Significant	1888
HO316	Berry	Street	64	Clifton Hill	Woodlawn Terrace	135355	Individually Significant	1888
HO316	Berry	Street	66	Clifton Hill	Woodlawn Terrace	135360	Individually Significant	1888
HO316	Berry	Street	68	Clifton Hill		135365	Not contributory	1980-2000
HO316	Berry	Street	70	Clifton Hill		135370	Contributory	1880-1890
HO316	Berry	Street	74	Clifton Hill		135375	Individually Significant	1880-1890
HO316	Berry	Street	76	Clifton Hill		135380	Individually Significant	1880-1890
HO316	Berry	Street	78	Clifton Hill		135385	Contributory	1900-1915
HO316	Brockenshire	Street	1	Clifton Hill		117195	Individually Significant	1915-1925
HO316	Brockenshire	Street	2	Clifton Hill		117265	Contributory	1915-1925
HO316	Brockenshire	Street	3	Clifton Hill		117205	Contributory	1915-1925
HO316	Brockenshire	Street	4	Clifton Hill		117260	Contributory	1915-1925
HO316	Brockenshire	Street	5	Clifton Hill		117210	Contributory	1915-1925
HO316	Brockenshire	Street	6	Clifton Hill		117255	Contributory	1915-1925
HO316	Brockenshire	Street	7	Clifton Hill		117215	Contributory	1915-1925
HO316	Brockenshire	Street	8	Clifton Hill		117250	Contributory	1915-1925
HO316	Brockenshire	Street	9	Clifton Hill		117220	Contributory	1915-1925
HO316	Brockenshire	Street	10	Clifton Hill		117245	Contributory	1915-1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Brockenshire	Street	11	Clifton Hill		117225	Contributory	1915-1925
HO316	Brockenshire	Street	12	Clifton Hill		117240	Contributory	1915-1925
HO316	Brockenshire	Street	14	Clifton Hill		117235	Contributory	1915-1925
HO316	Brockenshire	Street	16	Clifton Hill		117230	Contributory	1915-1925
HO316	Caroline	Street	1	Clifton Hill		133855	Contributory	1880-1890
HO316	Caroline	Street	3	Clifton Hill		133860	Contributory	1900-1915
HO316	Caroline	Street	4	Clifton Hill		134160	Contributory	1900-1915
HO316	Caroline	Street	6	Clifton Hill		134155	Contributory	1900-1915
HO316	Caroline	Street	7	Clifton Hill		133865	Contributory	1850-1890
HO316	Caroline	Street	8	Clifton Hill		134150	Contributory	1880-1890
HO316	Caroline	Street	9	Clifton Hill		133870	Contributory	1850-1890
HO316	Caroline	Street	10	Clifton Hill	Percy Cottage	134145	Contributory	1880-1890
HO316	Caroline	Street	11	Clifton Hill		133875	Contributory	1850-1890
HO316	Caroline	Street	13	Clifton Hill		133880	Contributory	1850-1890
HO316	Caroline	Street	14	Clifton Hill		134140	Contributory	1880-1890
HO316	Caroline	Street	15	Clifton Hill		133885	Contributory	1850-1890
HO316	Caroline	Street	17	Clifton Hill		133890	Contributory	1850-1890
HO316	Caroline	Street	18	Clifton Hill		134135	Contributory	1900-1915
HO316	Caroline	Street	19	Clifton Hill		133895	Contributory	1900-1915
HO316	Caroline	Street	20	Clifton Hill		134130	Contributory	1900-1915
HO316	Caroline	Street	21	Clifton Hill		133900	Contributory	1900-1915
HO316	Caroline	Street	22	Clifton Hill		134125	Contributory	1900-1915
HO316	Caroline	Street	23	Clifton Hill		133905	Contributory	1900-1915
HO316	Caroline	Street	24	Clifton Hill		134120	Contributory	1900-1915
HO316	Caroline	Street	25	Clifton Hill		133910	Contributory	1900-1915
HO316	Caroline	Street	26	Clifton Hill		134115	Contributory	1900-1915
HO316	Caroline	Street	27	Clifton Hill		133915	Contributory	1900-1915
HO316	Caroline	Street	28	Clifton Hill		134110	Not contributory	1900-1915
HO316	Caroline	Street	29	Clifton Hill		133920	Contributory	1900-1915
HO316	Caroline	Street	30	Clifton Hill		134105	Contributory	1900-1915
HO316	Caroline	Street	31	Clifton Hill		133925	Contributory	1900-1915
HO316	Caroline	Street	32	Clifton Hill		134100	Individually Significant	1900-1915
HO316	Caroline	Street	33	Clifton Hill		133930	Contributory	1900-1915
HO316	Caroline	Street	34	Clifton Hill		134095	Contributory	1900-1915
HO316	Caroline	Street	35	Clifton Hill		133935	Contributory	1900-1915
HO316	Caroline	Street	36	Clifton Hill		134090	Contributory	1900-1915
HO316	Caroline	Street	37	Clifton Hill		133940	Contributory	1900-1915
HO316	Caroline	Street	38	Clifton Hill		134085	Not contributory	1990-2000
HO316	Caroline	Street	39	Clifton Hill		133945	Contributory	1900-1915
HO316	Caroline	Street	40	Clifton Hill		134080	Contributory	1900-1915
HO316	Caroline	Street	41	Clifton Hill		133950	Contributory	1900-1915
HO316	Caroline	Street	42	Clifton Hill		134075	Not contributory	1900-1925
HO316	Caroline	Street	48	Clifton Hill		134070	Not contributory	Unknown
HO316	Caroline	Street	50	Clifton Hill		134065	Contributory	1900-1915
HO316	Caroline	Street	57	Clifton Hill	Flats	133955	Not contributory	1960-1970
HO316	Caroline	Street	57A	Clifton Hill	Flats	133955	Not contributory	1960-1970
HO316	Clifton	Avenue	1	Clifton Hill		116430	Contributory	1900-1915
HO316	Clifton	Avenue	3	Clifton Hill		116435	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Clifton	Avenue	5	Clifton Hill		116440	Contributory	1900-1915
HO316	Clifton	Avenue	7	Clifton Hill		116445	Not contributory	1900-1915
HO316	Clifton	Avenue	8	Clifton Hill		116500	Contributory	1900-1915
HO316	Clifton	Avenue	9	Clifton Hill		116450	Contributory	1900-1915
HO316	Clifton	Avenue	11	Clifton Hill		116455	Contributory	1900-1915
HO316	Clifton	Avenue	13	Clifton Hill		116460	Contributory	1900-1915
HO316	Clifton	Avenue	15	Clifton Hill		116465	Contributory	1900-1915
HO316	Clifton	Avenue	19	Clifton Hill		299545	Not contributory	1990-2000
HO316	Clifton	Avenue	19A	Clifton Hill		299540	Not contributory	1990-2000
HO316	Clifton	Avenue	21	Clifton Hill		116475	Not contributory	1900-1915
HO316	Clifton	Avenue	23	Clifton Hill		116480	Not contributory	1980-2000
HO316	Clifton	Avenue	25-27	Clifton Hill		116485	Individually Significant	1850-1860
HO316	Clifton	Avenue	29	Clifton Hill		116490	Individually Significant	1850-1860
HO316	Clifton	Avenue	31	Clifton Hill		116495	Contributory	1900-1915
HO316	Clifton	Avenue	46	Clifton Hill		304240	Not contributory	1990-2000
HO316	Clifton	Avenue	48	Clifton Hill		304230	Not contributory	1990-2000
HO316	Clifton	Street	1	Clifton Hill		137370	Contributory	1900-1915
HO316	Clifton	Street	1A	Clifton Hill		137385	Not contributory	1980-1990
HO316	Clifton	Street	1B	Clifton Hill		137380	Not contributory	1980-1990
HO316	Clifton	Street	2	Clifton Hill		137390	Contributory	1925-1930
HO316	Clifton	Street	3	Clifton Hill	Park Villa	137365	Contributory	1880-1890
HO316	Clifton	Street	4	Clifton Hill	Flats	137395	Not contributory	1950-1960
HO316	Clifton	Street	5	Clifton Hill	Park View	137360	Contributory	1880-1890
HO316	Clifton	Street	6	Clifton Hill		137425	Contributory	1915-1925
HO316	Clifton	Street	7	Clifton Hill		137355	Contributory	1900-1915
HO316	Clifton	Street	8	Clifton Hill		137430	Contributory	1915-1925
HO316	Clifton	Street	10	Clifton Hill		137435	Contributory	1915-1925
HO316	Clifton	Street	11	Clifton Hill		137350	Contributory	1900-1915
HO316	Clifton	Street	12	Clifton Hill		137440	Contributory	1900-1915
HO316	Clifton	Street	13	Clifton Hill		137345	Not contributory	1950-1960
HO316	Clifton	Street	14	Clifton Hill		137445	Contributory	1900-1915
HO316	Clifton	Street	15	Clifton Hill		137340	Contributory	1915-1925
HO316	Clifton	Street	16	Clifton Hill		137450	Contributory	1900-1915
HO316	Clifton	Street	17	Clifton Hill		137335	Not contributory	1980-1990
HO316	Clifton	Street	18	Clifton Hill		137455	Contributory	1900-1915
HO316	Clifton	Street	19	Clifton Hill		137330	Contributory	1915-1925
HO316	Dally	Street	1	Clifton Hill		116285	Contributory	1900-1915
HO316	Dally	Street	2	Clifton Hill		116030	Not contributory	1970-1980
HO316	Dally	Street	3	Clifton Hill		116280	Contributory	1900-1915
HO316	Dally	Street	4	Clifton Hill		116035	Contributory	1880-1890
HO316	Dally	Street	5	Clifton Hill		116275	Contributory	1900-1915
HO316	Dally	Street	6	Clifton Hill		116040	Contributory	1880-1890
HO316	Dally	Street	8	Clifton Hill		116045	Contributory	1880-1890
HO316	Dally	Street	9	Clifton Hill		116270	Contributory	1850-1890
HO316	Dally	Street	10	Clifton Hill		116050	Contributory	1890-1900
HO316	Dally	Street	11	Clifton Hill		116265	Contributory	1850-1890
HO316	Dally	Street	12	Clifton Hill		116055	Contributory	1880-1890
HO316	Dally	Street	13	Clifton Hill		116260	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Dally	Street	14	Clifton Hill		116060	Not contributory	1990-2000
HO316	Dally	Street	15	Clifton Hill		116255	Contributory	1850-1890
HO316	Dally	Street	16	Clifton Hill	Factory	116065	Not contributory	1925-1935
HO316	Dally	Street	17	Clifton Hill		116250	Contributory	1850-1890
HO316	Dally	Street	19	Clifton Hill		116245	Contributory	1850-1890
HO316	Dally	Street	21	Clifton Hill		116240	Contributory	1850-1890
HO316	Dally	Street	23	Clifton Hill		116235	Contributory	1850-1890
HO316	Dally	Street	25	Clifton Hill		116230	Contributory	1850-1890
HO316	Dally	Street	27	Clifton Hill		116225	Contributory	1850-1890
HO316	Dally	Street	28	Clifton Hill		116070	Contributory	1915-1925
HO316	Dally	Street	29	Clifton Hill		116220	Contributory	1850-1890
HO316	Dally	Street	30	Clifton Hill		116075	Contributory	1900-1915
HO316	Dally	Street	31	Clifton Hill		116215	Contributory	1850-1890
HO316	Dally	Street	32	Clifton Hill		116080	Contributory	1900-1915
HO316	Dally	Street	33	Clifton Hill		116210	Contributory	1850-1890
HO316	Dally	Street	34	Clifton Hill		116085	Contributory	1880-1890
HO316	Dally	Street	35	Clifton Hill		116205	Contributory	1850-1890
HO316	Dally	Street	36	Clifton Hill		116090	Contributory	1880-1890
HO316	Dally	Street	37	Clifton Hill		116200	Contributory	1880-1890
HO316	Dally	Street	38	Clifton Hill		116095	Contributory	1915-1925
HO316	Dally	Street	39	Clifton Hill		116195	Contributory	1880-1890
HO316	Dally	Street	40	Clifton Hill		116100	Not contributory	1960-1970
HO316	Dally	Street	41	Clifton Hill	Factory, former	282060	Contributory	1915-1925
HO316	Dally	Street	42	Clifton Hill		116105	Contributory	1900-1915
HO316	Dally	Street	44	Clifton Hill		116110	Contributory	1900-1915
HO316	Dally	Street	46	Clifton Hill		116115	Contributory	1900-1915
HO316	Dally	Street	48	Clifton Hill		116120	Contributory	1900-1915
HO316	Dally	Street	49	Clifton Hill		116185	Contributory	1900-1915
HO316	Dally	Street	50	Clifton Hill		116125	Contributory	1900-1915
HO316	Dally	Street	51	Clifton Hill		116180	Contributory	1900-1915
HO316	Dally	Street	52	Clifton Hill	Flat	116130	Not contributory	1935-1955
HO316	Dally	Street	53	Clifton Hill		116175	Contributory	1900-1915
HO316	Dally	Street	54	Clifton Hill	Flat	116135	Not contributory	1935-1955
HO316	Dally	Street	55	Clifton Hill		116170	Contributory	1900-1915
HO316	Dally	Street	56	Clifton Hill	Flat	116140	Not contributory	1935-1955
HO316	Dally	Street	57	Clifton Hill		116165	Contributory	1900-1915
HO316	Dally	Street	58	Clifton Hill	Flat	116145	Not contributory	1935-1955
HO316	Dally	Street	59	Clifton Hill		116160	Contributory	1900-1915
HO316	Dally	Street	61	Clifton Hill		116155	Contributory	1900-1915
HO316	Dally	Street	63	Clifton Hill	Factory	116150	Contributory	1915-1925
HO316	Dwyer	Street	1	Clifton Hill		136040	Contributory	1900-1915
HO316	Dwyer	Street	1A	Clifton Hill	Units	136060	Not contributory	1980-1990
HO316	Dwyer	Street	1B	Clifton Hill		136055	Not contributory	1915-1925
HO316	Dwyer	Street	1C	Clifton Hill		136050	Contributory	1915-1925
HO316	Dwyer	Street	1D	Clifton Hill		136040	Contributory	1915-1925
HO316	Dwyer	Street	2	Clifton Hill		136070	Contributory	1850-1890
HO316	Dwyer	Street	2A	Clifton Hill		136065	Contributory	1915-1925
HO316	Dwyer	Street	3	Clifton Hill		136035	Contributory	1890-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Dwyer	Street	4	Clifton Hill		136075	Contributory	1850-1890
HO316	Dwyer	Street	5	Clifton Hill		136030	Contributory	1900-1915
HO316	Dwyer	Street	6	Clifton Hill		136080	Contributory	1850-1890
HO316	Dwyer	Street	7	Clifton Hill		136025	Contributory	1900-1915
HO316	Dwyer	Street	8	Clifton Hill		136085	Contributory	1850-1890
HO316	Dwyer	Street	9	Clifton Hill		136020	Contributory	1880-1890
HO316	Dwyer	Street	10	Clifton Hill		136090	Contributory	1850-1890
HO316	Dwyer	Street	11	Clifton Hill		136015	Contributory	1880-1890
HO316	Dwyer	Street	12	Clifton Hill		136095	Not contributory	1960-1970
HO316	Dwyer	Street	13	Clifton Hill		136010	Contributory	1900-1915
HO316	Dwyer	Street	14	Clifton Hill		136100	Contributory	1880-1890
HO316	Dwyer	Street	15	Clifton Hill		136005	Contributory	1915-1925
HO316	Dwyer	Street	16	Clifton Hill		136105	Contributory	1900-1915
HO316	Dwyer	Street	17	Clifton Hill		136000	Contributory	1880-1890
HO316	Dwyer	Street	19	Clifton Hill		135995	Contributory	1880-1890
HO316	Dwyer	Street	20	Clifton Hill		136110	Contributory	1880-1890
HO316	Dwyer	Street	21	Clifton Hill		135990	Contributory	1915-1925
HO316	Dwyer	Street	22	Clifton Hill		136115	Contributory	1900-1915
HO316	Dwyer	Street	23	Clifton Hill		135985	Contributory	1880-1890
HO316	Dwyer	Street	24	Clifton Hill		136120	Not contributory	1850-1890
HO316	Dwyer	Street	25	Clifton Hill		135980	Contributory	1900-1915
HO316	Dwyer	Street	26	Clifton Hill		136125	Contributory	1900-1915
HO316	Dwyer	Street	28	Clifton Hill		136130	Contributory	1900-1915
HO316	Dwyer	Street	29	Clifton Hill	Hillcrest flats	135940	Not contributory	1960-1970
HO316	Dwyer	Street	30	Clifton Hill		136135	Contributory	1900-1915
HO316	Dwyer	Street	32	Clifton Hill	Flats	136140	Not contributory	1970-1980
HO316	Dwyer	Street	33	Clifton Hill	Aspinall's flats	135935	Individually Significant	1937
HO316	Dwyer	Street	35	Clifton Hill		135930	Contributory	1890-1900
HO316	Dwyer	Street	36	Clifton Hill		136195	Contributory	1850-1890
HO316	Dwyer	Street	37	Clifton Hill		135925	Contributory	1900-1915
HO316	Dwyer	Street	41	Clifton Hill		135920	Contributory	1900-1915
HO316	Dwyer	Street	42	Clifton Hill		136200	Not contributory	1925-1930
HO316	Dwyer	Street	43	Clifton Hill		135915	Contributory	1880-1890
HO316	Dwyer	Street	44	Clifton Hill		136205	Contributory	1925-1930
HO316	Dwyer	Street	45	Clifton Hill		135910	Contributory	1880-1890
HO316	Dwyer	Street	47	Clifton Hill		135905	Contributory	1880-1890
HO316	Dwyer	Street	48	Clifton Hill		136215	Contributory	1900-1915
HO316	Dwyer	Street	49	Clifton Hill		135900	Contributory	1880-1890
HO316	Dwyer	Street	50	Clifton Hill		136220	Contributory	1880-1890
HO316	Dwyer	Street	51	Clifton Hill		135895	Contributory	1880-1890
HO316	Dwyer	Street	52	Clifton Hill		136225	Contributory	1880-1890
HO316	Dwyer	Street	52A	Clifton Hill	Merri	136230	Contributory	1900-1915
HO316	Dwyer	Street	53	Clifton Hill		135890	Contributory	1880-1890
HO316	Dwyer	Street	54	Clifton Hill		136235	Contributory	1900-1915
HO316	Dwyer	Street	55	Clifton Hill		135885	Contributory	1880-1890
HO316	Dwyer	Street	56	Clifton Hill		136240	Not contributory	1990-2000
HO316	Dwyer	Street	57	Clifton Hill		135880	Contributory	1880-1890
HO316	Dwyer	Street	59	Clifton Hill		135875	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Dwyer	Street	61	Clifton Hill		135870	Contributory	1850-1890
HO316	Dwyer	Street	63	Clifton Hill		135865	Contributory	1850-1890
HO316	Dwyer	Street	65	Clifton Hill		135860	Contributory	1850-1890
HO316	Edmund	Street	4	Clifton Hill		137325	Contributory	1900-1915
HO316	Edmund	Street	5	Clifton Hill		137225	Contributory	1900-1915
HO316	Edmund	Street	6	Clifton Hill		137320	Contributory	1880-1890
HO316	Edmund	Street	7	Clifton Hill		137230	Contributory	1900-1915
HO316	Edmund	Street	8	Clifton Hill		137315	Contributory	1900-1915
HO316	Edmund	Street	9	Clifton Hill		137235	Not contributory	1930-1940
HO316	Edmund	Street	10	Clifton Hill		137310	Contributory	1900-1915
HO316	Edmund	Street	11	Clifton Hill		137240	Not contributory	1970-1980
HO316	Edmund	Street	12	Clifton Hill		137305	Contributory	1900-1915
HO316	Edmund	Street	14	Clifton Hill		137300	Not contributory	1915-1925
HO316	Edmund	Street	15	Clifton Hill		137245	Not contributory	1970-1980
HO316	Edmund	Street	17	Clifton Hill		137250	Contributory	1850-1890
HO316	Edmund	Street	19	Clifton Hill		137255	Not contributory	1935-1955
HO316	Edmund	Street	21	Clifton Hill		137260	Not contributory	1935-1955
HO316	Edmund	Street	28	Clifton Hill	Townhouse	291925	Not contributory	1980-1990
HO316	Edmund	Street	30	Clifton Hill	Flats	137265	Not contributory	1980-1990
HO316	Fenwick	Street	1	Clifton Hill		135640	Contributory	1900-1915
HO316	Fenwick	Street	2	Clifton Hill		135645	Contributory	1850-1890
HO316	Fenwick	Street	3	Clifton Hill		135635	Contributory	1900-1915
HO316	Fenwick	Street	4	Clifton Hill		135650	Contributory	1880-1890
HO316	Fenwick	Street	5	Clifton Hill		135630	Contributory	1900-1915
HO316	Fenwick	Street	6	Clifton Hill		135655	Contributory	1880-1890
HO316	Fenwick	Street	7	Clifton Hill		135625	Contributory	1900-1915
HO316	Fenwick	Street	8	Clifton Hill		135660	Contributory	1880-1890
HO316	Fenwick	Street	9	Clifton Hill		135620	Contributory	1915-1925
HO316	Fenwick	Street	10	Clifton Hill	Shop	135665	Contributory	1850-1890
HO316	Fenwick	Street	11	Clifton Hill		135615	Contributory	1900-1915
HO316	Fenwick	Street	12	Clifton Hill		135670	Contributory	1900-1915
HO316	Fenwick	Street	13	Clifton Hill		135610	Contributory	1900-1915
HO316	Fenwick	Street	14	Clifton Hill		135675	Contributory	1890-1900
HO316	Fenwick	Street	15	Clifton Hill		135605	Contributory	1900-1915
HO316	Fenwick	Street	16	Clifton Hill		135685	Contributory	1900-1915
HO316	Fenwick	Street	16A	Clifton Hill		135680	Contributory	1900-1915
HO316	Fenwick	Street	17	Clifton Hill		135600	Contributory	1900-1915
HO316	Fenwick	Street	18	Clifton Hill		135690	Contributory	1900-1915
HO316	Fenwick	Street	19	Clifton Hill		135595	Contributory	1900-1915
HO316	Fenwick	Street	20	Clifton Hill		135695	Individually Significant	1900-1915
HO316	Fenwick	Street	21	Clifton Hill		135590	Not contributory	1950-1960
HO316	Fenwick	Street	22	Clifton Hill		135700	Individually Significant	1915-1925
HO316	Fenwick	Street	23	Clifton Hill	Shop	135585	Contributory	1900-1915
HO316	Fenwick	Street	25	Clifton Hill		135580	Contributory	1900-1915
HO316	Fenwick	Street	26	Clifton Hill		135705	Not contributory	1990-2000
HO316	Fenwick	Street	26		Clifton Hill	135705	Not contributory	1990-2000
HO316	Fenwick	Street	27	Clifton Hill		135575	Contributory	1900-1915
HO316	Fenwick	Street	28	Clifton Hill		135710	Not contributory	1900-1915?

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Fenwick	Street	29	Clifton Hill		135570	Contributory	1900-1915
HO316	Fenwick	Street	30	Clifton Hill		135715	Contributory	1900-1915
HO316	Fenwick	Street	31	Clifton Hill		135565	Contributory	1900-1915
HO316	Fenwick	Street	32	Clifton Hill		135720	Contributory	1900-1915
HO316	Fenwick	Street	33	Clifton Hill		135560	Contributory	1900-1915
HO316	Fenwick	Street	34	Clifton Hill		135725	Not contributory	1990-2000
HO316	Fenwick	Street	35	Clifton Hill		135555	Contributory	1900-1915
HO316	Fenwick	Street	36	Clifton Hill		135730	Contributory	1900-1915
HO316	Fenwick	Street	37	Clifton Hill		135550	Contributory	1850-1890
HO316	Fenwick	Street	38	Clifton Hill	Flats	135735	Not contributory	1960-1970
HO316	Fenwick	Street	38A	Clifton Hill	Townhouse	284820	Not contributory	1990-2000
HO316	Fenwick	Street	38B	Clifton Hill	Townhouse	284815	Not contributory	1990-2000
HO316	Fenwick	Street	40	Clifton Hill	Shop	135765	Contributory	1900-1915
HO316	Fenwick	Street	41	Clifton Hill	Flats	135470	Not contributory	1960-1970
HO316	Fenwick	Street	42	Clifton Hill	Shop	135770	Contributory	1900-1915
HO316	Fenwick	Street	43	Clifton Hill		135465	Not contributory	1960-1970
HO316	Fenwick	Street	44	Clifton Hill		135775	Contributory	1900-1915
HO316	Fenwick	Street	45	Clifton Hill		135460	Contributory	1900-1915
HO316	Fenwick	Street	46	Clifton Hill		135780	Contributory	1900-1915
HO316	Fenwick	Street	47	Clifton Hill		135455	Contributory	1900-1915
HO316	Fenwick	Street	48	Clifton Hill		135785	Contributory	1890-1900
HO316	Fenwick	Street	49	Clifton Hill		135450	Contributory	1900-1915
HO316	Fenwick	Street	50	Clifton Hill		135790	Contributory	1890-1900
HO316	Fenwick	Street	51	Clifton Hill		135445	Contributory	1900-1915
HO316	Fenwick	Street	52	Clifton Hill		135795	Contributory	1890-1900
HO316	Fenwick	Street	53	Clifton Hill		135440	Contributory	1900-1915
HO316	Fenwick	Street	54	Clifton Hill		135800	Contributory	1880-1890
HO316	Fenwick	Street	56	Clifton Hill		135805	Contributory	1880-1890
HO316	Fenwick	Street	58	Clifton Hill		135810	Contributory	1880-1890
HO316	Fenwick	Street	60	Clifton Hill	Flats	135815	Not contributory	1970-1980
HO316	Fenwick	Street	64	Clifton Hill		135840	Individually Significant	1900-1915
HO316	Fenwick	Street	66	Clifton Hill		291375	Not contributory	1990-2000
HO316	Fenwick	Street	66A	Clifton Hill		291370	Not contributory	1990-2000
HO316	Fenwick	Street	68	Clifton Hill		135850	Not contributory	1970-1980
HO316	Fenwick	Street	70	Clifton Hill		135855	Contributory	1880-1890
HO316	Fenwick	Street	73	Clifton Hill		135435	Contributory	1915-1925
HO316	Fenwick	Street	75	Clifton Hill		135430	Contributory	1915-1925
HO316	Fenwick	Street	77	Clifton Hill		135425	Contributory	1915-1925
HO316	Fenwick	Street	79	Clifton Hill		135420	Contributory	1915-1925
HO316	Fenwick	Street	81	Clifton Hill		135415	Not contributory	1950-1960
HO316	Fenwick	Street	83	Clifton Hill	Tarrangower	135410	Individually Significant	1900-1905
HO316	Fenwick	Street	85	Clifton Hill		135405	Contributory	1925-1930
HO316	Fenwick	Street	87	Clifton Hill		135400	Individually Significant	1880-1890
HO316	Fenwick	Street	89	Clifton Hill		135395	Contributory	1880-1890
HO316	Fenwick	Street	91	Clifton Hill		135390	Contributory	1880-1890
HO316	Ford	Street	1	Clifton Hill		116425	Contributory	1900-1915
HO316	Ford	Street	2	Clifton Hill		116370	Individually Significant	1850-1860
HO316	Ford	Street	3	Clifton Hill		116420	Contributory	1890-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Ford	Street	4	Clifton Hill	Flats	116375	Not contributory	1960-1970
HO316	Ford	Street	5	Clifton Hill		116415	Individually Significant	1915-1925
HO316	Ford	Street	7	Clifton Hill		116410	Contributory	1900-1915
HO316	Ford	Street	9	Clifton Hill		116405	Contributory	1900-1915
HO316	George	Street	3	Clifton Hill		134290	Contributory	1850-1890
HO316	George	Street	5	Clifton Hill		134295	Contributory	1850-1890
HO316	George	Street	7	Clifton Hill		134300	Contributory	1850-1890
HO316	George	Street	19	Clifton Hill		134305	Not contributory	1950-1960
HO316	Gordon	Street	1	Clifton Hill		116905	Contributory	1900-1915
HO316	Gordon	Street	2	Clifton Hill		116715	Not contributory	1870-1890
HO316	Gordon	Street	2A	Clifton Hill		116710	Contributory	1900-1915
HO316	Gordon	Street	3	Clifton Hill		116900	Contributory	1900-1915
HO316	Gordon	Street	4	Clifton Hill		116720	Contributory	1900-1915
HO316	Gordon	Street	5	Clifton Hill		116895	Contributory	1900-1915
HO316	Gordon	Street	6	Clifton Hill		116725	Contributory	1880-1890
HO316	Gordon	Street	7	Clifton Hill		116890	Contributory	1880-1890
HO316	Gordon	Street	8	Clifton Hill		287495	Not contributory	1990-2000
HO316	Gordon	Street	8A	Clifton Hill		287500	Not contributory	1990-2000
HO316	Gordon	Street	9	Clifton Hill		116885	Contributory	1900-1915
HO316	Gordon	Street	10	Clifton Hill		116735	Contributory	1850-1890
HO316	Gordon	Street	11	Clifton Hill		116880	Not contributory	1960-1970
HO316	Gordon	Street	12	Clifton Hill		116740	Contributory	1900-1915
HO316	Gordon	Street	13	Clifton Hill	Apartment	321910	Not contributory	2000-2010
HO316	Gordon	Street	14	Clifton Hill		116745	Contributory	1880-1890
HO316	Gordon	Street	15	Clifton Hill		321920	Contributory	1880-1890
HO316	Gordon	Street	16	Clifton Hill		116750	Contributory	1880-1890
HO316	Gordon	Street	17	Clifton Hill		116870	Contributory	1880-1890
HO316	Gordon	Street	18	Clifton Hill		116755	Contributory	1850-1890
HO316	Gordon	Street	19	Clifton Hill		116865	Contributory	1880-1890
HO316	Gordon	Street	20	Clifton Hill		116760	Contributory	1900-1915
HO316	Gordon	Street	21	Clifton Hill		116860	Contributory	1880-1890
HO316	Gordon	Street	22	Clifton Hill		116765	Contributory	1900-1915
HO316	Gordon	Street	23	Clifton Hill		116855	Contributory	1880-1890
HO316	Gordon	Street	24	Clifton Hill		116770	Contributory	1900-1915
HO316	Gordon	Street	25	Clifton Hill		116845	Contributory	1900-1915
HO316	Gordon	Street	25A	Clifton Hill		116850	Contributory	1900-1915
HO316	Gordon	Street	26	Clifton Hill		116775	Contributory	1880-1890
HO316	Gordon	Street	27	Clifton Hill	'1890'	116840	Contributory	1890
HO316	Gordon	Street	29	Clifton Hill		116835	Contributory	1880-1890
HO316	Gordon	Street	30	Clifton Hill		116780	Contributory	1850-1890
HO316	Gordon	Street	31	Clifton Hill		116830	Contributory	1880-1890
HO316	Gordon	Street	32	Clifton Hill		116785	Contributory	1880-1890
HO316	Gordon	Street	33	Clifton Hill		116825	Contributory	1880-1890
HO316	Gordon	Street	34	Clifton Hill		116790	Contributory	1880-1890
HO316	Gordon	Street	35	Clifton Hill		116820	Contributory	1880-1890
HO316	Gordon	Street	37	Clifton Hill		116815	Contributory	1880-1890
HO316	Gordon	Street	39	Clifton Hill		116810	Contributory	1880-1890
HO316	Gordon	Street	41	Clifton Hill		116805	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Gordon	Street	43	Clifton Hill		116800	Individually Significant	1880-1890
HO316	Gordon	Street	45	Clifton Hill		116795	Contributory	1900-1915
HO316	Grant	Street	3	Clifton Hill		134960	Contributory	1880-1890
HO316	Grant	Street	4	Clifton Hill		134975	Not contributory	Unknown
HO316	Grant	Street	6	Clifton Hill		134980	Contributory	1880-1890
HO316	Grant	Street	8	Clifton Hill		134985	Contributory	1930-1940
HO316	Grant	Street	10	Clifton Hill		134990	Contributory	1930-1940
HO316	Grant	Street	12	Clifton Hill		134995	Contributory	1930-1940
HO316	Grant	Street	14	Clifton Hill		135000	Contributory	1930-1940
HO316	Grant	Street	16	Clifton Hill		135005	Contributory	1930-1940
HO316	Grant	Street	18	Clifton Hill		135010	Contributory	1930-1940
HO316	Grant	Street	20	Clifton Hill		135015	Contributory	1930-1940
HO316	Grant	Street	22	Clifton Hill		135020	Contributory	1930-1940
HO316	Grant	Street	24	Clifton Hill		135025	Contributory	1900-1915
HO316	Grant	Street	26	Clifton Hill		135030	Not contributory	Unknown
HO316	Grant	Street	28	Clifton Hill		135035	Not contributory	1930-1940
HO316	Grant	Street	30	Clifton Hill		135040	Not contributory	1960-1970
HO316	Grant	Street	32	Clifton Hill		135045	Contributory	1900-1915
HO316	Grant	Street	34	Clifton Hill		135050	Not contributory	1990-2000
HO316	Grant	Street	36	Clifton Hill		135055	Contributory	1880-1890
HO316	Grant	Street	38	Clifton Hill		135060	Contributory	1880-1890
HO316	Grant	Street	40	Clifton Hill		135065	Contributory	1880-1890
HO316	Grant	Street	42	Clifton Hill	Sinclair Cottage	135070	Contributory	1850-1890
HO316	Grant	Street	44	Clifton Hill		135075	Contributory	1850-1890
HO316	Grant	Street	46	Clifton Hill		135080	Not contributory	1960-1970
HO316	Grant	Street	48	Clifton Hill		135085	Contributory	1900-1915
HO316	Grant	Street	50	Clifton Hill		135090	Not contributory	1890-1930
HO316	Grant	Street	52	Clifton Hill		135095	Not contributory	1880-1890
HO316	Grant	Street	54	Clifton Hill		135100	Contributory	1915-1925
HO316	Grant	Street	56	Clifton Hill		135105	Contributory	1915-1925
HO316	Grant	Street	58	Clifton Hill		135110	Contributory	1915-1925
HO316	Gray	Street	13	Clifton Hill		115695	Contributory	1880-1890
HO316	Gray	Street	15	Clifton Hill		115690	Contributory	1900-1925
HO316	Gray	Street	21	Clifton Hill		115685	Contributory	1900-1915
HO316	Gray	Street	23	Clifton Hill		115680	Contributory	1880-1890
HO316	Gray	Street	25	Clifton Hill		115675	Contributory	1880-1890
HO316	Gray	Street	29	Clifton Hill		115670	Not contributory	1950-1960
HO316	Gray	Street	31	Clifton Hill		304660	Contributory	1900-1915
HO316	Gray	Street	33	Clifton Hill		304650	Not contributory	1990-2000
HO316	Gray	Street	35	Clifton Hill		302445	Not contributory	1990-2000
HO316	Groom	Street	1	Clifton Hill		115595	Contributory	1870-1900
HO316	Groom	Street	2	Clifton Hill	Factory, former - now apartments	290820	Contributory	1900-1915?
HO316	Groom	Street	3	Clifton Hill		115600	Contributory	1870-1900
HO316	Groom	Street	4A	Clifton Hill		115590	Contributory	1915-1925
HO316	Groom	Street	5	Clifton Hill		115605	Contributory	1870-1900
HO316	Groom	Street	6	Clifton Hill		115585	Contributory	1890-1900
HO316	Groom	Street	7	Clifton Hill		115610	Contributory	1870-1900
HO316	Groom	Street	9	Clifton Hill		115615	Contributory	1870-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Groom	Street	10	Clifton Hill		115580	Contributory	1880-1890
HO316	Groom	Street	11	Clifton Hill		115620	Contributory	1870-1900
HO316	Groom	Street	12	Clifton Hill		115575	Contributory	1880-1890
HO316	Groom	Street	13	Clifton Hill		115625	Contributory	1880-1890
HO316	Groom	Street	14	Clifton Hill		115570	Contributory	1880-1890
HO316	Groom	Street	15	Clifton Hill		115630	Not contributory	1960-1970
HO316	Groom	Street	16	Clifton Hill		115565	Contributory	1880-1890
HO316	Groom	Street	17	Clifton Hill		115635	Not contributory	1950-1960
HO316	Groom	Street	18	Clifton Hill		115560	Contributory	1880-1890
HO316	Groom	Street	19	Clifton Hill		115640	Contributory	1880-1890
HO316	Groom	Street	20	Clifton Hill		115555	Contributory	1880-1890
HO316	Groom	Street	21	Clifton Hill		115645	Contributory	1880-1890
HO316	Groom	Street	22	Clifton Hill		115550	Contributory	1880-1890
HO316	Groom	Street	23	Clifton Hill	Shop	115650	Contributory	1850-1890
HO316	Groom	Street	24-28	Clifton Hill	Commonwealth Government Harness factory, part Trescowthick boot Factory	?	Individually Significant	1900-1915
HO316	Groom	Street	37	Clifton Hill	Pitman Shoe Company factory, former	309990	Contributory	1915-1930
HO316	Groom	Street	39	Clifton Hill	Units, former Pitman Shoe company factory site	314770	Not contributory	1990-2000
HO316	Groom	Street	41	Clifton Hill	Units, former Pitman Shoe company factory site	314760	Not contributory	1990-2000
HO316	Groom	Street	43	Clifton Hill	Units, former Pitman Shoe company factory site	314750	Not contributory	1990-2000
HO316	Hall	Street	1	Clifton Hill		134175	Contributory	1850-1890
HO316	Hall	Street	2	Clifton Hill		137460	Not contributory	1960-1970
HO316	Hall	Street	3	Clifton Hill		138530	Contributory	1900-1915
HO316	Hall	Street	4	Clifton Hill		1	Not contributory	1960-1970
HO316	Hall	Street	5	Clifton Hill		134170	Contributory	1850-1890
HO316	Hall	Street	7	Clifton Hill		291460	Contributory	1900-1915
HO316	Hall	Street	8	Clifton Hill		134165	Contributory	1850-1890
HO316	Heidelberg	Road	17	Clifton Hill		132260	Contributory	1850-1890
HO316	Heidelberg	Road	19	Clifton Hill		132265	Contributory	1900-1915
HO316	Heidelberg	Road	21	Clifton Hill		132270	Contributory	1900-1915
HO316	Heidelberg	Road	23	Clifton Hill		132275	Contributory	1890-1900
HO316	Heidelberg	Road	25	Clifton Hill	Portaferry	132280	Contributory	1890-1900
HO316	Heidelberg	Road	27	Clifton Hill		132285	Contributory	1850-1890
HO316	Heidelberg	Road	27B	Clifton Hill		132290	Contributory	1900-1915
HO316	Heidelberg	Road	29	Clifton Hill		132295	Contributory	1880-1890
HO316	Heidelberg	Road	31-33	Clifton Hill	Flats	132300	Not contributory	1960-1970
HO316	Heidelberg	Road	35	Clifton Hill		132340	Not contributory	1850-1890
HO316	Heidelberg	Road	37	Clifton Hill		132345	Contributory	1850-1890
HO316	Heidelberg	Road	39	Clifton Hill		132350	Contributory	1850-1890
HO316	Heidelberg	Road	41	Clifton Hill		132355	Contributory	1900-1915
HO316	Heidelberg	Road	43	Clifton Hill		132360	Contributory	1850-1890
HO316	Heidelberg	Road	45	Clifton Hill		132365	Not contributory	1900-1915
HO316	Heidelberg	Road	47	Clifton Hill		132370	Contributory	1880-1890
HO316	Heidelberg	Road	49	Clifton Hill		132375	Individually Significant	1880-1890
HO316	Heidelberg	Road	51	Clifton Hill	Baines' flats	132380	Individually Significant	1939-42
HO316	Heidelberg	Road	55	Clifton Hill		132390	Contributory	1880-1890
HO316	Heidelberg	Road	57	Clifton Hill		132395	Contributory	1880-1890
HO316	Heidelberg	Road	59	Clifton Hill	Clarence	132400	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Heidelberg	Road	61	Clifton Hill		132405	Contributory	1880-1890
HO316	Heidelberg	Road	63	Clifton Hill		132410	Contributory	1880-1890
HO316	Heidelberg	Road	65	Clifton Hill		132415	Contributory	1880-1890
HO316	Heidelberg	Road	67	Clifton Hill		132420	Contributory	1900-1915
HO316	Heidelberg	Road	71	Clifton Hill		132425	Contributory	1915-1925
HO316	Heidelberg	Road	71/1-3	Clifton Hill		132430	Contributory	1915-1925
HO316	Heidelberg	Road	79	Clifton Hill	Flats	132445	Not contributory	1950-1960
HO316	Heidelberg	Road	81	Clifton Hill		132475	Contributory	1900-1915
HO316	Heidelberg	Road	83	Clifton Hill		132480	Contributory	1890-1900
HO316	Heidelberg	Road	85	Clifton Hill		132485	Individually Significant	1900-1915
HO316	Heidelberg	Road	87	Clifton Hill		132490	Contributory	1880-1890
HO316	Heidelberg	Road	91	Clifton Hill	Flats	132495	Not contributory	1970-1980
HO316	Heidelberg	Road	95	Clifton Hill		132530	Individually Significant	1900-1915
HO316	Heidelberg	Road	97	Clifton Hill		132535	Individually Significant	1880-1890
HO316	Heidelberg	Road	99	Clifton Hill		132540	Contributory	1880-1890
HO316	Heidelberg	Road	101	Clifton Hill		132545	Contributory	1880-1890
HO316	Heidelberg	Road	103	Clifton Hill		132550	Individually Significant	1900-1915
HO316	Heidelberg	Road	105	Clifton Hill		132555	Contributory	1880-1890
HO316	Heidelberg	Road	107	Clifton Hill	Flats	132560	Not contributory	1960-1970
HO316	Heidelberg	Road	109	Clifton Hill	Flats	132565	Not contributory	1960-1970
HO316	Heidelberg	Road	111	Clifton Hill		132655	Not contributory	1960-1970
HO316	Heidelberg	Road	117	Clifton Hill		132660	Not contributory	1960-1970
HO316	Heidelberg	Road	119	Clifton Hill		132665	Not contributory	1960-1970
HO316	Heidelberg	Road	121	Clifton Hill		132670	Contributory	1900-1915
HO316	Heidelberg	Road	123	Clifton Hill		132675	Contributory	1900-1915
HO316	Heidelberg	Road	125	Clifton Hill		132680	Not contributory	1960-1970
HO316	Hoddle	Street	406-380	Clifton Hill	Clifton Boot Factory, former	114375	Individually Significant	1900-1915
HO316	Hoddle	Street	408	Clifton Hill	Chien Wah Trading Co Pty Ltd Factory, former Llewellyn's Shoe Company?	114385	Individually Significant	1900-1915
HO316	Horne	Street	1	Clifton Hill	Quarryman's house	116360	Individually Significant	1850-1860
HO316	Horne	Street	1A	Clifton Hill		116365	Not contributory	1950-1960
HO316	Horne	Street	2	Clifton Hill		116290	Contributory	1915-1925
HO316	Horne	Street	3	Clifton Hill	Quarryman's house	116355	Individually Significant	1850-1860
HO316	Horne	Street	4	Clifton Hill		116300	Contributory	1915-1925
HO316	Horne	Street	5	Clifton Hill		116350	Contributory	1900-1915
HO316	Horne	Street	7	Clifton Hill		116345	Contributory	1900-1915
HO316	Horne	Street	8	Clifton Hill		116310	Contributory	1900-1915
HO316	Horne	Street	9	Clifton Hill		116340	Contributory	1900-1915
HO316	Horne	Street	10	Clifton Hill		116315	Contributory	1900-1915
HO316	Horne	Street	11	Clifton Hill		116335	Contributory	1900-1915
HO316	Horne	Street	12	Clifton Hill		116320	Contributory	1915-1925
HO316	Horne	Street	18	Clifton Hill		116325	Not contributory	1900-1915
HO316	Horne	Street	20	Clifton Hill		116330	Contributory	1900-1915
HO316	Kiewa	Street	2	Clifton Hill		115870	Contributory	1880-1890
HO316	Kiewa	Street	8	Clifton Hill		115875	Contributory	1900-1915
HO316	Kiewa	Street	10	Clifton Hill		115880	Contributory	1900-1915
HO316	Kiewa	Street	12	Clifton Hill		115885	Contributory	1880-1890
HO316	Kiewa	Street	14	Clifton Hill		115890	Contributory	1880-1890
HO316	Kiewa	Street	16	Clifton Hill		115895	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Kiewa	Street	18	Clifton Hill		115900	Contributory	1880-1890
HO316	Kiewa	Street	20	Clifton Hill		115905	Contributory	1880-1890
HO316	Kiewa	Street	22	Clifton Hill		115910	Contributory	1880-1890
HO316	Kiewa	Street	24	Clifton Hill		115915	Contributory	1880-1890
HO316	Lilly	Street	31	Clifton Hill	Townhouse	139260	Not contributory	1990-2000
HO316	Lilly	Street	33	Clifton Hill	units	280430	Not contributory	1990-2000
HO316	Lilly	Street	35-45	Clifton Hill	Units, part former Factory/warehouse	280435	Not contributory	1925-1935, 1990-2000
HO316	Little Walker	Street	52-50	Clifton Hill	Townhouse	283755	Not contributory	2000-2010
HO316	Little Walker	Street	54	Clifton Hill	Townhouse	283760	Not contributory	2000-2010
HO316	Little Walker	Street	55	Clifton Hill	Walker Joinery Factory Complex	332000	Contributory	1880-1920
HO316	Marshall	Place	1/1	Clifton Hill	Units	133070	Not contributory	1990-2000
HO316	Marshall	Place	1/2	Clifton Hill		281080	Not contributory	1990-2000
HO316	Marshall	Place	1/3	Clifton Hill	Units	281085	Not contributory	1990-2000
HO316	Marshall	Place	1/4	Clifton Hill	Units	281090	Not contributory	1990-2000
HO316	Marshall	Place	1/5	Clifton Hill	Units	281095	Not contributory	1990-2000
HO316	Marshall	Place	1/6	Clifton Hill	Units	281100	Not contributory	1990-2000
HO316	Marshall	Place	1/7	Clifton Hill	Units	281105	Not contributory	1990-2000
HO316	Marshall	Place	1/8	Clifton Hill	Units	281110	Not contributory	1990-2000
HO316	Marshall	Place	1/9	Clifton Hill	Units	281115	Not contributory	1990-2000
HO316	Marshall	Place	1/10	Clifton Hill	Units	281120	Not contributory	1990-2000
HO316	Marshall	Place	1/11	Clifton Hill	Units	281125	Not contributory	1990-2000
HO316	Marshall	Place	1/12	Clifton Hill	Units	281130	Not contributory	1990-2000
HO316	Marshall	Place	1/13	Clifton Hill	Units	281135	Not contributory	1990-2000
HO316	Marshall	Place	1/14	Clifton Hill	Units	281140	Not contributory	1990-2000
HO316	Myrtle	Street	1	Clifton Hill		116505	Contributory	1890-1900
HO316	Myrtle	Street	3	Clifton Hill		116510	Contributory	1890-1900
HO316	Myrtle	Street	3A	Clifton Hill		116515	Contributory	1890-1900
HO316	Myrtle	Street	5	Clifton Hill		116520	Contributory	1900-1915
HO316	Myrtle	Street	8	Clifton Hill		116705	Contributory	1900-1915
HO316	Myrtle	Street	9	Clifton Hill		116525	Contributory	1900-1915
HO316	Myrtle	Street	10	Clifton Hill		116700	Contributory	1900-1915
HO316	Myrtle	Street	11	Clifton Hill		116530	Contributory	1900-1915
HO316	Myrtle	Street	12	Clifton Hill		116695	Contributory	1900-1915
HO316	Myrtle	Street	13	Clifton Hill		116535	Contributory	1900-1915
HO316	Myrtle	Street	14	Clifton Hill		116690	Contributory	1900-1915
HO316	Myrtle	Street	16	Clifton Hill		116685	Contributory	1900-1915
HO316	Myrtle	Street	17	Clifton Hill		116540	Contributory	1900-1915
HO316	Myrtle	Street	18	Clifton Hill		116680	Contributory	1900-1915
HO316	Myrtle	Street	20	Clifton Hill		116675	Contributory	1900-1915
HO316	Myrtle	Street	21	Clifton Hill		116545	Contributory	1900-1915
HO316	Myrtle	Street	23	Clifton Hill		116550	Contributory	1900-1915
HO316	Myrtle	Street	24	Clifton Hill		116670	Contributory	1880-1890
HO316	Myrtle	Street	25	Clifton Hill		116555	Contributory	1900-1915
HO316	Myrtle	Street	26	Clifton Hill		116665	Contributory	1880-1890
HO316	Myrtle	Street	27	Clifton Hill		116560	Contributory	1900-1915
HO316	Myrtle	Street	28	Clifton Hill		116660	Contributory	1880-1890
HO316	Myrtle	Street	29	Clifton Hill		116565	Contributory	1900-1915
HO316	Myrtle	Street	30	Clifton Hill		116655	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Myrtle	Street	31	Clifton Hill		116570	Contributory	1900-1915
HO316	Myrtle	Street	32	Clifton Hill		116650	Contributory	1900-1915
HO316	Myrtle	Street	33	Clifton Hill		116575	Individually Significant	1915-1925
HO316	Myrtle	Street	34	Clifton Hill		116645	Contributory	1880-1890
HO316	Myrtle	Street	35	Clifton Hill		116585	Individually Significant	1915-1925
HO316	Myrtle	Street	36	Clifton Hill		116640	Contributory	1880-1890
HO316	Myrtle	Street	37	Clifton Hill		116590	Contributory	1900-1915
HO316	Myrtle	Street	38	Clifton Hill		116635	Contributory	1890-1900
HO316	Myrtle	Street	39	Clifton Hill		116595	Contributory	1900-1915
HO316	Myrtle	Street	40	Clifton Hill		116630	Contributory	1880-1890
HO316	Myrtle	Street	41	Clifton Hill		116600	Contributory	1900-1915
HO316	Myrtle	Street	42	Clifton Hill		116625	Contributory	1900-1915
HO316	Myrtle	Street	44	Clifton Hill	Dowra	116620	Contributory	1880-1890
HO316	Myrtle	Street	46	Clifton Hill		116615	Contributory	1880-1890
HO316	Myrtle	Street	48	Clifton Hill	Foyar	116610	Contributory	1880-1890
HO316	Myrtle	Street	50	Clifton Hill		116605	Contributory	1880-1890
HO316	Noone	Street	89	Clifton Hill		114440	Contributory	1850-1890
HO316	Noone	Street	91	Clifton Hill		114445	Contributory	1850-1890
HO316	Noone	Street	93	Clifton Hill		114450	Contributory	1900-1915
HO316	Noone	Street	95	Clifton Hill		114455	Contributory	1880-1915
HO316	Noone	Street	100	Clifton Hill		114725	Contributory	1880-1890
HO316	Noone	Street	101	Clifton Hill		114460	Contributory	1900-1915
HO316	Noone	Street	102	Clifton Hill		114720	Contributory	1880-1890
HO316	Noone	Street	103	Clifton Hill		114465	Contributory	1900-1915
HO316	Noone	Street	104	Clifton Hill		114715	Contributory	1880-1890
HO316	Noone	Street	105	Clifton Hill		114470	Contributory	1900-1915
HO316	Noone	Street	106	Clifton Hill		114710	Contributory	1900-1915
HO316	Noone	Street	107	Clifton Hill		114475	Contributory	1900-1915
HO316	Noone	Street	110	Clifton Hill		114705	Not contributory	1980-1990
HO316	Noone	Street	112	Clifton Hill		114700	Not contributory	1980-1990
HO316	Noone	Street	114	Clifton Hill		139145	Not contributory	1980-1990
HO316	Noone	Street	115	Clifton Hill		114480	Contributory	1880-1910
HO316	Noone	Street	116	Clifton Hill		114695	Contributory	1880-1890
HO316	Noone	Street	117	Clifton Hill		114480	Not contributory	1960-1970?
HO316	Noone	Street	118	Clifton Hill		114690	Contributory	1890-1900?
HO316	Noone	Street	119	Clifton Hill		114485	Contributory	1880-1890
HO316	Noone	Street	120	Clifton Hill		114685	Contributory	1900-1915
HO316	Noone	Street	121	Clifton Hill		114490	Contributory	1880-1890
HO316	Noone	Street	122	Clifton Hill	Shop	114680	Contributory	1900-1915
HO316	Noone	Street	123	Clifton Hill		114495	Contributory	1880-1890
HO316	Noone	Street	124	Clifton Hill		114675	Contributory	1880-1890
HO316	Noone	Street	125	Clifton Hill		114500	Contributory	1880-1890
HO316	Noone	Street	126	Clifton Hill		114670	Contributory	1880-1890
HO316	Noone	Street	128	Clifton Hill		114665	Contributory	1880-1890
HO316	Noone	Street	129	Clifton Hill	Electrical substation	114505	Contributory	1915-1925
HO316	Noone	Street	130	Clifton Hill		114660	Contributory	1880-1890
HO316	Noone	Street	131	Clifton Hill		114510	Not contributory	1950-1960
HO316	Noone	Street	132	Clifton Hill		114655	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Noone	Street	133	Clifton Hill		114515	Contributory	1880-1890
HO316	Noone	Street	134	Clifton Hill		114650	Contributory	1880-1890
HO316	Noone	Street	135	Clifton Hill	Factory	114520	Not contributory	1960-1970
HO316	Noone	Street	135A	Clifton Hill	Factory yard	280810	Not contributory	1960-1970
HO316	Noone	Street	136	Clifton Hill		114645	Contributory	1880-1890
HO316	Noone	Street	137-143	Clifton Hill	Australian Dyeing Company P/L complex part	114525	Not contributory	1950-2000
HO316	Noone	Street	138	Clifton Hill		138670	Contributory	1900-1915
HO316	Noone	Street	138A	Clifton Hill	Townhouse	114640	Not contributory	1980-1990
HO316	Noone	Street	140	Clifton Hill		309760	Contributory	1900-1915
HO316	Noone	Street	140A	Clifton Hill	Vacant land	309770	Not contributory	Unknown
HO316	Noone	Street	142	Clifton Hill		114630	Contributory	1900-1915
HO316	Noone	Street	144	Clifton Hill		114625	Contributory	1900-1915
HO316	Noone	Street	146	Clifton Hill		114620	Not contributory	1980-1990
HO316	Noone	Street	146/1	Clifton Hill	Units	114620	Not contributory	1980-1990
HO316	Noone	Street	146/2	Clifton Hill	Units	281195	Not contributory	1980-1990
HO316	Noone	Street	146/7	Clifton Hill	Units	281220	Not contributory	1980-1990
HO316	Noone	Street	146/8	Clifton Hill	Units	281215	Not contributory	1980-1990
HO316	Noone	Street	146/0	Clifton Hill	Units	281230	Not contributory	1980-1990
HO316	Noone	Street	160	Clifton Hill		281240	Not contributory	1970-1980
HO316	Noone	Street	162	Clifton Hill		114615	Contributory	1880-1890
HO316	Noone	Street	163-175	Clifton Hill	Spicer Shoe factory, Thomson, Newmark & Hopetown tannery sites, later part Australian Dyeing company P/L	114530	Individually Significant	1880-1934
HO316	Noone	Street	164	Clifton Hill		287050	Not contributory	1990-2000
HO316	Noone	Street	168-170	Clifton Hill		318970	Not contributory	1990-2000
HO316	Noone	Street	172	Clifton Hill		114600	Individually Significant	1940-1945
HO316	Noone	Street	172A-174	Clifton Hill	Factory office	114595	Not contributory	1970-1980
HO316	Noone	Street	176	Clifton Hill	Factory façade	297415	Contributory	1900-1915
HO316	Noone	Street	176/1-10	Clifton Hill	Apartments	297415	Not contributory	1990-2000
HO316	Noone	Street	176B	Clifton Hill	Apartments	10404340	Not contributory	1990-2000
HO316	Noone	Street	176C	Clifton Hill	Apartments	10404340	Not contributory	1990-2000
HO316	Noone	Street	176D	Clifton Hill	Apartments	10404340	Not contributory	1990-2000
HO316	Noone	Street	176E	Clifton Hill	Apartments	10404340	Not contributory	1990-2000
HO316	Noone	Street	176G	Clifton Hill	Apartments	10404340	Not contributory	1990-2000
HO316	Noone	Street	176G	Clifton Hill	Apartments	10404340	Not contributory	1990-2000
HO316	Noone	Street	176H	Clifton Hill	Apartments	10404340	Not contributory	1990-2000
HO316	Noone	Street	176I	Clifton Hill	Apartments	10404340	Not contributory	1990-2000
HO316	Noone	Street	176J	Clifton Hill	Apartments	10404340	Not contributory	1990-2000
HO316	Noone	Street	184	Clifton Hill	Factory	114585	Not contributory	1960-1970
HO316	Noone	Street	198	Clifton Hill	Factory	114580	Not contributory	1970-1980
HO316	Noone	Street	200	Clifton Hill	Factory	353370	Individually Significant	1900-1915
HO316	Noone	Street	208	Clifton Hill		114570	Contributory	1900-1915
HO316	Noone	Street	210	Clifton Hill		114565	Contributory	1900-1915
HO316	Noone	Street	212	Clifton Hill		114560	Contributory	1900-1915
HO316	Noone	Street	214	Clifton Hill		114555	Contributory	1900-1915
HO316	Noone	Street	216	Clifton Hill		114550	Contributory	1900-1915
HO316	Noone	Street	218	Clifton Hill		114545	Contributory	1900-1915
HO316	Noone	Street	220	Clifton Hill		114540	Contributory	1900-1915
HO316	Noone	Street	222	Clifton Hill		114535	Contributory	1900-1915
HO316	Ogrady	Street	2	Clifton Hill		134760	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Ogrady	Street	2A	Clifton Hill		137990	Not contributory	1970-1980
HO316	Ogrady	Street	3	Clifton Hill		134315	Contributory	1880-1890
HO316	Ogrady	Street	4	Clifton Hill		134755	Contributory	1880-1890
HO316	Ogrady	Street	5	Clifton Hill		134320	Contributory	1850-1890
HO316	Ogrady	Street	6	Clifton Hill		134750	Contributory	1880-1890
HO316	Ogrady	Street	7	Clifton Hill		134325	Contributory	1880-1890
HO316	Ogrady	Street	8	Clifton Hill		134745	Contributory	1850-1890
HO316	Ogrady	Street	9	Clifton Hill		134330	Contributory	1900-1915
HO316	Ogrady	Street	10	Clifton Hill	Aroona	134740	Not contributory	1850-1890
HO316	Ogrady	Street	11	Clifton Hill		134335	Contributory	1900-1915
HO316	Ogrady	Street	12	Clifton Hill		134735	Contributory	1880-1890
HO316	Ogrady	Street	13	Clifton Hill		134340	Contributory	1900-1915
HO316	Ogrady	Street	14	Clifton Hill		134730	Contributory	1880-1890
HO316	Ogrady	Street	16	Clifton Hill		134725	Contributory	1880-1890
HO316	Ogrady	Street	18	Clifton Hill		134720	Contributory	1880-1890
HO316	Ogrady	Street	19	Clifton Hill		134345	Contributory	1880-1890
HO316	Ogrady	Street	20	Clifton Hill		134715	Contributory	1880-1890
HO316	Ogrady	Street	21	Clifton Hill		134350	Contributory	1880-1890
HO316	Ogrady	Street	22	Clifton Hill		134710	Contributory	1880-1890
HO316	Ogrady	Street	23	Clifton Hill		134355	Contributory	1880-1890
HO316	Ogrady	Street	24	Clifton Hill		134705	Contributory	1880-1890
HO316	Ogrady	Street	25	Clifton Hill		134360	Contributory	1880-1890
HO316	Ogrady	Street	26	Clifton Hill		134700	Not contributory	1880-1890
HO316	Ogrady	Street	27	Clifton Hill		134365	Contributory	1880-1890
HO316	Ogrady	Street	28	Clifton Hill		134695	Contributory	1880-1890
HO316	Ogrady	Street	29	Clifton Hill		134370	Not contributory	1880-1890
HO316	Ogrady	Street	30	Clifton Hill		134690	Contributory	1880-1890
HO316	Ogrady	Street	31	Clifton Hill		134375	Contributory	1880-1890
HO316	Ogrady	Street	32	Clifton Hill		134685	Contributory	1900-1915
HO316	Ogrady	Street	33	Clifton Hill		134380	Contributory	1880-1890
HO316	Ogrady	Street	35	Clifton Hill		134385	Contributory	1880-1890
HO316	Ogrady	Street	36	Clifton Hill		134680	Contributory	1880-1890
HO316	Ogrady	Street	37/1	Clifton Hill		134390	Contributory	1880-1890
HO316	Ogrady	Street	37/2	Clifton Hill		134390	Not contributory	1990-2000
HO316	Ogrady	Street	38	Clifton Hill		134675	Contributory	1880-1890
HO316	Ogrady	Street	39	Clifton Hill		134400	Contributory	1880-1890
HO316	Ogrady	Street	40	Clifton Hill		134670	Contributory	1900-1915
HO316	Ogrady	Street	41	Clifton Hill		134405	Contributory	1900-1915
HO316	Ogrady	Street	42	Clifton Hill		134665	Contributory	1900-1915
HO316	Ogrady	Street	43	Clifton Hill		134410	Contributory	1880-1890
HO316	Ogrady	Street	44	Clifton Hill		134660	Contributory	1900-1915
HO316	Ogrady	Street	45	Clifton Hill		134415	Contributory	1850-1890
HO316	Ogrady	Street	46	Clifton Hill		134650	Not contributory	1925-1930
HO316	Ogrady	Street	46A	Clifton Hill		134655	Not contributory	1925-1930
HO316	Ogrady	Street	48	Clifton Hill		134640	Contributory	1880-1890
HO316	Ogrady	Street	48A	Clifton Hill		134645	Not contributory	1930-1940
HO316	Ogrady	Street	50	Clifton Hill		134635	Contributory	1900-1915
HO316	Ogrady	Street	52	Clifton Hill		134630	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Ogrady	Street	53	Clifton Hill		134425	Contributory	1900-1915
HO316	Ogrady	Street	54	Clifton Hill		134625	Contributory	1900-1915
HO316	Ogrady	Street	55	Clifton Hill		134430	Contributory	1900-1915
HO316	Ogrady	Street	56	Clifton Hill		134620	Contributory	1900-1915
HO316	Ogrady	Street	57	Clifton Hill		134435	Contributory	1900-1915
HO316	Ogrady	Street	59	Clifton Hill		134440	Contributory	1900-1915
HO316	Ogrady	Street	61	Clifton Hill		134445	Contributory	1900-1915
HO316	Ogrady	Street	63	Clifton Hill		134450	Contributory	1880-1890
HO316	Ogrady	Street	64	Clifton Hill		134615	Contributory	1900-1915
HO316	Ogrady	Street	65	Clifton Hill		134455	Contributory	1880-1890
HO316	Ogrady	Street	66	Clifton Hill		134610	Contributory	1900-1915
HO316	Ogrady	Street	67	Clifton Hill		134460	Contributory	1890-1900
HO316	Ogrady	Street	68	Clifton Hill		134605	Contributory	1900-1915
HO316	Ogrady	Street	69	Clifton Hill		134465	Not contributory	1900-1915
HO316	Ogrady	Street	70	Clifton Hill		134600	Contributory	1900-1915
HO316	Ogrady	Street	73	Clifton Hill		134470	Contributory	1880-1890
HO316	Ogrady	Street	74	Clifton Hill		318670	Contributory	1900-1915
HO316	Ogrady	Street	75	Clifton Hill		134475	Contributory	1880-1890
HO316	Ogrady	Street	77	Clifton Hill		134480	Contributory	1880-1890
HO316	Ogrady	Street	78	Clifton Hill		134590	Contributory	1900-1915
HO316	Ogrady	Street	79	Clifton Hill		134485	Contributory	1880-1890
HO316	Ogrady	Street	80	Clifton Hill	Belmont	134585	Contributory	1880-1890
HO316	Ogrady	Street	81	Clifton Hill		134490	Contributory	1880-1890
HO316	Ogrady	Street	82	Clifton Hill	Tilbury	134580	Contributory	1880-1890
HO316	Ogrady	Street	83	Clifton Hill		134495	Contributory	1880-1890
HO316	Ogrady	Street	84	Clifton Hill		134575	Contributory	1900-1915
HO316	Ogrady	Street	85	Clifton Hill		134500	Contributory	1880-1890
HO316	Ogrady	Street	86	Clifton Hill		134570	Contributory	1900-1915
HO316	Ogrady	Street	87	Clifton Hill		134505	Not contributory	1970-1980
HO316	Ogrady	Street	88	Clifton Hill		134565	Contributory	1880-1890
HO316	Ogrady	Street	89	Clifton Hill		134510	Contributory	1880-1890
HO316	Ogrady	Street	91	Clifton Hill		134515	Contributory	1880-1890
HO316	Ogrady	Street	93	Clifton Hill		134520	Contributory	1880-1890
HO316	Ogrady	Street	95	Clifton Hill		134525	Contributory	1900-1915
HO316	Ogrady	Street	96	Clifton Hill		291465	Not contributory	1980-1990
HO316	Ogrady	Street	97	Clifton Hill		134530	Contributory	1900-1915
HO316	Ogrady	Street	99	Clifton Hill		134535	Contributory	1880-1890
HO316	Ogrady	Street	99A	Clifton Hill		134535	Contributory	1900-1915
HO316	Ogrady	Street	101	Clifton Hill		134540	Contributory	1925-1930
HO316	Ogrady	Street	103	Clifton Hill		134545	Contributory	1900-1915
HO316	Ogrady	Street	105	Clifton Hill		134550	Contributory	1900-1915
HO316	Ogrady	Street	107	Clifton Hill		134555	Contributory	1900-1915
HO316	Ogrady	Street	109	Clifton Hill		134560	Contributory	1900-1915
HO316	Ogrady	Street	111	Clifton Hill		138970	Not contributory	Unknown
HO316	Parslow	Street	1	Clifton Hill	Factory, former	114765	Contributory	1915-1925
HO316	Parslow	Street	8	Clifton Hill		114730	Contributory	1900-1915
HO316	Parslow	Street	11	Clifton Hill		114760	Not contributory	1950-1960
HO316	Parslow	Street	13	Clifton Hill		114755	Not contributory	1950-1960

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Parslow	Street	15	Clifton Hill		114750	Contributory	1900-1915
HO316	Parslow	Street	17	Clifton Hill		114745	Contributory	1900-1915
HO316	Parslow	Street	19	Clifton Hill		114740	Contributory	1900-1915
HO316	Parslow	Street	21	Clifton Hill		114735	Contributory	1900-1915
HO316	Ramsden	Street	1	(west) Clifton Hill	Railway signal box and hand-operated boom gates	0	Contributory	1901-
HO316	Ramsden	Street	1-1A	Clifton Hill	Shop & residence	116910	Contributory	1900-1915
HO316	Ramsden	Street	3	Clifton Hill		116915	Contributory	1900-1915
HO316	Ramsden	Street	5	Clifton Hill		116920	Not contributory	1900-1915
HO316	Ramsden	Street	15	Clifton Hill		116925	Contributory	1870-1890
HO316	Ramsden	Street	17	Clifton Hill		116930	Contributory	1870-1890
HO316	Ramsden	Street	18	Clifton Hill	Shop & residence	132900	Contributory	1870-1890
HO316	Ramsden	Street	19	Clifton Hill		116935	Contributory	1870-1890
HO316	Ramsden	Street	20	Clifton Hill		132895	Contributory	1870-1890
HO316	Ramsden	Street	21	Clifton Hill		116940	Contributory	1870-1890
HO316	Ramsden	Street	22	Clifton Hill		132890	Contributory	1870-1890
HO316	Ramsden	Street	22A	Clifton Hill		132885	Contributory	1870-1890
HO316	Ramsden	Street	23	Clifton Hill		116945	Contributory	1870-1890
HO316	Ramsden	Street	24	Clifton Hill		132880	Contributory	1870-1890
HO316	Ramsden	Street	25	Clifton Hill		116950	Contributory	1870-1890
HO316	Ramsden	Street	26	Clifton Hill		132875	Contributory	1870-1890
HO316	Ramsden	Street	27	Clifton Hill		116955	Contributory	1870-1890
HO316	Ramsden	Street	28	Clifton Hill		132870	Contributory	1870-1890
HO316	Ramsden	Street	29	Clifton Hill		116960	Contributory	1870-1890
HO316	Ramsden	Street	30	Clifton Hill		132865	Contributory	1870-1890
HO316	Ramsden	Street	31	Clifton Hill		116965	Contributory	1870-1890
HO316	Ramsden	Street	32	Clifton Hill		132860	Contributory	1870-1890
HO316	Ramsden	Street	33	Clifton Hill	Sunnyside	116970	Individually Significant	1870-1890
HO316	Ramsden	Street	34	Clifton Hill		132855	Contributory	1870-1890
HO316	Ramsden	Street	35	Clifton Hill		116975	Contributory	1900-1915
HO316	Ramsden	Street	36	Clifton Hill		132850	Not contributory	1870-1890?
HO316	Ramsden	Street	38	Clifton Hill		132845	Contributory	1870-1890
HO316	Ramsden	Street	39	Clifton Hill		116980	Unknown	1870-1890
HO316	Ramsden	Street	40	Clifton Hill		132840	Contributory	1870-1890
HO316	Ramsden	Street	41	Clifton Hill		116985	Contributory	1900-1915
HO316	Ramsden	Street	42	Clifton Hill		132835	Contributory	1900-1915
HO316	Ramsden	Street	43	Clifton Hill		116990	Contributory	1870-1890
HO316	Ramsden	Street	44	Clifton Hill		132830	Contributory	1900-1915
HO316	Ramsden	Street	45	Clifton Hill		116995	Contributory	1900-1915
HO316	Ramsden	Street	46	Clifton Hill		132825	Contributory	1900-1915
HO316	Ramsden	Street	47	Clifton Hill	Shop & residence	117000	Contributory	1900-1915
HO316	Ramsden	Street	48	Clifton Hill		132820	Contributory	1900-1915
HO316	Ramsden	Street	49	Clifton Hill	Shop & residence	117005	Not contributory	1915-1925
HO316	Ramsden	Street	50	Clifton Hill		132815	Contributory	1900-1915
HO316	Ramsden	Street	51	Clifton Hill	Shop & residence	117010	Contributory	1900-1915
HO316	Ramsden	Street	52	Clifton Hill		132810	Contributory	1900-1915
HO316	Ramsden	Street	53	Clifton Hill	Shop & residence	117015	Not contributory	1960-1970
HO316	Ramsden	Street	54	Clifton Hill		132805	Contributory	1900-1915
HO316	Ramsden	Street	56	Clifton Hill		132800	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Ramsden	Street	57	Clifton Hill	Townhouse	117020	Not contributory	1980-1990?
HO316	Ramsden	Street	58	Clifton Hill		132795	Contributory	1900-1915
HO316	Ramsden	Street	60	Clifton Hill		132790	Contributory	1900-1915
HO316	Ramsden	Street	61	Clifton Hill	Townhouse	304220	Not contributory	1990-2000
HO316	Ramsden	Street	62	Clifton Hill		132785	Contributory	1900-1915
HO316	Ramsden	Street	63	Clifton Hill		117030	Contributory	1900-1915
HO316	Ramsden	Street	64	Clifton Hill		132780	Contributory	1900-1915
HO316	Ramsden	Street	65	Clifton Hill		117035	Contributory	1900-1915
HO316	Ramsden	Street	66	Clifton Hill		132775	Contributory	1900-1915
HO316	Ramsden	Street	67	Clifton Hill		117040	Contributory	1900-1915
HO316	Ramsden	Street	68	Clifton Hill		132770	Contributory	1900-1915
HO316	Ramsden	Street	69	Clifton Hill		117045	Contributory	1900-1915
HO316	Ramsden	Street	70	Clifton Hill		132765	Contributory	1900-1915
HO316	Ramsden	Street	71	Clifton Hill		117050	Contributory	1900-1915
HO316	Ramsden	Street	72	Clifton Hill		132760	Contributory	1890-1900
HO316	Ramsden	Street	73	Clifton Hill		117055	Contributory	1900-1915
HO316	Ramsden	Street	74	Clifton Hill		132755	Contributory	1890-1900
HO316	Ramsden	Street	75	Clifton Hill		117060	Contributory	1900-1915
HO316	Ramsden	Street	76	Clifton Hill		132750	Contributory	1910-1925
HO316	Ramsden	Street	77	Clifton Hill		117065	Contributory	1900-1915
HO316	Ramsden	Street	78	Clifton Hill		132745	Contributory	1900-1915
HO316	Ramsden	Street	79	Clifton Hill		117070	Contributory	1900-1915
HO316	Ramsden	Street	80	Clifton Hill		132740	Contributory	1900-1915
HO316	Ramsden	Street	80 (near)	Clifton Hill	Drain guard railing sets	0	Contributory	1880-1890/2000
HO316	Ramsden	Street	81	Clifton Hill		117075	Contributory	1900-1915
HO316	Ramsden	Street	83	Clifton Hill		117080	Contributory	1900-1915
HO316	Ramsden	Street	84	Clifton Hill		132735	Contributory	1900-1915
HO316	Ramsden	Street	85	Clifton Hill		117085	Contributory	1900-1915
HO316	Ramsden	Street	86	Clifton Hill		132730	Contributory	1900-1915?
HO316	Ramsden	Street	87	Clifton Hill		117090	Not contributory	1950-1960
HO316	Ramsden	Street	88	Clifton Hill		132725	Contributory	1900-1915
HO316	Ramsden	Street	91	Clifton Hill		117095	Contributory	1850-1870
HO316	Ramsden	Street	92	Clifton Hill		132720	Contributory	1900-1915
HO316	Ramsden	Street	94	Clifton Hill		132715	Contributory	1900-1915
HO316	Ramsden	Street	96	Clifton Hill		132710	Contributory	1900-1915
HO316	Ramsden	Street	97	Clifton Hill		117100	Contributory	1900-1915
HO316	Ramsden	Street	98	Clifton Hill		132705	Contributory	1890-1900
HO316	Ramsden	Street	99	Clifton Hill		117105	Contributory	1900-1915
HO316	Ramsden	Street	100	Clifton Hill		132700	Contributory	1900-1915
HO316	Ramsden	Street	101	Clifton Hill		117110	Contributory	1900-1915
HO316	Ramsden	Street	102	Clifton Hill		132695	Contributory	1900-1915
HO316	Ramsden	Street	103	Clifton Hill		117115	Contributory	1900-1915
HO316	Ramsden	Street	104	Clifton Hill		132690	Contributory	1900-1915
HO316	Ramsden	Street	105	Clifton Hill		117120	Contributory	1900-1915
HO316	Ramsden	Street	106	Clifton Hill		132685	Contributory	1900-1915
HO316	Ramsden	Street	109	Clifton Hill		117125	Contributory	1900-1915
HO316	Ramsden	Street	109A	Clifton Hill		117125	Not contributory	1970-1980
HO316	Ramsden	Street	111	Clifton Hill		117130	Contributory	1915-1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Ramsden	Street	123	Clifton Hill		117135	Contributory	1890-1900
HO316	Ramsden	Street	127	Clifton Hill		117140	Contributory	1900-1915
HO316	Ramsden	Street	129	Clifton Hill		117145	Contributory	1900-1915
HO316	Ramsden	Street	131	Clifton Hill		117150	Contributory	1870-1890?
HO316	Ramsden	Street	133	Clifton Hill		117155	Contributory	1915-1925
HO316	Ramsden	Street	135	Clifton Hill		117160	Contributory	1870-1910
HO316	Ramsden	Street	137	Clifton Hill		117165	Contributory	1870-1910
HO316	Ramsden	Street	139	Clifton Hill		117170	Contributory	1870-1890
HO316	Ramsden	Street	141	Clifton Hill		117175	Not contributory	1940-1955
HO316	Ramsden	Street	147	Clifton Hill		117180	Not contributory	1900-1915?
HO316	Reeves	Street	20	Clifton Hill	Prefabricated arched hut	354100	Unknown	1940-1950?
HO316	Rose	Street	38-42	Clifton Hill		281510	Not contributory	1990-2000
HO316	Roseneath	Street	46	Clifton Hill	Factory complex	1	Not contributory	1950-1970?
HO316	Roseneath	Street	48	Clifton Hill	Shop & residence	114770	Not contributory	1960-1970
HO316	Roseneath	Street	49	Clifton Hill		115255	Contributory	1880-1890
HO316	Roseneath	Street	50	Clifton Hill		114775	Contributory	1880-1890
HO316	Roseneath	Street	51	Clifton Hill		115250	Individually Significant	1880-1890
HO316	Roseneath	Street	52	Clifton Hill		114780	Contributory	1880-1890
HO316	Roseneath	Street	53	Clifton Hill		115245	Individually Significant	1880-1890
HO316	Roseneath	Street	54	Clifton Hill		114785	Contributory	1880-1890
HO316	Roseneath	Street	55	Clifton Hill		115240	Individually Significant	1880-1890
HO316	Roseneath	Street	56	Clifton Hill		114790	Contributory	1880-1890
HO316	Roseneath	Street	57	Clifton Hill		115235	Individually Significant	1880-1890
HO316	Roseneath	Street	58	Clifton Hill		114795	Contributory	1880-1890
HO316	Roseneath	Street	59	Clifton Hill		115230	Contributory	1880-1890
HO316	Roseneath	Street	60	Clifton Hill		114800	Contributory	1880-1890
HO316	Roseneath	Street	61	Clifton Hill		299535	Not contributory	1990-2000
HO316	Roseneath	Street	61A	Clifton Hill		299530	Not contributory	1990-2000
HO316	Roseneath	Street	62	Clifton Hill		114805	Contributory	1880-1890
HO316	Roseneath	Street	63	Clifton Hill		115220	Contributory	1900-1915
HO316	Roseneath	Street	64	Clifton Hill		114810	Contributory	1880-1890
HO316	Roseneath	Street	65	Clifton Hill		115215	Contributory	1900-1915
HO316	Roseneath	Street	66	Clifton Hill		114815	Contributory	1880-1890
HO316	Roseneath	Street	67	Clifton Hill		115210	Contributory	1900-1915
HO316	Roseneath	Street	68	Clifton Hill		114820	Contributory	1880-1890
HO316	Roseneath	Street	69	Clifton Hill		115205	Contributory	1900-1915
HO316	Roseneath	Street	70	Clifton Hill		114825	Contributory	1880-1890
HO316	Roseneath	Street	71	Clifton Hill		115200	Contributory	1900-1915
HO316	Roseneath	Street	72	Clifton Hill		114830	Contributory	1880-1890
HO316	Roseneath	Street	73	Clifton Hill		115195	Contributory	1900-1915
HO316	Roseneath	Street	74	Clifton Hill	Galwey	114835	Contributory	1850-1890
HO316	Roseneath	Street	75	Clifton Hill		115190	Contributory	1900-1915
HO316	Roseneath	Street	76	Clifton Hill		114840	Contributory	1850-1890
HO316	Roseneath	Street	77	Clifton Hill		115185	Contributory	1900-1915
HO316	Roseneath	Street	78	Clifton Hill		114845	Contributory	1900-1915
HO316	Roseneath	Street	79	Clifton Hill		115180	Contributory	1900-1915
HO316	Roseneath	Street	81	Clifton Hill		115175	Not contributory	1900-1915
HO316	Roseneath	Street	82	Clifton Hill		114850	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Roseneath	Street	83	Clifton Hill		115165	Contributory	1900-1915
HO316	Roseneath	Street	83A	Clifton Hill		115170	Contributory	1900-1915
HO316	Roseneath	Street	84	Clifton Hill		114850	Not contributory	1960-1970
HO316	Roseneath	Street	85	Clifton Hill		115160	Contributory	1900-1915
HO316	Roseneath	Street	86	Clifton Hill		114855	Contributory	1880-1890
HO316	Roseneath	Street	88	Clifton Hill		114860	Contributory	1870-1890
HO316	Roseneath	Street	90	Clifton Hill		114865	Contributory	1870-1890
HO316	Roseneath	Street	92	Clifton Hill	Zig Zag Paper Pty. Ltd. Factory former, part	302760	Not contributory	1935-1955
HO316	Roseneath	Street	98	Clifton Hill	Commonwealth Government Harness factory, former, later, apartments	309150	Contributory	1916
HO316	Roseneath	Street	100	Clifton Hill	Commonwealth Government Harness factory, former, later, apartments	309160	Contributory	1916
HO316	Roseneath	Street	105	Clifton Hill		115155	Contributory	1900-1915
HO316	Roseneath	Street	107	Clifton Hill		115150	Contributory	1900-1915
HO316	Roseneath	Street	109	Clifton Hill		115145	Individually Significant	1915-1925
HO316	Roseneath	Street	111	Clifton Hill		115140	Individually Significant	1900-1915
HO316	Roseneath	Street	112	Clifton Hill	Halsey & Sons Pty. Ltd. Factory former, later Trueform Shoes Company Pty. Ltd	114870	Contributory	1920-1925
HO316	Roseneath	Street	113	Clifton Hill		115135	Contributory	1900-1915
HO316	Roseneath	Street	115	Clifton Hill		115130	Contributory	1880-1890
HO316	Roseneath	Street	117	Clifton Hill		115125	Contributory	1880-1890
HO316	Roseneath	Street	118	Clifton Hill	House, later part unit developments	310770	Contributory	1900-1915
HO316	Roseneath	Street	118/1	Clifton Hill	Unit development	310770	Not contributory	1990-2000
HO316	Roseneath	Street	118/2	Clifton Hill	Apartments	310780	Not contributory	1990-2000
HO316	Roseneath	Street	118/3	Clifton Hill	Apartments	310790	Not contributory	1990-2000
HO316	Roseneath	Street	118/4	Clifton Hill	Apartments	310800	Not contributory	1990-2000
HO316	Roseneath	Street	118/5	Clifton Hill	Apartments	310810	Not contributory	1990-2000
HO316	Roseneath	Street	119	Clifton Hill		115120	Contributory	1880-1890
HO316	Roseneath	Street	121	Clifton Hill		115115	Contributory	1880-1900
HO316	Roseneath	Street	122	Clifton Hill	Offices/warehouse	114890	Not contributory	1970-1980
HO316	Roseneath	Street	123	Clifton Hill		115110	Contributory	1900-1915
HO316	Roseneath	Street	125	Clifton Hill		115105	Not contributory	1900-1915
HO316	Roseneath	Street	127	Clifton Hill		115100	Contributory	1900-1915
HO316	Roseneath	Street	129	Clifton Hill		115095	Contributory	1900-1915
HO316	Roseneath	Street	131	Clifton Hill		115090	Contributory	1900-1915
HO316	Roseneath	Street	133	Clifton Hill		115085	Contributory	1900-1915
HO316	Roseneath	Street	135	Clifton Hill		115080	Contributory	1900-1915
HO316	Roseneath	Street	137	Clifton Hill	Shop	114890	Contributory	1900-1915
HO316	Roseneath	Street	139	Clifton Hill	Shop (former) & sign	115075	Contributory	1850-1890
HO316	Roseneath	Street	140	Clifton Hill		114895	Contributory	1850-1890
HO316	Roseneath	Street	141	Clifton Hill		115070	Contributory	1900-1915
HO316	Roseneath	Street	142	Clifton Hill		114900	Contributory	1900-1915
HO316	Roseneath	Street	143	Clifton Hill		115065	Contributory	1880-1890
HO316	Roseneath	Street	144	Clifton Hill		114905	Contributory	1900-1915
HO316	Roseneath	Street	144A	Clifton Hill		114910	Contributory	1900-1915
HO316	Roseneath	Street	145	Clifton Hill		115060	Contributory	1880-1890
HO316	Roseneath	Street	146	Clifton Hill		114915	Contributory	1890-1910
HO316	Roseneath	Street	147	Clifton Hill		115055	Contributory	1900-1915
HO316	Roseneath	Street	148	Clifton Hill		114920	Contributory	1890-1910
HO316	Roseneath	Street	149	Clifton Hill		115050	Contributory	1880-1890
HO316	Roseneath	Street	150	Clifton Hill		114925	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Roseneath	Street	151	Clifton Hill		115045	Not contributory	1850-1890
HO316	Roseneath	Street	152	Clifton Hill		114930	Contributory	1900-1915
HO316	Roseneath	Street	154	Clifton Hill		114935	Contributory	1900-1915
HO316	Roseneath	Street	155	Clifton Hill		115040	Contributory	1900-1915
HO316	Roseneath	Street	156	Clifton Hill		114940	Contributory	1900-1915
HO316	Roseneath	Street	157	Clifton Hill		115035	Contributory	1900-1915
HO316	Roseneath	Street	158	Clifton Hill		114945	Contributory	1900-1915
HO316	Roseneath	Street	159	Clifton Hill		115030	Contributory	1850-1890
HO316	Roseneath	Street	160	Clifton Hill	Townhouse	138540	Not contributory	1980-1990
HO316	Roseneath	Street	161	Clifton Hill		115025	Contributory	1900-1915
HO316	Roseneath	Street	162	Clifton Hill		114950	Contributory	1900-1915
HO316	Roseneath	Street	163	Clifton Hill		115020	Not contributory	Unknown
HO316	Roseneath	Street	165	Clifton Hill		115015	Contributory	1900-1915
HO316	Rutland	Street	2	Clifton Hill		115415	Contributory	1900-1915
HO316	Rutland	Street	4	Clifton Hill		115420	Contributory	1900-1915
HO316	Rutland	Street	6	Clifton Hill		115425	Contributory	1900-1915
HO316	Rutland	Street	8	Clifton Hill		115430	Contributory	1900-1915
HO316	Rutland	Street	10	Clifton Hill		115435	Contributory	1900-1915
HO316	Rutland	Street	12	Clifton Hill		115440	Contributory	1900-1915
HO316	Rutland	Street	14	Clifton Hill		115445	Contributory	1900-1915
HO316	Rutland	Street	16	Clifton Hill		115450	Contributory	1900-1915
HO316	Rutland	Street	18	Clifton Hill		115455	Contributory	1900-1915
HO316	Rutland	Street	20	Clifton Hill		115460	Contributory	1900-1915
HO316	Rutland	Street	22	Clifton Hill		115465	Contributory	1900-1915
HO316	Rutland	Street	24	Clifton Hill		115470	Contributory	1900-1915
HO316	Rutland	Street	26	Clifton Hill		115475	Contributory	1900-1915
HO316	Rutland	Street	28	Clifton Hill		115480	Contributory	1900-1915
HO316	Rutland	Street	29	Clifton Hill		115290	Contributory	1880-1890
HO316	Rutland	Street	30	Clifton Hill		115485	Contributory	1880-1890
HO316	Rutland	Street	31	Clifton Hill		115285	Contributory	1880-1890
HO316	Rutland	Street	32	Clifton Hill		115490	Contributory	1880-1890
HO316	Rutland	Street	33	Clifton Hill		115280	Contributory	1880-1890
HO316	Rutland	Street	34	Clifton Hill		115495	Contributory	1880-1890
HO316	Rutland	Street	35	Clifton Hill		115275	Contributory	1880-1890
HO316	Rutland	Street	36	Clifton Hill		115500	Contributory	1880-1890
HO316	Rutland	Street	38	Clifton Hill		115505	Contributory	1880-1890
HO316	Rutland	Street	40	Clifton Hill		115510	Contributory	1880-1890
HO316	Rutland	Street	42	Clifton Hill		115515	Contributory	1880-1890
HO316	Rutland	Street	44	Clifton Hill		115520	Contributory	1850-1890?
HO316	Rutland	Street	46	Clifton Hill		115525	Contributory	1850-1890?
HO316	Rutland	Street	48	Clifton Hill		115530	Contributory	1880-1890
HO316	Rutland	Street	50	Clifton Hill		115535	Contributory	1880-1890
HO316	Rutland	Street	52	Clifton Hill		115540	Contributory	1880-1890
HO316	Spensley	Street	4	Clifton Hill		133845	Contributory	1880-1890
HO316	Spensley	Street	6	Clifton Hill		133840	Contributory	1880-1890
HO316	Spensley	Street	8	Clifton Hill		133835	Contributory	1880-1890
HO316	Spensley	Street	10	Clifton Hill	Amy Cottage	133830	Contributory	1880-1890
HO316	Spensley	Street	12	Clifton Hill	Nellie Cottage	133825	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Spensley	Street	14	Clifton Hill		133820	Contributory	1880-1890
HO316	Spensley	Street	15	Clifton Hill	Shop & residence	132950	Contributory	1880-1890
HO316	Spensley	Street	16	Clifton Hill		133815	Contributory	1880-1890
HO316	Spensley	Street	17	Clifton Hill	Shop & residence	132955	Contributory	1880-1890
HO316	Spensley	Street	18	Clifton Hill	Shop & residence	133810	Contributory	1900-1915
HO316	Spensley	Street	19	Clifton Hill		132960	Contributory	1890-1900
HO316	Spensley	Street	20	Clifton Hill	Shop & residence	133805	Contributory	1900-1915
HO316	Spensley	Street	21	Clifton Hill	Spensley Cottage	132965	Contributory	1880-1890
HO316	Spensley	Street	22	Clifton Hill	Shop & residence	133800	Contributory	1901
HO316	Spensley	Street	23	Clifton Hill	Causilgie	132970	Contributory	1880-1890
HO316	Spensley	Street	24	Clifton Hill	Shop & residence	133795	Contributory	1850-1890
HO316	Spensley	Street	25	Clifton Hill	Ellerslie	132975	Contributory	1880-1890
HO316	Spensley	Street	26	Clifton Hill	Shop & residence	133790	Contributory	1880-1890
HO316	Spensley	Street	28	Clifton Hill	Shop & residence	133790	Contributory	1880-1890
HO316	Spensley	Street	30	Clifton Hill	Shop & residence	133785	Contributory	1880-1890
HO316	Spensley	Street	32	Clifton Hill	Factory/warehouse, former	133780	Not contributory	1920-1935
HO316	Spensley	Street	32/C	Clifton Hill	House	133775	Contributory	1920-1925
HO316	Spensley	Street	32A	Clifton Hill	House	133770	Contributory	1920-1925
HO316	Spensley	Street	33	Clifton Hill	Factory/warehouse, now units	132980	Not contributory	1925-1935
HO316	Spensley	Street	34	Clifton Hill		133765	Contributory	1900-1915
HO316	Spensley	Street	35-35A	Clifton Hill	Royal Hotel	132985	Individually Significant	1880-1890
HO316	Spensley	Street	36	Clifton Hill		133760	Contributory	1900-1915
HO316	Spensley	Street	38	Clifton Hill		133755	Contributory	1890-1905
HO316	Spensley	Street	40	Clifton Hill		133750	Contributory	1900-1915
HO316	Spensley	Street	42	Clifton Hill	Shop & residence	133745	Contributory	1880-1890
HO316	Spensley	Street	43-45	Clifton Hill	The Centre Way, shops	132990	Contributory	1900-1925
HO316	Spensley	Street	46	Clifton Hill		133740	Contributory	1880-1890
HO316	Spensley	Street	47	Clifton Hill	The Centre Way	132995	Contributory	1900-1925
HO316	Spensley	Street	47A	Clifton Hill	House	133000	Contributory	1880-1890
HO316	Spensley	Street	48	Clifton Hill		133735	Contributory	1880-1890
HO316	Spensley	Street	49	Clifton Hill		133005	Contributory	1880-1890
HO316	Spensley	Street	50	Clifton Hill		133730	Contributory	1850-1890
HO316	Spensley	Street	51	Clifton Hill		133010	Contributory	1880-1890
HO316	Spensley	Street	52	Clifton Hill		133725	Contributory	1850-1890
HO316	Spensley	Street	53	Clifton Hill		133015	Contributory	1900-1915
HO316	Spensley	Street	54	Clifton Hill		133720	Not contributory	Unknown
HO316	Spensley	Street	54A	Clifton Hill		133715	Contributory	1890-1905?
HO316	Spensley	Street	56	Clifton Hill	Vacant land	133710	Not contributory	Unknown
HO316	Spensley	Street	57	Clifton Hill	Shop & residence	133020	Individually Significant	1880-1890
HO316	Spensley	Street	58	Clifton Hill	Shop & residence	133705	Not contributory	Unknown
HO316	Spensley	Street	59	Clifton Hill		133025	Individually Significant	1880-1890
HO316	Spensley	Street	60	Clifton Hill	Shop & residence	133700	Contributory	1850-1890
HO316	Spensley	Street	61	Clifton Hill		133030	Individually Significant	1880-1890
HO316	Spensley	Street	62	Clifton Hill	Shop & residence	133695	Contributory	1900-1915
HO316	Spensley	Street	63	Clifton Hill		133035	Individually Significant	1880-1890
HO316	Spensley	Street	64	Clifton Hill	Shop & residence	133690	Contributory	1915-1925
HO316	Spensley	Street	65	Clifton Hill		133040	Individually Significant	1880-1890
HO316	Spensley	Street	66	Clifton Hill	Shop & residence	133685	Contributory	1850-1890?

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Spensley	Street	67	Clifton Hill		133045	Individually Significant	1880-1890
HO316	Spensley	Street	68	Clifton Hill		133680	Contributory	1880-1890
HO316	Spensley	Street	69	Clifton Hill		133050	Individually Significant	1880-1890
HO316	Spensley	Street	71	Clifton Hill		133055	Contributory	1880-1890
HO316	Spensley	Street	72	Clifton Hill		133675	Contributory	1900-1915
HO316	Spensley	Street	73	Clifton Hill		133060	Contributory	1880-1890
HO316	Spensley	Street	74	Clifton Hill		133670	Contributory	1900-1915
HO316	Spensley	Street	75	Clifton Hill		133065	Contributory	1880-1890
HO316	Spensley	Street	76	Clifton Hill		133665	Contributory	1900-1915
HO316	Spensley	Street	77	Clifton Hill		281070	Not contributory	1990-2000
HO316	Spensley	Street	78	Clifton Hill		133660	Contributory	1900-1915
HO316	Spensley	Street	79	Clifton Hill	Townhouse	281075	Not contributory	1990-2000
HO316	Spensley	Street	81	Clifton Hill		133075	Contributory	1880-1900
HO316	Spensley	Street	83	Clifton Hill		133080	Contributory	1900-1915
HO316	Spensley	Street	85	Clifton Hill		133085	Not contributory	1950-1960
HO316	Spensley	Street	87	Clifton Hill		133090	Contributory	1900-1915
HO316	Spensley	Street	89	Clifton Hill		133095	Contributory	1900-1915
HO316	Spensley	Street	91	Clifton Hill		133100	Contributory	1900-1915
HO316	Spensley	Street	93	Clifton Hill		133105	Contributory	1900-1915
HO316	Spensley	Street	95	Clifton Hill		133110	Contributory	1900-1915
HO316	Spensley	Street	96	Clifton Hill	Flats	133585	Not contributory	1950-1960
HO316	Spensley	Street	97	Clifton Hill		133115	Individually Significant	1900-1915
HO316	Spensley	Street	98	Clifton Hill		133580	Contributory	1900-1915
HO316	Spensley	Street	100	Clifton Hill		133575	Contributory	1900-1915
HO316	Spensley	Street	102	Clifton Hill		133570	Not contributory	1925-1935
HO316	Spensley	Street	104	Clifton Hill	Everton	133565	Contributory	1880-1890
HO316	Spensley	Street	105	Clifton Hill		133120	Not contributory	1850-1890?
HO316	Spensley	Street	106	Clifton Hill		133560	Individually Significant	1900-1915
HO316	Spensley	Street	108	Clifton Hill		133555	Individually Significant	1900-1915
HO316	Spensley	Street	107-109	Clifton Hill	Flats	133125	Not contributory	1970-1980
HO316	Spensley	Street	110	Clifton Hill	Helensville	133550	Contributory	1870-1890
HO316	Spensley	Street	111	Clifton Hill	shop	133155	Not contributory	Unknown
HO316	Spensley	Street	112	Clifton Hill		133545	Contributory	1870-1890
HO316	Spensley	Street	114	Clifton Hill		133540	Contributory	1870-1890
HO316	Spensley	Street	115	Clifton Hill	Shop & residence	133160	Contributory	1870-1890
HO316	Spensley	Street	117	Clifton Hill	Shop & residence	133165	Contributory	1870-1890
HO316	Spensley	Street	118	Clifton Hill		133535	Not contributory	1950-1965
HO316	Spensley	Street	119	Clifton Hill		133170	Contributory	1870-1890
HO316	Spensley	Street	121	Clifton Hill		133175	Contributory	1870-1890
HO316	Spensley	Street	122	Clifton Hill		133530	Contributory	1870-1890
HO316	Spensley	Street	123	Clifton Hill		133180	Contributory	1870-1900
HO316	Spensley	Street	124	Clifton Hill		133525	Contributory	1870-1890
HO316	Spensley	Street	125	Clifton Hill		133185	Contributory	1900-1915
HO316	Spensley	Street	126	Clifton Hill		133520	Contributory	1870-1890
HO316	Spensley	Street	128	Clifton Hill		133515	Contributory	1870-1890
HO316	Spensley	Street	129	Clifton Hill		133190	Contributory	1900-1915
HO316	Spensley	Street	130	Clifton Hill	Units	133510	Not contributory	1970-1980
HO316	Spensley	Street	131	Clifton Hill		133195	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Spensley	Street	133	Clifton Hill		133200	Contributory	1870-1890
HO316	Spensley	Street	135	Clifton Hill		133205	Contributory	1880-1900
HO316	Spensley	Street	137	Clifton Hill		133210	Contributory	1900-1915
HO316	Spensley	Street	139	Clifton Hill		133215	Contributory	1900-1915
HO316	Spensley	Street	140	Clifton Hill		133460	Contributory	1870-1890
HO316	Spensley	Street	141	Clifton Hill		133220	Contributory	1900-1915
HO316	Spensley	Street	142	Clifton Hill	Flats	133430	Not contributory	1970-1980
HO316	Spensley	Street	143	Clifton Hill		133225	Contributory	1900-1915
HO316	Spensley	Street	145	Clifton Hill		133230	Contributory	1900-1915
HO316	Spensley	Street	146	Clifton Hill		133425	Contributory	1870-1890
HO316	Spensley	Street	147	Clifton Hill		133235	Contributory	1900-1915
HO316	Spensley	Street	148	Clifton Hill		133420	Contributory	1870-1890
HO316	Spensley	Street	150	Clifton Hill		133415	Contributory	1870-1890
HO316	Spensley	Street	152	Clifton Hill		133410	Contributory	1870-1890
HO316	Spensley	Street	154	Clifton Hill		133405	Contributory	1900-1915
HO316	Spensley	Street	156	Clifton Hill		133400	Contributory	1900-1915
HO316	Spensley	Street	158	Clifton Hill	Townhouse	133395	Not contributory	1970-1990
HO316	Spensley	Street	160	Clifton Hill	Doberan	133390	Contributory	1870-1890
HO316	Spensley	Street	161	Clifton Hill		133240	Contributory	1870-1890
HO316	Spensley	Street	162	Clifton Hill		133385	Contributory	1870-1890
HO316	Spensley	Street	163	Clifton Hill		133245	Not contributory	1940-1955
HO316	Spensley	Street	164	Clifton Hill		133380	Contributory	1870-1890
HO316	Spensley	Street	165	Clifton Hill	Building site	294190	Not contributory	2000-2010
HO316	Spensley	Street	166	Clifton Hill		133375	Contributory	1900-1915
HO316	Spensley	Street	167	Clifton Hill		294195	Not contributory	1990-2000
HO316	Spensley	Street	168	Clifton Hill		133370	Individually Significant	1870-1890
HO316	Spensley	Street	169	Clifton Hill		133255	Contributory	1870-1890
HO316	Spensley	Street	170	Clifton Hill	Woodlands	133365	Individually Significant	1870-1890
HO316	Spensley	Street	171	Clifton Hill		133260	Not contributory	1920-1930
HO316	Spensley	Street	173	Clifton Hill		133265	Contributory	1925-1935
HO316	Spensley	Street	173A	Clifton Hill		133270	Contributory	1925-1935
HO316	Spensley	Street	175	Clifton Hill		133275	Not contributory	1935-1955
HO316	Spensley	Street	177	Clifton Hill		133280	Contributory	1870-1890
HO316	Spensley	Street	179	Clifton Hill		133285	Contributory	1900-1915
HO316	Spensley	Street	181	Clifton Hill		133290	Contributory	1900-1915
HO316	Spensley	Street	183	Clifton Hill		133295	Contributory	1900-1915
HO316	Spensley	Street	185	Clifton Hill	Townhouses	294960	Not contributory	1990-2000
HO316	Spensley	Street	187	Clifton Hill		133305	Contributory	1900-1915
HO316	Spensley	Street	189	Clifton Hill		133310	Contributory	1870-1890
HO316	Spensley	Street	191	Clifton Hill		133315	Contributory	1900-1915
HO316	Spensley	Street	193-203	Clifton Hill	Clifton Hill State School	319450	Not contributory	1970-1990
HO316	Spensley	Street	205	Clifton Hill		133345	Not contributory	1915-1925
HO316	Spensley	Street	207	Clifton Hill		133350	Contributory	1900-1915
HO316	Spensley	Street	209	Clifton Hill	Duplex	133355	Contributory	1925-1930
HO316	Spensley	Street	211	Clifton Hill	Duplex	133360	Contributory	1925-1930
HO316	The	Esplanade	2	Clifton Hill		136670	Contributory	1900-1915
HO316	The	Esplanade	4	Clifton Hill		136665	Contributory	1900-1915?
HO316	The	Esplanade	6	Clifton Hill		136660	Contributory	1915-1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	The	Esplanade	8	Clifton Hill		136655	Not contributory	1970-1980
HO316	The	Esplanade	10	Clifton Hill		136650	Not contributory	1960-1970
HO316	The	Esplanade	12	Clifton Hill		136645	Contributory	1880-1890
HO316	The	Esplanade	14	Clifton Hill	Clifton View Flats	136555	Not contributory	1970-1980
HO316	The	Esplanade	16	Clifton Hill	Flats	136465	Not contributory	1970-1980
HO316	The	Esplanade	20	Clifton Hill		136460	Contributory	1915-1925
HO316	The	Esplanade	22	Clifton Hill		136455	Contributory	1900-1915
HO316	The	Esplanade	24	Clifton Hill		136450	Contributory	1925-1930
HO316	The	Esplanade	26	Clifton Hill		136445	Contributory	1880-1890
HO316	The	Esplanade	28	Clifton Hill		136440	Contributory	1900-1915
HO316	The	Esplanade	30	Clifton Hill	Flats	136405	Not contributory	1960-1970
HO316	The	Esplanade	34	Clifton Hill		136355	Contributory	1900-1915
HO316	The	Esplanade	36	Clifton Hill		136350	Contributory	1900-1915
HO316	The	Esplanade	38	Clifton Hill		136345	Contributory	1900-1915
HO316	The	Esplanade	40	Clifton Hill		136340	Not contributory	1970-1980
HO316	The	Esplanade	42	Clifton Hill		136335	Not contributory	1950-1960
HO316	The	Esplanade	44	Clifton Hill		136330	Not contributory	1925-1930
HO316	The	Esplanade	46	Clifton Hill		136325	Not contributory	1970-1980
HO316	The	Esplanade	48	Clifton Hill		136320	Contributory	1900-1915
HO316	The	Esplanade	54	Clifton Hill		136315	Not contributory	1925-1930
HO316	The	Esplanade	56	Clifton Hill		136310	Contributory	1900-1915
HO316	The	Esplanade	58	Clifton Hill		136305	Contributory	1900-1915
HO316	The	Esplanade	60	Clifton Hill		136300	Contributory	1900-1915
HO316	The	Esplanade	62	Clifton Hill		136295	Contributory	1900-1915
HO316	The	Esplanade	64	Clifton Hill		136290	Not contributory	1950-1960
HO316	The	Esplanade	66	Clifton Hill		138960	Contributory	1880-1915
HO316	The	Esplanade	66A	Clifton Hill		285605	Contributory	1880-1915
HO316	The	Esplanade	70	Clifton Hill		138965	Not contributory	1980-1990
HO316	The	Esplanade	70A	Clifton Hill		138965	Not contributory	1980-1990
HO316	The	Esplanade	76	Clifton Hill		136275	Not contributory	1925-1930
HO316	The	Esplanade	78	Clifton Hill		136270	Not contributory	1925-1930
HO316	The	Esplanade	80	Clifton Hill		136265	Not contributory	1925-1930
HO316	The	Esplanade	82	Clifton Hill	Parkview	136260	Contributory	1880-1890
HO316	The	Esplanade	84	Clifton Hill	Elgin	136255	Contributory	1880-1890
HO316	The	Esplanade	86	Clifton Hill		136250	Contributory	1900-1915
HO316	The	Esplanade	88	Clifton Hill	Merrivue	136245	Contributory	1880-1890
HO316	Walker	Street	1	Clifton Hill	Harmer house?	136840	Not contributory	1990-2000
HO316	Walker	Street	2	Clifton Hill		136835	Contributory	1890-1900
HO316	Walker	Street	3	Clifton Hill		136845	Not contributory	1870-1890
HO316	Walker	Street	4	Clifton Hill		136830	Contributory	1900-1915
HO316	Walker	Street	5	Clifton Hill	Lupin	136850	Contributory	1880-1920
HO316	Walker	Street	6	Clifton Hill		136825	Contributory	1900-1915
HO316	Walker	Street	7	Clifton Hill	Iris	136855	Contributory	1880-1890
HO316	Walker	Street	9	Clifton Hill		136860	Contributory	1900-1915
HO316	Walker	Street	10	Clifton Hill		136820	Contributory	1880-1890
HO316	Walker	Street	11	Clifton Hill		136865	Contributory	1900-1915
HO316	Walker	Street	12	Clifton Hill		136815	Contributory	1880-1890
HO316	Walker	Street	14	Clifton Hill		136810	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Walker	Street	15	Clifton Hill		136870	Contributory	1900-1915
HO316	Walker	Street	16	Clifton Hill		136805	Contributory	1880-1890
HO316	Walker	Street	17	Clifton Hill	St Elmo	136875	Contributory	1870-1890
HO316	Walker	Street	18	Clifton Hill		136800	Contributory	1880-1890
HO316	Walker	Street	19A	Clifton Hill		136900	Not contributory	1970-1980
HO316	Walker	Street	19B	Clifton Hill	Townhouse	136885	Not contributory	1970-1981
HO316	Walker	Street	19C	Clifton Hill	Townhouse	136905	Not contributory	1970-1982
HO316	Walker	Street	19D	Clifton Hill	Townhouse	136890	Not contributory	1970-1983
HO316	Walker	Street	19E	Clifton Hill	Townhouse	1	Not contributory	1970-1984
HO316	Walker	Street	19F	Clifton Hill	Townhouse	136880	Not contributory	1970-1985
HO316	Walker	Street	19G	Clifton Hill	Townhouse	136895	Not contributory	1970-1986
HO316	Walker	Street	20	Clifton Hill		136795	Contributory	1880-1890
HO316	Walker	Street	22	Clifton Hill		136790	Contributory	1880-1890
HO316	Walker	Street	23	Clifton Hill		136910	Contributory	1915-25
HO316	Walker	Street	24	Clifton Hill		136785	Contributory	1880-1890
HO316	Walker	Street	26	Clifton Hill		136780	Contributory	1900-1915
HO316	Walker	Street	30	Clifton Hill		136775	Contributory	1880-1890
HO316	Walker	Street	32	Clifton Hill		136770	Contributory	1880-1890
HO316	Walker	Street	33	Clifton Hill		136915	Contributory	1880-1890
HO316	Walker	Street	34	Clifton Hill		331990	Contributory	1900-1915
HO316	Walker	Street	35	Clifton Hill		136920	Contributory	1900-1915
HO316	Walker	Street	36	Clifton Hill		331980	Contributory	1900-1915
HO316	Walker	Street	37	Clifton Hill		136925	Contributory	1900-1915
HO316	Walker	Street	37A	Clifton Hill		136930	Contributory	1900-1915
HO316	Walker	Street	38	Clifton Hill		136755	Not contributory	1960-1970
HO316	Walker	Street	39	Clifton Hill	Duplex	136935	Not contributory	1970-1980
HO316	Walker	Street	39A	Clifton Hill	Duplex	138980	Not contributory	1970-1980
HO316	Walker	Street	41	Clifton Hill		136940	Not contributory	1970-1980?
HO316	Walker	Street	44	Clifton Hill		136750	Contributory	1900-1915
HO316	Walker	Street	45	Clifton Hill		136945	Contributory	1880-1890
HO316	Walker	Street	46	Clifton Hill		136745	Contributory	1900-1915
HO316	Walker	Street	47	Clifton Hill		136950	Contributory	1880-1905?
HO316	Walker	Street	48	Clifton Hill		136740	Contributory	1880-1890
HO316	Walker	Street	49	Clifton Hill		136955	Contributory	1900-1915
HO316	Walker	Street	50	Clifton Hill		136735	Contributory	1900-1915
HO316	Walker	Street	51	Clifton Hill		136960	Contributory	1900-1915
HO316	Walker	Street	52	Clifton Hill		136730	Contributory	1900-1915
HO316	Walker	Street	53	Clifton Hill		136965	Contributory	1880-1890
HO316	Walker	Street	54	Clifton Hill		136725	Contributory	1900-1915
HO316	Walker	Street	55	Clifton Hill		136970	Contributory	1880-1890
HO316	Walker	Street	57	Clifton Hill		136975	Contributory	1880-1890
HO316	Walker	Street	59	Clifton Hill		136980	Not contributory	1900-1915?
HO316	Walker	Street	60	Clifton Hill		136720	Contributory	1900-1915
HO316	Walker	Street	61	Clifton Hill		136985	Not contributory	1990c
HO316	Walker	Street	62	Clifton Hill		136715	Contributory	1900-1915
HO316	Walker	Street	63	Clifton Hill		136990	Contributory	1900-1915
HO316	Walker	Street	64	Clifton Hill		136710	Contributory	1900-1915
HO316	Walker	Street	65	Clifton Hill		136995	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Walker	Street	66	Clifton Hill		136705	Contributory	1915-1925
HO316	Walker	Street	67	Clifton Hill		137000	Not contributory	1900-1915?
HO316	Walker	Street	69	Clifton Hill		137005	Not contributory	1900-1915?
HO316	Walker	Street	71	Clifton Hill		137010	Contributory	1900-1915
HO316	Walker	Street	72	Clifton Hill		136700	Contributory	1880-1890
HO316	Walker	Street	74	Clifton Hill		136695	Contributory	1880-1890
HO316	Walker	Street	75	Clifton Hill		137015	Contributory	1915-1925
HO316	Walker	Street	76	Clifton Hill		136690	Contributory	1880-1890
HO316	Walker	Street	77	Clifton Hill		137020	Contributory	1900-1915
HO316	Walker	Street	78	Clifton Hill		136685	Not contributory	1915-1925
HO316	Walker	Street	79	Clifton Hill		137025	Contributory	1915-1925
HO316	Walker	Street	80	Clifton Hill		136680	Contributory	1900-1915
HO316	Walker	Street	81	Clifton Hill		137030	Contributory	1915-1925
HO316	Walker	Street	82	Clifton Hill		136675	Contributory	1900-1915
HO316	Walker	Street	83	Clifton Hill		137035	Contributory	1915-1925
HO316	Wright	Street	2	Clifton Hill	Flats	137120	Not contributory	1970-1980
HO316	Wright	Street	5	Clifton Hill		137180	Contributory	1900-1915
HO316	Wright	Street	6	Clifton Hill		137115	Contributory	1880-1890
HO316	Wright	Street	7	Clifton Hill		137185	Contributory	1880-1890
HO316	Wright	Street	8	Clifton Hill		137110	Contributory	1900-1915
HO316	Wright	Street	9	Clifton Hill		137190	Contributory	1900-1915
HO316	Wright	Street	10	Clifton Hill		137105	Contributory	1880-1890
HO316	Wright	Street	11	Clifton Hill		137195	Not contributory	1850-1890
HO316	Wright	Street	12	Clifton Hill	Iona	137100	Contributory	1880-1890
HO316	Wright	Street	13	Clifton Hill		137200	Contributory	1850-1890
HO316	Wright	Street	14	Clifton Hill		137095	Contributory	1880-1890
HO316	Wright	Street	15	Clifton Hill		137205	Contributory	1900-1915
HO316	Wright	Street	16	Clifton Hill		137090	Contributory	1880-1890
HO316	Wright	Street	17	Clifton Hill		137210	Not contributory	1920-1925
HO316	Wright	Street	18	Clifton Hill		137085	Contributory	1880-1890
HO316	Wright	Street	20	Clifton Hill		137080	Contributory	1880-1890
HO316	Wright	Street	22	Clifton Hill		137075	Contributory	1880-1890
HO316	Wright	Street	23	Clifton Hill		137215	Contributory	1900-1915
HO316	Wright	Street	24	Clifton Hill		137070	Contributory	1880-1890
HO316	Wright	Street	25	Clifton Hill		137220	Contributory	1900-1915
HO316	Wright	Street	28	Clifton Hill		137065	Contributory	1915-1925
HO316	Wright	Street	30	Clifton Hill		137060	Individually Significant	1900-1915
HO316	Wright	Street	32	Clifton Hill		137055	Contributory	1900-1915
HO316	Wright	Street	34	Clifton Hill		137050	Not contributory	1940-1950
HO316	Wright	Street	38	Clifton Hill		137045	Contributory	1915-1925
HO316	Wright	Street	40	Clifton Hill		137040	Not contributory	1950-1960
HO316	Wright	Street	42	Clifton Hill		138840	Not contributory	1980-1990
HO316	Yambla	Street	1	Clifton Hill		115865	Contributory	1880-1890
HO316	Yambla	Street	3	Clifton Hill		115860	Contributory	1880-1890
HO316	Yambla	Street	5	Clifton Hill		115855	Contributory	1880-1890
HO316	Yambla	Street	7	Clifton Hill		115850	Contributory	1880-1890
HO316	Yambla	Street	9	Clifton Hill		115845	Contributory	1880-1890
HO316	Yambla	Street	11	Clifton Hill		115840	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO316	Yambla	Street	13	Clifton Hill		115835	Contributory	1880-1890
HO316	Yambla	Street	15	Clifton Hill		115830	Contributory	1880-1890
HO316	Yambla	Street	17	Clifton Hill		115825	Contributory	1880-1890
HO316	Yambla	Street	19	Clifton Hill		115820	Contributory	1900-1915
HO316	Yambla	Street	21	Clifton Hill		115815	Contributory	1900-1915
HO316	Yambla	Street	23	Clifton Hill		115810	Contributory	1915-1925
HO316	Yambla	Street	27	Clifton Hill		115805	Contributory	1880-1890
HO316	Yambla	Street	29	Clifton Hill		115800	Contributory	1880-1890
HO316	Yambla	Street	33	Clifton Hill		115795	Contributory	1880-1890
HO316	Yambla	Street	35	Clifton Hill	Vacant site	115790	Not contributory	Unknown
HO316	Yambla	Street	37	Clifton Hill	Flats	115760	Not contributory	1960-1970
HO316	Yambla	Street	37A	Clifton Hill	Flats	115790	Not contributory	1960-1970
HO316	Yambla	Street	41	Clifton Hill		137465	Not contributory	1990-2000
HO317 - Clifton Hill, Western Precinct								
HO317	Alexander	Street	41	Clifton Hill	Factory	128545	Not contributory	1930-1940
HO317	Alexander	Street	41A	Clifton Hill	House	128540	Contributory	1930-1940
HO317	Alexander	Street	41B	Clifton Hill	House	128535	Contributory	1930-1940
HO317	Alexander	Street	43	Clifton Hill	House	128530	Contributory	1930-1940
HO317	Alexander	Street	43A	Clifton Hill		128525	Contributory	1930-1940
HO317	Alexander	Street	45A	Clifton Hill		128520	Contributory	1930-1940
HO317	Alexander	Street	47	Clifton Hill		128515	Contributory	1900-1915?
HO317	Alexander	Street	49	Clifton Hill		1	Not contributory	1915-1925
HO317	Alexander	Street	51	Clifton Hill		128510	Not contributory	1930-1940
HO317	Alexander	Street	53-55	Clifton Hill		128505	Not contributory	1940-1950
HO317	Alexander	Street	57	Clifton Hill	House	128500	Contributory	1865-
HO317	Alexander	Street	59	Clifton Hill		128495	Not contributory	1925-1930
HO317	Alexandra	Parade	56	Clifton Hill		128375	Not contributory	1880-1890
HO317	Alexandra	Parade	58	Clifton Hill		128380	Contributory	1880-1890
HO317	Alexandra	Parade	60	Clifton Hill		128385	Contributory	1880-1890
HO317	Alexandra	Parade	64	Clifton Hill	Box's Hair Curling Work's, factory & yard, former, later Provman Timber Merchant	128390	Contributory	1880-1940
HO317	Alexandra	Parade	88	Clifton Hill	Factory & yard	128395	Not contributory	Unknown
HO317	Alexandra	Parade	90	Clifton Hill	Factory complex	128395	Not contributory	Unknown
HO317	Alexandra	Parade	92	Clifton Hill	Factory complex	128395	Not contributory	Unknown
HO317	Alexandra	Parade	94 (tower)	Clifton Hill	Richard Hodgson's shot manufacturer's tower	128400	Victorian Heritage Register	1882
HO317	Alexandra	Parade	94	Clifton Hill	Haliburton Wool Works. Former (& Shot Tower)	128400	Contributory	1880-1890
HO317	Anderson	Street	2	Clifton Hill	Flats	128570	Not contributory	1960-1970
HO317	Anderson	Street	3	Clifton Hill		297265	Not contributory	1990-2000
HO317	Anderson	Street	4	Clifton Hill		128610	Contributory	1915-1925
HO317	Anderson	Street	5	Clifton Hill		128645	Not contributory	1880-1990?
HO317	Anderson	Street	6	Clifton Hill	Factory, former	280540	Not contributory	1930-1940
HO317	Anderson	Street	7	Clifton Hill		128640	Contributory	1880-1890
HO317	Anderson	Street	9	Clifton Hill		128635	Contributory	1880-1890
HO317	Anderson	Street	11	Clifton Hill		128630	Contributory	1880-1890
HO317	Anderson	Street	11A	Clifton Hill		138180	Not contributory	1980-2000
HO317	Anderson	Street	15	Clifton Hill	Flats	129590	Not contributory	1950-1960
HO317	Council	Street	1	Clifton Hill	House	129085	Contributory	1880-1890
HO317	Council	Street	1A	Clifton Hill	Factory	129090	Not contributory	1930-1950

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Council	Street	2	Clifton Hill		129330	Contributory	1880-1890
HO317	Council	Street	2A	Clifton Hill		129335	Contributory	1900-1915
HO317	Council	Street	4	Clifton Hill		129325	Contributory	1880-1890
HO317	Council	Street	6	Clifton Hill		129320	Contributory	1880-1890
HO317	Council	Street	7	Clifton Hill		129105	Contributory	1900-1915
HO317	Council	Street	8	Clifton Hill		129315	Contributory	1880-1890
HO317	Council	Street	9	Clifton Hill		129110	Contributory	1900-1915
HO317	Council	Street	10	Clifton Hill		129310	Contributory	1880-1890
HO317	Council	Street	11	Clifton Hill		129115	Contributory	1900-1915
HO317	Council	Street	12	Clifton Hill		129305	Not contributory	1950-1960
HO317	Council	Street	13	Clifton Hill		129120	Contributory	1880-1890
HO317	Council	Street	15	Clifton Hill		129125	Contributory	1850-1890
HO317	Council	Street	16	Clifton Hill		298000	Not contributory	1990-2000
HO317	Council	Street	16A	Clifton Hill		298005	Not contributory	1990-2000
HO317	Council	Street	17	Clifton Hill	Morgan	129130	Contributory	1880-1890
HO317	Council	Street	18	Clifton Hill		129295	Not contributory	1970-1980
HO317	Council	Street	19	Clifton Hill	Brunswick	129135	Contributory	1880-1890
HO317	Council	Street	20	Clifton Hill		129290	Not contributory	1970-1980
HO317	Council	Street	21	Clifton Hill		129140	Contributory	1880-1890
HO317	Council	Street	22	Clifton Hill		129285	Not contributory	1970-1980
HO317	Council	Street	23	Clifton Hill		129145	Contributory	1880-1890
HO317	Council	Street	24	Clifton Hill		129280	Individually Significant	1850-1890
HO317	Council	Street	25	Clifton Hill		129150	Contributory	1880-1890
HO317	Council	Street	26	Clifton Hill		129275	Contributory	1850-1890
HO317	Council	Street	27	Clifton Hill		129155	Contributory	1850-1890?
HO317	Council	Street	28	Clifton Hill		129270	Contributory	1880-1890
HO317	Council	Street	29	Clifton Hill		129160	Contributory	1850-1890
HO317	Council	Street	30	Clifton Hill		129260	Contributory	1880-1890
HO317	Council	Street	30A	Clifton Hill		129265	Contributory	1860-1890
HO317	Council	Street	31	Clifton Hill	Grocer's shop & residence	129165	Contributory	1850-1890
HO317	Council	Street	32	Clifton Hill		129255	Contributory	1880-1890
HO317	Council	Street	33	Clifton Hill	Sansouci Cottages	129170	Contributory	1850-1890
HO317	Council	Street	34	Clifton Hill		129250	Contributory	1880-1890
HO317	Council	Street	35	Clifton Hill	Sansouci Cottages	129175	Contributory	1850-1890
HO317	Council	Street	36	Clifton Hill		129245	Contributory	1880-1890
HO317	Council	Street	37	Clifton Hill		129180	Contributory	1850-1890
HO317	Council	Street	38	Clifton Hill		129240	Contributory	1880-1890
HO317	Council	Street	39	Clifton Hill	Vacant land	129185	Not contributory	Unknown
HO317	Council	Street	40	Clifton Hill	Benlomond House	129235	Individually Significant	1880-1890
HO317	Council	Street	41	Clifton Hill		129190	Contributory	1850-1890
HO317	Council	Street	42	Clifton Hill		129230	Contributory	1850-1890
HO317	Council	Street	44	Clifton Hill		129225	Contributory	1850-1890
HO317	Council	Street	46	Clifton Hill		129220	Contributory	1880-1890
HO317	Council	Street	48	Clifton Hill		129215	Contributory	1850-1890?
HO317	Council	Street	50	Clifton Hill		129210	Contributory	1880-1890
HO317	Council	Street	52	Clifton Hill	Ophir	129205	Contributory	1850-1890
HO317	Council	Street	54	Clifton Hill		129200	Contributory	1850-1890
HO317	Council	Street	56	Clifton Hill		129195	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Gold	Street	124	Clifton Hill		131700	Not contributory	1900-1915
HO317	Gold	Street	126	Clifton Hill		131705	Contributory	1880-1890
HO317	Gold	Street	128	Clifton Hill		131710	Contributory	1880-1890
HO317	Gold	Street	130	Clifton Hill		131715	Contributory	1850-1890
HO317	Gold	Street	132	Clifton Hill		131720	Contributory	1925-1930
HO317	Gold	Street	135	Clifton Hill		131695	Contributory	1900-1915
HO317	Gold	Street	136	Clifton Hill		131725	Contributory	1880-1890
HO317	Gold	Street	137	Clifton Hill		131690	Contributory	1900-1915
HO317	Gold	Street	138	Clifton Hill		131730	Contributory	1880-1890
HO317	Gold	Street	139	Clifton Hill		131685	Contributory	1900-1915
HO317	Gold	Street	140	Clifton Hill		131735	Contributory	1900-1915
HO317	Gold	Street	140A	Clifton Hill		131740	Contributory	1900-1915
HO317	Gold	Street	141	Clifton Hill		131680	Contributory	1900-1915
HO317	Gold	Street	142	Clifton Hill	Shop	131745	Contributory	1915-1925
HO317	Gold	Street	143	Clifton Hill		131675	Contributory	1900-1915
HO317	Gold	Street	144	Clifton Hill		131750	Contributory	1880-1890
HO317	Gold	Street	145	Clifton Hill		131670	Contributory	1900-1915
HO317	Gold	Street	146	Clifton Hill		131755	Contributory	1880-1890
HO317	Gold	Street	148	Clifton Hill	Como Cottage?	131760	Contributory	1880-1890
HO317	Gold	Street	150	Clifton Hill	Rome Cottage	131765	Contributory	1880-1890
HO317	Gold	Street	152	Clifton Hill		131770	Contributory	1900-1915
HO317	Gold	Street	154	Clifton Hill		131775	Not contributory	1850-1890?
HO317	Gold	Street	156	Clifton Hill		131780	Contributory	1850-1890
HO317	Gold	Street	158	Clifton Hill		131785	Not contributory	1850-1890
HO317	Gold	Street	160	Clifton Hill	St Andrews Anglican Church	131790	Contributory	1900-1980
HO317	Gold	Street	171	Clifton Hill		131665	Contributory	1880-1890
HO317	Gold	Street	173	Clifton Hill		131660	Contributory	1850-1890
HO317	Gold	Street	175	Clifton Hill		131655	Contributory	1850-1890
HO317	Gold	Street	177	Clifton Hill		131650	Contributory	1850-1890
HO317	Gold	Street	179	Clifton Hill		131645	Contributory	1850-1890
HO317	Gold	Street	185	Clifton Hill	Gold Street Primary School SS1360	131640	Victorian Heritage Register	1874
HO317	Gold	Street	187	Clifton Hill		131635	Contributory	1900-1915
HO317	Gold	Street	189	Clifton Hill		131630	Contributory	1900-1915
HO317	Gold	Street	191	Clifton Hill		131625	Contributory	1850-1890
HO317	Gold	Street	193-199	Clifton Hill	Townhouses	129395	Not contributory	1980-1990
HO317	Gold	Street	201	Clifton Hill	Units	131545	Not contributory	1980-1990
HO317	Gold	Street	203	Clifton Hill		131540	Individually Significant	1892
HO317	Gold	Street	205	Clifton Hill		131535	Individually Significant	1892
HO317	Gold	Street	207	Clifton Hill		131530	Individually Significant	1892
HO317	Gold	Street	211	Clifton Hill	Flats	131425	Not contributory	1950-1960
HO317	Gold	Street	217	Clifton Hill	Fence only	131390	Contributory	1850-1890
HO317	Gold	Street	217	Clifton Hill	House	131390	Not contributory	Unknown
HO317	Gold	Street	221 (rear)	Clifton Hill	House & factory	131385	Contributory	1880-1890
HO317	Gold	Street	223	Clifton Hill		131380	Contributory	1850-1890
HO317	Gold	Street	225	Clifton Hill	Waverly	131375	Contributory	1880-1890
HO317	Gold	Street	227	Clifton Hill		131370	Contributory	1925-1930
HO317	Gold	Street	231	Clifton Hill	Elsie - Leigh or Scotts house	131365	Individually Significant	1880-1890
HO317	Gold	Street	233	Clifton Hill		131360	Contributory	1930-1940

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Gold	Street	235	Clifton Hill		131355	Contributory	1880-1890
HO317	Gold	Street	237	Clifton Hill		131350	Contributory	1880-1890
HO317	Gold	Street	239	Clifton Hill		131345	Contributory	1880-1890
HO317	Gold	Street	241	Clifton Hill	House & trees (2)	131340	Contributory	1880-1890
HO317	Gold	Street	245	Clifton Hill		131335	Contributory	1880-1890
HO317	Hilton	Street	7	Clifton Hill		130785	Not contributory	1850-1890
HO317	Hilton	Street	9	Clifton Hill		130780	Contributory	1850-1890
HO317	Hilton	Street	11	Clifton Hill		291470	Contributory	1900-1915
HO317	Hilton	Street	12	Clifton Hill		130825	Contributory	1850-1890
HO317	Hilton	Street	13	Clifton Hill		291475	Contributory	1915-1925
HO317	Hilton	Street	14	Clifton Hill		130830	Contributory	1850-1890
HO317	Hilton	Street	15	Clifton Hill		130770	Contributory	1850-1890
HO317	Hilton	Street	16	Clifton Hill		130835	Contributory	1850-1890
HO317	Hilton	Street	17	Clifton Hill		130765	Not contributory	1980-1990
HO317	Hilton	Street	18	Clifton Hill		130840	Contributory	1850-1890
HO317	Hilton	Street	19	Clifton Hill		130760	Not contributory	1850-1890
HO317	Hilton	Street	20	Clifton Hill		130845	Contributory	1850-1890
HO317	Hilton	Street	21	Clifton Hill		130755	Contributory	1850-1890
HO317	Hilton	Street	22	Clifton Hill		130850	Contributory	1850-1890
HO317	Hilton	Street	23	Clifton Hill		130750	Contributory	1850-1890
HO317	Hilton	Street	24	Clifton Hill		130855	Contributory	1850-1890
HO317	Hilton	Street	25	Clifton Hill		130745	Contributory	1850-1890
HO317	Hilton	Street	26	Clifton Hill		130860	Contributory	1850-1890
HO317	Hilton	Street	27	Clifton Hill		130740	Contributory	1850-1890
HO317	Hilton	Street	28	Clifton Hill		130865	Contributory	1850-1890
HO317	Hilton	Street	29	Clifton Hill		130735	Contributory	1850-1890
HO317	Hilton	Street	30	Clifton Hill		130870	Contributory	1850-1890
HO317	Hilton	Street	31	Clifton Hill		130730	Contributory	1870-1890
HO317	Hilton	Street	32	Clifton Hill		130875	Contributory	1850-1890
HO317	Hilton	Street	33	Clifton Hill		130725	Contributory	1870-1890
HO317	Hilton	Street	34	Clifton Hill		130880	Contributory	1850-1890
HO317	Hilton	Street	38	Clifton Hill		130885	Contributory	1880-1890
HO317	Hilton	Street	40	Clifton Hill		130890	Contributory	1880-1890
HO317	Hilton	Street	42	Clifton Hill		130895	Contributory	1880-1890
HO317	Hilton	Street	44	Clifton Hill		130900	Contributory	1880-1890
HO317	Hilton	Street	46	Clifton Hill		130905	Contributory	1880-1890
HO317	Hilton	Street	48	Clifton Hill		130910	Contributory	1880-1890
HO317	Hoddle	Street	481-483	Clifton Hill	House (part Clifton Hill Brewery?), later flats	129910	Contributory	1870-1890
HO317	Hoddle	Street	485	Clifton Hill		129905	Contributory	1915-1925
HO317	Hoddle	Street	487	Clifton Hill		129900	Individually Significant	1915-1925
HO317	Hoddle	Street	489	Clifton Hill		129895	Contributory	1915-1925
HO317	Hoddle	Street	491	Clifton Hill		129890	Contributory	1915-1925
HO317	Hoddle	Street	493	Clifton Hill	Flats	129860	Not contributory	1960-1970
HO317	Hoddle	Street	495	Clifton Hill		129855	Contributory	1900-1915
HO317	Hoddle	Street	497	Clifton Hill		129850	Contributory	1900-1915
HO317	Hoddle	Street	499	Clifton Hill		129845	Individually Significant	1900-1915
HO317	Hodgkinson	Street	1	Clifton Hill		130045	Contributory	1880-1890
HO317	Hodgkinson	Street	2	Clifton Hill		130640	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Hodgkinson	Street	2A	Clifton Hill	Townhouse	294005	Not contributory	1990-2000
HO317	Hodgkinson	Street	3	Clifton Hill		130050	Contributory	1880-1890
HO317	Hodgkinson	Street	4	Clifton Hill		130635	Contributory	1850-1890
HO317	Hodgkinson	Street	5	Clifton Hill		130055	Contributory	1880-1890
HO317	Hodgkinson	Street	6	Clifton Hill		130630	Not contributory	1850-1890
HO317	Hodgkinson	Street	7	Clifton Hill		130060	Contributory	1880-1890
HO317	Hodgkinson	Street	8	Clifton Hill		130625	Contributory	1880-1890
HO317	Hodgkinson	Street	9	Clifton Hill		130065	Contributory	1880-1890
HO317	Hodgkinson	Street	10	Clifton Hill	Kelso	130620	Contributory	1880-1890
HO317	Hodgkinson	Street	11	Clifton Hill		130070	Contributory	1880-1890
HO317	Hodgkinson	Street	12	Clifton Hill		130615	Individually Significant	1850-1890
HO317	Hodgkinson	Street	14	Clifton Hill		130610	Contributory	1850-1890
HO317	Hodgkinson	Street	15	Clifton Hill		130075	Not contributory	1990-2000?
HO317	Hodgkinson	Street	16	Clifton Hill		130605	Contributory	1880-1890
HO317	Hodgkinson	Street	17	Clifton Hill		304980	Not contributory	1930-1940
HO317	Hodgkinson	Street	18	Clifton Hill		130600	Contributory	1850-1890
HO317	Hodgkinson	Street	19	Clifton Hill		130085	Not contributory	1990-2000
HO317	Hodgkinson	Street	20	Clifton Hill		130595	Not contributory	1950-1960
HO317	Hodgkinson	Street	21	Clifton Hill		130090	Contributory	1850-1890
HO317	Hodgkinson	Street	22	Clifton Hill		130590	Contributory	1850-1890
HO317	Hodgkinson	Street	23	Clifton Hill	Units	348330	Not contributory	2004
HO317	Hodgkinson	Street	24	Clifton Hill		130585	Contributory	1850-1890
HO317	Hodgkinson	Street	25	Clifton Hill		130105	Individually Significant	1880-1890
HO317	Hodgkinson	Street	26	Clifton Hill	Flats	130580	Not contributory	Unknown
HO317	Hodgkinson	Street	27A	Clifton Hill	Units	130125	Not contributory	1970-1980
HO317	Hodgkinson	Street	27B	Clifton Hill		130120	Not contributory	1970-1980
HO317	Hodgkinson	Street	27C	Clifton Hill		130110	Not contributory	1970-1980
HO317	Hodgkinson	Street	27D	Clifton Hill		130115	Not contributory	1970-1980
HO317	Hodgkinson	Street	29	Clifton Hill		130130	Not contributory	1990-2000
HO317	Hodgkinson	Street	30	Clifton Hill		130575	Contributory	1880-1890
HO317	Hodgkinson	Street	31	Clifton Hill		130135	Contributory	1880-1890
HO317	Hodgkinson	Street	32	Clifton Hill		130570	Contributory	1880-1890
HO317	Hodgkinson	Street	33	Clifton Hill		130140	Contributory	1890-1900
HO317	Hodgkinson	Street	34	Clifton Hill		130565	Contributory	1850-1890
HO317	Hodgkinson	Street	35	Clifton Hill		130150	Contributory	1880-1890
HO317	Hodgkinson	Street	35A	Clifton Hill		130145	Contributory	1850-1890
HO317	Hodgkinson	Street	36	Clifton Hill		130560	Contributory	1880-1890
HO317	Hodgkinson	Street	37	Clifton Hill		130155	Contributory	1880-1890
HO317	Hodgkinson	Street	38	Clifton Hill		130555	Contributory	1880-1890
HO317	Hodgkinson	Street	39	Clifton Hill		130160	Contributory	1880-1890
HO317	Hodgkinson	Street	40	Clifton Hill		130550	Contributory	1880-1890
HO317	Hodgkinson	Street	41	Clifton Hill		130165	Contributory	1880-1890
HO317	Hodgkinson	Street	42	Clifton Hill		130545	Contributory	1880-1890
HO317	Hodgkinson	Street	43	Clifton Hill		130170	Contributory	1880-1890
HO317	Hodgkinson	Street	44	Clifton Hill		130540	Contributory	1880-1890
HO317	Hodgkinson	Street	45	Clifton Hill		130175	Contributory	1880-1890
HO317	Hodgkinson	Street	46	Clifton Hill		130535	Contributory	1880-1890
HO317	Hodgkinson	Street	47	Clifton Hill		130180	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Hodgkinson	Street	48	Clifton Hill		130530	Contributory	1880-1890
HO317	Hodgkinson	Street	49	Clifton Hill		130185	Contributory	1850-1890
HO317	Hodgkinson	Street	50	Clifton Hill		130525	Contributory	1880-1890
HO317	Hodgkinson	Street	51	Clifton Hill		130190	Contributory	1880-1890
HO317	Hodgkinson	Street	52	Clifton Hill		130520	Not contributory	1850-1890
HO317	Hodgkinson	Street	53	Clifton Hill		130195	Contributory	1880-1890
HO317	Hodgkinson	Street	54	Clifton Hill	St John The Baptist Roman Catholic Church, former residence and school room?	131950	Contributory	1900-1920?
HO317	Hodgkinson	Street	55	Clifton Hill		130200	Contributory	1850-1890
HO317	Hodgkinson	Street	57	Clifton Hill		130205	Contributory	1880-1890
HO317	Hodgkinson	Street	59	Clifton Hill		130210	Contributory	1880-1890
HO317	Hodgkinson	Street	60	Clifton Hill		130515	Contributory	1900-1915
HO317	Hodgkinson	Street	60A	Clifton Hill		130510	Contributory	1900-1915
HO317	Hodgkinson	Street	61	Clifton Hill		130215	Contributory	1880-1890
HO317	Hodgkinson	Street	62	Clifton Hill		130505	Contributory	1925-1930
HO317	Hodgkinson	Street	63	Clifton Hill		130220	Contributory	1880-1890
HO317	Hodgkinson	Street	64	Clifton Hill		130500	Contributory	1880-1890
HO317	Hodgkinson	Street	65	Clifton Hill		130225	Contributory	1880-1890
HO317	Hodgkinson	Street	66	Clifton Hill		130495	Contributory	1880-1890
HO317	Hodgkinson	Street	67	Clifton Hill		130230	Contributory	1880-1890
HO317	Hodgkinson	Street	68	Clifton Hill		130490	Contributory	1880-1890
HO317	Hodgkinson	Street	69	Clifton Hill	Wesleyan Church, hall, school, later Croatian Catholic Centre	130235	Individually Significant	1870-1890
HO317	Hodgkinson	Street	69A	Clifton Hill	Wesleyan Church residence?	130235	Individually Significant	1880-1890
HO317	Hodgkinson	Street	70	Clifton Hill		130485	Contributory	1880-1890
HO317	Hodgkinson	Street	71	Clifton Hill		130240	Contributory	1880-1890
HO317	Hodgkinson	Street	72	Clifton Hill		130480	Contributory	1880-1890
HO317	Hodgkinson	Street	73	Clifton Hill		130245	Contributory	1880-1890
HO317	Hodgkinson	Street	74	Clifton Hill		130475	Contributory	1880-1890
HO317	Hodgkinson	Street	75	Clifton Hill		130250	Contributory	1880-1890
HO317	Hodgkinson	Street	76	Clifton Hill		130470	Contributory	1880-1890
HO317	Hodgkinson	Street	77	Clifton Hill		130255	Contributory	1880-1890
HO317	Hodgkinson	Street	78	Clifton Hill		130465	Contributory	1880-1890
HO317	Hodgkinson	Street	79	Clifton Hill		130260	Contributory	1880-1890
HO317	Hodgkinson	Street	80	Clifton Hill		130460	Contributory	1880-1890
HO317	Hodgkinson	Street	81	Clifton Hill		130265	Contributory	1880-1890
HO317	Hodgkinson	Street	82	Clifton Hill		130455	Contributory	1880-1890
HO317	Hodgkinson	Street	83	Clifton Hill		130270	Contributory	1880-1890
HO317	Hodgkinson	Street	84	Clifton Hill		130450	Individually Significant	1880-1890
HO317	Hodgkinson	Street	85	Clifton Hill		130275	Contributory	1880-1890
HO317	Hodgkinson	Street	86	Clifton Hill		130445	Contributory	1880-1890
HO317	Hodgkinson	Street	87	Clifton Hill		130280	Contributory	1880-1890
HO317	Hodgkinson	Street	88	Clifton Hill		130440	Contributory	1880-1890
HO317	Hodgkinson	Street	89	Clifton Hill		130285	Contributory	1880-1890
HO317	Hodgkinson	Street	90	Clifton Hill		130435	Contributory	1880-1890
HO317	Hodgkinson	Street	91	Clifton Hill		130290	Contributory	1880-1890
HO317	Hodgkinson	Street	92	Clifton Hill		130430	Individually Significant	1880-1890
HO317	Hodgkinson	Street	93	Clifton Hill		130295	Contributory	1880-1890
HO317	Hodgkinson	Street	94	Clifton Hill	William B Fox house, later House of Gentle Bunyuip	349980	Individually Significant	1867-
HO317	Hodgkinson	Street	95	Clifton Hill		130300	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Hodgkinson	Street	97	Clifton Hill		130305	Contributory	1915-1925
HO317	Hodgkinson	Street	100	Clifton Hill	Baptist Church & Hall	130420	Individually Significant	1895-1906
HO317	Hodgkinson	Street	101	Clifton Hill		130310	Contributory	1880-1890
HO317	Hodgkinson	Street	103	Clifton Hill		130315	Contributory	1880-1890
HO317	Hodgkinson	Street	104	Clifton Hill	Samuel G Fox house	130415	Not contributory	1865-1875
HO317	Hodgkinson	Street	105	Clifton Hill		130320	Contributory	1880-1890
HO317	Hodgkinson	Street	106	Clifton Hill		130410	Contributory	1900-1915
HO317	Hodgkinson	Street	107	Clifton Hill		130325	Contributory	1900-1910
HO317	Hodgkinson	Street	108	Clifton Hill		130405	Contributory	1880-1890
HO317	Hodgkinson	Street	109	Clifton Hill		130330	Not contributory	1870-2005
HO317	Hodgkinson	Street	110	Clifton Hill		130400	Contributory	1880-1890
HO317	Hodgkinson	Street	111	Clifton Hill		130335	Contributory	1880-1890
HO317	Hodgkinson	Street	112	Clifton Hill		130395	Contributory	1880-1890
HO317	Hodgkinson	Street	112A	Clifton Hill	Factory	130395	Not contributory	1930-1940
HO317	Hodgkinson	Street	113	Clifton Hill		130340	Contributory	1880-1890
HO317	Hodgkinson	Street	114	Clifton Hill		130390	Not contributory	1880-1890
HO317	Hodgkinson	Street	116	Clifton Hill		130375	Contributory	1890-1900
HO317	Hodgkinson	Street	118	Clifton Hill		130380	Contributory	1880-1890
HO317	Hodgkinson	Street	122	Clifton Hill		130355	Individually Significant	1880-1890
HO317	Hodgkinson	Street	124	Clifton Hill		130350	Contributory	1880-1890
HO317	Hodgkinson	Street	126	Clifton Hill		130345	Contributory	1880-1890
HO317	Kent	Street	1	Clifton Hill		130940	Not contributory	1990-2000
HO317	Kent	Street	2	Clifton Hill		130935	Not contributory	1930-1940?
HO317	Kent	Street	3	Clifton Hill		130930	Contributory	1850-1890
HO317	Kent	Street	4	Clifton Hill		130925	Contributory	1850-1890
HO317	Kent	Street	5	Clifton Hill		130920	Contributory	1900-1915
HO317	Kent	Street	6-8	Clifton Hill	J M Hanson Boot Factory site, later Factory	130915	Not contributory	1925-1930
HO317	Lang	Street	1	Clifton Hill		128680	Contributory	1900-1915?
HO317	Lang	Street	2	Clifton Hill		128650	Contributory	1890-1900
HO317	Lang	Street	3	Clifton Hill		128675	Contributory	1880-1890
HO317	Lang	Street	4	Clifton Hill		128655	Contributory	1890-1900
HO317	Lang	Street	5	Clifton Hill		128670	Not contributory	1970-1980
HO317	Lang	Street	6	Clifton Hill		128660	Contributory	1880-1890
HO317	Lang	Street	7	Clifton Hill		128665	Contributory	1880-1890
HO317	Lang	Street	8	Clifton Hill		1	Not contributory	1980-1990
HO317	Noone	Street	1	Clifton Hill		128765	Not contributory	1970-1980
HO317	Noone	Street	3	Clifton Hill		128770	Not contributory	1970-1980
HO317	Noone	Street	4	Clifton Hill		129080	Contributory	1880-1890
HO317	Noone	Street	5	Clifton Hill		128775	Contributory	1890-1900
HO317	Noone	Street	6	Clifton Hill	Albionville	129075	Contributory	1880-1890
HO317	Noone	Street	7	Clifton Hill	Clifton Cottage	128780	Contributory	1880-1890
HO317	Noone	Street	8	Clifton Hill	Eskdale cottage	129070	Contributory	1880-1890
HO317	Noone	Street	9	Clifton Hill		128785	Contributory	1880-1890
HO317	Noone	Street	10	Clifton Hill	Yewdale Cottage	129065	Contributory	1880-1890
HO317	Noone	Street	11	Clifton Hill		128790	Not contributory	1940-1950
HO317	Noone	Street	11A	Clifton Hill		128795	Not contributory	1990-2000
HO317	Noone	Street	12	Clifton Hill	Coniston House	129060	Contributory	1880-1890
HO317	Noone	Street	13	Clifton Hill		128800	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Noone	Street	14	Clifton Hill		129055	Contributory	1880-1890
HO317	Noone	Street	15	Clifton Hill		128805	Contributory	1900-1915
HO317	Noone	Street	16	Clifton Hill		129050	Contributory	1880-1890
HO317	Noone	Street	17	Clifton Hill		128810	Contributory	1900-1915
HO317	Noone	Street	18	Clifton Hill		129045	Contributory	1880-1890
HO317	Noone	Street	18A	Clifton Hill		129040	Contributory	1880-1890
HO317	Noone	Street	20	Clifton Hill		129035	Contributory	1880-1890
HO317	Noone	Street	22	Clifton Hill		129030	Contributory	1880-1890
HO317	Noone	Street	24	Clifton Hill		129025	Contributory	1880-1890
HO317	Noone	Street	30	Clifton Hill		129020	Not contributory	1950-1960
HO317	Noone	Street	32	Clifton Hill		129015	Not contributory	1950-1960
HO317	Noone	Street	34	Clifton Hill		129010	Not contributory	1950-1960
HO317	Noone	Street	38	Clifton Hill		129005	Contributory	1850-1890
HO317	Noone	Street	40	Clifton Hill		129000	Contributory	1850-1890
HO317	Noone	Street	42	Clifton Hill		128995	Contributory	1850-1890
HO317	Noone	Street	44	Clifton Hill		128990	Contributory	1850-1890
HO317	Noone	Street	46	Clifton Hill		128985	Contributory	1850-1890
HO317	Noone	Street	48	Clifton Hill		138545	Not contributory	1980-1990
HO317	Noone	Street	50	Clifton Hill		128980	Contributory	1900-1915
HO317	Noone	Street	52	Clifton Hill		128975	Contributory	1900-1915
HO317	Noone	Street	54	Clifton Hill		128970	Contributory	1850-1890
HO317	Noone	Street	56	Clifton Hill		128965	Contributory	1900-1915
HO317	Noone	Street	58	Clifton Hill		128960	Contributory	1850-1890
HO317	Noone	Street	60	Clifton Hill		128955	Contributory	1850-1890
HO317	Noone	Street	62	Clifton Hill		128950	Contributory	1850-1890?
HO317	Noone	Street	64	Clifton Hill		128945	Contributory	1850-1890
HO317	Noone	Street	66	Clifton Hill		128940	Contributory	1850-1890
HO317	Noone	Street	68	Clifton Hill		292670	Not contributory	1990-2000
HO317	Noone	Street	68A	Clifton Hill		292660	Not contributory	1990-2000
HO317	Noone	Street	68B	Clifton Hill		292665	Not contributory	1990-2000
HO317	Noone	Street	70	Clifton Hill		128930	Contributory	1880-1890
HO317	Noone	Street	72	Clifton Hill		128925	Not contributory	1870-1890
HO317	Noone	Street	74	Clifton Hill		297260	Not contributory	1990-2000
HO317	Noone	Street	76	Clifton Hill		128915	Contributory	1900-1915
HO317	Noone	Street	78	Clifton Hill		128910	Not contributory	1925-1930
HO317	Noone	Street	94	Clifton Hill		128905	Contributory	1900-1915
HO317	Noone	Street	96	Clifton Hill		128900	Contributory	1900-1915
HO317	North	Terrace	1	Clifton Hill		130040	Individually Significant	1880-1890
HO317	North	Terrace	2	Clifton Hill		130035	Contributory	1880-1890
HO317	North	Terrace	3	Clifton Hill		130030	Contributory	1880-1890
HO317	North	Terrace	4	Clifton Hill		130025	Contributory	1915-1925
HO317	North	Terrace	5	Clifton Hill		130020	Contributory	1900-1915?
HO317	North	Terrace	6	Clifton Hill	Kently Lodge or Angus House	130010	Individually Significant	1934
HO317	North	Terrace	7	Clifton Hill		130005	Contributory	1880-1890
HO317	North	Terrace	8	Clifton Hill		130000	Contributory	1880-1890
HO317	North	Terrace	9	Clifton Hill		129995	Contributory	1880-1890
HO317	North	Terrace	10	Clifton Hill		129990	Contributory	1870-1890
HO317	North	Terrace	11	Clifton Hill		129985	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	North	Terrace	12	Clifton Hill	Kamarooka or Langridge house, also wellington House	129985	Individually Significant	1883-4
HO317	North	Terrace	17	Clifton Hill	Aldridge house	129980	Individually Significant	1927
HO317	North	Terrace	19	Clifton Hill		129975	Not contributory	1925-1930
HO317	North	Terrace	21	Clifton Hill		129970	Contributory	1900-1915
HO317	North	Terrace	23	Clifton Hill		129965	Contributory	1900-1915
HO317	North	Terrace	25	Clifton Hill		129960	Not contributory	1930-1940
HO317	North	Terrace	26	Clifton Hill	Venice or Capicchiano house	129955	Individually Significant	1934
HO317	North	Terrace	27	Clifton Hill		129950	Contributory	1880-1890
HO317	North	Terrace	28	Clifton Hill	Neangar or tunncliffe house	129945	Individually Significant	1922
HO317	Page	Street	1	Clifton Hill		129340	Not contributory	1850-1890
HO317	Page	Street	2-10	Clifton Hill	Yates boot factory, later Hill, Norman and Beard organ factory	129415	Individually Significant	1884
HO317	Page	Street	5	Clifton Hill		129345	Contributory	1880-1890
HO317	Page	Street	7	Clifton Hill		129350	Contributory	1880-1890
HO317	Page	Street	9	Clifton Hill	Orama	129355	Contributory	1880-1890
HO317	Page	Street	11	Clifton Hill		129360	Contributory	1880-1890
HO317	Page	Street	12	Clifton Hill		129410	Contributory	1880-1890
HO317	Page	Street	14	Clifton Hill		129405	Contributory	1900-1915
HO317	Page	Street	16-30	Clifton Hill	Townhouses	129395	Not contributory	1980-1990
HO317	Peckville	Street	1	Clifton Hill		128760	Contributory	1880-1890
HO317	Peckville	Street	2	Clifton Hill		128685	Not contributory	1850-1890
HO317	Peckville	Street	3	Clifton Hill		128755	Contributory	1880-1890
HO317	Peckville	Street	5	Clifton Hill	Flats	128725	Not contributory	1960-1970
HO317	Peckville	Street	8	Clifton Hill		128690	Not contributory	1950-1960
HO317	Peckville	Street	10	Clifton Hill		128695	Contributory	1880-1890
HO317	Peckville	Street	11	Clifton Hill		128720	Contributory	1880-1890
HO317	Peckville	Street	12	Clifton Hill		128700	Contributory	1880-1890
HO317	Peckville	Street	13	Clifton Hill		128715	Not contributory	1970-1980
HO317	Peckville	Street	14	Clifton Hill		128705	Contributory	1880-1890
HO317	Peckville	Street	16	Clifton Hill		128710	Not contributory	1970-1980
HO317	Queens	Parade	1	Clifton Hill		131870	Not contributory	Unknown
HO317	Queens	Parade	7	Clifton Hill	Factory	131875	Contributory	1915-1925
HO317	Queens	Parade	9	Clifton Hill	Shop & residence, former	131880	Contributory	1880-1890
HO317	Queens	Parade	11	Clifton Hill	Shop & residence	131885	Contributory	1880-1890
HO317	Queens	Parade	33	Clifton Hill	Mitre 10	131890	Not contributory	1980-1990?
HO317	Queens	Parade	35	Clifton Hill		131895	Contributory	1880-1890
HO317	Queens	Parade	37	Clifton Hill	Factory/warehouse	131900	Contributory	1900-1915
HO317	Queens	Parade	41	Clifton Hill	House	131905	Not contributory	1850-1890
HO317	Queens	Parade	43	Clifton Hill		131910	Contributory	1880-1890
HO317	Queens	Parade	45	Clifton Hill		131915	Contributory	1880-1890
HO317	Queens	Parade	47	Clifton Hill		131920	Contributory	1880-1890
HO317	Queens	Parade	51	Clifton Hill		131940	Contributory	1885-1905
HO317	Queens	Parade	55-57	Clifton Hill	Grounds, St John The Baptist Catholic Church residence, part complex	131945	Not contributory	1870-1890
HO317	Queens	Parade	57-59	Clifton Hill	St John The Baptist Catholic Church residence	131945	Individually Significant	1876-1907
HO317	Queens	Parade	61	Clifton Hill	St John The Baptist Catholic Church Presbytery	131950	Individually Significant	1914
HO317	Smith	Street	612-614	Clifton Hill	Factory	130695	Contributory	1900-1915?
HO317	Smith	Street	616-622	Clifton Hill	Factory, former	130690	Contributory	1900-1925
HO317	Smith	Street	628-632	Clifton Hill	Factory, former Spry Bros. Boot Factory Site	130685	Contributory	1910
HO317	Smith	Street	628-632A	Clifton Hill	Factory & Offices (Cantarella)	130685	Not contributory	1960-1970

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Smith	Street	650	Clifton Hill	Vacant land	130680	Not contributory	Unknown
HO317	Smith	Street	652	Clifton Hill	Shop & residence	294000	Contributory	1888
HO317	Smith	Street	654	Clifton Hill	Shop & residence	295730	Contributory	1888
HO317	Smith	Street	654 (rear)	Clifton Hill		130670	Not contributory	1990-2000
HO317	Smith	Street	656	Clifton Hill	Shop & residence	130665	Contributory	1888
HO317	Smith	Street	658	Clifton Hill	Shop & residence	130660	Contributory	1888
HO317	Smith	Street	660	Clifton Hill	Shop & residence	130655	Contributory	1888
HO317	Smith	Street	662	Clifton Hill	Clifton Hill fire brigade station	130650	Contributory	1880-1890
HO317	Smith	Street	664	Clifton Hill		130645	Not contributory	1970-1980
HO317	Smith	Street	668-670	Clifton Hill	Factory/workshop/offices	138835	Not contributory	1970-1980
HO317	South	Terrace	1	Clifton Hill	Flats	129420	Not contributory	1970-1980
HO317	South	Terrace	1A	Clifton Hill	Flats	129810	Not contributory	1970-1980
HO317	South	Terrace	2	Clifton Hill		129425	Contributory	1850-1890
HO317	South	Terrace	3	Clifton Hill		129430	Contributory	1900-1915
HO317	South	Terrace	4	Clifton Hill		129435	Contributory	1880-1890
HO317	South	Terrace	5	Clifton Hill		129440	Contributory	1930-1940
HO317	South	Terrace	6	Clifton Hill		323560	Individually Significant	1892
HO317	South	Terrace	7	Clifton Hill		129450	Contributory	1880-1890
HO317	South	Terrace	8	Clifton Hill		129455	Contributory	1900-1915
HO317	South	Terrace	9	Clifton Hill	Flats	129460	Not contributory	1970-1980
HO317	South	Terrace	11	Clifton Hill	Flats	129535	Not contributory	1960-1970
HO317	South	Terrace	12	Clifton Hill		129585	Contributory	1880-1890
HO317	South	Terrace	13	Clifton Hill		129610	Individually Significant	1880-1890
HO317	South	Terrace	14	Clifton Hill		129615	Individually Significant	1880-1890
HO317	South	Terrace	15	Clifton Hill	Flats	129620	Not contributory	1970-1980
HO317	South	Terrace	16	Clifton Hill		129680	Contributory	1850-1890
HO317	South	Terrace	17	Clifton Hill		129685	Contributory	1850-1890
HO317	South	Terrace	18-19	Clifton Hill	Flats	129690	Not contributory	1970-1980
HO317	South	Terrace	20	Clifton Hill		129780	Contributory	1850-1890
HO317	South	Terrace	21	Clifton Hill		129785	Contributory	1850-1890
HO317	South	Terrace	22	Clifton Hill		129790	Contributory	1900-1915
HO317	South	Terrace	23	Clifton Hill		129795	Contributory	1900-1915
HO317	South	Terrace	24	Clifton Hill		129800	Contributory	1900-1915
HO317	South	Terrace	25	Clifton Hill		129805	Contributory	1900-1915
HO317	Turnbull	Street	1	Clifton Hill		131805	Not contributory	1950-1960
HO317	Turnbull	Street	3	Clifton Hill		131810	Contributory	1880-1890
HO317	Turnbull	Street	5	Clifton Hill		131815	Contributory	1880-1890
HO317	Turnbull	Street	7	Clifton Hill		131820	Contributory	1880-1890
HO317	Turnbull	Street	9	Clifton Hill		131825	Not contributory	1970-1980
HO317	Turnbull	Street	11	Clifton Hill		131830	Not contributory	Unknown
HO317	Turnbull	Street	13	Clifton Hill		131830	Contributory	1880-1890
HO317	Turnbull	Street	15	Clifton Hill		131835	Not contributory	1915-1925
HO317	Turnbull	Street	17	Clifton Hill		131840	Not contributory	1970-1980
HO317	Turnbull	Street	19	Clifton Hill	Dance house	131845	Individually Significant	1927
HO317	Turnbull	Street	21	Clifton Hill		131850	Contributory	1900-1915
HO317	Turnbull	Street	23	Clifton Hill		131855	Contributory	1869
HO317	Turnbull	Street	25	Clifton Hill		131860	Contributory	1900-1915
HO317	Turnbull	Street	27	Clifton Hill		131865	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Wellington	Street	355	Clifton Hill	Shop & residence	131160	Contributory	1850-1890
HO317	Wellington	Street	357	Clifton Hill	Shop & residence	131155	Contributory	1850-1890
HO317	Wellington	Street	359	Clifton Hill		131150	Contributory	1880-1890
HO317	Wellington	Street	361	Clifton Hill		131145	Contributory	1880-1890
HO317	Wellington	Street	363	Clifton Hill		131140	Contributory	1880-1890
HO317	Wellington	Street	365	Clifton Hill		131135	Contributory	1880-1890
HO317	Wellington	Street	367	Clifton Hill		131130	Contributory	1880-1890
HO317	Wellington	Street	369	Clifton Hill		131125	Contributory	1880-1890
HO317	Wellington	Street	371	Clifton Hill		131120	Contributory	1880-1890
HO317	Wellington	Street	373	Clifton Hill		131115	Contributory	1880-1890
HO317	Wellington	Street	375	Clifton Hill		131110	Contributory	1880-1890
HO317	Wellington	Street	377	Clifton Hill	Spring Vale	131105	Contributory	1880-1890
HO317	Wellington	Street	377A	Clifton Hill	Clivdon	131105	Contributory	1880-1890
HO317	Wellington	Street	379	Clifton Hill	Shop	131100	Contributory	1915-1925
HO317	Wellington	Street	381	Clifton Hill	Shop	131100	Contributory	1915-1925
HO317	Wellington	Street	383	Clifton Hill	Shop	131095	Contributory	1915-1925
HO317	Wellington	Street	385	Clifton Hill		131095	Contributory	1880-1890
HO317	Wellington	Street	387	Clifton Hill		131090	Contributory	1880-1890
HO317	Wellington	Street	389	Clifton Hill		131080	Contributory	1880-1890
HO317	Wellington	Street	391	Clifton Hill		131075	Contributory	1880-1890
HO317	Wellington	Street	393	Clifton Hill		131070	Contributory	1880-1890
HO317	Wellington	Street	395	Clifton Hill		131065	Contributory	1880-1890
HO317	Wellington	Street	397	Clifton Hill	Shop & residence	131060	Contributory	1850-1890
HO317	Wellington	Street	399	Clifton Hill	Erva	131055	Individually Significant	1880-1890
HO317	Wellington	Street	401	Clifton Hill		131050	Contributory	1880-1890
HO317	Wellington	Street	403	Clifton Hill		131045	Contributory	1880-1890
HO317	Wellington	Street	405	Clifton Hill	Kew View	131040	Individually Significant	1899
HO317	Wellington	Street	406	Clifton Hill	Factory	131165	Not contributory	1930-1940
HO317	Wellington	Street	406A	Clifton Hill		131165	Contributory	1880-1890
HO317	Wellington	Street	406B	Clifton Hill		131165	Contributory	1880-1890
HO317	Wellington	Street	407	Clifton Hill		131035	Contributory	1880-1890
HO317	Wellington	Street	409	Clifton Hill		131030	Contributory	1880-1890
HO317	Wellington	Street	411	Clifton Hill		131025	Contributory	1880-1890
HO317	Wellington	Street	413	Clifton Hill		131020	Contributory	1880-1890
HO317	Wellington	Street	413A	Clifton Hill		131015	Contributory	1900-1915
HO317	Wellington	Street	414	Clifton Hill		131170	Contributory	1880-1890
HO317	Wellington	Street	415	Clifton Hill		131010	Contributory	1880-1890
HO317	Wellington	Street	416	Clifton Hill	Esther Cottage	131175	Contributory	1880-1890
HO317	Wellington	Street	417	Clifton Hill		131005	Contributory	1880-1890
HO317	Wellington	Street	418	Clifton Hill		131180	Contributory	1880-1890
HO317	Wellington	Street	419	Clifton Hill		131000	Contributory	1880-1890
HO317	Wellington	Street	420	Clifton Hill		131185	Contributory	1900-1915
HO317	Wellington	Street	421	Clifton Hill		130995	Contributory	1880-1890
HO317	Wellington	Street	423	Clifton Hill		130990	Contributory	1900-1915
HO317	Wellington	Street	424	Clifton Hill		131190	Contributory	1900-1915
HO317	Wellington	Street	425	Clifton Hill		130985	Contributory	1900-1915
HO317	Wellington	Street	426	Clifton Hill		131195	Not contributory	1980-2000
HO317	Wellington	Street	427	Clifton Hill		130980	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO317	Wellington	Street	428	Clifton Hill		131200	Not contributory	1990-2000
HO317	Wellington	Street	429	Clifton Hill		130975	Not contributory	1860-1890
HO317	Wellington	Street	430	Clifton Hill		131205	Contributory	1880-1890
HO317	Wellington	Street	431	Clifton Hill		130970	Contributory	1880-1890
HO317	Wellington	Street	432	Clifton Hill	Shop & residence	323570	Contributory	1850-1890
HO317	Wellington	Street	432 (rear)	Clifton Hill	Apartments	323580	Not contributory	2000-2010
HO317	Wellington	Street	433	Clifton Hill		130965	Contributory	1880-1890
HO317	Wellington	Street	434	Clifton Hill	Shop & residence, former	131215	Not contributory	1870-1890?
HO317	Wellington	Street	435	Clifton Hill		130960	Individually Significant	1880-1890
HO317	Wellington	Street	436	Clifton Hill		131220	Contributory	1880-1890
HO317	Wellington	Street	437	Clifton Hill		130955	Contributory	1880-1890
HO317	Wellington	Street	438	Clifton Hill		131225	Contributory	1880-1890
HO317	Wellington	Street	439	Clifton Hill		130950	Contributory	1880-1890
HO317	Wellington	Street	440	Clifton Hill		131230	Contributory	1850-1890
HO317	Wellington	Street	441	Clifton Hill		130945	Contributory	1880-1890
HO317	Wellington	Street	442	Clifton Hill		131235	Contributory	1880-1890
HO317	Wellington	Street	444	Clifton Hill		131240	Contributory	1880-1890
HO317	Wellington	Street	446	Clifton Hill		131245	Not contributory	1880-1890
HO317	Wellington	Street	448	Clifton Hill		131250	Contributory	1880-1890
HO317	Wellington	Street	450	Clifton Hill		131255	Contributory	1880-1890
HO317	Wellington	Street	452	Clifton Hill		131260	Individually Significant	1850-1890
HO317	Wellington	Street	454	Clifton Hill		131265	Contributory	1850-1890
HO317	Wellington	Street	456	Clifton Hill		131270	Contributory	1880-1890
HO317	Wellington	Street	458	Clifton Hill		131275	Contributory	1880-1890
HO317	Wellington	Street	460	Clifton Hill		131280	Contributory	1880-1890
HO317	Wellington	Street	462	Clifton Hill		131285	Contributory	1880-1890
HO317	Wellington	Street	464	Clifton Hill		131290	Contributory	1880-1890
HO317	Wellington	Street	466	Clifton Hill		131295	Contributory	1880-1890
HO317	Wellington	Street	468	Clifton Hill		131300	Contributory	1880-1890
HO317	Wellington	Street	470	Clifton Hill	Eton Villa	131305	Individually Significant	1880-1890
HO317	Wellington	Street	472	Clifton Hill	Clifton Villa	131310	Individually Significant	1880-1890
HO317	Wellington	Street	474	Clifton Hill		131320	Contributory	1880-1890
HO317	Wellington	Street	474A	Clifton Hill	Shop & residence	131315	Contributory	1875
HO317	Wellington	Street	476	Clifton Hill		131325	Contributory	1850-1890
HO317	Wellington	Street	478	Clifton Hill		131330	Contributory	1850-1890
HO318 - Collingwood Slop Precinct								
HO318	Cambridge	Street	87	Collingwood		101640	Contributory	1850-1890
HO318	Cambridge	Street	89	Collingwood		101635	Contributory	1850-1890
HO318	Cambridge	Street	91	Collingwood		101630	Contributory	1850-1870
HO318	Cambridge	Street	93	Collingwood		101625	Contributory	1850-1890
HO318	Cambridge	Street	97	Collingwood	Collingwood Workers' Home, former	101620	Individually Significant	1900-1915
HO318	Cambridge	Street	107 (part)	Collingwood	Foy & Gibson Engineering Workshop, part	310100	Victorian Heritage Register	1900-1915
HO318	Cambridge	Street	107 (part)	Collingwood	Foy & Gibson Engineering Workshop, part	310100	Victorian Heritage Register	1900-1915
HO318	Cambridge	Street	107 (part)	Collingwood	Foy & Gibson Engineering Workshop, part	310100	Victorian Heritage Register	1900-1915
HO318	Cambridge	Street	107 (part)	Collingwood	Foy & Gibson Engineering Worshop part	310100	Victorian Heritage Register	1900-1915
HO318	Cambridge	Street	120	Collingwood	Warehouse, former	101795	Individually Significant	1900-1915
HO318	Cambridge	Street	134	Collingwood	Factory, Warehouse, former	336520	Not contributory	1960-1970

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO318	Oxford	Street	64	Collingwood	Factory	101580	Not contributory	1970-1980?
HO318	Oxford	Street	68-158 (part)	Collingwood	Foy & Gibson Wool Scouring and Scouring complex, former part	139005	Victorian Heritage Register	1895c, 1906-
HO318	Oxford	Street	68-158 (part)	Collingwood	Foy & Gibson Wool Scouring and Scouring complex, former part	139005	Victorian Heritage Register	1895c, 1906-
HO318	Oxford	Street	68-158 (part)	Collingwood	Foy & Gibson Wool Scouring and Scouring complex, former part	139005	Victorian Heritage Register	1895c, 1906-
HO318	Oxford	Street	68-158 (part)	Collingwood	Foy & Gibson Wool Scouring and Scouring complex, former part	139005	Victorian Heritage Register	1895c, 1906-
HO318	Oxford	Street	79-93	Collingwood	Foy & Gibson Furnishings Warehouse and Clothing Factory, former	284875	Victorian Heritage Register	1887-
HO318	Oxford	Street	95-101	Collingwood	Foy & Gibson Powerhouse and Motor Garage, former	283005	Victorian Heritage Register	1908
HO318	Oxford	Street	103-131 (part)	Collingwood	Foy & Gibson Woollen Mills complex, former part	303180	Victorian Heritage Register	1906-
HO318	Oxford	Street	103-131 (part)	Collingwood	Foy & Gibson Woollen Mills complex, former part	303180	Victorian Heritage Register	1906-
HO318	Oxford	Street	103-131 (part)	Collingwood	Foy & Gibson Woollen Mills complex, former part	303180	Victorian Heritage Register	1906-
HO318	Oxford	Street	103-131 (part)	Collingwood	Foy & Gibson Woollen Mills complex, former part	303180	Victorian Heritage Register	1906-
HO318	Oxford	Street	150-154	Collingwood	Foy & Gibson Woollen Mills Offices, former	138985	Victorian Heritage Register	1906-
HO318	Oxford	Street	150-155	Collingwood	Foy & Gibson Woollen Mills Offices, former	138986	Victorian Heritage Register	1906-
HO318	Oxford	Street	150-156	Collingwood	Foy & Gibson Woollen Mills Offices, former	138987	Victorian Heritage Register	1906-
HO318	Oxford	Street	150-157	Collingwood	Foy & Gibson Woollen Mills Offices, former	138988	Victorian Heritage Register	1906-
HO318	Peel	Street	1-3	Collingwood		101175	Not contributory	1970-1980
HO318	Peel	Street	2	Collingwood	Shop & residence	339050	Individually Significant	1880-1890
HO318	Peel	Street	4	Collingwood	Shop & residence	339060	Individually Significant	1880-1890
HO318	Peel	Street	5-7	Collingwood	Shop & residence	291725	Individually Significant	1850-1890
HO318	Peel	Street	6	Collingwood		101285	Individually Significant	1880-1890
HO318	Peel	Street	8	Collingwood	Factory/warehouse	101280	Contributory	1930-1940
HO318	Peel	Street	9-11	Collingwood	Star Hotel, former	101185	Individually Significant	1850-1890
HO318	Peel	Street	10	Collingwood	Factory/warehouse	101280	Contributory	1930-1940
HO318	Peel	Street	11	Collingwood	Shop & residence	101185	Individually Significant	1850-1890
HO318	Peel	Street	12-16	Collingwood	Congregational Church hall and caretaker's residence, also part Congregational Church plinth	101275	Individually Significant	1874
HO318	Peel	Street	13	Collingwood		101190	Contributory	1850-1890
HO318	Peel	Street	14-16	Collingwood	Factory	101275	Not contributory	1950-1960
HO318	Peel	Street	15	Collingwood		101195	Contributory	1850-1890
HO318	Peel	Street	17	Collingwood		101200	Contributory	1850-1890
HO318	Peel	Street	19	Collingwood	Offices	101205	Not contributory	1980-1990
HO318	Peel	Street	20	Collingwood	Factory	101270	Contributory	1930-1940
HO318	Peel	Street	20-22	Collingwood	Factory/warehouse	101270	Contributory	1930-1940
HO318	Peel	Street	24	Collingwood	Shop & residence	101265	Contributory	1850-1890
HO318	Peel	Street	25	Collingwood		101210	Contributory	1850-1890
HO318	Peel	Street	26	Collingwood	Shop & residence	101260	Contributory	1850-1890
HO318	Peel	Street	27	Collingwood		101215	Contributory	1850-1890
HO318	Peel	Street	28	Collingwood	Barnard's Buildings, Shop & residences	101255	Individually Significant	1869
HO318	Peel	Street	29	Collingwood	Shop & residence	101220	Individually Significant	1850-1890
HO318	Peel	Street	30	Collingwood	Barnard's Buildings, Shop & residences	101250	Individually Significant	1869
HO318	Peel	Street	32	Collingwood	Barnard's Hotel, part Bernard's Buildings	101245	Individually Significant	1869
HO318	Wellington	Street	111	Collingwood	Factory	295520	Individually Significant	1890-1915
HO318	Wellington	Street	113	Collingwood	Factory	137895	Contributory	1900-1915
HO319 - Elm Grove Precinct, Richmond								

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO319	Brougham	Street	1	Richmond	House	194980	Contributory	1880-885
HO319	Brougham	Street	2	Richmond		195175	Contributory	1900-1915
HO319	Brougham	Street	2A	Richmond	Townhouses	314430	Not contributory	1990-2010
HO319	Brougham	Street	5	Richmond	House	194985	Individually Significant	1912
HO319	Brougham	Street	7	Richmond	House	194990	Individually Significant	1912
HO319	Brougham	Street	9	Richmond	House	194995	Individually Significant	1912
HO319	Brougham	Street	1/11	Richmond	House	195000	Not contributory	1960-1970
HO319	Brougham	Street	2/11	Richmond	House	195005	Not contributory	1960-1971
HO319	Brougham	Street	3/11	Richmond	House	195010	Not contributory	1960-1972
HO319	Brougham	Street	4/11	Richmond	House	195015	Not contributory	1960-1973
HO319	Brougham	Street	5/11	Richmond	House	195020	Not contributory	1960-1974
HO319	Brougham	Street	6/11	Richmond	House	195025	Not contributory	1960-1975
HO319	Brougham	Street	7/11	Richmond	House	195030	Not contributory	1960-1976
HO319	Brougham	Street	8/11	Richmond	House	195035	Not contributory	1960-1977
HO319	Brougham	Street	13	Richmond	House	195040	Not contributory	1885-1890
HO319	Brougham	Street	15	Richmond	House	195045	Not contributory	1885-1890
HO319	Brougham	Street	17	Richmond	House	195050	Not contributory	1915-1925
HO319	Brougham	Street	19	Richmond		195055	Contributory	1860-1870, 1920s
HO319	Brougham	Street	21	Richmond		195060	Contributory	1860-1880, 1920s
HO319	Brougham	Street	23	Richmond		195070	Contributory	1900-1915
HO319	Charles	Street	1	Richmond		196330	Contributory	1870-1890
HO319	Charles	Street	3	Richmond		196325	Contributory	1850-1890
HO319	Charles	Street	5	Richmond		196320	Contributory	1870-1890
HO319	Charles	Street	6	Richmond		196335	Not contributory	Unknown
HO319	Charles	Street	7	Richmond		196315	Contributory	1870-1890
HO319	Charles	Street	8	Richmond		196340	Contributory	1870-1890
HO319	Charles	Street	9	Richmond		196310	Contributory	1870-1890
HO319	Charles	Street	10	Richmond		196345	Contributory	1870-1890
HO319	Charles	Street	11	Richmond		196305	Contributory	1850-1890
HO319	Charles	Street	12	Richmond		196350	Contributory	1870-1890
HO319	Charles	Street	13	Richmond		196300	Contributory	1870-1890
HO319	Charles	Street	14	Richmond		196355	Individually Significant	1870-1890
HO319	Charles	Street	15	Richmond		196295	Contributory	1870-1890
HO319	Charles	Street	16	Richmond		196360	Individually Significant	1870-1890
HO319	Charles	Street	17	Richmond		196290	Contributory	1925-1930
HO319	Charles	Street	18	Richmond		196365	Contributory	1870-1890
HO319	Charles	Street	20	Richmond		196370	Contributory	1870-1890
HO319	Charles	Street	19-21	Richmond		196285	Contributory	1900-1915
HO319	Charles	Street	22	Richmond		196375	Contributory	1870-1890
HO319	Charles	Street	23	Richmond		196280	Contributory	1870-1890
HO319	Charles	Street	24	Richmond		196380	Contributory	1870-1890
HO319	Charles	Street	25	Richmond		196275	Contributory	1870-1890
HO319	Charles	Street	26	Richmond		196385	Contributory	1870-1890
HO319	Charles	Street	27	Richmond		196270	Contributory	1870-1890
HO319	Charles	Street	28	Richmond		196390	Contributory	1870-1890
HO319	Charles	Street	29	Richmond		196265	Contributory	1870-1890
HO319	Charles	Street	30	Richmond		196395	Contributory	1870-1890
HO319	Charles	Street	31	Richmond		196260	Contributory	1850-1890?

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO319	Charles	Street	32	Richmond		196400	Contributory	1900-1905
HO319	Charles	Street	33	Richmond		196255	Contributory	1900-1915
HO319	Charles	Street	34	Richmond		196405	Contributory	1890-1895
HO319	Charles	Street	35	Richmond		196250	Contributory	1900-1915
HO319	Charles	Street	37	Richmond		196245	Not contributory	1870-1890?
HO319	Charles	Street	38	Richmond		196415	Contributory	1885-1890
HO319	Charles	Street	39	Richmond		196240	Not contributory	1950-1960
HO319	Charles	Street	41	Richmond		196235	Contributory	1870-1890
HO319	Charles	Street	43	Richmond		196230	Not contributory	1950-1960
HO319	Charles	Street	45	Richmond		196225	Contributory	1870-1890
HO319	Charles	Street	47	Richmond	O'Brien house	196220	Individually Significant	1938
HO319	Charles	Street	51-49	Richmond		196215	Contributory	1900-1915
HO319	Charles	Street	53	Richmond		196210	Contributory	1870-1890
HO319	Charles	Street	55	Richmond		196205	Contributory	1870-1890
HO319	Charles	Street	59	Richmond		196200	Contributory	1860-1880
HO319	Charles	Street	61	Richmond		196195	Contributory	1885-1890
HO319	Charles	Street	63	Richmond		196190	Not contributory	1860-1880
HO319	Charles	Street	65	Richmond		196185	Not contributory	1870
HO319	Charles	Street	67	Richmond		196180	Contributory	1915-1925
HO319	Charles	Street	71	Richmond		196175	Not contributory	1890-1895
HO319	Charles	Street	73	Richmond		196170	Contributory	1900-1905
HO319	Charles	Street	75	Richmond		196165	Contributory	1900-1905
HO319	Charlotte	Street	4A	Richmond	Carpark, Former Templeman hotel site	196140	Not contributory	Unknown
HO319	Charlotte	Street	4B	Richmond	Carpark, Former	196140	Not contributory	Unknown
HO319	Charlotte	Street	4C	Richmond	Carpark, Former House site	196140	Not contributory	Unknown
HO319	Charlotte	Street	5	Richmond		195955	Contributory	1880-1900
HO319	Charlotte	Street	6	Richmond	Carpark, Former House site	196145	Not contributory	Unknown
HO319	Charlotte	Street	7	Richmond	Duplex	195960	Contributory	1925-1940
HO319	Charlotte	Street	8	Richmond		196135	Contributory	1860-1880
HO319	Charlotte	Street	9	Richmond	Duplex	195965	Contributory	1925-1940
HO319	Charlotte	Street	10	Richmond		196130	Contributory	1860-1880
HO319	Charlotte	Street	11	Richmond		195970	Contributory	1870-1890
HO319	Charlotte	Street	12	Richmond		196125	Contributory	1860-1880
HO319	Charlotte	Street	13	Richmond		195975	Contributory	1925-1935
HO319	Charlotte	Street	14	Richmond		126860	Not contributory	1850-1890
HO319	Charlotte	Street	15	Richmond	Duplex	195980	Contributory	1925-1930
HO319	Charlotte	Street	17	Richmond		195985	Contributory	1860-1880
HO319	Charlotte	Street	18	Richmond		196115	Contributory	1870-1890
HO319	Charlotte	Street	19	Richmond		195990	Not contributory	1990-2000
HO319	Charlotte	Street	20	Richmond	House	196110	Contributory	1880-1885
HO319	Charlotte	Street	21	Richmond	House	195995	Contributory	1900-1905
HO319	Charlotte	Street	22	Richmond	House	196105	Not contributory	1890-1895
HO319	Charlotte	Street	23	Richmond	House	196000	Not contributory	1890-1895, C.1935
HO319	Charlotte	Street	24	Richmond	House	196100	Contributory	1915-1925
HO319	Charlotte	Street	25	Richmond	House	196005	Not contributory	1890-1895
HO319	Charlotte	Street	1/26-28	Richmond	Flats	196060	Not contributory	1940
HO319	Charlotte	Street	2/26-28	Richmond	Flats	196065	Not contributory	1940
HO319	Charlotte	Street	3/26-28	Richmond	Flats	196070	Not contributory	1940

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO319	Charlotte	Street	4/26-28	Richmond	Flats	196075	Not contributory	1940
HO319	Charlotte	Street	5/26-28	Richmond	Flats	196080	Not contributory	1940
HO319	Charlotte	Street	6/26-28	Richmond	Flats	196085	Not contributory	1940
HO319	Charlotte	Street	7/26-28	Richmond	Flats	196090	Not contributory	1940
HO319	Charlotte	Street	8/26-28	Richmond	Flats	196095	Not contributory	1940
HO319	Charlotte	Street	27	Richmond	House	196010	Not contributory	1880-1885
HO319	Charlotte	Street	29	Richmond	House	196015	Contributory	1885-1890
HO319	Charlotte	Street	31	Richmond	House	196020	Contributory	1880-1885
HO319	Charlotte	Street	33	Richmond	House	196025	Contributory	1880-1885
HO319	Charlotte	Street	34	Richmond	House	196055	Contributory	1900-1905
HO319	Charlotte	Street	35	Richmond	House	196030	Contributory	1880-1885
HO319	Charlotte	Street	36	Richmond	House	196050	Contributory	1880-1885
HO319	Charlotte	Street	38	Richmond	House	196045	Contributory	1890-1895
HO319	Charlotte	Street	40	Richmond	House (terrace)	196040	Contributory	1880-1885
HO319	Charlotte	Street	42	Richmond	House (terrace)	196035	Contributory	1880-1885
HO319	Elm	Grove	1	Richmond		195705	Contributory	1860-1880
HO319	Elm	Grove	3	Richmond	Fitzgerald house	195710	Individually Significant	1868-
HO319	Elm	Grove	5	Richmond		195715	Not contributory	1960-1970
HO319	Elm	Grove	5A	Richmond	Lourdes	195720	Contributory	1915-1925
HO319	Elm	Grove	7	Richmond		195725	Individually Significant	1915-1925
HO319	Elm	Grove	8/1	Richmond		195940	Not contributory	Unknown
HO319	Elm	Grove	8/2	Richmond		195945	Not contributory	Unknown
HO319	Elm	Grove	9	Richmond		195730	Not contributory	1970-1980
HO319	Elm	Grove	10	Richmond		195935	Contributory	1900-1915
HO319	Elm	Grove	11	Richmond		195735	Not contributory	1950-1960
HO319	Elm	Grove	12	Richmond		195930	Individually Significant	1860-1880
HO319	Elm	Grove	13	Richmond		195740	Not contributory	1870-1890
HO319	Elm	Grove	14	Richmond		195925	Contributory	1900-1915
HO319	Elm	Grove	15	Richmond		195745	Contributory	1870-1915
HO319	Elm	Grove	17	Richmond	Bonham house	195750	Individually Significant	1872
HO319	Elm	Grove	18	Richmond		195920	Contributory	1900-1915
HO319	Elm	Grove	19	Richmond	Robertson house	195755	Individually Significant	1863
HO319	Elm	Grove	20	Richmond		195915	Contributory	1930-1940
HO319	Elm	Grove	21	Richmond	William Green house	195760	Individually Significant	1850-1860
HO319	Elm	Grove	22	Richmond		195910	Contributory	1900-1915
HO319	Elm	Grove	23	Richmond		195765	Contributory	1860-1880
HO319	Elm	Grove	24	Richmond		195905	Not contributory	1950-1960
HO319	Elm	Grove	25	Richmond		195770	Individually Significant	1870-1890
HO319	Elm	Grove	26-28	Richmond	Flats	195870	Not contributory	1960-1970
HO319	Elm	Grove	27/1	Richmond	Townhouse	195780	Not contributory	1990-2000
HO319	Elm	Grove	27/2	Richmond	Townhouse	195785	Not contributory	1990-2000
HO319	Elm	Grove	29	Richmond	Flats	195790	Not contributory	1950-1960
HO319	Elm	Grove	30	Richmond		195865	Contributory	1870-1890
HO319	Elm	Grove	32	Richmond	Gayton house	195860	Individually Significant	1938 (1892)
HO319	Elm	Grove	34	Richmond		195850	Contributory	1870-1890
HO319	Elm	Grove	36	Richmond		195845	Contributory	1870-1890
HO319	Elm	Grove	38	Richmond		195840	Contributory	1870-1890
HO319	Elm	Grove	40	Richmond		195835	Not contributory	1960-1970

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO319	Elm	Grove	42	Richmond		195830	Contributory	1915-1925
HO319	George	Street	2	Richmond		196440	Contributory	1870-1890
HO319	George	Street	3	Richmond	Park	196445	Not contributory	Unknown
HO319	George	Street	4	Richmond		196435	Contributory	1870-1890
HO319	George	Street	5	Richmond	Whitehaven	196450	Individually Significant	1900-1915
HO319	George	Street	6	Richmond		196430	Contributory	1870-1890
HO319	George	Street	7	Richmond		196455	Contributory	1900-1915
HO319	George	Street	8	Richmond		196425	Contributory	1900-1915
HO319	George	Street	9	Richmond		196460	Contributory	1900-1915
HO319	George	Street	10	Richmond		196420	Contributory	1900-1915
HO319	George	Street	11	Richmond		196465	Not contributory	1890-1900
HO319	George	Street	13	Richmond		196470	Contributory	1890-1900
HO319	George	Street	15	Richmond	Abbey Hill	196475	Contributory	1890-1910
HO319	George	Street	17	Richmond		196480	Contributory	1890-1910
HO319	Lyndhurst	Street	63	Richmond		195665	Contributory	1860-1880
HO319	Lyndhurst	Street	65	Richmond		195670	Contributory	1860-1880
HO319	Lyndhurst	Street	67	Richmond		195675	Contributory	1860-1880
HO319	Lyndhurst	Street	69	Richmond		195680	Contributory	1860-1880
HO319	Lyndhurst	Street	78	Richmond		195300	Contributory	1850-1860
HO319	Lyndhurst	Street	80	Richmond		195295	Contributory	1900-1915
HO319	Lyndhurst	Street	82	Richmond		195290	Contributory	1900-1915
HO319	Lyndhurst	Street	84	Richmond		195285	Individually Significant	1900-1915
HO319	Lyndhurst	Street	86	Richmond		195280	Contributory	1900-1915
HO319	Lyndhurst	Street	88	Richmond		195275	Individually Significant	1900-1915
HO319	Lyndhurst	Street	90	Richmond		195270	Not contributory	1900-1915
HO319	Lyndhurst	Street	92	Richmond	Park	195265	Not contributory	Unknown
HO319	Malleson	Street	1	Richmond		197860	Contributory	1915-1925
HO319	Malleson	Street	2	Richmond		197865	Individually Significant	1900-1915
HO319	Malleson	Street	3	Richmond		197855	Contributory	1900-1915
HO319	Malleson	Street	4	Richmond		197870	Contributory	1900-1915
HO319	Malleson	Street	5	Richmond		197850	Contributory	1900-1915
HO319	Malleson	Street	6	Richmond		197875	Contributory	1900-1915
HO319	Malleson	Street	8	Richmond		197880	Individually Significant	1900-1915
HO319	Malleson	Street	9	Richmond		197845	Contributory	1900-1915
HO319	Malleson	Street	10	Richmond		197885	Individually Significant	1900-1915
HO319	Malleson	Street	11	Richmond		197840	Contributory	1900-1915
HO319	Malleson	Street	12	Richmond		197890	Contributory	1900-1915
HO319	Malleson	Street	13	Richmond		197835	Contributory	1900-1915
HO319	Malleson	Street	14	Richmond		197895	Contributory	1900-1915
HO319	Malleson	Street	15	Richmond		197830	Contributory	1900-1915
HO319	Malleson	Street	16	Richmond		197900	Contributory	1900-1915
HO319	Malleson	Street	17	Richmond		197825	Contributory	1900-1915
HO319	Malleson	Street	18	Richmond		197905	Contributory	1900-1915
HO319	Malleson	Street	19	Richmond		197820	Contributory	1900-1915
HO319	Malleson	Street	20	Richmond		197910	Contributory	1900-1915
HO319	Malleson	Street	21	Richmond		197815	Contributory	1900-1915
HO319	Malleson	Street	22	Richmond		197915	Contributory	1900-1915
HO319	Malleson	Street	23	Richmond		197810	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO319	Malleson	Street	24	Richmond		197920	Contributory	1900-1915
HO319	Malleson	Street	25	Richmond		197805	Contributory	1900-1915
HO319	Malleson	Street	26	Richmond		197925	Contributory	1900-1915
HO319	Malleson	Street	28	Richmond		197930	Contributory	1900-1915
HO319	Mary	Street	47 (part)	Richmond	Factory/warehouse, later units	283635	Contributory	1915-1925
HO319	Mary	Street	47 (part)	Richmond	Units	283640	Not contributory	1990-2000
HO319	Mary	Street	60	Richmond		196885	Contributory	1870-1890
HO319	Mary	Street	62	Richmond		196880	Contributory	1870-1890
HO319	Mary	Street	63	Richmond		197135	Contributory	1870-1890
HO319	Mary	Street	64	Richmond		196875	Contributory	1870-1890
HO319	Mary	Street	65	Richmond		197140	Contributory	1870-1890
HO319	Mary	Street	66	Richmond		196870	Contributory	1900-1915
HO319	Mary	Street	67	Richmond		197145	Contributory	1870-1890
HO319	Mary	Street	69	Richmond		197150	Contributory	1870-1890
HO319	Mary	Street	70	Richmond		196865	Contributory	1870-1890
HO319	Mary	Street	71	Richmond		197155	Contributory	1870-1890
HO319	Mary	Street	72	Richmond		196860	Contributory	1880-1910
HO319	Mary	Street	73	Richmond		197160	Contributory	1870-1890
HO319	Mary	Street	74	Richmond		196855	Contributory	1870-1890
HO319	Mary	Street	75	Richmond		197165	Contributory	1870-1890
HO319	Mary	Street	76	Richmond		196850	Contributory	1900-1915
HO319	Mary	Street	77	Richmond		197170	Contributory	1870-1890
HO319	Mary	Street	78	Richmond		196845	Contributory	1900-1915
HO319	Mary	Street	79	Richmond		197175	Contributory	1900-1915
HO319	Mary	Street	80	Richmond		196840	Contributory	1900-1915
HO319	Mary	Street	81	Richmond		197180	Contributory	1900-1915
HO319	Mary	Street	83	Richmond		197185	Contributory	1900-1915
HO319	Mary	Street	85	Richmond		197190	Contributory	1900-1915
HO319	Mary	Street	101	Richmond		197195	Contributory	1900-1915
HO319	Mary	Street	103	Richmond		197200	Not contributory	1930-1940?
HO319	Mary	Street	103A	Richmond		197205	Not contributory	1930-1940?
HO319	McGrath	Court	1-3	Richmond	Flats	191900	Not contributory	1960-1970
HO319	McGrath	Court	2	Richmond	Flats	192330	Not contributory	1960-1970
HO319	McGrath	Court	4	Richmond	Flats	192270	Not contributory	1960-1970
HO319	McGrath	Court	5	Richmond	Flats	191990	Not contributory	1960-1970
HO319	McGrath	Court	6	Richmond	Flats	192225	Not contributory	1960-1970
HO319	McGrath	Court	7-3	Richmond	Units, aged care	192050	Not contributory	1970-1980
HO319	McGrath	Court	8	Richmond	Flats	192180	Not contributory	1960-1970
HO319	McGrath	Court	10	Richmond	Flats	192150	Not contributory	1960-1970
HO319	Parker	Street	1	Richmond		196505	Contributory	1870-1890
HO319	Parker	Street	2	Richmond		196500	Contributory	1870-1890
HO319	Parker	Street	3	Richmond		196510	Contributory	1870-1890
HO319	Parker	Street	4	Richmond		196495	Contributory	1870-1890
HO319	Parker	Street	5	Richmond		196515	Contributory	1870-1890
HO319	Parker	Street	6	Richmond		196490	Contributory	1870-1890
HO319	Parker	Street	7	Richmond		196520	Individually Significant	1870-1890
HO319	Parker	Street	8	Richmond		196485	Contributory	1870-1890
HO319	Parker	Street	9	Richmond		196525	Individually Significant	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO319	Parker	Street	11	Richmond		196530	Contributory	1870-1890
HO319	Parker	Street	13	Richmond		196535	Individually Significant	1870-1890
HO319	Parker	Street	15	Richmond		196540	Contributory	1870-1890
HO319	Wall	Street	1	Richmond		198135	Contributory	1900-1915
HO319	Wall	Street	1/2-4	Richmond	House	197935	Not contributory	1990-2000
HO319	Wall	Street	2/2-4	Richmond	House	197940	Not contributory	1990-2000
HO319	Wall	Street	3/2-4	Richmond	House	197945	Not contributory	1990-2000
HO319	Wall	Street	3	Richmond		198130	Contributory	1900-1915
HO319	Wall	Street	5	Richmond		198125	Contributory	1900-1915
HO319	Wall	Street	6	Richmond	House	197950	Not contributory	1990-2000
HO319	Wall	Street	7	Richmond		198120	Contributory	1900-1915
HO319	Wall	Street	9	Richmond	House (Jubilee Terrace)	198080	Contributory	1888
HO319	Wall	Street	10	Richmond	House	197955	Contributory	1900-1910
HO319	Wall	Street	11	Richmond	House (Jubilee Terrace)	198075	Contributory	1888
HO319	Wall	Street	12	Richmond	House	197960	Contributory	1890-1895
HO319	Wall	Street	13	Richmond	House (Jubilee Terrace)	198070	Contributory	1888
HO319	Wall	Street	14	Richmond	House	197965	Contributory	1885-1890
HO319	Wall	Street	15	Richmond	House (Jubilee Terrace)	198065	Contributory	1888
HO319	Wall	Street	16	Richmond	House	197970	Contributory	1885-1890
HO319	Wall	Street	17	Richmond	House (Jubilee Terrace)	198060	Contributory	1888
HO319	Wall	Street	19	Richmond	House (Jubilee Terrace)	198055	Contributory	1888
HO320 - Fairchild Street Precinct, Abbotsford								
HO320	Church	Street	4	Abbotsford	Tarpeeno	108725	Contributory	1870-1890
HO320	Church	Street	6	Abbotsford	Mintara	108730	Contributory	1870-1890
HO320	Church	Street	8	Abbotsford		108735	Contributory	1870-1890
HO320	Church	Street	10	Abbotsford		108740	Contributory	1870-1890
HO320	Church	Street	12	Abbotsford		108745	Contributory	1870-1890
HO320	Church	Street	14	Abbotsford		108750	Contributory	1870-1890
HO320	Church	Street	16	Abbotsford		108755	Contributory	1870-1890
HO320	Church	Street	18	Abbotsford		108760	Contributory	1870-1890
HO320	Church	Street	20	Abbotsford		108765	Contributory	1870-1890
HO320	Church	Street	22	Abbotsford	Duplex	108770	Contributory	1900-1915
HO320	Church	Street	24	Abbotsford	Duplex	108775	Contributory	1900-1915
HO320	Church	Street	28	Abbotsford		108780	Not contributory	Unknown
HO320	Church	Street	30	Abbotsford		108785	Contributory	1900-1915
HO320	Church	Street	32	Abbotsford	Timms' house, later Cityviews	108790	Individually Significant	1888
HO320	Cooke	Street	1	Abbotsford		109015	Contributory	1870-1890
HO320	Cooke	Street	3	Abbotsford		109010	Contributory	1870-1890
HO320	Cooke	Street	5	Abbotsford		109005	Contributory	1870-1890
HO320	Cooke	Street	6	Abbotsford		109020	Contributory	1900-1915
HO320	Cooke	Street	7	Abbotsford		109000	Contributory	1870-1890
HO320	Cooke	Street	8	Abbotsford		109025	Contributory	1900-1915
HO320	Cooke	Street	9	Abbotsford		108995	Contributory	1870-1890
HO320	Cooke	Street	10	Abbotsford		109030	Contributory	1900-1915
HO320	Cooke	Street	11	Abbotsford		108990	Contributory	1870-1890
HO320	Cooke	Street	12	Abbotsford		109035	Contributory	1900-1915
HO320	Cooke	Street	13	Abbotsford		108985	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO320	Cooke	Street	14	Abbotsford		109040	Contributory	1900-1915
HO320	Cooke	Street	15	Abbotsford		108980	Contributory	1887
HO320	Cooke	Street	16	Abbotsford		109045	Contributory	1870-1890
HO320	Cooke	Street	17	Abbotsford		108975	Contributory	1887
HO320	Cooke	Street	18	Abbotsford		109050	Contributory	1888
HO320	Cooke	Street	19	Abbotsford		108970	Contributory	1887
HO320	Cooke	Street	20	Abbotsford		109055	Contributory	1888
HO320	Cooke	Street	21	Abbotsford		108965	Contributory	1887
HO320	Cooke	Street	22	Abbotsford		109060	Contributory	1888
HO320	Cooke	Street	23	Abbotsford		108960	Contributory	1887
HO320	Cooke	Street	24	Abbotsford		109065	Contributory	1888
HO320	Cooke	Street	25	Abbotsford		108955	Contributory	1887
HO320	Cooke	Street	26	Abbotsford		109070	Contributory	1888
HO320	Cooke	Street	27	Abbotsford		108950	Contributory	1887
HO320	Cooke	Street	28	Abbotsford		109075	Contributory	1888
HO320	Cooke	Street	29	Abbotsford		108945	Contributory	1887
HO320	Cooke	Street	30	Abbotsford		109080	Contributory	1888
HO320	Cooke	Street	32	Abbotsford		109085	Contributory	1888
HO320	Cooke	Street	34	Abbotsford	Vacant land (park)	109090	Not contributory	Unknown
HO320	Fairchild	Street	1	Abbotsford		108870	Contributory	1888
HO320	Fairchild	Street	2	Abbotsford	Stanford's terrace	108885	Contributory	1888
HO320	Fairchild	Street	2B	Abbotsford		108880	Not contributory	1920-1930
HO320	Fairchild	Street	3	Abbotsford		108865	Contributory	1888
HO320	Fairchild	Street	4	Abbotsford	Stanford's terrace	108890	Contributory	1888
HO320	Fairchild	Street	5	Abbotsford		108860	Contributory	1888
HO320	Fairchild	Street	6	Abbotsford	Stanford's terrace	108895	Contributory	1888
HO320	Fairchild	Street	7	Abbotsford		108855	Contributory	1888
HO320	Fairchild	Street	8	Abbotsford	Stanford's terrace	108900	Contributory	1888
HO320	Fairchild	Street	9	Abbotsford		108850	Contributory	1870-1890
HO320	Fairchild	Street	10	Abbotsford	Stanford's terrace	108905	Contributory	1888
HO320	Fairchild	Street	11	Abbotsford		108845	Contributory	1870-1890
HO320	Fairchild	Street	12	Abbotsford	Stanford's terrace	108910	Contributory	1888
HO320	Fairchild	Street	13	Abbotsford		108840	Contributory	1870-1890
HO320	Fairchild	Street	14	Abbotsford	Stanford's terrace	108915	Contributory	1888
HO320	Fairchild	Street	15	Abbotsford		108835	Contributory	1870-1890
HO320	Fairchild	Street	16	Abbotsford	Stanford's terrace	108920	Contributory	1888
HO320	Fairchild	Street	17	Abbotsford		108830	Not contributory	1960-1970
HO320	Fairchild	Street	18	Abbotsford	Stanford's terrace	108925	Contributory	1888
HO320	Fairchild	Street	19	Abbotsford		108825	Contributory	1870-1890
HO320	Fairchild	Street	20	Abbotsford	Stanford's terrace	108930	Contributory	1888
HO320	Fairchild	Street	21	Abbotsford		108820	Contributory	1870-1890
HO320	Fairchild	Street	22	Abbotsford	Stanford's terrace	108935	Contributory	1888
HO320	Fairchild	Street	23	Abbotsford		108815	Contributory	1870-1890
HO320	Fairchild	Street	24	Abbotsford	Stanford's terrace	108940	Contributory	1888
HO320	Fairchild	Street	25	Abbotsford		108810	Contributory	1870-1890
HO320	Thompson	Street	2	Abbotsford		109175	Contributory	1870-1890
HO320	Thompson	Street	3	Abbotsford		109105	Contributory	1870-1890
HO320	Thompson	Street	4	Abbotsford		109170	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO320	Thompson	Street	5	Abbotsford		109110	Contributory	1870-1890
HO320	Thompson	Street	6	Abbotsford		109165	Individually Significant	1860-1880
HO320	Thompson	Street	7	Abbotsford		109115	Contributory	1900-1915
HO320	Thompson	Street	8	Abbotsford		109160	Individually significant	1860-1880
HO321 - Gold Street Precinct, Collingwood								
HO321	Alexander	Street	1	Collingwood		127840	Individually Significant	1860-1870
HO321	Alexander	Street	3	Collingwood		127835	Contributory	1900-1915
HO321	Alexander	Street	4	Collingwood		127845	Contributory	1870-1890
HO321	Alexander	Street	6	Collingwood		127850	Contributory	1900-1915
HO321	Alexander	Street	7	Collingwood		127830	Contributory	1870-1890
HO321	Alexander	Street	8	Collingwood		127855	Contributory	1860-1880
HO321	Alexander	Street	9	Collingwood		127825	Individually Significant	1880-1890
HO321	Alexander	Street	10	Collingwood		127860	Contributory	1860-1880
HO321	Alexander	Street	11	Collingwood		127820	Individually Significant	1880-1890
HO321	Alexander	Street	12	Collingwood		316870	Not contributory	1990-2000
HO321	Alexander	Street	12A	Collingwood		316880	Not contributory	1990-2000
HO321	Alexander	Street	13	Collingwood	Townhouses, former flats	127775	Not contributory	1960-2000
HO321	Alexander	Street	14	Collingwood		127870	Contributory	1870-1890
HO321	Alexander	Street	15	Collingwood		127770	Contributory	1870-1890
HO321	Alexander	Street	16	Collingwood		127875	Contributory	1860-1880
HO321	Alexander	Street	17	Collingwood	Flats	127740	Not contributory	1960-1970
HO321	Alexander	Street	18	Collingwood	Park	127880	Not contributory	Unknown
HO321	Alexander	Street	20	Collingwood		127885	Contributory	1900-1915
HO321	Alexander	Street	21	Collingwood		127735	Contributory	1900-1915
HO321	Alexander	Street	22	Collingwood		127890	Contributory	1880-1915?
HO321	Alexander	Street	23	Collingwood		127730	Contributory	1900-1915
HO321	Alexander	Street	24	Collingwood		127895	Contributory	1900-1915
HO321	Alexander	Street	25	Collingwood	House	127725	Not contributory	Unknown
HO321	Alexander	Street	26	Collingwood		127900	Not contributory	1950-1960
HO321	Alexander	Street	27	Collingwood		127720	Contributory	1890-1900
HO321	Alexander	Street	29	Collingwood		127715	Contributory	1890-1900
HO321	Alexander	Street	30	Collingwood		127905	Contributory	1870-1890
HO321	Alexander	Street	31	Collingwood		127710	Contributory	1890-1900
HO321	Alexander	Street	32	Collingwood		127910	Not contributory	1950-1960
HO321	Alexander	Street	33	Collingwood		127705	Contributory	1900-1915
HO321	Alexander	Street	34	Collingwood		127915	Not contributory	1950-1960
HO321	Alexander	Street	35	Collingwood		127700	Not contributory	1915-1925
HO321	Alexander	Street	36	Collingwood		127920	Not contributory	1960-1970
HO321	Alexandra	Parade	43-45	Collingwood	Flats	117840	Not contributory	1960-1970
HO321	Alexandra	Parade	47	Collingwood		117870	Contributory	1870-1890
HO321	Alexandra	Parade	49	Collingwood		117875	Contributory	1870-1890
HO321	Alexandra	Parade	51-61	Collingwood	Factory/warehouse	117880	Not contributory	1915-1925
HO321	Ballarat	Street	1-1A	Collingwood	Vacant land	127600	Not contributory	Unknown
HO321	Ballarat	Street	2A	Collingwood	Townhouse	139190	Not contributory	1990-2000
HO321	Ballarat	Street	2B	Collingwood	Factory/warehouse, later townhouses	139195	Not contributory	Unknown
HO321	Ballarat	Street	2C	Collingwood	Factory/warehouse, later townhouses	139200	Not contributory	Unknown
HO321	Ballarat	Street	2D	Collingwood	Factory/warehouse, later townhouses	139205	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Ballarat	Street	3/1	Collingwood		138815	Not contributory	1980-1990
HO321	Ballarat	Street	3/2	Collingwood		138820	Not contributory	1980-1990
HO321	Ballarat	Street	4A	Collingwood	Townhouse	139105	Not contributory	1990-2000
HO321	Ballarat	Street	4B	Collingwood	Townhouse	139110	Not contributory	1990-2000
HO321	Ballarat	Street	4C	Collingwood	Townhouse	139115	Not contributory	1990-2000
HO321	Ballarat	Street	5-7	Collingwood		127590	Contributory	1890-1910
HO321	Ballarat	Street	6	Collingwood		127605	Contributory	1870-1890
HO321	Ballarat	Street	8	Collingwood		127610	Contributory	1870-1890
HO321	Ballarat	Street	9/1	Collingwood		127585	Not contributory	1990-2000
HO321	Ballarat	Street	9/2	Collingwood		139090	Not contributory	1990-2000
HO321	Ballarat	Street	9A	Collingwood		127580	Not contributory	1960-1970
HO321	Ballarat	Street	10	Collingwood		127615	Contributory	1870-1890
HO321	Ballarat	Street	12-14	Collingwood	House & yard	127620	Contributory	1870-1890
HO321	Ballarat	Street	15	Collingwood		127575	Contributory	1890-1900
HO321	Ballarat	Street	16	Collingwood		127625	Contributory	1890-1900
HO321	Ballarat	Street	17	Collingwood		127570	Contributory	1900-1915
HO321	Ballarat	Street	18	Collingwood		127630	Contributory	1900-1915
HO321	Ballarat	Street	19	Collingwood		127565	Contributory	1890-1900
HO321	Ballarat	Street	20	Collingwood		127635	Contributory	1890-1900
HO321	Ballarat	Street	21	Collingwood		127560	Not contributory	1950-1960
HO321	Ballarat	Street	22	Collingwood		127640	Contributory	1870-1890
HO321	Ballarat	Street	23	Collingwood	Clapton house	127555	Individually Significant	1928
HO321	Ballarat	Street	24	Collingwood		127645	Contributory	1860-1880
HO321	Ballarat	Street	26-30	Collingwood	Flats	127650	Not contributory	1960-1970
HO321	Ballarat	Street	29	Collingwood		127550	Contributory	1930-1940
HO321	Ballarat	Street	31	Collingwood		127545	Contributory	1900-1915
HO321	Ballarat	Street	32-34	Collingwood		127670	Not contributory	1950-1960
HO321	Ballarat	Street	33	Collingwood	Townhouse	287030	Not contributory	1990-2000
HO321	Ballarat	Street	35	Collingwood	Townhouse	287035	Not contributory	1990-2000
HO321	Ballarat	Street	36	Collingwood		127675	Not contributory	1950-1960
HO321	Ballarat	Street	37	Collingwood	Townhouse	287040	Not contributory	1990-2000
HO321	Ballarat	Street	37A	Collingwood	Townhouse	287045	Not contributory	1990-2000
HO321	Ballarat	Street	38	Collingwood		127680	Contributory	1870-1890
HO321	Ballarat	Street	39	Collingwood		127535	Contributory	1870-1890
HO321	Ballarat	Street	40	Collingwood		127685	Not contributory	1870-1890
HO321	Ballarat	Street	41	Collingwood		127530	Contributory	1900-1915
HO321	Ballarat	Street	42	Collingwood		127690	Contributory	1900-1915
HO321	Ballarat	Street	43	Collingwood		127525	Contributory	1880-1910
HO321	Ballarat	Street	44	Collingwood		127695	Not contributory	1990-2000
HO321	Bendigo	Street	1	Collingwood		128250	Contributory	1870-1890
HO321	Bendigo	Street	2	Collingwood		128260	Not contributory	1950-1960
HO321	Bendigo	Street	2A	Collingwood		128255	Contributory	1900-1915
HO321	Bendigo	Street	3	Collingwood		128245	Contributory	1900-1915
HO321	Bendigo	Street	4	Collingwood		128265	Contributory	1900-1915
HO321	Bendigo	Street	5	Collingwood		128240	Not contributory	1950-1960
HO321	Bendigo	Street	6	Collingwood		128270	Contributory	1900-1915
HO321	Bendigo	Street	7	Collingwood		128235	Contributory	1870-1890
HO321	Bendigo	Street	8	Collingwood		128275	Contributory	1900-1915

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HO321	Bendigo	Street	9	Collingwood		128230	Contributory	1870-1890
HO321	Bendigo	Street	10	Collingwood	Townhouse	128280	Not contributory	1970-1990
HO321	Bendigo	Street	11	Collingwood		128225	Contributory	1915-1925
HO321	Bendigo	Street	12	Collingwood		128285	Contributory	1870-1890
HO321	Bendigo	Street	13	Collingwood		128220	Contributory	1880-1900
HO321	Bendigo	Street	14	Collingwood	House	128290	Not contributory	1960-1970
HO321	Bendigo	Street	16	Collingwood	House	128295	Not contributory	1970-1980
HO321	Bendigo	Street	15-17	Collingwood	Flats	128190	Not contributory	1960-1970
HO321	Bendigo	Street	18	Collingwood		128300	Not contributory	1970-1980
HO321	Bendigo	Street	19-23	Collingwood	Flats	128150	Not contributory	1950-1960
HO321	Bendigo	Street	20	Collingwood		128305	Not contributory	1960-1970
HO321	Bendigo	Street	22	Collingwood		128310	Contributory	1870-1890
HO321	Bendigo	Street	24	Collingwood		128315	Contributory	1870-1890
HO321	Bendigo	Street	25-27	Collingwood	Flats	128125	Not contributory	1960-1970
HO321	Bendigo	Street	26	Collingwood		128320	Not contributory	1850-1890
HO321	Bendigo	Street	26A	Collingwood	SEC Substation	1	Not contributory	1970-1980
HO321	Bendigo	Street	29	Collingwood		128120	Contributory	1870-1890
HO321	Bendigo	Street	31	Collingwood		128115	Contributory	1870-1890
HO321	Blanche	Street	1	Collingwood		126560	Contributory	1870-1890
HO321	Blanche	Street	2-4	Collingwood		137700	Contributory	1870-1890
HO321	Blanche	Street	3	Collingwood		126555	Contributory	1870-1890
HO321	Blanche	Street	5	Collingwood	House	126550	Contributory	1880-1890
HO321	Blanche	Street	6-8	Collingwood		138070	Contributory	1870-1890
HO321	Blanche	Street	7	Collingwood	House	126545	Not contributory	1960-1980
HO321	Blanche	Street	8	Collingwood	House	139120	Not contributory	1990-2005
HO321	Blanche	Street	9A	Collingwood	House	126535	Contributory	1890-1900
HO321	Blanche	Street	9	Collingwood	House	126540	Contributory	1880-1890
HO321	Blanche	Street	10	Collingwood	House	126565	Not contributory	1990-2005
HO321	Blanche	Street	11	Collingwood	House	126530	Contributory	1890-1900
HO321	Blanche	Street	12	Collingwood	House	126570	Contributory	1880-1890
HO321	Blanche	Street	13	Collingwood	House	126525	Contributory	1890-1900
HO321	Blanche	Street	14	Collingwood	House	126575	Not contributory	1960-1980
HO321	Blanche	Street	15	Collingwood	House	126520	Contributory	1880-1890
HO321	Blanche	Street	16	Collingwood	House	126580	Contributory	1880-1890
HO321	Blanche	Street	17	Collingwood	House	126515	Not contributory	1960-1980
HO321	Blanche	Street	18	Collingwood	House	126585	Contributory	1880-1890
HO321	Blanche	Street	20	Collingwood	House	126590	Contributory	1890-1900
HO321	Blanche	Street	22	Collingwood	House	126595	Not contributory	1970-1990
HO321	Blanche	Street	24	Collingwood	House	126600	Contributory	1880-1890
HO321	Blanche	Street	26	Collingwood	House	126605	Contributory	1880-1890
HO321	Budd	Street	40	Collingwood	Factory/warehouse	304680	Not contributory	1930-1950
HO321	Budd	Street	42	Collingwood	Factory/warehouse	304670	Not contributory	1930-1950
HO321	Budd	Street	46	Collingwood	Factory, later apartments	332090	Not contributory	1915-1925
HO321	Budd	Street	48	Collingwood	Factory, later apartments	332080	Not contributory	1915-1925
HO321	Budd	Street	50	Collingwood	Factory, later apartments	332070	Not contributory	1915-1925
HO321	Budd	Street	52	Collingwood	Factory, later apartments	332060	Not contributory	1915-1925
HO321	Budd	Street	54	Collingwood	Factory, later apartments	332050	Not contributory	1915-1925
HO321	Budd	Street	58	Collingwood	Apartment	295170	Not contributory	1990-2000

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HO321	Budd	Street	60	Collingwood	Apartment	295180	Not contributory	1990-2000
HO321	Budd	Street	61	Collingwood		126645	Not contributory	1970-1980
HO321	Budd	Street	62	Collingwood	Apartment	295205	Not contributory	1990-2000
HO321	Budd	Street	63	Collingwood		138390	Not contributory	1970-1980
HO321	Budd	Street	64	Collingwood		126710	Contributory	1900-1915
HO321	Budd	Street	65	Collingwood		138395	Not contributory	1970-1980
HO321	Budd	Street	66	Collingwood		126715	Contributory	1900-1915
HO321	Budd	Street	67	Collingwood	Factory/warehouse	126640	Not contributory	1915-1925
HO321	Budd	Street	68	Collingwood		126720	Not contributory	1850-1890
HO321	Budd	Street	70	Collingwood		126725	Not contributory	1950-1960
HO321	Budd	Street	71-75	Collingwood	Factory/warehouse	331500	Not contributory	1935-1955
HO321	Budd	Street	72	Collingwood		126730	Contributory	1860-1880
HO321	Budd	Street	74	Collingwood		126735	Contributory	1870-1890
HO321	Budd	Street	75	Collingwood	Factory/warehouse	331490	Not contributory	1935-1955
HO321	Budd	Street	76	Collingwood		126740	Contributory	1870-1890
HO321	Budd	Street	77	Collingwood		126625	Not contributory	1870-1890
HO321	Budd	Street	79	Collingwood		126620	Contributory	1860-1880
HO321	Budd	Street	80	Collingwood		126745	Not contributory	Unknown
HO321	Budd	Street	81	Collingwood		126615	Contributory	1860-1880
HO321	Budd	Street	82	Collingwood		126750	Contributory	1850-1890
HO321	Budd	Street	83	Collingwood		126610	Contributory	1860-1880
HO321	Budd	Street	84	Collingwood		126755	Contributory	1860-1880
HO321	Budd	Street	86	Collingwood		126760	Contributory	1880-1910
HO321	Charlotte	Street	1	Collingwood		126820	Contributory	1870-1890
HO321	Charlotte	Street	3	Collingwood		126815	Contributory	1870-1890
HO321	Charlotte	Street	5	Collingwood		126810	Contributory	1870-1890
HO321	Charlotte	Street	6-8	Collingwood	Charlotte Court Flats	126825	Not contributory	1960-1970
HO321	Charlotte	Street	7	Collingwood		126805	Contributory	1870-1890
HO321	Charlotte	Street	8A	Collingwood	House	126870	Not contributory	1960-1970
HO321	Charlotte	Street	9	Collingwood	Vacant land	126800	Not contributory	Unknown
HO321	Charlotte	Street	10	Collingwood		126875	Contributory	1870-1890
HO321	Charlotte	Street	11	Collingwood		308260	Not contributory	1990-2000
HO321	Charlotte	Street	12	Collingwood		126880	Contributory	1870-1890
HO321	Charlotte	Street	13	Collingwood	Elsie Cottage	308270	Contributory	1870-1890
HO321	Charlotte	Street	14	Collingwood		126885	Contributory	1870-1890
HO321	Charlotte	Street	15	Collingwood		126790	Contributory	1870-1890
HO321	Charlotte	Street	16	Collingwood		126890	Contributory	1870-1890
HO321	Charlotte	Street	17	Collingwood		126785	Contributory	1860-1880
HO321	Charlotte	Street	18	Collingwood		126895	Not contributory	1960-1970?
HO321	Charlotte	Street	19	Collingwood	House	126780	Contributory	1900-1915
HO321	Charlotte	Street	20	Collingwood		126900	Not contributory	1870-1890
HO321	Charlotte	Street	21	Collingwood		126775	Contributory	1870-1890
HO321	Charlotte	Street	22	Collingwood		126905	Contributory	1915-1925
HO321	Charlotte	Street	23	Collingwood		126770	Contributory	1870-1890
HO321	Charlotte	Street	24	Collingwood		126910	Not contributory	1950-1970
HO321	Charlotte	Street	25	Collingwood		126765	Contributory	1900-1915
HO321	Charlotte	Street	26	Collingwood		126915	Not contributory	1960-1970
HO321	Charlotte	Street	28	Collingwood		126920	Not contributory	1950-1960

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Charlotte	Street	30	Collingwood		126925	Not contributory	1870-1890
HO321	Charlotte	Street	32	Collingwood		126930	Not contributory	1950-1960
HO321	Charlotte	Street	34	Collingwood		126935	Not contributory	1960-1970
HO321	Charlotte	Street	36	Collingwood		126940	Not contributory	1870-1890
HO321	Charlotte	Street	38	Collingwood		126945	Not contributory	1870-1890
HO321	Charlotte	Street	40	Collingwood		126950	Contributory	1870-1890
HO321	Easey	Street	71	Collingwood		124485	Contributory	1900-1915
HO321	Easey	Street	73	Collingwood		124490	Contributory	1900-1915
HO321	Easey	Street	75	Collingwood		124495	Contributory	1900-1915
HO321	Easey	Street	77	Collingwood		124500	Contributory	1900-1915
HO321	Easey	Street	79	Collingwood		124505	Contributory	1900-1915
HO321	Easey	Street	80	Collingwood		124985	Contributory	1870-1890
HO321	Easey	Street	81	Collingwood		124510	Contributory	1870-1890
HO321	Easey	Street	82	Collingwood		124980	Contributory	1870-1890
HO321	Easey	Street	83	Collingwood		124515	Contributory	1870-1890
HO321	Easey	Street	83A	Collingwood	Townhouse	285240	Not contributory	1980-1990
HO321	Easey	Street	83B	Collingwood	Factory/warehouse/office	320720	Not contributory	1930-1950
HO321	Easey	Street	84	Collingwood		124975	Contributory	1870-1890
HO321	Easey	Street	85	Collingwood		124520	Contributory	1900-1915
HO321	Easey	Street	86-88	Collingwood		124970	Not contributory	1850-1890
HO321	Easey	Street	87	Collingwood		124525	Contributory	1900-1915
HO321	Easey	Street	89	Collingwood		124530	Contributory	1900-1915
HO321	Easey	Street	90	Collingwood		124965	Not contributory	1850-1890
HO321	Easey	Street	91	Collingwood	Usher Richardson Duplex	124535	Individually Significant	1936
HO321	Easey	Street	91A	Collingwood	Usher Richardson Duplex	124540	Individually Significant	1936
HO321	Easey	Street	92-94	Collingwood	Braun, CJ & Co, Shoe Manufacturers Factory/warehouse, later Blue laster Jean Company	124960	Individually Significant	1993
HO321	Easey	Street	93	Collingwood	Usher Richardson Duplex	124545	Individually Significant	1936
HO321	Easey	Street	93A	Collingwood	Usher Richardson Duplex	124550	Individually Significant	1936
HO321	Easey	Street	95	Collingwood	Usher Richardson Duplex	124555	Individually Significant	1936
HO321	Easey	Street	95A	Collingwood	Usher Richardson Duplex	124560	Individually Significant	1936
HO321	Easey	Street	96	Collingwood		124955	Contributory	1850-1890
HO321	Easey	Street	97	Collingwood		124565	Contributory	1870-1900
HO321	Easey	Street	98	Collingwood		124950	Contributory	1870-1890
HO321	Easey	Street	99	Collingwood		124570	Contributory	1870-1905
HO321	Easey	Street	100 108	Collingwood	Flats	124900	Not contributory	1970-1980
HO321	Easey	Street	101	Collingwood		124575	Contributory	1870-1905
HO321	Easey	Street	103	Collingwood		124580	Contributory	1870-1905
HO321	Easey	Street	105	Collingwood		124585	Contributory	1870-1905
HO321	Easey	Street	107	Collingwood		124590	Contributory	1870-1905
HO321	Easey	Street	109	Collingwood		124595	Contributory	1870-1905
HO321	Easey	Street	110	Collingwood		124895	Contributory	1870-1890
HO321	Easey	Street	111	Collingwood		124600	Contributory	1870-1905
HO321	Easey	Street	112	Collingwood		124890	Contributory	1870-1900
HO321	Easey	Street	113	Collingwood		124605	Not contributory	1950-1960
HO321	Easey	Street	114	Collingwood		124885	Contributory	1870-1890
HO321	Easey	Street	115	Collingwood		124610	Contributory	1860-1880
HO321	Easey	Street	116	Collingwood		124880	Contributory	1870-1890
HO321	Easey	Street	117	Collingwood		124615	Not contributory	1950-1960

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Easey	Street	118	Collingwood		124875	Contributory	1870-1890
HO321	Easey	Street	119	Collingwood		124620	Not contributory	1950-1960
HO321	Easey	Street	120	Collingwood		124870	Contributory	1870-1890
HO321	Easey	Street	121	Collingwood		124625	Not contributory	1870-1890
HO321	Easey	Street	122	Collingwood		124865	Contributory	1870-1890
HO321	Easey	Street	123	Collingwood		124630	Not contributory	1870-1890
HO321	Easey	Street	124	Collingwood		124860	Not contributory	Unknown
HO321	Easey	Street	124A	Collingwood		281270	Not contributory	1915-1935
HO321	Easey	Street	125	Collingwood		124635	Individually Significant	1868
HO321	Easey	Street	126	Collingwood		124855	Contributory	1870-1890
HO321	Easey	Street	127	Collingwood		124640	Not contributory	1870-1890
HO321	Easey	Street	128	Collingwood		124850	Contributory	1870-1890
HO321	Easey	Street	129	Collingwood		124645	Contributory	1900-1915
HO321	Easey	Street	130	Collingwood		124845	Contributory	1870-1890
HO321	Easey	Street	131	Collingwood		124650	Contributory	1870-1890
HO321	Easey	Street	132	Collingwood		124840	Contributory	1870-1890
HO321	Easey	Street	133	Collingwood		124660	Contributory	1870-1890
HO321	Easey	Street	134	Collingwood		124835	Contributory	1870-1890
HO321	Easey	Street	135	Collingwood		124665	Contributory	1870-1890
HO321	Easey	Street	136	Collingwood		124830	Contributory	1870-1890
HO321	Easey	Street	138	Collingwood		124825	Contributory	1870-1890?
HO321	Easey	Street	139	Collingwood		124670	Individually Significant	1860-1880
HO321	Easey	Street	141	Collingwood		124675	Contributory	1870-1890
HO321	Easey	Street	142	Collingwood		124820	Not contributory	1970-1980
HO321	Easey	Street	143	Collingwood		124680	Contributory	1870-1890
HO321	Easey	Street	144	Collingwood		124815	Contributory	1870-1890
HO321	Easey	Street	145	Collingwood		124685	Contributory	1870-1890
HO321	Easey	Street	146	Collingwood		124815	Not contributory	1950-1960
HO321	Easey	Street	147	Collingwood		124690	Contributory	1870-1890
HO321	Easey	Street	150	Collingwood		124810	Not contributory	1950-1960
HO321	Easey	Street	152	Collingwood		124805	Contributory	1860-1880
HO321	Easey	Street	154	Collingwood		124800	Contributory	1860-1880
HO321	Easey	Street	156	Collingwood	Cooks Cottage	124795	Contributory	1870-1890
HO321	Easey	Street	158	Collingwood		124790	Individually Significant	1870-1890
HO321	Easey	Street	160-166	Collingwood	Factory/warehouse	339770	Not contributory	1915-1925
HO321	Easey	Street	168	Collingwood		124780	Contributory	1860-1880
HO321	Easey	Street	170-172	Collingwood	Flats	124750	Not contributory	1960-1970
HO321	Easey	Street	174-176	Collingwood		335600	Not contributory	2000-2010
HO321	Easey	Street	178	Collingwood		124725	Contributory	1870-1890
HO321	Easey	Street	180	Collingwood		124720	Contributory	1870-1890
HO321	Easey	Street	182	Collingwood		124715	Contributory	1870-1890
HO321	Easey	Street	184	Collingwood		124710	Contributory	1870-1890
HO321	Emma	Street	2	Collingwood	House	126455	Contributory	1880-1915
HO321	Emma	Street	4	Collingwood	Factory/warehouse	306720	Not contributory	1930-1940
HO321	Emma	Street	6	Collingwood		126460	Not contributory	Unknown
HO321	Emma	Street	8	Collingwood		126465	Contributory	1925-1935
HO321	Emma	Street	21	Collingwood		126445	Contributory	1870-1900
HO321	Emma	Street	23	Collingwood		126440	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Forest	Street	1	Collingwood		128005	Contributory	1870-1890
HO321	Forest	Street	2	Collingwood		128010	Contributory	1870-1890
HO321	Forest	Street	3	Collingwood		128000	Contributory	1870-1890
HO321	Forest	Street	4	Collingwood		128015	Contributory	1900-1915
HO321	Forest	Street	5	Collingwood		127995	Contributory	1870-1890
HO321	Forest	Street	6	Collingwood		128020	Not contributory	Unknown
HO321	Forest	Street	7	Collingwood		127990	Contributory	1870-1890
HO321	Forest	Street	8	Collingwood	Flats	128025	Not contributory	1960-1970
HO321	Forest	Street	9	Collingwood		127985	Not contributory	1870-1890
HO321	Forest	Street	10	Collingwood		128055	Not contributory	2000-2010
HO321	Forest	Street	11	Collingwood		127980	Contributory	1870-1925
HO321	Forest	Street	12	Collingwood		128060	Contributory	1870-1890
HO321	Forest	Street	13	Collingwood		127975	Contributory	1870-1890
HO321	Forest	Street	14	Collingwood		128065	Not contributory	1870-1890
HO321	Forest	Street	15	Collingwood		127970	Contributory	1870-1890
HO321	Forest	Street	16	Collingwood		128070	Not contributory	1950-1960
HO321	Forest	Street	17	Collingwood		127965	Contributory	1870-1890
HO321	Forest	Street	18	Collingwood		128075	Contributory	1870-1890
HO321	Forest	Street	19	Collingwood		127960	Contributory	1870-1890
HO321	Forest	Street	20	Collingwood		128080	Contributory	1870-1890
HO321	Forest	Street	21	Collingwood		127955	Not contributory	1980-1990
HO321	Forest	Street	21/1	Collingwood		138790	Not contributory	1980-1990
HO321	Forest	Street	21/2	Collingwood		138785	Not contributory	1980-1990
HO321	Forest	Street	22	Collingwood		128085	Contributory	1870-1890
HO321	Forest	Street	23	Collingwood		127950	Not contributory	1870-1890
HO321	Forest	Street	24	Collingwood		128090	Contributory	1870-1890
HO321	Forest	Street	25	Collingwood		127945	Contributory	1900-1915
HO321	Forest	Street	26	Collingwood		128095	Contributory	1890-1900
HO321	Forest	Street	27	Collingwood		127935	Not contributory	1950-1960
HO321	Forest	Street	28	Collingwood		128100	Contributory	1870-1890
HO321	Forest	Street	29	Collingwood		127940	Contributory	1900-1915
HO321	Forest	Street	30	Collingwood		128105	Contributory	1870-1890
HO321	Forest	Street	32	Collingwood		128110	Not contributory	Unknown
HO321	Forest	Street	33	Collingwood		127925	Not contributory	1870-1890
HO321	Gold	Street	11-17	Collingwood	Factory/warehouse	285195	Contributory	1925-1935
HO321	Gold	Street	12-14	Collingwood		127255	Contributory	1870-1890
HO321	Gold	Street	16	Collingwood		138975	Not contributory	Unknown
HO321	Gold	Street	18	Collingwood		127260	Contributory	1870-1890
HO321	Gold	Street	19	Collingwood	Warehouse, former	285215	Not contributory	1950-1970
HO321	Gold	Street	20	Collingwood	Bethiâ Cottage	127265	Contributory	1870-1890
HO321	Gold	Street	21	Collingwood	Factory/warehouse	287255	Not contributory	1950-1960
HO321	Gold	Street	22-24	Collingwood	Flats	127275	Not contributory	1950-1960
HO321	Gold	Street	23	Collingwood	Factory/warehouse	285220	Contributory	1910-1925
HO321	Gold	Street	25	Collingwood	Factory/warehouse	285225	Contributory	1910-1925
HO321	Gold	Street	26-28	Collingwood	Flats	127300	Not contributory	1950-1960
HO321	Gold	Street	27-29	Collingwood		285230	Unknown	Unknown
HO321	Gold	Street	30-32	Collingwood	Shop & residence, former	320710	Contributory	1870-1890
HO321	Gold	Street	31	Collingwood	Carters Arms Hotel, former	285235	Individually Significant	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Gold	Street	33-35	Collingwood	Shop & residence	127210	Contributory	1870-1890
HO321	Gold	Street	34	Collingwood		127325	Not contributory	1970-1980
HO321	Gold	Street	36	Collingwood		127330	Not contributory	1970-1980
HO321	Gold	Street	37	Collingwood		127205	Contributory	1870-1890
HO321	Gold	Street	38	Collingwood		127335	Contributory	1870-1890
HO321	Gold	Street	39	Collingwood		127200	Contributory	1900-1915
HO321	Gold	Street	40	Collingwood		127340	Contributory	1870-1890
HO321	Gold	Street	41	Collingwood	Shop & residence	127195	Contributory	1860-1880
HO321	Gold	Street	42	Collingwood		127345	Contributory	1870-1890
HO321	Gold	Street	42A	Collingwood		127350	Contributory	1870-1890
HO321	Gold	Street	43	Collingwood	Townhouse	127190	Not contributory	1970-1980
HO321	Gold	Street	44-46	Collingwood		127355	Not contributory	1960-1970
HO321	Gold	Street	45	Collingwood		127185	Not contributory	1960-1970
HO321	Gold	Street	47	Collingwood		127180	Contributory	1900-1915
HO321	Gold	Street	48	Collingwood		127360	Contributory	1870-1890
HO321	Gold	Street	49	Collingwood		127175	Contributory	1900-1915
HO321	Gold	Street	50	Collingwood		127365	Contributory	1870-1890
HO321	Gold	Street	51-53	Collingwood	McNamara Reserve	127170	Not contributory	Unknown
HO321	Gold	Street	52	Collingwood		127370	Contributory	1870-1890
HO321	Gold	Street	54	Collingwood	Shop & residence	127375	Contributory	1870-1890
HO321	Gold	Street	55	Collingwood		127160	Contributory	1890-1905
HO321	Gold	Street	55A	Collingwood		127165	Contributory	1890-1905
HO321	Gold	Street	56	Collingwood		138860	Contributory	1900-1915
HO321	Gold	Street	57	Collingwood		127155	Contributory	1890-1900
HO321	Gold	Street	59	Collingwood		127150	Contributory	1890-1900
HO321	Gold	Street	60	Collingwood		138855	Contributory	1900-1915
HO321	Gold	Street	61	Collingwood		127145	Contributory	1900-1915
HO321	Gold	Street	61A	Collingwood		127140	Not contributory	1970-1980
HO321	Gold	Street	62	Collingwood		138860	Contributory	1900-1915
HO321	Gold	Street	63	Collingwood	Shop & residence	127135	Contributory	1870-1890
HO321	Gold	Street	64	Collingwood	Gold Street Children's Centre (Child Care Centre)	127380	Not contributory	1990-2000
HO321	Gold	Street	65	Collingwood		127130	Contributory	1870-1890
HO321	Gold	Street	66	Collingwood	Leinster Arms Hotel	127385	Individually Significant	1930
HO321	Gold	Street	67	Collingwood		127125	Contributory	1870-1890
HO321	Gold	Street	68	Collingwood		127390	Not contributory	1970-1980
HO321	Gold	Street	69	Collingwood	Duplex	127120	Individually Significant	1900-1915
HO321	Gold	Street	69A	Collingwood	Duplex	127115	Individually Significant	1900-1915
HO321	Gold	Street	70	Collingwood		127395	Contributory	1900-1915
HO321	Gold	Street	72	Collingwood		127400	Contributory	1890-1905
HO321	Gold	Street	73	Collingwood		127105	Contributory	1900-1915
HO321	Gold	Street	74	Collingwood		127405	Contributory	1890-1910?
HO321	Gold	Street	75	Collingwood		127100	Contributory	1890-1900
HO321	Gold	Street	77	Collingwood		127095	Not contributory	1960-1970
HO321	Gold	Street	79	Collingwood		127090	Not contributory	1960-1970
HO321	Gold	Street	81	Collingwood		127085	Not contributory	Unknown
HO321	Gold	Street	82	Collingwood	Townhouse	308940	Not contributory	1990-2000
HO321	Gold	Street	82A	Collingwood	Townhouse	308930	Not contributory	1990-2000
HO321	Gold	Street	84-86	Collingwood	Flats	127415	Not contributory	1950-1960

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Gold	Street	88	Collingwood		127445	Not contributory	1950-1960
HO321	Gold	Street	90	Collingwood		127450	Not contributory	Unknown
HO321	Gold	Street	91	Collingwood		127080	Contributory	1900-1915
HO321	Gold	Street	92	Collingwood		127455	Not contributory	1960-1970
HO321	Gold	Street	93	Collingwood		127075	Contributory	1900-1915
HO321	Gold	Street	94	Collingwood		127460	Not contributory	1960-1970
HO321	Gold	Street	95	Collingwood		127070	Contributory	1900-1915
HO321	Gold	Street	97	Collingwood		127065	Contributory	1900-1915
HO321	Gold	Street	98	Collingwood		127465	Contributory	1900-1915
HO321	Gold	Street	99	Collingwood		127060	Contributory	1870-1890
HO321	Gold	Street	100	Collingwood		127470	Contributory	1900-1915
HO321	Gold	Street	101	Collingwood		127055	Contributory	1870-1890
HO321	Gold	Street	102	Collingwood		127475	Contributory	1900-1915
HO321	Gold	Street	104-108	Collingwood	Flats	127480	Not contributory	1960-1970
HO321	Gold	Street	110	Collingwood		127510	Contributory	1900-1915
HO321	Gold	Street	112	Collingwood		127515	Contributory	1900-1915
HO321	Gold	Street	114	Collingwood	Townhouse	127520	Not contributory	1980-1990
HO321	Gold	Street	116	Collingwood	Townhouse	280525	Not contributory	1980-1990
HO321	Hotham	Street	4	Collingwood		126205	Not contributory	Unknown
HO321	Hotham	Street	6	Collingwood		126200	Contributory	1870-1890
HO321	Hotham	Street	8	Collingwood		126195	Contributory	1870-1890
HO321	Hotham	Street	9-11	Collingwood	Factory/warehouse, former	306710	Not contributory	1915-1925
HO321	Hotham	Street	10	Collingwood		126190	Not contributory	1870-1890
HO321	Hotham	Street	12	Collingwood		126185	Contributory	1900-1915
HO321	Hotham	Street	15-17	Collingwood		125690	Not contributory	1950-1960
HO321	Hotham	Street	16	Collingwood		126180	Contributory	1900-1905
HO321	Hotham	Street	18	Collingwood		126175	Contributory	1860-1880
HO321	Hotham	Street	20	Collingwood		126170	Contributory	1860-1880
HO321	Hotham	Street	21	Collingwood		125700	Individually Significant	1860-1870
HO321	Hotham	Street	22	Collingwood		126165	Contributory	1860-1880
HO321	Hotham	Street	23	Collingwood		125705	Individually Significant	1860-1870
HO321	Hotham	Street	24	Collingwood	Falmouth Villa or Ellis House	126160	Individually Significant	1880-1890
HO321	Hotham	Street	25	Collingwood		125710	Contributory	1860-1880
HO321	Hotham	Street	26	Collingwood		126155	Contributory	1870-1890
HO321	Hotham	Street	27	Collingwood		125715	Individually Significant	1860-1880
HO321	Hotham	Street	28	Collingwood	Shop & residence	126150	Contributory	1870-1890
HO321	Hotham	Street	29	Collingwood		125720	Individually Significant	1860-1870
HO321	Hotham	Street	30	Collingwood	Townhouse	295165	Not contributory	1990-2000
HO321	Hotham	Street	31	Collingwood		125725	Contributory	1860-1870
HO321	Hotham	Street	32	Collingwood	Townhouse	295160	Not contributory	1990-2000
HO321	Hotham	Street	33-37	Collingwood	Factory/warehouse	125730	Not contributory	1960-1970
HO321	Hotham	Street	38	Collingwood		126145	Contributory	1870-1920
HO321	Hotham	Street	40	Collingwood		126140	Contributory	1870-1890
HO321	Hotham	Street	42	Collingwood		126135	Contributory	1870-1890
HO321	Hotham	Street	44	Collingwood		126130	Contributory	1870-1890
HO321	Hotham	Street	45-47	Collingwood	Factory/warehouse	125735	Contributory	1910-1925
HO321	Hotham	Street	46	Collingwood		126125	Contributory	1900-1915
HO321	Hotham	Street	48-40	Collingwood	Shop & residence	126120	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Hotham	Street	52	Collingwood		126115	Contributory	1870-1890
HO321	Hotham	Street	54	Collingwood		126110	Contributory	1870-1890
HO321	Hotham	Street	56	Collingwood		126105	Contributory	1870-1890
HO321	Hotham	Street	58	Collingwood		126100	Contributory	1870-1890
HO321	Hotham	Street	59	Collingwood		125740	Not contributory	1870-1890
HO321	Hotham	Street	61	Collingwood		125745	Not contributory	1870-1890
HO321	Hotham	Street	63	Collingwood		125750	Contributory	1860-1880
HO321	Hotham	Street	64	Collingwood	Vacant site	324860	Not contributory	Unknown
HO321	Hotham	Street	64A	Collingwood	Electrical Substation	1	Contributory	1915-1925
HO321	Hotham	Street	65	Collingwood		125755	Contributory	1860-1880
HO321	Hotham	Street	70	Collingwood		126090	Contributory	1860-1880
HO321	Hotham	Street	72	Collingwood		126085	Contributory	1870-1890
HO321	Hotham	Street	74	Collingwood		126080	Contributory	1870-1890
HO321	Hotham	Street	76	Collingwood		126075	Not contributory	1950-1960
HO321	Hotham	Street	77	Collingwood		125760	Contributory	1870-1890
HO321	Hotham	Street	78	Collingwood		126070	Not contributory	1980-1990
HO321	Hotham	Street	79	Collingwood		125765	Contributory	1870-1890
HO321	Hotham	Street	80	Collingwood		126065	Contributory	1870-1890?
HO321	Hotham	Street	81	Collingwood		125770	Contributory	1870-1890
HO321	Hotham	Street	82	Collingwood		126060	Contributory	1870-1890
HO321	Hotham	Street	83	Collingwood		125775	Contributory	1870-1890
HO321	Hotham	Street	84	Collingwood		126055	Contributory	1870-1890
HO321	Hotham	Street	85	Collingwood		125780	Contributory	1870-1890
HO321	Hotham	Street	86	Collingwood		126050	Contributory	1860-1890
HO321	Hotham	Street	87	Collingwood		125785	Contributory	1870-1890
HO321	Hotham	Street	88	Collingwood		126045	Contributory	1870-1900
HO321	Hotham	Street	89	Collingwood		125790	Contributory	1870-1890
HO321	Hotham	Street	90	Collingwood	Coventry House, Shop & residence	126040	Contributory	1870-1890
HO321	Hotham	Street	92	Collingwood		126035	Contributory	1870-1890
HO321	Hotham	Street	93	Collingwood		125800	Contributory	1900-1915
HO321	Hotham	Street	94	Collingwood		126030	Contributory	1870-1890
HO321	Hotham	Street	95	Collingwood		125805	Contributory	1900-1915
HO321	Hotham	Street	96	Collingwood		126025	Contributory	1870-1890
HO321	Hotham	Street	98	Collingwood	Rawaita	126020	Contributory	1870-1890
HO321	Hotham	Street	99	Collingwood		125810	Contributory	1860-1880
HO321	Hotham	Street	101	Collingwood		125815	Contributory	1860-1880
HO321	Hotham	Street	103	Collingwood		125820	Contributory	1870-1890
HO321	Hotham	Street	102-104	Collingwood		126010	Individually Significant	1870-1890
HO321	Hotham	Street	105	Collingwood		125825	Not contributory	1950-1960
HO321	Hotham	Street	106	Collingwood		126005	Individually Significant	1870-1890
HO321	Hotham	Street	107	Collingwood		125830	Not contributory	1850-1890
HO321	Hotham	Street	108	Collingwood		126000	Contributory	1900-1915
HO321	Hotham	Street	109	Collingwood		125835	Not contributory	1970-1980
HO321	Hotham	Street	110	Collingwood		125995	Contributory	1900-1915
HO321	Hotham	Street	111	Collingwood		125840	Contributory	1870-1890
HO321	Hotham	Street	112	Collingwood		125990	Contributory	1900-1915
HO321	Hotham	Street	113	Collingwood		125845	Not contributory	Unknown
HO321	Hotham	Street	115	Collingwood		125850	Contributory	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Hotham	Street	117	Collingwood		125855	Contributory	1860-1880
HO321	Hotham	Street	119	Collingwood		125860	Contributory	1870-1890
HO321	Hotham	Street	121	Collingwood		125865	Contributory	1870-1890
HO321	Hotham	Street	123	Collingwood		125870	Contributory	1870-1890
HO321	Hotham	Street	125	Collingwood		125875	Contributory	1870-1890
HO321	Hotham	Street	127	Collingwood		125880	Contributory	1870-1890
HO321	Hotham	Street	129	Collingwood		125885	Contributory	1870-1890
HO321	Hotham	Street	131	Collingwood		125890	Contributory	1915-1925
HO321	Hotham	Street	131A/B	Collingwood		125895	Contributory	1915-1925
HO321	Hotham	Street	133	Collingwood		125900	Contributory	1915-1925
HO321	Hotham	Street	135	Collingwood		125905	Contributory	1870-1900
HO321	Hotham	Street	137	Collingwood		125910	Contributory	1880-1900
HO321	Hotham	Street	137A	Collingwood		125915	Contributory	1880-1900
HO321	Hotham	Street	139	Collingwood		125920	Contributory	1870-1890
HO321	Hotham	Street	141	Collingwood		125925	Not contributory	1870-1890
HO321	Hotham	Street	145	Collingwood		125930	Contributory	1915-1925
HO321	Hotham	Street	147-149	Collingwood	Flats	125960	Not contributory	1970-1980
HO321	Hotham	Street	149A	Collingwood		125965	Not contributory	1925-1935
HO321	Hotham	Street	151	Collingwood		125970	Contributory	1900-1915
HO321	Hotham	Street	153	Collingwood		125975	Contributory	1900-1915
HO321	Hotham	Street	155	Collingwood		125980	Contributory	1870-1890
HO321	Hotham	Street	157	Collingwood		125985	Contributory	1870-1890
HO321	Keele	Street	28	Collingwood		125645	Contributory	1880-1910
HO321	Keele	Street	30	Collingwood		125640	Contributory	1870-1890
HO321	Keele	Street	32-34	Collingwood	Factory/warehouse & residence	125635	Contributory	1870-1890
HO321	Keele	Street	36	Collingwood		125630	Contributory	1900-1915
HO321	Keele	Street	40	Collingwood		125625	Not contributory	1960-1970
HO321	Keele	Street	44	Collingwood	Factory/warehouse	125620	Not contributory	1915-1925?
HO321	Keele	Street	50	Collingwood		304690	Contributory	1900-1905
HO321	Keele	Street	52	Collingwood		304700	Contributory	1900-1905
HO321	Keele	Street	54	Collingwood		125615	Contributory	1900-1915
HO321	Keele	Street	58	Collingwood	Townhouse	297335	Not contributory	1990-2000
HO321	Keele	Street	60	Collingwood	Townhouse	297340	Not contributory	1990-2000
HO321	Keele	Street	64-66	Collingwood	Arena Concrete Paving Company Factory/warehouse	125605	Not contributory	1940-1955
HO321	Keele	Street	68	Collingwood	House	125605	Contributory	1870-1890
HO321	Keele	Street	70	Collingwood		125600	Contributory	1870-1890
HO321	Keele	Street	72	Collingwood		125595	Contributory	1870-1890
HO321	Keele	Street	73	Collingwood		125080	Contributory	1900-1915
HO321	Keele	Street	74	Collingwood		125590	Individually Significant	1867
HO321	Keele	Street	75	Collingwood		125085	Contributory	1860-1880
HO321	Keele	Street	76	Collingwood		125585	Contributory	1900-1915
HO321	Keele	Street	77	Collingwood		125090	Contributory	1860-1880
HO321	Keele	Street	78-80	Collingwood	Vacant land	354870	Not contributory	Unknown
HO321	Keele	Street	79	Collingwood		125095	Contributory	1860-1880
HO321	Keele	Street	81	Collingwood		125100	Contributory	1860-1880
HO321	Keele	Street	82	Collingwood		125575	Contributory	1870-1890?
HO321	Keele	Street	85	Collingwood		125105	Not contributory	Unknown
HO321	Keele	Street	86	Collingwood	Townhouse	290810	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Keele	Street	86A	Collingwood	Townhouse	290815	Not contributory	1990-2000
HO321	Keele	Street	87-89	Collingwood		125110	Not contributory	1950-1960
HO321	Keele	Street	88	Collingwood		125570	Contributory	1860-1880
HO321	Keele	Street	90A-90B	Collingwood	Townhouses	125565	Not contributory	1980-1990
HO321	Keele	Street	91	Collingwood	Vacant	125115	Not contributory	Unknown
HO321	Keele	Street	92	Collingwood		125560	Not contributory	1960-1970
HO321	Keele	Street	93	Collingwood		125120	Contributory	1900-1915
HO321	Keele	Street	96	Collingwood		125555	Not contributory	1970-1980
HO321	Keele	Street	97	Collingwood	Everfresh Snowball Company, factory	125125	Individually Significant	1939
HO321	Keele	Street	98	Collingwood		125550	Not contributory	1915-1925
HO321	Keele	Street	101	Collingwood		125130	Contributory	1925-1935
HO321	Keele	Street	102	Collingwood		125545	Contributory	1870-1890
HO321	Keele	Street	103	Collingwood		125135	Not contributory	1860-1880
HO321	Keele	Street	104	Collingwood		125540	Contributory	1870-1890
HO321	Keele	Street	105	Collingwood		125140	Contributory	1870-1890
HO321	Keele	Street	106	Collingwood		125535	Not contributory	1990-2000
HO321	Keele	Street	107	Collingwood		125145	Contributory	1870-1890
HO321	Keele	Street	108	Collingwood		125530	Contributory	1860-1880
HO321	Keele	Street	109	Collingwood		125150	Contributory	1860-1880
HO321	Keele	Street	110	Collingwood		125525	Not contributory	1990-2000
HO321	Keele	Street	111	Collingwood		125155	Contributory	1870-1890
HO321	Keele	Street	112	Collingwood		281315	Not contributory	1990-2000
HO321	Keele	Street	113	Collingwood		125160	Contributory	1870-1890
HO321	Keele	Street	115	Collingwood		125165	Contributory	1870-1890
HO321	Keele	Street	116	Collingwood	Armagh Cottage	125520	Contributory	1870-1890
HO321	Keele	Street	117	Collingwood		125170	Contributory	1870-1890
HO321	Keele	Street	118	Collingwood		125515	Individually Significant	1870-1890
HO321	Keele	Street	120	Collingwood		125510	Contributory	1870-1890
HO321	Keele	Street	121	Collingwood		125175	Contributory	1870-1890
HO321	Keele	Street	122	Collingwood		125505	Contributory	1870-1890
HO321	Keele	Street	123	Collingwood		125180	Contributory	1870-1890
HO321	Keele	Street	124	Collingwood	House & tree	125500	Contributory	1870-1890
HO321	Keele	Street	125	Collingwood		125185	Contributory	1870-1890
HO321	Keele	Street	126	Collingwood		125495	Contributory	1870-1890
HO321	Keele	Street	127	Collingwood		125190	Contributory	1870-1890
HO321	Keele	Street	128	Collingwood		125490	Contributory	1870-1890
HO321	Keele	Street	129	Collingwood	Townhouse	125195	Not contributory	1980-1990?
HO321	Keele	Street	130	Collingwood	Ave Maria	125485	Contributory	1870-1890
HO321	Keele	Street	131	Collingwood	Townhouse	125200	Not contributory	1990-2000
HO321	Keele	Street	132	Collingwood		125480	Contributory	1870-1890
HO321	Keele	Street	133	Collingwood		125205	Contributory	1870-1890
HO321	Keele	Street	134	Collingwood		125475	Contributory	1870-1890
HO321	Keele	Street	135	Collingwood		125210	Contributory	1870-1890
HO321	Keele	Street	136	Collingwood		125470	Contributory	1860-1880
HO321	Keele	Street	137	Collingwood		125215	Contributory	1860-1880
HO321	Keele	Street	138	Collingwood		125465	Contributory	1860-1880
HO321	Keele	Street	139	Collingwood		125220	Contributory	1860-1880
HO321	Keele	Street	140	Collingwood		125460	Not contributory	1950-1960

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Keele	Street	141	Collingwood		125225	Not contributory	Unknown
HO321	Keele	Street	142	Collingwood		125455	Contributory	1870-1890
HO321	Keele	Street	144	Collingwood		125450	Contributory	1870-1890
HO321	Keele	Street	145	Collingwood		125230	Contributory	1900-1915
HO321	Keele	Street	146	Collingwood		125445	Contributory	1870-1890
HO321	Keele	Street	147	Collingwood		125235	Contributory	1870-1890
HO321	Keele	Street	148	Collingwood		125440	Contributory	1870-1890
HO321	Keele	Street	149	Collingwood		125240	Contributory	1870-1890
HO321	Keele	Street	150	Collingwood		125435	Contributory	1870-1890
HO321	Keele	Street	151	Collingwood		125245	Contributory	1890-1900
HO321	Keele	Street	153	Collingwood		125250	Contributory	1890-1900
HO321	Keele	Street	152-154	Collingwood		125430	Not contributory	1950-1960
HO321	Keele	Street	155	Collingwood		125255	Contributory	1870-1890
HO321	Keele	Street	156	Collingwood		125425	Not contributory	1960-1970
HO321	Keele	Street	157	Collingwood		125260	Contributory	1870-1890
HO321	Keele	Street	158	Collingwood		125420	Contributory	1870-1890
HO321	Keele	Street	159	Collingwood		125265	Contributory	1870-1890
HO321	Keele	Street	160	Collingwood		125415	Contributory	1870-1890
HO321	Keele	Street	161	Collingwood		125270	Contributory	1870-1890
HO321	Keele	Street	162	Collingwood		125410	Contributory	1870-1890
HO321	Keele	Street	163	Collingwood	Wicklow Cottage	125275	Contributory	1870-1890
HO321	Keele	Street	164	Collingwood		125405	Contributory	1870-1890
HO321	Keele	Street	165	Collingwood		125280	Not contributory	1950-1960
HO321	Keele	Street	166	Collingwood		125400	Contributory	1870-1890
HO321	Keele	Street	167	Collingwood	Burncourt Cottage	125285	Contributory	1870-1890
HO321	Keele	Street	168	Collingwood		125395	Contributory	1870-1890
HO321	Keele	Street	169-173	Collingwood	Flats, former - now units	125290	Not contributory	1960-1970
HO321	Keele	Street	170	Collingwood		125390	Contributory	1870-1890
HO321	Keele	Street	172	Collingwood		125385	Contributory	1870-1890
HO321	Keele	Street	174	Collingwood		125380	Contributory	1870-1890
HO321	Keele	Street	175	Collingwood		125355	Contributory	1870-1890
HO321	Keele	Street	176	Collingwood		125375	Contributory	1870-1890
HO321	Keele	Street	177	Collingwood	Child Care Centre	125350	Not contributory	1980-1990
HO321	Keele	Street	178	Collingwood		125370	Contributory	1870-1890
HO321	Keele	Street	179A	Collingwood	Child Care Centre	139255	Not contributory	1980-1990
HO321	Keele	Street	180	Collingwood		125365	Contributory	1870-1890
HO321	Keele	Street	182	Collingwood		125360	Contributory	1870-1890
HO321	Mater	Street	3	Collingwood		126220	Contributory	1915-1925
HO321	Mater	Street	5	Collingwood		126225	Contributory	1900-1915
HO321	Mater	Street	7	Collingwood		126230	Not contributory	1980-1990
HO321	Mater	Street	9	Collingwood		126235	Not contributory	1950-1960
HO321	Mater	Street	10	Collingwood	Collingwood Gospel Chaples	126430	Individually Significant	1914
HO321	Mater	Street	11	Collingwood		126240	Not contributory	1960-1970
HO321	Mater	Street	12	Collingwood	L. H. Lonsdale Motor engineering workshop	126425	Individually Significant	1937
HO321	Mater	Street	13	Collingwood	Townhouse	126245	Not contributory	1980-1990
HO321	Mater	Street	14	Collingwood		126420	Contributory	1870-1890
HO321	Mater	Street	15	Collingwood		126250	Contributory	1870-1890
HO321	Mater	Street	16	Collingwood		126415	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Mater	Street	17	Collingwood		126255	Contributory	1870-1890
HO321	Mater	Street	18	Collingwood		126410	Contributory	1870-1890
HO321	Mater	Street	19	Collingwood		126260	Contributory	1870-1890
HO321	Mater	Street	20	Collingwood		126405	Contributory	1870-1890
HO321	Mater	Street	21	Collingwood		126265	Contributory	1870-1890
HO321	Mater	Street	22	Collingwood		126400	Contributory	1870-1890
HO321	Mater	Street	23-25	Collingwood		126270	Contributory	1900-1915
HO321	Mater	Street	24	Collingwood	Townhouse	126395	Not contributory	1990-2000
HO321	Mater	Street	26	Collingwood	Townhouse	126390	Not contributory	1990-2000
HO321	Mater	Street	27	Collingwood		126275	Contributory	1870-1890
HO321	Mater	Street	29	Collingwood		126280	Contributory	1900-1915
HO321	Mater	Street	31-35	Collingwood	Flats	126285	Not contributory	1960-1970
HO321	Mater	Street	39 part (37-41)	Collingwood		126315	Not contributory	1950-1960
HO321	Mater	Street	43	Collingwood		126320	Contributory	1870-1890
HO321	Mater	Street	44	Collingwood		126380	Not contributory	1870-1890
HO321	Mater	Street	45	Collingwood		126325	Contributory	1870-1890
HO321	Mater	Street	46	Collingwood		126375	Contributory	1870-1890
HO321	Mater	Street	47	Collingwood		126330	Contributory	1870-1890
HO321	Mater	Street	48	Collingwood		126370	Not contributory	1870-1890
HO321	Mater	Street	49	Collingwood		126335	Contributory	1870-1890
HO321	Mater	Street	50	Collingwood		126365	Not contributory	1950-1960
HO321	Mater	Street	52	Collingwood	Anitaville	126360	Individually Significant	1890-1900
HO321	Mater	Street	54	Collingwood		126355	Individually Significant	1890-1900
HO321	Mater	Street	56	Collingwood		126350	Contributory	1870-1900
HO321	Sackville	Street	84	Collingwood		124250	Contributory	1900-1915
HO321	Sackville	Street	86	Collingwood		124245	Contributory	1900-1915
HO321	Sackville	Street	88	Collingwood		124240	Contributory	1900-1915
HO321	Sackville	Street	90	Collingwood		124235	Contributory	1900-1915
HO321	Sackville	Street	92	Collingwood		124230	Contributory	1890-1910
HO321	Sackville	Street	94	Collingwood		124225	Contributory	1870-1890
HO321	Sackville	Street	96	Collingwood		124220	Contributory	1870-1890
HO321	Sackville	Street	96A	Collingwood	Flats	124160	Not contributory	1950-1960
HO321	Sackville	Street	96B	Collingwood	Flats	124190	Not contributory	1950-1960
HO321	Sackville	Street	98	Collingwood		124155	Contributory	1900-1915
HO321	Sackville	Street	100	Collingwood		124150	Contributory	1900-1915
HO321	Sackville	Street	102	Collingwood		124145	Contributory	1900-1915
HO321	Sackville	Street	104	Collingwood	Factory/warehouse	124140	Not contributory	1925-1940
HO321	Sackville	Street	106	Collingwood	Factory/warehouse	138370	Contributory	1900-1915
HO321	Sackville	Street	108	Collingwood	Beath Schiess & Co.'s factory complex, later Mushin Brothers factory/warehouse	138375	Individually Significant	1883-1888
HO321	Sackville	Street	112	Collingwood	Beath Schiess & Co.'s factory complex, later Mushin Brothers factory/warehouse	138385	Individually Significant	1888
HO321	Sackville	Street	114	Collingwood		124135	Contributory	1870-1890
HO321	Sackville	Street	116	Collingwood		124130	Contributory	1870-1890
HO321	Sackville	Street	118	Collingwood		124125	Not contributory	1950-1960
HO321	Sackville	Street	122-128	Collingwood	Flats	124070	Not contributory	1960-1970
HO321	Sackville	Street	130-132	Collingwood		124065	Individually Significant	1860-1880
HO321	Sackville	Street	134	Collingwood		124060	Contributory	1870-1890
HO321	Sackville	Street	136	Collingwood	Singapore Cottage	124055	Victorian Heritage Register	1850s
HO321	Sackville	Street	140	Collingwood		124050	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Sackville	Street	148	Collingwood		124045	Contributory	1870-1890
HO321	Sackville	Street	150	Collingwood	Vacant Land	124040	Not contributory	Unknown
HO321	Sackville	Street	152	Collingwood		124035	Not contributory	1930-1950?
HO321	Wellington	Street	273-277	Collingwood	Offices/Showroom	121485	Not contributory	1990-2000
HO321	Wellington	Street	279	Collingwood	Workshop	121480	Contributory	1930-1940
HO321	Wellington	Street	281	Collingwood	Factory	121475	Contributory	1900-1915
HO321	Wellington	Street	283-285	Collingwood	Yard, outbuildings	121470	Not contributory	Unknown
HO321	Wellington	Street	287	Collingwood	Shop & residence	121465	Contributory	1850-1890
HO321	Wellington	Street	289	Collingwood	Currys Family Hotel	121460	Individually Significant	1927
HO321	Wellington	Street	291	Collingwood	Townhouse	295200	Not contributory	1990-2000
HO321	Wellington	Street	294	Collingwood	Elizabeth House	122575	Contributory	1880-1890
HO321	Wellington	Street	297	Collingwood	Apartments	295230	Not contributory	1990-2000
HO321	Wellington	Street	299	Collingwood	Apartment	295235	Not contributory	1990-2000
HO321	Wellington	Street	301	Collingwood		121450	Contributory	1900-1915
HO321	Wellington	Street	301A	Collingwood		121445	Contributory	1900-1915
HO321	Wellington	Street	303	Collingwood		121440	Not contributory	1850-1890?
HO321	Wellington	Street	305	Collingwood		121435	Not contributory	1850-1890?
HO321	Wellington	Street	307	Collingwood		121430	Not contributory	1850-1890?
HO321	Wellington	Street	309	Collingwood		121425	Not contributory	1850-1890?
HO321	Wellington	Street	311	Collingwood		121420	Not contributory	1850-1890?
HO321	Wellington	Street	313	Collingwood		121420	Not contributory	1850-1890?
HO321	Wellington	Street	315	Collingwood	Shop & residence	121415	Contributory	1850-1890
HO321	Wellington	Street	317	Collingwood		121410	Contributory	1850-1890
HO321	Wellington	Street	319	Collingwood		121405	Contributory	1850-1890
HO321	Wellington	Street	321	Collingwood		121400	Contributory	1850-1890
HO321	Wellington	Street	322	Collingwood	Factory, former now units	297330	Not contributory	1915-1925
HO321	Wellington	Street	323	Collingwood		121395	Contributory	1850-1890
HO321	Wellington	Street	325	Collingwood		121390	Contributory	1850-1890
HO321	Wellington	Street	326	Collingwood	Kinross Cottage	122605	Contributory	1880-1890
HO321	Wellington	Street	327	Collingwood		121385	Contributory	1850-1890
HO321	Wellington	Street	328	Collingwood	Esk Cottage	122610	Contributory	1880-1890
HO321	Wellington	Street	329	Collingwood		121380	Not contributory	1900-1915?
HO321	Wellington	Street	330	Collingwood	Dalkeith Cottage	122615	Contributory	1880-1890
HO321	Wellington	Street	331	Collingwood		121375	Not contributory	1950-1960
HO321	Wellington	Street	332-336	Collingwood	Flats, later Units	122620	Not contributory	1960-1970
HO321	Wellington	Street	335-337	Collingwood		121370	Not contributory	1950-1960
HO321	Wellington	Street	338-344	Collingwood	Garra Lodge Flats, later units	122650	Not contributory	1960-1970
HO321	Wellington	Street	339-343	Collingwood	Apartments	303650	Not contributory	1980-1990
HO321	Wellington	Street	347	Collingwood		121355	Contributory	1925-1930
HO321	Wellington	Street	347A	Collingwood		121350	Contributory	1925-1930
HO321	Wellington	Street	350	Collingwood	Factory	122680	Not contributory	1930-1940
HO321	Wellington	Street	351	Collingwood	Tower Hotel, former later The Office Inn	121345	Contributory	1850-1930
HO321	Wellington	Street	354	Collingwood	House	122685	Contributory	1880-1890
HO321	Wellington	Street	356	Collingwood	House	122690	Contributory	1880-1890
HO321	Wellington	Street	358	Collingwood	House	122695	Contributory	1880-1890
HO321	Wellington	Street	360	Collingwood	House	122700	Contributory	1880-1890
HO321	Wellington	Street	362	Collingwood		122705	Not contributory	1970-1980
HO321	Wellington	Street	364	Collingwood	Vacant site?	122710	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO321	Wellington	Street	364-368	Collingwood	Salvation Army Young Peoples Hall & Youth Cnetre	319460	Individually Significant	1952
HO321	Wellington	Street	370	Collingwood		122720	Contributory	1880-1890
HO321	Wellington	Street	372	Collingwood		122725	Contributory	1880-1890
HO321	Wellington	Street	374	Collingwood	House	122730	Contributory	1870-1890
HO321	Wellington	Street	376	Collingwood		122735	Contributory	1870-1890
HO321	Wellington	Street	378	Collingwood		122740	Contributory	1850-1890
HO321	Wellington	Street	380	Collingwood		122745	Contributory	1850-1890
HO321	Wellington	Street	382	Collingwood		122750	Contributory	1880-1890
HO321	Wellington	Street	384	Collingwood		122755	Contributory	1880-1890
HO321	Wellington	Street	386	Collingwood		122760	Contributory	1870-1890
HO321	Wellington	Street	388	Collingwood	Linden Villa	122765	Individually Significant	1880-1890
HO321	Wellington	Street	390	Collingwood		122770	Not contributory	1970-1980?
HO321	Wellington	Street	392	Collingwood		122775	Contributory	1850-1890
HO321	Wellington	Street	394	Collingwood	Units	122780	Not contributory	1960-2000
HO321	Wellington	Street	396	Collingwood	Apartments	300820	Not contributory	1990-2000
HO322 - Golden Square Precinct, Richmond								
HO322	Adam	Street	1	Burnley		175785	Contributory	1870-1890
HO322	Adam	Street	3	Burnley		175780	Contributory	1870-1890
HO322	Crimea	Street	1	Burnley		176040	Not contributory	1980-1990
HO322	Crimea	Street	1A	Burnley		176045	Not contributory	1980-1990
HO322	Crimea	Street	2	Burnley		176050	Contributory	1890-1900
HO322	Crimea	Street	3	Burnley		176035	Contributory	1900-1915
HO322	Crimea	Street	4	Burnley		176055	Contributory	1900-1915
HO322	Crimea	Street	5	Burnley		176030	Contributory	1900-1915
HO322	Crimea	Street	6	Burnley		176060	Contributory	1900-1915
HO322	Crimea	Street	7	Burnley		176025	Contributory	1900-1915
HO322	Crimea	Street	8	Burnley		176065	Contributory	1900-1915
HO322	Crimea	Street	9	Burnley		176020	Contributory	1900-1915
HO322	Crimea	Street	10	Burnley		176070	Contributory	1900-1915
HO322	Crimea	Street	11	Burnley		176015	Contributory	1900-1915
HO322	Crimea	Street	12	Burnley		176075	Contributory	1900-1915
HO322	Crimea	Street	13	Burnley		176010	Contributory	1900-1915
HO322	Crimea	Street	14	Burnley		176080	Contributory	1900-1915
HO322	Crimea	Street	15	Burnley		176005	Contributory	1900-1915
HO322	Crimea	Street	16	Burnley		176085	Contributory	1900-1915
HO322	Crimea	Street	18	Burnley		176090	Contributory	1900-1915
HO322	Crimea	Street	20	Burnley		176095	Contributory	1930-1940
HO322	Gibdon	Street	5	Burnley		176000	Not contributory	1915-1925
HO322	Gibdon	Street	7	Burnley		175995	Contributory	1870-1890
HO322	Gibdon	Street	9	Burnley		175990	Individually Significant	1900-1915
HO322	Gibdon	Street	11	Burnley		175985	Contributory	1900-1915
HO322	Gibdon	Street	13	Burnley		175980	Contributory	1870-1890
HO322	Gibdon	Street	15	Burnley		175975	Contributory	1870-1890
HO322	Gibdon	Street	17	Burnley		175970	Contributory	1870-1890
HO322	Gibdon	Street	18	Burnley	Golden Square Bicentennial Park, former Burnley State School SS2853 site, trees	175840	Contributory	1870-1980
HO322	Gibdon	Street	19	Burnley		175965	Contributory	1900-1915
HO322	Gibdon	Street	24	Burnley		175855	Individually Significant	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO322	Gibdon	Street	25	Burnley		175960	Contributory	1870-1890
HO322	Gibdon	Street	26	Burnley		175860	Individually Significant	1900-1915
HO322	Gibdon	Street	27-31	Burnley	Office/warehouse	175955	Not contributory	1970-1980
HO322	Gibdon	Street	28	Burnley		175865	Individually Significant	1900-1915
HO322	Gibdon	Street	30	Burnley		175870	Contributory	1900-1915
HO322	Gibdon	Street	32	Burnley		175875	Contributory	1900-1915
HO322	Gibdon	Street	34	Burnley		175880	Contributory	1900-1915
HO322	Gibdon	Street	42	Burnley		175885	Not contributory	1870-1930?
HO322	Gibdon	Street	44	Burnley		175890	Contributory	1870-1890
HO322	Gibdon	Street	33-45	Burnley	Terry's Burnley Brewery, later Barre 1930s- & Burston maltings malt house and silos	175950	Individually Significant	1893-1905, 1930s-
HO322	Gibdon	Street	46	Burnley		175895	Contributory	1935-1940
HO322	Loyola	Grove	6	Burnley		176305	Contributory	1900-1915
HO322	Loyola	Grove	8	Burnley		176310	Contributory	1900-1915
HO322	Loyola	Grove	10	Burnley		176315	Contributory	1900-1915
HO322	Loyola	Grove	12	Burnley		176320	Contributory	1900-1915
HO322	Loyola	Grove	14	Burnley		176325	Contributory	1890-1900
HO322	Loyola	Grove	16	Burnley		176330	Contributory	1890-1900
HO322	Loyola	Grove	20	Burnley		176335	Contributory	1915-1925
HO322	Loyola	Grove	22	Burnley		176340	Contributory	1870-1890
HO322	Loyola	Grove	24	Burnley		176345	Contributory	1870-1890
HO322	Loyola	Grove	26	Burnley		176350	Not contributory	1950-1960
HO322	Loyola	Grove	28	Burnley		176355	Contributory	1900-1915
HO322	Loyola	Grove	34	Burnley		176360	Contributory	1900-1915
HO322	Loyola	Grove	36	Burnley		176365	Contributory	1880-1925?
HO322	Loyola	Grove	38	Burnley		176370	Contributory	1870-1890
HO322	Loyola	Grove	40	Burnley		307990	Contributory	1870-1890
HO322	Madden	Grove	22	Burnley		175105	Contributory	1870-1890
HO322	Madden	Grove	24	Burnley		175100	Contributory	1870-1890
HO322	Madden	Grove	26	Burnley		175095	Contributory	1870-1890
HO322	Madden	Grove	28	Burnley		175090	Contributory	1870-1890
HO322	Madden	Grove	30	Burnley		175085	Contributory	1870-1890
HO322	Madden	Grove	32	Burnley		175080	Contributory	1870-1890
HO322	Madden	Grove	34	Burnley		175075	Contributory	1870-1890
HO322	Madden	Grove	36	Burnley		175070	Contributory	1870-1890
HO322	Madden	Grove	38	Burnley		175065	Contributory	1870-1890
HO322	Madden	Grove	40	Burnley		175060	Contributory	1870-1890
HO322	Madden	Grove	42	Burnley		175055	Not contributory	1970-1980
HO322	Madden	Grove	46	Burnley		175050	Contributory	1870-1890
HO322	Madden	Grove	48	Burnley		175045	Contributory	1870-1890
HO322	Madden	Grove	50	Burnley		175040	Contributory	1870-1890
HO322	Madden	Grove	52	Burnley	Shop & residence	175035	Contributory	1870-1890
HO322	Madden	Grove	52 (near)	Burnley	Postal Pillar Box	0	Contributory	1890-1910
HO322	Madden	Grove	76	Burnley		175000	Individually Significant	1860-1880
HO322	Madden	Grove	78	Burney		174995	Contributory	1900-1915
HO322	Madden	Grove	84	Burnley		174960	Contributory	1850-1890
HO322	Parkville	Street	2	Burnley		176165	Contributory	1900-1915
HO322	Parkville	Street	4	Burnley		176170	Contributory	1900-1915
HO322	Parkville	Street	6	Burnley		176175	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO322	Parkville	Street	8	Burnley		176180	Contributory	1900-1915
HO322	Parkville	Street	10	Burnley		176185	Contributory	1900-1915
HO322	Parkville	Street	12	Burnley		176190	Contributory	1900-1915
HO322	Parkville	Street	14	Burnley		176195	Contributory	1900-1915
HO322	Parkville	Street	16	Burnley		176200	Contributory	1900-1915
HO322	Parkville	Street	18	Burnley		176205	Contributory	1900-1915
HO322	Parkville	Street	19	Burnley		176115	Individually Significant	1900-1915
HO322	Parkville	Street	20	Burnley		176210	Contributory	1900-1915
HO322	Parkville	Street	21	Burnley		176120	Individually Significant	1900-1915
HO322	Parkville	Street	22	Burnley		176215	Contributory	1900-1915
HO322	Parkville	Street	23	Burnley		176125	Individually Significant	1900-1915
HO322	Parkville	Street	24	Burnley		176225	Contributory	1870-1890
HO322	Parkville	Street	24A	Burnley		176220	Not contributory	1960-1970
HO322	Parkville	Street	25	Burnley		176130	Individually Significant	1900-1915
HO322	Parkville	Street	26	Burnley		176230	Contributory	1870-1890
HO322	Parkville	Street	27	Burnley		176135	Individually Significant	1900-1915
HO322	Parkville	Street	28	Burnley		176235	Contributory	1870-1890
HO322	Parkville	Street	29	Burnley		176140	Individually Significant	1900-1915
HO322	Parkville	Street	30	Burnley		176240	Contributory	1870-1890
HO322	Parkville	Street	31	Burnley		176145	Contributory	1900-1915
HO322	Parkville	Street	32	Burnley		176245	Contributory	1870-1890
HO322	Parkville	Street	33	Burnley		176150	Not contributory	1970-1980
HO322	Parkville	Street	34	Burnley		176250	Contributory	1900-1915
HO322	Parkville	Street	35	Burnley		176155	Contributory	1900-1915
HO322	Parkville	Street	36	Burnley		176255	Contributory	1900-1915
HO322	Parkville	Street	37	Burnley		176160	Not contributory	1920-1925
HO322	Parkville	Street	38	Burnley		176260	Not contributory	1900-1915
HO322	Parkville	Street	40	Burnley		176265	Contributory	1900-1915
HO322	Parkville	Street	42	Burnley		176270	Contributory	1870-1880
HO322	Parkville	Street	44	Burnley		176275	Contributory	1870-1890
HO322	Parkville	Street	46	Burnley		176280	Contributory	1870-1890
HO322	Stawell	Street	138	Burnley	Shop	171535	Not contributory	1915-1925
HO322	Stawell	Street	140	Burnley	Showroom/offices	171540	Not contributory	1980-1990
HO322	Stawell	Street	142	Burnley	Showroom/offices	171545	Not contributory	1970-1980
HO322	Stawell	Street	144	Burnley	Offices	171550	Not contributory	Unknown
HO322	Stawell	Street	146	Burnley		171555	Contributory	1870-1890
HO322	Stawell	Street	148	Burnley		171560	Contributory	1870-1890
HO322	Stawell	Street	150	Burnley		171565	Contributory	1870-1890
HO322	Stawell	Street	152	Burnley		171570	Contributory	1870-1890
HO322	Stawell	Street	154	Burnley		171575	Contributory	1870-1890
HO322	Stawell	Street	156	Burnley		171580	Contributory	1870-1890
HO322	Stawell	Street	158	Burnley		171585	Contributory	1870-1890
HO322	Stawell	Street	160	Burnley	Shop & residence	171590	Not contributory	1850-1890
HO322	Stawell	Street	197	Burnley		171825	Contributory	1900-1915
HO322	Stawell	Street	199	Burnley		171820	Contributory	1900-1915
HO322	Stawell	Street	201	Burnley		171815	Individually Significant	1900-1915
HO322	Stawell	Street	203	Burnley		171810	Contributory	1900-1915
HO322	Stawell	Street	203A	Burnley		171805	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO322	Stawell	Street	205	Burnley		171800	Individually Significant	1900-1915
HO322	Stawell	Street	207	Burnley		171795	Individually Significant	1900-1915
HO322	Stawell	Street	209	Burnley		171790	Individually significant	1900-1915
HO323 - Green Street Precinct, Richmond								
HO323	Chestnut	Street	1	Cremorne		163030	Contributory	1870-1890
HO323	Chestnut	Street	3	Cremorne		163035	Contributory	1870-1890
HO323	Chestnut	Street	5	Cremorne		163040	Contributory	1870-1890
HO323	Chestnut	Street	6	Cremorne		163015	Contributory	1870-1890
HO323	Chestnut	Street	7	Cremorne		163045	Contributory	1870-1890
HO323	Chestnut	Street	8	Cremorne		163010	Contributory	1870-1890
HO323	Chestnut	Street	9	Cremorne		163050	Contributory	1870-1890
HO323	Chestnut	Street	10	Cremorne		163005	Contributory	1870-1890
HO323	Chestnut	Street	11	Cremorne		163050	Contributory	1870-1890
HO323	Chestnut	Street	12	Cremorne		163000	Contributory	1850-1890
HO323	Chestnut	Street	13	Cremorne		163055	Contributory	1860-1880
HO323	Chestnut	Street	14	Cremorne		162995	Not contributory	Unknown
HO323	Chestnut	Street	15	Cremorne		163060	Contributory	1860-1880
HO323	Chestnut	Street	16	Cremorne		162990	Contributory	1850-1890
HO323	Chestnut	Street	17	Cremorne		163065	Contributory	1860-1880
HO323	Chestnut	Street	18	Cremorne		162985	Contributory	1860-1880
HO323	Chestnut	Street	19	Cremorne		163070	Contributory	1870-1890
HO323	Chestnut	Street	20	Cremorne		162980	Contributory	1870-1890
HO323	Chestnut	Street	21	Cremorne		163075	Not contributory	Unknown
HO323	Chestnut	Street	22	Cremorne		162975	Not contributory	1850-1890
HO323	Chestnut	Street	23	Cremorne		163080	Contributory	1870-1890
HO323	Chestnut	Street	24	Cremorne		162970	Contributory	1870-1890
HO323	Chestnut	Street	25	Cremorne		163085	Not contributory	1850-1890
HO323	Chestnut	Street	27	Cremorne		163090	Contributory	1870-1890
HO323	Chestnut	Street	28	Cremorne		162965	Contributory	1850-1890
HO323	Chestnut	Street	29	Cremorne		163095	Contributory	1850-1890
HO323	Chestnut	Street	30	Cremorne		162960	Contributory	1850-1890
HO323	Chestnut	Street	31	Cremorne		163100	Contributory	1870-1890
HO323	Chestnut	Street	32	Cremorne		162955	Contributory	1850-1890
HO323	Chestnut	Street	33	Cremorne		163105	Contributory	1850-1890
HO323	Chestnut	Street	34	Cremorne		162950	Contributory	1870-1890
HO323	Chestnut	Street	35	Cremorne		163110	Contributory	1870-1890
HO323	Chestnut	Street	36	Cremorne		162945	Contributory	1870-1890
HO323	Chestnut	Street	37	Cremorne		163115	Not contributory	Unknown
HO323	Chestnut	Street	38	Cremorne		162940	Contributory	1870-1890
HO323	Chestnut	Street	39	Cremorne		163120	Contributory	1870-1890
HO323	Chestnut	Street	40	Cremorne		162935	Contributory	1870-1890
HO323	Chestnut	Street	41	Cremorne		163125	Contributory	1870-1890
HO323	Chestnut	Street	42	Cremorne		162930	Contributory	1850-1890
HO323	Chestnut	Street	43	Cremorne		163130	Contributory	1870-1890
HO323	Chestnut	Street	44	Cremorne		162925	Contributory	1870-1890
HO323	Chestnut	Street	45	Cremorne		163135	Contributory	1870-1890
HO323	Chestnut	Street	46	Cremorne		162920	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO323	Chestnut	Street	47	Cremorne		163140	Contributory	1870-1890
HO323	Chestnut	Street	48	Cremorne		331450	Not contributory	2000-2010
HO323	Chestnut	Street	50	Cremorne		331440	Contributory	1870-1890
HO323	Dunn	Street	7	Cremorne		291830	Contributory	1850-1890?
HO323	Dunn	Street	9	Cremorne		291835	Not contributory	Unknown
HO323	Dunn	Street	10	Cremorne		163705	Contributory	1870-1890
HO323	Green	Street	1	Cremorne	Office	339390	Not contributory	2000-2010
HO323	Green	Street	3	Cremorne	townhouse	339460	Not contributory	2000-2010
HO323	Green	Street	5	Cremorne		290345	Not contributory	1990-2000
HO323	Green	Street	6	Cremorne		163330	Not contributory	1915-1925
HO323	Green	Street	7	Cremorne		163340	Contributory	1900-1915
HO323	Green	Street	8	Cremorne		163325	Not contributory	1915-1925
HO323	Green	Street	9	Cremorne		163345	Contributory	1870-1900
HO323	Green	Street	10	Cremorne		163320	Contributory	1860-1880
HO323	Green	Street	11	Cremorne		163350	Contributory	1900-1915
HO323	Green	Street	12	Cremorne		163315	Contributory	1860-1880
HO323	Green	Street	14	Cremorne		163310	Not contributory	1970-1980
HO323	Green	Street	16	Cremorne		163305	Individually Significant	1860-1880
HO323	Green	Street	17	Cremorne		163355	Contributory	1860-1880
HO323	Green	Street	18	Cremorne		163300	Contributory	1860-1880
HO323	Green	Street	19	Cremorne		163360	Contributory	1860-1880
HO323	Green	Street	20-22	Cremorne	Shop & residence	163295	Contributory	1860-1880
HO323	Green	Street	21	Cremorne		163365	Contributory	1860-1880
HO323	Green	Street	23	Cremorne		349480	Not contributory	2005
HO323	Green	Street	24	Cremorne		163290	Contributory	1870-1890
HO323	Green	Street	25	Cremorne		163375	Not contributory	1970-1980
HO323	Green	Street	26	Cremorne		163285	Contributory	1870-1890
HO323	Green	Street	28	Cremorne		163280	Contributory	1870-1890
HO323	Green	Street	29	Cremorne		163380	Not contributory	1970-1980
HO323	Green	Street	30	Cremorne		163275	Contributory	1850-1890
HO323	Green	Street	31	Cremorne		163385	Not contributory	1970-1980
HO323	Green	Street	32	Cremorne		163270	Contributory	1870-1890
HO323	Green	Street	33	Cremorne	Shop & residence?	163390	Contributory	1900-1915
HO323	Green	Street	34	Cremorne		163265	Contributory	1870-1890
HO323	Green	Street	35	Cremorne	Shop & residence	163395	Contributory	1900-1915
HO323	Green	Street	36	Cremorne		163260	Contributory	1870-1890
HO323	Green	Street	37A	Cremorne	Units	291850	Not contributory	1980-1990
HO323	Green	Street	37B	Cremorne	Units	291855	Not contributory	1980-1990
HO323	Green	Street	38	Cremorne		163255	Contributory	1870-1890
HO323	Green	Street	39	Cremorne		163405	Contributory	1870-1890
HO323	Green	Street	40	Cremorne		163250	Contributory	1870-1890
HO323	Green	Street	41	Cremorne		163410	Contributory	1870-1890
HO323	Green	Street	42	Cremorne		163245	Contributory	1850-1890
HO323	Green	Street	43A	Cremorne		335550	Contributory	1870-1890
HO323	Green	Street	43B	Cremorne		335540	Contributory	1870-1890
HO323	Green	Street	45	Cremorne		163420	Contributory	1870-1890
HO323	Green	Street	46	Cremorne	Townhouse	163240	Not contributory	1999
HO323	Green	Street	47	Cremorne		163425	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO323	Green	Street	48	Cremorne		163235	Contributory	1870-1890
HO323	Green	Street	49	Cremorne		163430	Not contributory	1980-1990
HO323	Green	Street	51	Cremorne		163435	Not contributory	1960-1970
HO323	Green	Street	52	Cremorne		163230	Contributory	1870-1890
HO323	Green	Street	53	Cremorne		163440	Contributory	1870-1890
HO323	Green	Street	54	Cremorne		163225	Contributory	1870-1890
HO323	Green	Street	55	Cremorne		163445	Contributory	1850-1890
HO323	Green	Street	56	Cremorne		163220	Contributory	1850-1890
HO323	Green	Street	57	Cremorne		163450	Not contributory	1870-1890
HO323	Green	Street	59	Cremorne		163455	Contributory	1870-1890
HO323	Green	Street	60	Cremorne		163215	Contributory	1870-1890
HO323	Green	Street	61	Cremorne		163460	Contributory	1870-1890
HO323	Green	Street	62	Cremorne		163210	Individually Significant	1860-1880
HO323	Green	Street	63	Cremorne		163465	Contributory	1870-1890
HO323	Green	Street	64	Cremorne		163205	Individually Significant	1860-1880
HO323	Green	Street	65	Cremorne		163470	Contributory	1850-1890
HO323	Green	Street	66	Cremorne		163200	Contributory	1870-1890
HO323	Green	Street	67	Cremorne		163475	Contributory	1870-1890
HO323	Green	Street	69	Cremorne		163480	Contributory	1870-1890
HO323	Green	Street	73	Cremorne		163485	Contributory	1900-1915
HO323	Railway	Crescent	30	Cremorne	Townhouses	290350	Not contributory	1990-2000
HO323	White	Street	11-15	Cremorne	Park	163640	Not contributory	Unknown
HO323	White	Street	16	Cremorne		163635	Contributory	1870-1890
HO323	White	Street	18	Cremorne		163630	Contributory	1870-1890
HO323	White	Street	20	Cremorne		163625	Contributory	1870-1890
HO323	White	Street	22	Cremorne		163620	Contributory	1850-1890
HO323	White	Street	23	Cremorne		163650	Individually Significant	1870-1890
HO323	White	Street	24	Cremorne		163615	Contributory	1850-1890
HO323	White	Street	25	Cremorne		163655	Individually Significant	1870-1890
HO323	White	Street	26	Cremorne		163610	Contributory	1870-1890
HO323	White	Street	27	Cremorne		163660	Individually Significant	1850-1890
HO323	White	Street	28	Cremorne		163605	Contributory	1870-1890
HO323	White	Street	29	Cremorne		163665	Individually Significant	1870-1890
HO323	White	Street	30	Cremorne		163600	Contributory	1870-1890
HO323	White	Street	31	Cremorne		163670	Individually Significant	1870-1890
HO323	White	Street	33	Cremorne		163675	Individually Significant	1870-1890
HO323	White	Street	35	Cremorne		163680	Individually Significant	1870-1890
HO323	White	Street	37	Cremorne		163685	Individually Significant	1850-1890
HO323	White	Street	39	Cremorne		163690	Individually Significant	1870-1890
HO323	White	Street	41	Cremorne	Shop & residence, park terrace	163695	Individually significant	1870-1890
HO324 - Johnston Street Precinct, Collingwood								
HO324	Bedford	Street	1	Collingwood		120490	Contributory	1850-1890
HO324	Bedford	Street	2	Collingwood	Factory	120615	Not contributory	1930-1940
HO324	Bedford	Street	3	Collingwood	Boot Factory, former	120495	Contributory	1880-1900?
HO324	Bedford	Street	4	Collingwood	Factory/warehouse /Caretaker's residences	285165	Not contributory	2000-2010
HO324	Bedford	Street	5	Collingwood	Saddle Factory, former	120500	Contributory	1880-1890
HO324	Bedford	Street	6-8	Collingwood	Factory	120480	Not contributory	1930-50?

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO324	Bedford	Street	7	Collingwood		120505	Not contributory	2000-2010
HO324	Bedford	Street	9	Collingwood		120505	Not contributory	2000-2010
HO324	Bedford	Street	11	Collingwood		120510	Contributory	1925-1930
HO324	Bedford	Street	13	Collingwood		120515	Contributory	1925-1930
HO324	Campbell	Street	114 -116	Collingwood	Bourke & Cooke boot factory	123415	Contributory	1920
HO324	Campbell	Street	118	Collingwood	Car park	123415	Not contributory	Unknown
HO324	Campbell	Street	127A	Collingwood	House	123235	Contributory	1910-1920
HO324	Campbell	Street	129	Collingwood	House	123230	Contributory	1870-1890
HO324	Campbell	Street	131	Collingwood	House	123225	Contributory	1870-1890
HO324	Campbell	Street	133	Collingwood	House	123220	Contributory	1910-1920
HO324	Harmsworth	Street	59A	Collingwood		123630	Individually Significant	1860-1880
HO324	Harmsworth	Street	63	Collingwood	factory	123625	Contributory	1915-1925
HO324	Harmsworth	Street	65-67	Collingwood	Factory/warehouse	123620	Contributory	1915-1925
HO324	Harmsworth	Street	69	Collingwood		123615	Contributory	1860-1880
HO324	Harmsworth	Street	71	Collingwood		123610	Contributory	1860-1880
HO324	Harmsworth	Street	73	Collingwood	Factory	123600	Contributory	1915-1925
HO324	Harmsworth	Street	75-77	Collingwood	Workshop	123605	Not contributory	1960-1970
HO324	Johnston	Street	2	Collingwood	Shop	121340	Contributory	1900-1915
HO324	Johnston	Street	4-6	Collingwood	Factory	121335	Not contributory	1940-1955
HO324	Johnston	Street	5	Collingwood	Shop & residence	120635	Contributory	1880-1890
HO324	Johnston	Street	7	Collingwood	Shop & residence	120640	Contributory	1880-1890
HO324	Johnston	Street	8-10	Collingwood	Belmont	121330	Victorian Heritage Register	1850-1880
HO324	Johnston	Street	9	Collingwood	Shop & residence	120645	Contributory	1880-1890
HO324	Johnston	Street	11	Collingwood	Shop & residence	120650	Contributory	1880-1890
HO324	Johnston	Street	12-14	Collingwood	Metropolitan Gas Company Depot or Office and Show Rooms	121325	Individually Significant	1939 (earlier rear)
HO324	Johnston	Street	15	Collingwood	Shop & residence	120655	Contributory	1850-1870
HO324	Johnston	Street	16	Collingwood	Factory/workshop	121320	Not contributory	1950-1960
HO324	Johnston	Street	17	Collingwood	Shop & residence	120660	Contributory	1880-1890
HO324	Johnston	Street	19-21	Collingwood	Offices	120665	Not contributory	1960-1970
HO324	Johnston	Street	20	Collingwood	Shop & residence	121315	Contributory	1850-1890
HO324	Johnston	Street	23A-25A	Collingwood	Gregory Steel Products Pty Ltd. Engineering workshop complex, part	285910	Individually Significant	1939
HO324	Johnston	Street	24	Collingwood	offices	121310	Not contributory	1980-1990
HO324	Johnston	Street	27-29	Collingwood	Gregory Steel Products Pty Ltd. Engineering workshop complex, part	120680	Individually Significant	1941
HO324	Johnston	Street	28-30	Collingwood	Garage	121305	Not contributory	1960-1970
HO324	Johnston	Street	31-33	Collingwood	Shops & office façade, (see also Court House Hotel)	120685	Individually Significant	1954, 1860s
HO324	Johnston	Street	31-33 (rear)	Collingwood	Court House Hotel, later part Gregory Steel Products Pty Ltd. engineering workshop complex	120685	Contributory	1860-1880
HO324	Johnston	Street	32	Collingwood	Jim's (Greek) Tavern	121300	Contributory	1900-1915
HO324	Johnston	Street	34	Collingwood	Keeá Buildings	121295	Contributory	1880-1890
HO324	Johnston	Street	35-63	Collingwood	Collingwood Technical School complex, later Collingwood TAFE	120710	Individually Significant	1913, 1923, 1938, 1948-9,
HO324	Johnston	Street	35-63 (mural)	Collingwood	Keith Haring mural, east wall Main Building, Collingwood Technical School complex	120710	Victorian Heritage Register	1984
HO324	Johnston	Street	36	Collingwood	Keeá Buildings	121290	Contributory	1880-1890
HO324	Johnston	Street	38	Collingwood		121285	Contributory	1880-1900
HO324	Johnston	Street	40	Collingwood	Council Club hotel, former	121275	Contributory	1850-1890
HO324	Johnston	Street	44-52		Collingwood	121270	Not contributory	1960-1970
HO324	Johnston	Street	54	Collingwood	Shop & residence	121265	Contributory	1900-1915
HO324	Johnston	Street	56	Collingwood	Shop & residence	319010	Contributory	1900-1915
HO324	Johnston	Street	60-62	Collingwood	Vacant site	319020	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO324	Johnston	Street	64	Collingwood	Collingwood Workingmen's Club, former	121255	Contributory	1850-1890
HO324	Johnston	Street	66	Collingwood	Shop & residence	121250	Contributory	1900-1915
HO324	Johnston	Street	66A	Collingwood	Shop & residence	121245	Contributory	1900-1915
HO324	Johnston	Street	67	Collingwood	Ivanhoe Hotel, former (now The Tote)	120715	Individually Significant	1850-1890
HO324	Johnston	Street	68	Collingwood	Shop & residence	121240	Contributory	1884
HO324	Johnston	Street	72	Collingwood	Shop & residence	121235	Contributory	1850-1890
HO324	Johnston	Street	73	Collingwood		120720	Contributory	1900-1915
HO324	Johnston	Street	74	Collingwood	Shop & residence	121230	Contributory	1850-1890
HO324	Johnston	Street	75	Collingwood		120725	Contributory	1850-1890
HO324	Johnston	Street	76	Collingwood	Shop & residence	121225	Contributory	1850-1890
HO324	Johnston	Street	77	Collingwood		120730	Contributory	1850-1890
HO324	Johnston	Street	78	Collingwood	Shop & residence	121220	Contributory	1850-1890
HO324	Johnston	Street	79	Collingwood	Shop & residence	120735	Contributory	1850-1890
HO324	Johnston	Street	80-90	Collingwood	Factory & yard	121215	Not contributory	1930-1940
HO324	Johnston	Street	81	Collingwood	Shop & residence	120740	Contributory	1850-1890
HO324	Johnston	Street	83	Collingwood	Shop & residence	120745	Contributory	1850-1890
HO324	Johnston	Street	85	Collingwood	Shop & residence	120750	Contributory	1850-1890
HO324	Johnston	Street	85-87	Collingwood	Shop & residence	120750	Contributory	1850-1890
HO324	Johnston	Street	86	Collingwood	Shops & residence	121215	Contributory	1850-1890
HO324	Johnston	Street	87	Collingwood	Shop & residence	243355	Contributory	1850-1890
HO324	Johnston	Street	89	Collingwood	Shop & residence	120755	Contributory	1850-1890
HO324	Johnston	Street	91	Collingwood	Shop & residence	120760	Contributory	1850-1890
HO324	Johnston	Street	92	Collingwood	Shop & residence	121210	Contributory	1850-1890
HO324	Johnston	Street	93	Collingwood	Shop & residence	120765	Contributory	1880-1890
HO324	Johnston	Street	94	Collingwood	Shop & residence	121210	Contributory	1850-1890
HO324	Johnston	Street	95	Collingwood	Shop & residence	120770	Contributory	1850-1890
HO324	Johnston	Street	96	Collingwood	Shop & residence	121205	Contributory	1850-1890
HO324	Johnston	Street	97	Collingwood	Shop & residence	121205	Contributory	1850-1890
HO324	Johnston	Street	98	Collingwood		121200	Contributory	1850-1890
HO324	Johnston	Street	99	Collingwood	Shop & residence	120780	Contributory	1880-1890
HO324	Johnston	Street	100	Collingwood		121195	Contributory	1850-1890
HO324	Johnston	Street	101	Collingwood	Shop & residence	120785	Contributory	1880-1890
HO324	Johnston	Street	102	Collingwood		121190	Contributory	1850-1890
HO324	Johnston	Street	103	Collingwood	Shop & residence	120790	Contributory	1880-1890
HO324	Johnston	Street	104	Collingwood	Shop	121185	Contributory	1900-1915
HO324	Johnston	Street	105	Collingwood	Shop	120795	Contributory	1900-1915
HO324	Johnston	Street	106	Collingwood		121180	Contributory	1900-1915
HO324	Johnston	Street	107	Collingwood	Shop	120800	Contributory	1900-1915
HO324	Johnston	Street	108-114	Collingwood	Factory/Showroom	121175	Not contributory	1970-1980
HO324	Johnston	Street	109	Collingwood		120805	Contributory	1900-1915
HO324	Johnston	Street	111	Collingwood		120810	Contributory	1890-1900
HO324	Johnston	Street	113	Collingwood		120815	Contributory	1900-1915
HO324	Johnston	Street	115	Collingwood	Calloway Arms	120820	Individually Significant	1888
HO324	Johnston	Street	116	Collingwood	Factory	121170	Not contributory	1915-1925
HO324	Johnston	Street	117	Collingwood	Calloway Arms	120825	Individually Significant	1888
HO324	Johnston	Street	119	Collingwood	Shop & residence	120830	Individually Significant	1900-1915
HO324	Johnston	Street	119A	Collingwood	Shop & residence	120835	Individually Significant	1900-1915
HO324	Johnston	Street	121-123	Collingwood	Shop	120840	Not contributory	1970-1980

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO324	Johnston	Street	122	Collingwood	Factory/office?	121165	Not contributory	1925-1930
HO324	Johnston	Street	123-121	Collingwood	Shop	120840	Not contributory	1970-1980
HO324	Johnston	Street	124	Collingwood		121160	Contributory	1880-1900
HO324	Johnston	Street	125	Collingwood	Bendigo Hotel	120845	Individually Significant	1911
HO324	Johnston	Street	126	Collingwood	Factory/warehouse	121160	Not contributory	1880-1910
HO324	Johnston	Street	128	Collingwood	Factory/warehouse yard	121160	Not contributory	Unknown
HO324	Johnston	Street	130	Collingwood		121155	Not contributory	1950-1960
HO324	Johnston	Street	132	Collingwood		121150	Not contributory	1900-1915?
HO324	Johnston	Street	133	Collingwood	Shop & residence	120850	Contributory	1850-1890
HO324	Johnston	Street	134	Collingwood	Shop & residence	121145	Contributory	1850-1890
HO324	Johnston	Street	135	Collingwood	Shop & residence	120850	Contributory	1850-1890
HO324	Johnston	Street	136	Collingwood	Shop & residence	121140	Contributory	1850-1890
HO324	Johnston	Street	137	Collingwood	G Mateer's Victoria Bakery, part	120855	Individually Significant	1880-1890
HO324	Johnston	Street	138	Collingwood	Shop	121135	Contributory	1850-1890
HO324	Johnston	Street	139	Collingwood	G Mateer's Victoria Bakery, part	120855	Individually Significant	1888
HO324	Johnston	Street	140	Collingwood		121130	Contributory	1900-1915
HO324	Johnston	Street	140A	Collingwood	Shop & residence	121125	Contributory	1900-1915
HO324	Johnston	Street	141	Collingwood		120860	Contributory	1900-1915
HO324	Johnston	Street	142	Collingwood	Shop & residence	121120	Contributory	1880-1910?
HO324	Johnston	Street	143	Collingwood	Shop & residence	120865	Not contributory	1930-1940
HO324	Johnston	Street	144	Collingwood		121115	Contributory	1880-1910?
HO324	Johnston	Street	145	Collingwood	Shop & residence	120870	Not contributory	1950-1960
HO324	Johnston	Street	146	Collingwood	Shop & residence	121110	Individually Significant	1915
HO324	Johnston	Street	147	Collingwood	Shop & residence	120875	Contributory	1850-1890
HO324	Johnston	Street	148	Collingwood	Shop & residence, former John Wren 'tote' site	121110	Individually Significant	1915
HO324	Johnston	Street	150	Collingwood	Shop & residence	121105	Contributory	1850-1890?
HO324	Johnston	Street	151	Collingwood	Williams' Buildings, shop & residence	120885	Individually Significant	1895
HO324	Johnston	Street	152	Collingwood	Shop & residence	121100	Contributory	1850-1890
HO324	Johnston	Street	153	Collingwood	Williams' Buildings, shop & residence	120890	Individually Significant	1895
HO324	Johnston	Street	153B	Collingwood	Williams' Buildings, shop & residence	120890	Individually Significant	1895
HO324	Johnston	Street	154	Collingwood	Shop & residence	121095	Contributory	1850-1890
HO324	Johnston	Street	156	Collingwood	Shop & residence	121090	Contributory	1850-1890
HO324	Johnston	Street	157A	Collingwood	Williams' Buildings, shop & residence	120895	Individually Significant	1895
HO324	Johnston	Street	157B	Collingwood	Williams' Buildings, shop & residence	120895	Individually Significant	1895
HO324	Johnston	Street	158	Collingwood	Shop & residence	121085	Contributory	1850-1890
HO324	Johnston	Street	159	Collingwood	Shop & residence	120900	Contributory	1850-1890
HO324	Johnston	Street	160	Collingwood	Shop & residence	121080	Contributory	1915-1925
HO324	Johnston	Street	161	Collingwood	Shop & residence	120905	Contributory	1850-1890
HO324	Johnston	Street	162	Collingwood	Shop & residence	338830	Contributory	1915-1925
HO324	Johnston	Street	163	Collingwood		120910	Contributory	1850-1890
HO324	Johnston	Street	164	Collingwood	WJ Edwards 1883	121075	Individually Significant	1883
HO324	Johnston	Street	165	Collingwood	Shop & residence	120915	Contributory	1850-1890
HO324	Johnston	Street	166	Collingwood	WJ Edwards 1883	121075	Individually Significant	1883
HO324	Johnston	Street	167	Collingwood	Shop & residence	120920	Contributory	1850-1890
HO324	Johnston	Street	168	Collingwood	Shop	121075	Not contributory	1930-1940
HO324	Johnston	Street	169	Collingwood	Shop & residence	120925	Contributory	1890
HO324	Johnston	Street	170-176	Collingwood	Factory	121075	Not contributory	1960-1970
HO324	Johnston	Street	171	Collingwood	Shop & residence	120930	Contributory	1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO324	Johnston	Street	173	Collingwood	Shop & residence	120935	Contributory	1890
HO324	Johnston	Street	174	Collingwood	Shop & residence	121070	Contributory	1900-1915
HO324	Johnston	Street	175	Collingwood	Gold Star Bakery, Shop & residence	120940	Contributory	1890
HO324	Johnston	Street	176	Collingwood	Shop & residence	260770	Contributory	1900-1915
HO324	Johnston	Street	177-181	Collingwood	City Hotel, former, now Barley Corn Café	120945	Contributory	1860-1890
HO324	Johnston	Street	178	Collingwood	Trevena Buildings, shop & residence	121065	Individually Significant	1900-1915
HO324	Johnston	Street	180	Collingwood	Trevena Buildings, shop & residence	121060	Individually Significant	1900-1915
HO324	Johnston	Street	183	Collingwood	Shop & residence	120950	Contributory	1850-1890
HO324	Johnston	Street	184-186	Collingwood	Garage or factory?	121055	Not contributory	1930-1950?
HO324	Johnston	Street	185	Collingwood	Shop & residence	120950	Contributory	1850-1890
HO324	Johnston	Street	187	Collingwood	Shop & residence	120955	Contributory	1886
HO324	Johnston	Street	188-190	Collingwood		121050	Contributory	1915?
HO324	Johnston	Street	189	Collingwood	Shop	120960	Not contributory	1930-1940
HO324	Johnston	Street	192 -194	Collingwood	Offices	121045	Not contributory	1980-1990
HO324	Johnston	Street	193	Collingwood	Shop & residence	120965	Contributory	1900-1915
HO324	Johnston	Street	195	Collingwood	Shop & residence	120970	Contributory	1900-1915
HO324	Johnston	Street	196	Collingwood	Offices, showroom?	121040	Not contributory	1960-1970
HO324	Johnston	Street	197	Collingwood	Shop & residence	120975	Contributory	1900-1915
HO324	Johnston	Street	199	Collingwood	Shop & residence	120980	Contributory	1880-1890
HO324	Johnston	Street	200-202	Collingwood	Austral Theatre, later Austral Picture Theatre	121035	Individually Significant	1921
HO324	Johnston	Street	201	Collingwood	Shop & residence	120980	Contributory	1880-1890
HO324	Johnston	Street	203	Collingwood	Shop & residence	120985	Contributory	1880-1890
HO324	Johnston	Street	204-206	Collingwood	Office and warehouse	121030	Not contributory	1960-1970
HO324	Johnston	Street	205	Collingwood	Shop & residence	120990	Contributory	1880-1890
HO324	Johnston	Street	207	Collingwood	Shop & residence	120995	Contributory	1880-1890
HO324	Johnston	Street	207-209	Collingwood	Shop & residence	121000	Contributory	1880-1890
HO324	Johnston	Street	208	Collingwood	Shop & residence	121025	Individually Significant	1900-1915
HO324	Johnston	Street	210	Collingwood	Westwood House	121020	Contributory	1880-1890
HO324	Johnston	Street	212-218	Collingwood	Showroom/offices	121015	Not contributory	1960-1970
HO324	Johnston	Street	220	Collingwood	Cumberland House, shop & residences	121010	Contributory	1870-1890
HO324	Johnston	Street	222-230	Collingwood	Offices/Showroom/Factory	121005	Not contributory	1960-1970
HO324	Palmer	Street	52A	Collingwood		123575	Contributory	1850-1890
HO324	Palmer	Street	54	Collingwood		291665	Contributory	1850-1890
HO324	Palmer	Street	56	Collingwood		123580	Contributory	1850-1890
HO324	Palmer	Street	58-60	Collingwood		123585	Contributory	1900-1915
HO324	Palmer	Street	62	Collingwood	Factory?	123590	Not contributory	1930-1940
HO324	Palmer	Street	68	Collingwood		123595	Not contributory	Unknown
HO324	Palmer	Street	69	Collingwood	House	123435	Contributory	1870-1880
HO324	Palmer	Street	71	Collingwood	House	123430	Contributory	1870-1880
HO324	Palmer	Street	73	Collingwood	House	123425	Contributory	1890-1900
HO324	Palmer	Street	75	Collingwood	Coach Factory	123425	Contributory	1925-1935
HO324	Palmer	Street	77	Collingwood	House	139160	Not contributory	1980-2000
HO324	Palmer	Street	79	Collingwood	House	139165	Not contributory	1980-2000
HO324	Palmer	Street	81	Collingwood	House	139170	Not contributory	1980-2000
HO324	Perry	Street	6	Collingwood	Factory/warehouse	271280	Not contributory	1930-1940?
HO324	Perry	Street	10	Collingwood	Factory/warehouse (Gregory Steel Products P/L part)	120475	Contributory	1915-1935
HO324	Sydney	Street	62	Collingwood	Townhouse	138800	Not contributory	1980-1990
HO324	Wellington	Street	278	Collingwood	Shop & residence	122545	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO324	Wellington	Street	280	Collingwood	Shop & residence	122550	Contributory	1850-1890
HO324	Wellington	Street	282	Collingwood	Shop & residence	122555	Contributory	1850-1890
HO324	Wellington	Street	284	Collingwood	Shop & residence	122560	Contributory	1850-1890
HO324	Wellington	Street	286 (-288)	Collingwood	Shop & residence	122565	Contributory	1850-1890
HO324	Wellington	Street	290	Collingwood	Shop & residence	122570	Contributory	1850-1880
HO324	Wellington	Street	292	Collingwood	Shops, offices	122570	Not contributory	Unknown
HO324	Wellington	Street	296	Collingwood		122580	Not contributory	1880-1940?
HO324	Wellington	Street	298	Collingwood		122585	Not contributory	1850-1890
HO325 - Kennedy Street Precinct, Richmond								
HO325	Cole	Street	1	Richmond		151630	Contributory	1925-1930
HO325	Cole	Street	2	Richmond		151665	Contributory	1925-1930
HO325	Cole	Street	3	Richmond		151635	Contributory	1925-1930
HO325	Cole	Street	4	Richmond		151660	Contributory	1925-1930
HO325	Cole	Street	5	Richmond		151640	Contributory	1925-1930
HO325	Cole	Street	6	Richmond		151655	Contributory	1925-1930
HO325	Cole	Street	7	Richmond		151645	Contributory	1925-1930
HO325	Cole	Street	8	Richmond		151650	Contributory	1925-1930
HO325	Hollick	Street	1	Richmond		151670	Contributory	1915-1925
HO325	Hollick	Street	2	Richmond		151710	Contributory	1915-1925
HO325	Hollick	Street	3	Richmond		151675	Contributory	1915-1925
HO325	Hollick	Street	4	Richmond		151705	Contributory	1915-1925
HO325	Hollick	Street	5	Richmond		151680	Contributory	1915-1925
HO325	Hollick	Street	6	Richmond		151700	Contributory	1915-1925
HO325	Hollick	Street	7	Richmond		151685	Contributory	1915-1925
HO325	Hollick	Street	8	Richmond		151695	Contributory	1915-1925
HO325	Hollick	Street	10	Richmond		151690	Contributory	1915-1925
HO325	Johnson	Street	1	Richmond		151585	Contributory	1915-1925
HO325	Johnson	Street	3	Richmond		151580	Contributory	1915-1925
HO325	Johnson	Street	5	Richmond		151575	Contributory	1915-1925
HO325	Johnson	Street	7	Richmond		151570	Contributory	1915-1925
HO325	Johnson	Street	9	Richmond		151565	Contributory	1915-1925
HO325	Johnson	Street	11	Richmond		151560	Contributory	1915-1925
HO325	Johnson	Street	13	Richmond		151555	Contributory	1915-1925
HO325	Johnson	Street	15	Richmond		151550	Contributory	1915-1925
HO325	Johnson	Street	17	Richmond		151545	Contributory	1915-1925
HO325	Johnson	Street	19	Richmond		151540	Contributory	1915-1925
HO325	Johnson	Street	19A	Richmond		151535	Contributory	1915-1925
HO325	Johnson	Street	21	Richmond		151530	Contributory	1915-1925
HO325	Johnson	Street	23	Richmond		151525	Contributory	1915-1925
HO325	Johnson	Street	25	Richmond		151520	Contributory	1915-1925
HO325	Johnson	Street	27	Richmond		151515	Not contributory	1915-1925
HO325	Johnson	Street	29	Richmond		151510	Contributory	1915-1925
HO325	Johnson	Street	31	Richmond		151505	Contributory	1915-1925
HO325	Johnson	Street	33	Richmond		151500	Not contributory	2000-2010
HO325	Johnson	Street	35	Richmond		151495	Contributory	1915-1925
HO325	Johnson	Street	37	Richmond		151490	Contributory	1925-1930
HO325	Kennedy	Street	1	Richmond		151590	Contributory	1915-1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO325	Kennedy	Street	2	Richmond		151625	Contributory	1915-1925
HO325	Kennedy	Street	3	Richmond		151595	Contributory	1915-1925
HO325	Kennedy	Street	4	Richmond		151620	Contributory	1915-1925
HO325	Kennedy	Street	5	Richmond		151600	Contributory	1915-1925
HO325	Kennedy	Street	6	Richmond		151615	Contributory	1915-1925
HO325	Kennedy	Street	7	Richmond		151605	Contributory	1925-1930
HO325	Kennedy	Street	8	Richmond		151610	Contributory	1925-1930
HO326 - North Carlton Precinct								
HO326	Amess	Street	9	Carlton North		203955	Contributory	1900-1915
HO326	Amess	Street	9A	Carlton North	Stable, former?	203950	Contributory	1850-1890?
HO326	Amess	Street	12	Carlton North		205040	Contributory	1900-1915
HO326	Amess	Street	13	Carlton North	Enstone Cottage	203960	Contributory	1870-1890
HO326	Amess	Street	14	Carlton North		205035	Contributory	1870-1890
HO326	Amess	Street	15	Carlton North	Allendale	203965	Contributory	1870-1890
HO326	Amess	Street	16	Carlton North	Glen Cottage	205030	Contributory	1870-1890
HO326	Amess	Street	17	Carlton North		203970	Contributory	1870-1890
HO326	Amess	Street	18	Carlton North	Townhouse	205025	Not contributory	1980-1990
HO326	Amess	Street	19	Carlton North		203975	Contributory	1900-1915
HO326	Amess	Street	20	Carlton North	Slico Cottage	205020	Contributory	1870-1890
HO326	Amess	Street	21	Carlton North	Shop	203980	Contributory	1900-1915
HO326	Amess	Street	22	Carlton North	Clamorcan	205015	Contributory	1870-1890
HO326	Amess	Street	23	Carlton North		203985	Not contributory	1900-1915
HO326	Amess	Street	26	Carlton North		205010	Contributory	1870-1890
HO326	Amess	Street	27	Carlton North		203990	Not contributory	1870-1890
HO326	Amess	Street	28	Carlton North		205005	Contributory	1890-1900
HO326	Amess	Street	29	Carlton North	Melville Cottage	203995	Contributory	1870-1890
HO326	Amess	Street	30	Carlton North	Woodbine	205000	Contributory	1870-1890
HO326	Amess	Street	31	Carlton North		204000	Contributory	1870-1890
HO326	Amess	Street	32	Carlton North	Oakville	204995	Contributory	1870-1890
HO326	Amess	Street	33	Carlton North		204005	Contributory	1900-1915
HO326	Amess	Street	34	Carlton North		204990	Not contributory	1870-1890
HO326	Amess	Street	35	Carlton North		204010	Contributory	1870-1890
HO326	Amess	Street	36	Carlton North		204985	Contributory	1870-1890
HO326	Amess	Street	37	Carlton North		204015	Contributory	1870-1890
HO326	Amess	Street	38	Carlton North		204980	Contributory	1870-1890
HO326	Amess	Street	39	Carlton North		204020	Contributory	1870-1890
HO326	Amess	Street	40	Carlton North		204975	Contributory	1870-1890
HO326	Amess	Street	41	Carlton North		204025	Contributory	1870-1890
HO326	Amess	Street	42	Carlton North		204970	Individually Significant	1900-1915
HO326	Amess	Street	43	Carlton North		204030	Contributory	1870-1890
HO326	Amess	Street	44	Carlton North		204965	Contributory	1860-1880
HO326	Amess	Street	45	Carlton North	Honora Cottage	204035	Contributory	1870-1890
HO326	Amess	Street	47	Carlton North		204040	Contributory	1870-1890
HO326	Amess	Street	48	Carlton North		204960	Contributory	1900-1915
HO326	Amess	Street	50	Carlton North		204955	Contributory	1900-1915
HO326	Amess	Street	52	Carlton North		204950	Contributory	1900-1915
HO326	Amess	Street	54	Carlton North		204945	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Amess	Street	58	Carlton North		204940	Contributory	1870-1890
HO326	Amess	Street	60-62	Carlton North	Louisville, also Talmud Torah Hascola, later Carlton RSL Memorial Hall	204935	Individually Significant	1870-1890
HO326	Amess	Street	64	Carlton North	Shop & residence	204930	Contributory	1870-1890
HO326	Amess	Street	68	Carlton North		204925	Contributory	1870-1890
HO326	Amess	Street	70	Carlton North		204920	Contributory	1870-1890
HO326	Amess	Street	72	Carlton North		204915	Contributory	1870-1890
HO326	Amess	Street	73	Carlton North		204045	Individually Significant	1900-1915
HO326	Amess	Street	74	Carlton North	Araglin	204910	Contributory	1870-1890
HO326	Amess	Street	75	Carlton North		204050	Contributory	1870-1890
HO326	Amess	Street	76	Carlton North		204905	Contributory	1870-1890
HO326	Amess	Street	78	Carlton North	Grantown Cottage	204900	Contributory	1870-1890
HO326	Amess	Street	79	Carlton North		204055	Contributory	1870-1890
HO326	Amess	Street	80	Carlton North		204895	Contributory	1870-1890
HO326	Amess	Street	81	Carlton North		204060	Contributory	1870-1890
HO326	Amess	Street	82	Carlton North		204890	Contributory	1870-1890
HO326	Amess	Street	83	Carlton North	John Villa	204065	Contributory	1870-1890
HO326	Amess	Street	84	Carlton North	Townhouse	204885	Not contributory	1980-1990
HO326	Amess	Street	85	Carlton North		204070	Contributory	1870-1890
HO326	Amess	Street	87	Carlton North	Jane Villa	204075	Contributory	1870-1890
HO326	Amess	Street	89	Carlton North	Medic	204080	Contributory	1900-1915
HO326	Amess	Street	90 part (88-92)	Carlton North	Townhouse	204880	Not contributory	1980-1990
HO326	Amess	Street	91	Carlton North	Suevic	204085	Contributory	1900-1915
HO326	Amess	Street	93	Carlton North	Afric	204090	Contributory	1900-1915
HO326	Amess	Street	94	Carlton North		204875	Contributory	1870-1890
HO326	Amess	Street	95	Carlton North	Runic	204095	Contributory	1900-1915
HO326	Amess	Street	96	Carlton North		204870	Contributory	1870-1890
HO326	Amess	Street	98	Carlton North		204865	Contributory	1870-1890
HO326	Amess	Street	99	Carlton North		204100	Contributory	1870-1890
HO326	Amess	Street	100	Carlton North	Hollyport	204860	Contributory	1870-1890
HO326	Amess	Street	101	Carlton North		204105	Not contributory	1870-1890?
HO326	Amess	Street	102	Carlton North		204855	Not contributory	1870-1890
HO326	Amess	Street	104	Carlton North		204850	Contributory	1870-1890
HO326	Amess	Street	106	Carlton North		204845	Contributory	1870-1890
HO326	Amess	Street	120	Carlton North		204840	Contributory	1900-1915
HO326	Amess	Street	122	Carlton North		204835	Contributory	1900-1915
HO326	Amess	Street	124	Carlton North		204830	Contributory	1900-1915
HO326	Amess	Street	126	Carlton North		204825	Contributory	1900-1915
HO326	Amess	Street	127	Carlton North		204110	Contributory	1890-1900
HO326	Amess	Street	128	Carlton North		204820	Contributory	1900-1915
HO326	Amess	Street	129	Carlton North		204115	Contributory	1870-1890
HO326	Amess	Street	130	Carlton North		204815	Contributory	1900-1915
HO326	Amess	Street	131	Carlton North	Carlton Metropolitan Fire Station, Former	204120	Individually Significant	1880-1900
HO326	Amess	Street	132	Carlton North		204810	Not contributory	1870-1930
HO326	Amess	Street	134	Carlton North		204805	Contributory	1870-1890
HO326	Amess	Street	135	Carlton North		204125	Contributory	1900-1915
HO326	Amess	Street	136	Carlton North		204800	Contributory	1870-1890
HO326	Amess	Street	137	Carlton North		204130	Contributory	1900-1915
HO326	Amess	Street	138	Carlton North		204795	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Amess	Street	139	Carlton North		204135	Contributory	1900-1915
HO326	Amess	Street	140	Carlton North		204790	Contributory	1870-1890
HO326	Amess	Street	141	Carlton North		204140	Contributory	1870-1890
HO326	Amess	Street	142	Carlton North		204785	Contributory	1870-1890
HO326	Amess	Street	143	Carlton North		204145	Contributory	1870-1890
HO326	Amess	Street	144	Carlton North		204780	Contributory	1870-1890
HO326	Amess	Street	145	Carlton North		204150	Contributory	1870-1890
HO326	Amess	Street	146	Carlton North	Horace Cottage	204775	Contributory	1870-1890
HO326	Amess	Street	147	Carlton North		204155	Contributory	1900-1915
HO326	Amess	Street	148	Carlton North	Olive Cottage	204770	Contributory	1870-1890
HO326	Amess	Street	149	Carlton North		204160	Contributory	1870-1890
HO326	Amess	Street	150	Carlton North	Nashville Cottage	204765	Contributory	1870-1890
HO326	Amess	Street	151	Carlton North		204165	Contributory	1870-1890
HO326	Amess	Street	152	Carlton North		204760	Not contributory	2000-2010
HO326	Amess	Street	153	Carlton North		204170	Contributory	1870-1890
HO326	Amess	Street	154	Carlton North		204755	Contributory	1870-1890
HO326	Amess	Street	155	Carlton North		204175	Contributory	1870-1890
HO326	Amess	Street	156	Carlton North		204750	Contributory	1870-1890
HO326	Amess	Street	157	Carlton North		204180	Individually Significant	1900-1915
HO326	Amess	Street	158	Carlton North		204745	Contributory	1870-1890
HO326	Amess	Street	159	Carlton North		204185	Contributory	1915-1925
HO326	Amess	Street	160	Carlton North		204740	Contributory	1870-1890
HO326	Amess	Street	161	Carlton North		204190	Contributory	1915-1925
HO326	Amess	Street	162	Carlton North		204735	Contributory	1870-1890
HO326	Amess	Street	164	Carlton North		204730	Contributory	1870-1890
HO326	Amess	Street	166	Carlton North		204725	Contributory	1870-1890
HO326	Amess	Street	168	Carlton North		204720	Contributory	1870-1890
HO326	Amess	Street	170	Carlton North		204715	Contributory	1870-1890
HO326	Amess	Street	172	Carlton North		204710	Contributory	1870-1890
HO326	Amess	Street	173	Carlton North		204195	Contributory	1900-1915
HO326	Amess	Street	174	Carlton North		204705	Contributory	1870-1890
HO326	Amess	Street	175	Carlton North		204200	Contributory	1900-1915
HO326	Amess	Street	176	Carlton North		204700	Contributory	1870-1890
HO326	Amess	Street	177	Carlton North		204205	Contributory	1900-1915
HO326	Amess	Street	178	Carlton North		204695	Contributory	1870-1890
HO326	Amess	Street	179	Carlton North		204210	Individually Significant	1900-1915
HO326	Amess	Street	180	Carlton North		204690	Contributory	1870-1890
HO326	Amess	Street	181	Carlton North		204215	Contributory	1900-1915
HO326	Amess	Street	182	Carlton North		204685	Contributory	1870-1890
HO326	Amess	Street	183	Carlton North		204220	Contributory	1870-1890
HO326	Amess	Street	184	Carlton North		204680	Contributory	1900-1915
HO326	Amess	Street	185	Carlton North		204225	Contributory	1870-1890
HO326	Amess	Street	187	Carlton North		204230	Contributory	1870-1890
HO326	Amess	Street	189	Carlton North		204235	Contributory	1900-1915
HO326	Amess	Street	190	Carlton North		204675	Contributory	1870-1890
HO326	Amess	Street	191	Carlton North		204240	Contributory	1900-1915
HO326	Amess	Street	192	Carlton North		204670	Contributory	1870-1890
HO326	Amess	Street	193	Carlton North		204245	Not contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Amess	Street	194	Carlton North		204665	Contributory	1870-1890
HO326	Amess	Street	195	Carlton North		204250	Contributory	1900-1915
HO326	Amess	Street	196	Carlton North		204660	Contributory	1900-1915
HO326	Amess	Street	197	Carlton North		285770	Not contributory	2000-2010
HO326	Amess	Street	199	Carlton North		204255	Contributory	1900-1915
HO326	Amess	Street	201	Carlton North		204260	Contributory	1900-1915
HO326	Amess	Street	202	Carlton North		204655	Contributory	1870-1890
HO326	Amess	Street	203	Carlton North	Abraham house (part duplex)	204265	Individually Significant	1938
HO326	Amess	Street	205	Carlton North	Abraham investment house (part duplex)	204270	Individually Significant	1938
HO326	Amess	Street	208	Carlton North		204650	Contributory	1870-1890
HO326	Amess	Street	210	Carlton North		204645	Contributory	1900-1915
HO326	Amess	Street	212	Carlton North		204640	Contributory	1900-1915
HO326	Amess	Street	214	Carlton North		204635	Contributory	1900-1915
HO326	Amess	Street	223	Carlton North		204275	Individually Significant	1900-1915
HO326	Amess	Street	223 (rear)	Carlton North	Streetlamp base	0	Contributory	1870-1890
HO326	Amess	Street	225	Carlton North		204280	Contributory	1900-1915
HO326	Amess	Street	227	Carlton North		204285	Contributory	1900-1915
HO326	Amess	Street	228	Carlton North		204630	Contributory	1870-1890
HO326	Amess	Street	229	Carlton North		204290	Contributory	1900-1915
HO326	Amess	Street	230	Carlton North		204625	Contributory	1870-1890
HO326	Amess	Street	231	Carlton North		204295	Contributory	1900-1915
HO326	Amess	Street	232	Carlton North		204620	Contributory	1870-1890
HO326	Amess	Street	233	Carlton North		204300	Individually Significant	1900-1915
HO326	Amess	Street	234	Carlton North		204615	Contributory	1870-1890
HO326	Amess	Street	235	Carlton North		204305	Individually Significant	1900-1915
HO326	Amess	Street	236	Carlton North		204610	Contributory	1870-1890
HO326	Amess	Street	238	Carlton North		204605	Contributory	1870-1890
HO326	Amess	Street	239	Carlton North		204310	Contributory	1900-1915
HO326	Amess	Street	240	Carlton North	Lauriston	204600	Individually Significant	1870-1890
HO326	Amess	Street	241	Carlton North		204315	Contributory	1900-1915
HO326	Amess	Street	242	Carlton North	Rosedale	204595	Individually Significant	1870-1890
HO326	Amess	Street	244	Carlton North		204590	Contributory	1870-1890
HO326	Amess	Street	245	Carlton North	Alabama	204320	Individually Significant	1870-1890
HO326	Amess	Street	246	Carlton North		204585	Contributory	1870-1890
HO326	Amess	Street	247	Carlton North	Idaho	204325	Individually Significant	1870-1890
HO326	Amess	Street	248	Carlton North		204580	Contributory	1870-1890
HO326	Amess	Street	249	Carlton North		204330	Contributory	1870-1890
HO326	Amess	Street	250	Carlton North	Lexington	204575	Contributory	1870-1890
HO326	Amess	Street	251	Carlton North		204335	Contributory	1870-1890
HO326	Amess	Street	252	Carlton North		204570	Contributory	1870-1890
HO326	Amess	Street	253	Carlton North	Melrose	204340	Contributory	1870-1890
HO326	Amess	Street	254	Carlton North		204565	Contributory	1870-1890
HO326	Amess	Street	255	Carlton North	Maumee	204345	Contributory	1870-1890
HO326	Amess	Street	256	Carlton North		204560	Contributory	1870-1890
HO326	Amess	Street	257	Carlton North		204350	Contributory	1870-1890
HO326	Amess	Street	258	Carlton North		204555	Contributory	1890-1900
HO326	Amess	Street	259	Carlton North		204355	Contributory	1870-1890
HO326	Amess	Street	260	Carlton North	Linden	204550	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Amess	Street	261	Carlton North		204360	Contributory	1870-1890
HO326	Amess	Street	261 (rear)	Carlton North	Factory/warehouse, former	289695	Contributory	1890-1910
HO326	Amess	Street	262	Carlton North		204545	Contributory	1870-1890
HO326	Amess	Street	264	Carlton North	Townhouse	275685	Not contributory	1990-2000
HO326	Amess	Street	266	Carlton North	Townhouse	275690	Not contributory	1990-2000
HO326	Amess	Street	267	Carlton North	Flats	204365	Not contributory	1925-1930?
HO326	Amess	Street	268	Carlton North		204540	Contributory	1870-1890
HO326	Amess	Street	270	Carlton North		204535	Contributory	1870-1890
HO326	Amess	Street	272	Carlton North		204530	Contributory	1870-1890
HO326	Amess	Street	274	Carlton North		204525	Contributory	1870-1890
HO326	Amess	Street	275	Carlton North		204380	Contributory	1900-1915
HO326	Amess	Street	277	Carlton North		204385	Not contributory	1950-1960
HO326	Amess	Street	278	Carlton North		204520	Contributory	1900-1915
HO326	Amess	Street	279	Carlton North		204390	Contributory	1870-1890
HO326	Amess	Street	280	Carlton North		204515	Contributory	1870-1890
HO326	Amess	Street	281	Carlton North	Stirling	204395	Contributory	1870-1890
HO326	Amess	Street	284	Carlton North		204510	Contributory	1870-1890
HO326	Amess	Street	285	Carlton North		204400	Contributory	1880-1890
HO326	Amess	Street	287	Carlton North		204405	Contributory	1870-1890
HO326	Amess	Street	288-290	Carlton North		204505	Not contributory	1925-1930
HO326	Amess	Street	289	Carlton North		204410	Contributory	1870-1890
HO326	Amess	Street	291	Carlton North		204415	Contributory	1900-1915
HO326	Amess	Street	292	Carlton North		204500	Contributory	1870-1890
HO326	Amess	Street	294	Carlton North	Shop & residence	204495	Unknown	1900-1915?
HO326	Amess	Street	295	Carlton North		204420	Contributory	1870-1890
HO326	Amess	Street	297	Carlton North		204425	Contributory	1870-1890
HO326	Amess	Street	298-296	Carlton North		204490	Not contributory	1900-1915
HO326	Amess	Street	299	Carlton North		204430	Contributory	1870-1890
HO326	Amess	Street	300	Carlton North		204485	Contributory	1870-1880
HO326	Amess	Street	301	Carlton North		204435	Contributory	1870-1890
HO326	Amess	Street	302	Carlton North		204480	Contributory	1870-1890
HO326	Amess	Street	303	Carlton North	Ashton	204440	Contributory	1870-1890
HO326	Amess	Street	304	Carlton North		204475	Contributory	1870-1890
HO326	Amess	Street	305	Carlton North	Linden	204445	Contributory	1870-1890
HO326	Amess	Street	306	Carlton North		204470	Contributory	1870-1890
HO326	Amess	Street	307	Carlton North		204450	Contributory	1900-1915
HO326	Amess	Street	308	Carlton North	Shop & residence	204465	Contributory	1870-1890
HO326	Amess	Street	310	Carlton North		204460	Not contributory	Unknown
HO326	Amess	Street	311	Carlton North		204455	Contributory	1900-1915
HO326	Birdsall	Place	1	Carlton North	Townhouse	0	Not contributory	1990-2010
HO326	Birdsall	Place	5	Carlton North	Townhouse or Garage /loft?	0	Not contributory	1990-2010
HO326	Birdsall	Place	14	Carlton North		205580	Contributory	1870-1890
HO326	Birdsall	Place	18	Carlton North		205575	Contributory	1870-1890
HO326	Birdsall	Place	22	Carlton North		205570	Contributory	1870-1890
HO326	Birdsall	Place	28	Carlton North	Townhouse	205565	Not contributory	2000-2010
HO326	Canning	Street	226	Carlton North		207480	Contributory	1870-1890
HO326	Canning	Street	228	Carlton North	Gladstone	207475	Contributory	1850-1890
HO326	Canning	Street	230	Carlton North		207470	Contributory	1873

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Canning	Street	232	Carlton North		207465	Contributory	1872
HO326	Canning	Street	233	Carlton North		205735	Not contributory	1850-1860
HO326	Canning	Street	234	Carlton North		207460	Contributory	1850-1890
HO326	Canning	Street	235	Carlton North		205740	Not contributory	1850-1860
HO326	Canning	Street	236	Carlton North		207455	Contributory	1870-1890
HO326	Canning	Street	237	Carlton North		205745	Not contributory	1850-1860
HO326	Canning	Street	238	Carlton North		207450	Contributory	1870-1890
HO326	Canning	Street	239	Carlton North	Britannia Terrace	205750	Contributory	1850-1890
HO326	Canning	Street	240	Carlton North		207445	Contributory	1870-1890
HO326	Canning	Street	241	Carlton North	Britannia Terrace	205755	Contributory	1870-1890
HO326	Canning	Street	242	Carlton North	Westbury Cottage	207440	Contributory	1870-1890
HO326	Canning	Street	243	Carlton North	Britannia Terrace	205760	Contributory	1870-1890
HO326	Canning	Street	244	Carlton North	Atlas House	207435	Contributory	1870-1890
HO326	Canning	Street	246	Carlton North	Clyde Cottage	207430	Contributory	1870-1890
HO326	Canning	Street	248	Carlton North	Westra.v..a?	207425	Contributory	1870-1890
HO326	Canning	Street	250	Carlton North		207420	Contributory	1870-1890
HO326	Canning	Street	251	Carlton North	Edinburgh House	205765	Contributory	1870-1890
HO326	Canning	Street	252	Carlton North		207415	Contributory	1870-1880
HO326	Canning	Street	253	Carlton North	Glasgow House	205770	Contributory	1870-1890
HO326	Canning	Street	254	Carlton North		207410	Contributory	1870-1890
HO326	Canning	Street	255	Carlton North		205775	Contributory	1860-1870
HO326	Canning	Street	257	Carlton North		205780	Contributory	1870-1890
HO326	Canning	Street	259	Carlton North		205785	Contributory	1870-1890
HO326	Canning	Street	261	Carlton North	Reginald House	205790	Contributory	1870-1890
HO326	Canning	Street	263	Carlton North		205795	Contributory	1900-1915
HO326	Canning	Street	265	Carlton North		205800	Contributory	1900-1915
HO326	Canning	Street	269	Carlton North	Pine Cottage	205805	Contributory	1870-1890
HO326	Canning	Street	271	Carlton North		205810	Contributory	1870-1890
HO326	Canning	Street	274	Carlton North		207405	Contributory	1900-1915
HO326	Canning	Street	276	Carlton North		207400	Contributory	1870-1890
HO326	Canning	Street	278	Carlton North		207395	Contributory	1870-1890
HO326	Canning	Street	280	Carlton North		207390	Contributory	1870-1890
HO326	Canning	Street	282	Carlton North		207385	Contributory	1900-1915
HO326	Canning	Street	292	Carlton North	Wavehill	207380	Individually Significant	1900-1915
HO326	Canning	Street	294	Carlton North	Pansy	207375	Contributory	1870-1890
HO326	Canning	Street	296	Carlton North	Violet	207370	Contributory	1870-1890
HO326	Canning	Street	298	Carlton North	Daphne	207365	Contributory	1870-1890
HO326	Canning	Street	300	Carlton North	Hen?	207360	Contributory	1870-1890
HO326	Canning	Street	302	Carlton North		207355	Contributory	1870-1890
HO326	Canning	Street	304	Carlton North		207350	Contributory	1870-1890
HO326	Canning	Street	306	Carlton North		207345	Contributory	1870-1890
HO326	Canning	Street	307	Carlton North	Lee Street Primary School (No.1252) or Carlton North State School	205815	Victorian Heritage Register	1877, 1913
HO326	Canning	Street	307A	Carlton North	Gas lamp base	0	Contributory	1870-1890
HO326	Canning	Street	308	Carlton North		207340	Contributory	1870-1890
HO326	Canning	Street	309	Carlton North	Clwyd Vale Cottage	205820	Contributory	1870-1890
HO326	Canning	Street	310	Carlton North	Newton Villa	207335	Contributory	1870-1890
HO326	Canning	Street	311	Carlton North		205825	Contributory	1870-1890
HO326	Canning	Street	312	Carlton North		207330	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Canning	Street	313	Carlton North	Sandhurst	205830	Contributory	1870-1890
HO326	Canning	Street	314	Carlton North	Tilbury Villa	207325	Contributory	1870-1890
HO326	Canning	Street	315	Carlton North	Lambeth	205835	Individually Significant	1850-1890
HO326	Canning	Street	316	Carlton North	Purfleet Villa	207320	Contributory	1870-1890
HO326	Canning	Street	317	Carlton North	Canning Villa	205840	Contributory	1850-1890
HO326	Canning	Street	318	Carlton North		207315	Contributory	1900-1915
HO326	Canning	Street	319	Carlton North	Plevna Cottage	205845	Contributory	1870-1890
HO326	Canning	Street	320	Carlton North		207310	Contributory	1900-1915
HO326	Canning	Street	321	Carlton North		205850	Contributory	1870-1890
HO326	Canning	Street	323	Carlton North		205855	Individually Significant	1870-1890
HO326	Canning	Street	333	Carlton North		205860	Individually Significant	1870-1890
HO326	Canning	Street	337	Carlton North		205865	Not contributory	1850-1890
HO326	Canning	Street	343	Carlton North	Tulip Villa	205870	Contributory	1870-1890
HO326	Canning	Street	345	Carlton North	Pose Villa	205875	Contributory	1870-1890
HO326	Canning	Street	347	Carlton North	United States Cottage	205880	Contributory	1870-1890
HO326	Canning	Street	349	Carlton North		205885	Contributory	1870-1890
HO326	Canning	Street	351	Carlton North		205890	Contributory	1870-1890
HO326	Canning	Street	352	Carlton North		207305	Individually Significant	1900-1915
HO326	Canning	Street	353	Carlton North		205895	Contributory	1870-1890
HO326	Canning	Street	354	Carlton North		207300	Contributory	1870-1890
HO326	Canning	Street	356	Carlton North		207295	Contributory	1870-1890
HO326	Canning	Street	358	Carlton North		207290	Contributory	1870-1890
HO326	Canning	Street	359	Carlton North		205900	Not contributory	1950-1960
HO326	Canning	Street	360	Carlton North		207285	Contributory	1870-1890
HO326	Canning	Street	361	Carlton North	Myrtleville	205905	Contributory	1870-1890
HO326	Canning	Street	362	Carlton North		207280	Contributory	1870-1890
HO326	Canning	Street	363	Carlton North		205910	Contributory	1870-1890
HO326	Canning	Street	364	Carlton North		207275	Contributory	1900-1915
HO326	Canning	Street	365	Carlton North	Primrose Villa	205915	Contributory	1870-1890
HO326	Canning	Street	367	Carlton North	Verbena Villa	205920	Contributory	1870-1890
HO326	Canning	Street	368	Carlton North		207270	Contributory	1900-1915
HO326	Canning	Street	369	Carlton North		205925	Contributory	1870-1890
HO326	Canning	Street	370	Carlton North	Limerick	207265	Contributory	1900-1915
HO326	Canning	Street	371	Carlton North		205930	Contributory	1870-1890
HO326	Canning	Street	372	Carlton North	Combray, Shop & residence	207260	Contributory	1875
HO326	Canning	Street	374	Carlton North		207255	Contributory	1870-1890
HO326	Canning	Street	375	Carlton North		205935	Not contributory	2000-2010
HO326	Canning	Street	376	Carlton North		207250	Contributory	1870-1890
HO326	Canning	Street	377	Carlton North		205940	Contributory	1893
HO326	Canning	Street	378	Carlton North	Rosewell Cottage	207245	Contributory	1870-1890
HO326	Canning	Street	379	Carlton North	Middlesex Cottage	205945	Contributory	1870-1890
HO326	Canning	Street	380	Carlton North		207240	Contributory	1870-1890
HO326	Canning	Street	381	Carlton North		205950	Contributory	1870-1890
HO326	Canning	Street	382	Carlton North		207235	Contributory	1880-1890
HO326	Canning	Street	384	Carlton North		207230	Contributory	1870-1890
HO326	Canning	Street	385	Carlton North		205955	Contributory	1870-1890
HO326	Canning	Street	386	Carlton North	Meadow Vale Cottage	207225	Contributory	1870-1890
HO326	Canning	Street	387	Carlton North	Urana	205960	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Canning	Street	388	Carlton North	Harrow Cottage	207220	Contributory	1870-1890
HO326	Canning	Street	389	Carlton North	Urala	205965	Contributory	1870-1890
HO326	Canning	Street	390	Carlton North		207215	Contributory	1870-1890
HO326	Canning	Street	391	Carlton North		205970	Contributory	1870-1890
HO326	Canning	Street	392	Carlton North		207210	Contributory	1870-1890
HO326	Canning	Street	393	Carlton North		205975	Individually Significant	1870-1890
HO326	Canning	Street	394	Carlton North	Shop & residence	207205	Contributory	1870-1890
HO326	Canning	Street	395	Carlton North	Belmont	205980	Individually Significant	1870-1890
HO326	Canning	Street	396	Carlton North	Shop & residence	207200	Contributory	1870-1890
HO326	Canning	Street	397	Carlton North	Roxburgh	205985	Individually Significant	1870-1890
HO326	Canning	Street	399	Carlton North	Duplex	205990	Contributory	1915-1925
HO326	Canning	Street	401	Carlton North	Duplex	205995	Contributory	1915-1925
HO326	Canning	Street	405	Carlton North		206000	Contributory	1870-1890
HO326	Canning	Street	406	Carlton North		207195	Contributory	1870-1890
HO326	Canning	Street	407	Carlton North		206005	Contributory	1870-1890
HO326	Canning	Street	408	Carlton North		207190	Contributory	1870-1890
HO326	Canning	Street	409	Carlton North		206010	Contributory	1870-1890
HO326	Canning	Street	410	Carlton North		207185	Contributory	1870-1890
HO326	Canning	Street	411	Carlton North		206015	Contributory	1870-1890
HO326	Canning	Street	412	Carlton North		207180	Contributory	1870-1890
HO326	Canning	Street	413	Carlton North		206020	Contributory	1870-1890
HO326	Canning	Street	414	Carlton North		207175	Contributory	1870-1890
HO326	Canning	Street	416	Carlton North		207170	Contributory	1870-1890
HO326	Canning	Street	417	Carlton North	Iron Fence only	206025	Contributory	1870-1890
HO326	Canning	Street	418	Carlton North		207165	Contributory	1870-1890
HO326	Canning	Street	419	Carlton North	Iron Fence only	206030	Contributory	1870-1890
HO326	Canning	Street	420	Carlton North	Christina Villa	207160	Contributory	1870-1890
HO326	Canning	Street	422	Carlton North		207155	Contributory	1870-1890
HO326	Canning	Street	423	Carlton North	Milton Courts Flats	206035	Individually Significant	1938
HO326	Canning	Street	424	Carlton North		207150	Contributory	1870-1890
HO326	Canning	Street	426	Carlton North		207145	Contributory	1870-1890
HO326	Canning	Street	428	Carlton North	Swansea	207140	Contributory	1870-1890
HO326	Canning	Street	429-431	Carlton North		206055	Contributory	1900-1915
HO326	Canning	Street	430	Carlton North		207135	Contributory	1870-1890
HO326	Canning	Street	432	Carlton North		207130	Contributory	1870-1890
HO326	Canning	Street	434	Carlton North	Waverley Cottage	207125	Contributory	1870-1890
HO326	Canning	Street	435-437	Carlton North	Carlo Pescia's Buildings, Shop & residence, former	206060	Individually Significant	1885
HO326	Canning	Street	436	Carlton North	Navarre Cottage	207120	Contributory	1870-1890
HO326	Canning	Street	438	Carlton North	Acomb House	207115	Contributory	1870-1890
HO326	Canning	Street	439	Carlton North		206065	Contributory	1870-1890
HO326	Canning	Street	441-443	Carlton North		206070	Contributory	1870-1890
HO326	Canning	Street	442	Carlton North		207110	Contributory	1870-1890
HO326	Canning	Street	444	Carlton North		207105	Contributory	1870-1890
HO326	Canning	Street	445	Carlton North	Shop & residence, former	206075	Contributory	1870-1890
HO326	Canning	Street	446	Carlton North	Townhouse	286420	Not contributory	2000-2010
HO326	Canning	Street	447	Carlton North		206080	Contributory	1870-1890
HO326	Canning	Street	448	Carlton North	Townhouse	286425	Not contributory	2000-2010
HO326	Canning	Street	449	Carlton North		206085	Contributory	1900-1910

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Canning	Street	450	Carlton North	Townhouse	286430	Not contributory	2000-2010
HO326	Canning	Street	451	Carlton North		206090	Contributory	1870-1890
HO326	Canning	Street	452	Carlton North	Townhouse	286435	Not contributory	2000-2010
HO326	Canning	Street	453	Carlton North		206095	Contributory	1870-1890
HO326	Canning	Street	454	Carlton North	Shop & residence	207100	Individually Significant	1870-1890
HO326	Canning	Street	455	Carlton North		206100	Contributory	1870-1890
HO326	Canning	Street	456	Carlton North		207095	Contributory	1870-1890
HO326	Canning	Street	457	Carlton North		206105	Contributory	1870-1890
HO326	Canning	Street	458	Carlton North		207090	Contributory	1870-1890
HO326	Canning	Street	459	Carlton North		206110	Contributory	1870-1890
HO326	Canning	Street	460	Carlton North		207085	Contributory	1870-1890
HO326	Canning	Street	461	Carlton North		206115	Contributory	1870-1890
HO326	Canning	Street	462	Carlton North	Shop & residence, former?	207080	Contributory	1870-1890
HO326	Canning	Street	463	Carlton North		206120	Contributory	1870-1890
HO326	Canning	Street	464	Carlton North	Shop & residence, former	207075	Contributory	1900-1910
HO326	Canning	Street	465	Carlton North		206125	Contributory	1870-1890
HO326	Canning	Street	466	Carlton North		207070	Not contributory	1915-1925
HO326	Canning	Street	467	Carlton North		206130	Contributory	1870-1890
HO326	Canning	Street	468	Carlton North	Illingworth	207065	Individually Significant	1900-1910
HO326	Canning	Street	470	Carlton North		207060	Individually Significant	1900-1915
HO326	Canning	Street	471	Carlton North		206135	Contributory	1870-1890
HO326	Canning	Street	473	Carlton North	Fernville	206140	Contributory	1870-1890
HO326	Canning	Street	474	Carlton North		207055	Individually Significant	1870-1890
HO326	Canning	Street	475	Carlton North		206145	Contributory	1890-1900
HO326	Canning	Street	476	Carlton North		207050	Individually Significant	1870-1890
HO326	Canning	Street	477	Carlton North	Carsphairn	206150	Contributory	1890-1900
HO326	Canning	Street	478	Carlton North		207045	Individually Significant	1870-1890
HO326	Canning	Street	480	Carlton North		207040	Contributory	1870-1890
HO326	Canning	Street	481	Carlton North	Child Care Centre, former house	206155	Contributory	1900-1915
HO326	Canning	Street	482	Carlton North		207035	Contributory	1870-1890
HO326	Canning	Street	484	Carlton North		207030	Contributory	1870-1890
HO326	Canning	Street	488	Carlton North		207025	Contributory	1890-1900
HO326	Canning	Street	491	Carlton North	Stabey house	206170	Individually Significant	1938
HO326	Canning	Street	492	Carlton North		207020	Contributory	1890-1900
HO326	Canning	Street	494	Carlton North	Graham Villa	207015	Contributory	1870-1890
HO326	Canning	Street	495	Carlton North	Eastney	206175	Contributory	1870-1890
HO326	Canning	Street	495A	Carlton North		206180	Contributory	1900-1915
HO326	Canning	Street	496	Carlton North	Gladstone Villa	207010	Contributory	1870-1890
HO326	Canning	Street	497	Carlton North		206185	Contributory	1870-1890
HO326	Canning	Street	498	Carlton North	Gordon Villa	207005	Contributory	1870-1890
HO326	Canning	Street	499	Carlton North		206190	Contributory	1870-1890
HO326	Canning	Street	500	Carlton North	Carnarvon Cottage	207000	Contributory	1870-1890
HO326	Canning	Street	501	Carlton North	Derwent Villa	206195	Contributory	1870-1890
HO326	Canning	Street	502	Carlton North	Thurso	206995	Contributory	1870-1890
HO326	Canning	Street	503	Carlton North		206200	Not contributory	1870-1890
HO326	Canning	Street	504	Carlton North		206990	Contributory	1870-1890
HO326	Canning	Street	505	Carlton North		206205	Contributory	1870-1890
HO326	Canning	Street	506	Carlton North		206985	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Canning	Street	507	Carlton North		206210	Contributory	1870-1890
HO326	Canning	Street	509	Carlton North		206215	Contributory	1870-1890
HO326	Canning	Street	510	Carlton North	Shop & residence	206980	Individually Significant	1870-1890
HO326	Canning	Street	511	Carlton North		206220	Contributory	1870-1890
HO326	Canning	Street	512	Carlton North		206975	Contributory	1870-1890
HO326	Canning	Street	513	Carlton North		206225	Contributory	1900-1915
HO326	Canning	Street	514	Carlton North		206970	Not contributory	1870-1890
HO326	Canning	Street	515	Carlton North		206230	Contributory	1900-1915
HO326	Canning	Street	516	Carlton North		206965	Contributory	1870-1890
HO326	Canning	Street	517	Carlton North		206235	Contributory	1900-1915
HO326	Canning	Street	518	Carlton North		206960	Not contributory	1870-1890
HO326	Canning	Street	520	Carlton North		206955	Contributory	1870-1890
HO326	Canning	Street	521	Carlton North	Carinya	206240	Contributory	1900-1915
HO326	Canning	Street	522	Carlton North		206950	Contributory	1850-1890
HO326	Canning	Street	523	Carlton North	Yaralla	206245	Contributory	1900-1915
HO326	Canning	Street	524	Carlton North		206945	Contributory	1870-1890
HO326	Canning	Street	525	Carlton North		206250	Contributory	1900-1915
HO326	Canning	Street	526	Carlton North		206940	Contributory	1870-1890
HO326	Canning	Street	528	Carlton North		206935	Contributory	1870-1890
HO326	Canning	Street	529	Carlton North		206255	Contributory	1900-1915
HO326	Canning	Street	530	Carlton North		206930	Contributory	1870-1890
HO326	Canning	Street	531	Carlton North		206260	Individually Significant	1870-1890
HO326	Canning	Street	533	Carlton North		206265	Individually Significant	1870-1890
HO326	Canning	Street	534	Carlton North	Claremont	206925	Contributory	1870-1890
HO326	Canning	Street	535	Carlton North		206270	Contributory	1870-1890
HO326	Canning	Street	536	Carlton North		206920	Contributory	1870-1890
HO326	Canning	Street	537	Carlton North	Tecoma	206275	Contributory	1870-1890
HO326	Canning	Street	539	Carlton North	Lamascotte	206280	Contributory	1850-1890
HO326	Canning	Street	540	Carlton North		206915	Contributory	1900-1915
HO326	Canning	Street	541-543	Carlton North		206285	Contributory	1900-1915
HO326	Canning	Street	542	Carlton North		206910	Contributory	1870-1890
HO326	Canning	Street	544	Carlton North		206905	Contributory	1870-1890
HO326	Canning	Street	545	Carlton North		206290	Contributory	1870-1890
HO326	Canning	Street	546	Carlton North		206900	Contributory	1870-1890
HO326	Canning	Street	547	Carlton North		206295	Contributory	1850-1890
HO326	Canning	Street	548	Carlton North	Former Shop & Chewton Bakery, residence	206895	Contributory	1870-1890
HO326	Canning	Street	549	Carlton North		206300	Contributory	1870-1890
HO326	Canning	Street	550	Carlton North	Shop & residence	206890	Contributory	1870-1890
HO326	Canning	Street	551	Carlton North		206305	Contributory	1870-1890
HO326	Canning	Street	552	Carlton North		206885	Contributory	1870-1890
HO326	Canning	Street	553	Carlton North		206310	Contributory	1870-1890
HO326	Canning	Street	554	Carlton North	Maryville	206880	Contributory	1900-1915
HO326	Canning	Street	555	Carlton North		206315	Contributory	1870-1890
HO326	Canning	Street	556	Carlton North		206875	Contributory	1890-1900
HO326	Canning	Street	557	Carlton North		206320	Contributory	1870-1890
HO326	Canning	Street	558	Carlton North		206870	Contributory	1890-1900
HO326	Canning	Street	559	Carlton North		206325	Contributory	1870-1890
HO326	Canning	Street	560	Carlton North		206865	Contributory	1890-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Canning	Street	561	Carlton North		206330	Contributory	1870-1890
HO326	Canning	Street	562	Carlton North		206860	Contributory	1890-1900
HO326	Canning	Street	563	Carlton North		206335	Contributory	1870-1890
HO326	Canning	Street	564	Carlton North		206855	Contributory	1890-1900
HO326	Canning	Street	565	Carlton North		206340	Contributory	1870-1890
HO326	Canning	Street	566	Carlton North		206850	Contributory	1870-1890
HO326	Canning	Street	567	Carlton North		206345	Contributory	1870-1890
HO326	Canning	Street	568	Carlton North		206845	Contributory	1870-1890
HO326	Canning	Street	569	Carlton North		206350	Contributory	1900-1915
HO326	Canning	Street	570	Carlton North		206840	Contributory	1870-1890
HO326	Canning	Street	571	Carlton North		206355	Contributory	1870-1890
HO326	Canning	Street	572	Carlton North		206835	Individually Significant	1870-1890
HO326	Canning	Street	574	Carlton North		206830	Contributory	1870-1890
HO326	Canning	Street	575	Carlton North		206360	Not contributory	1915-1925
HO326	Canning	Street	576	Carlton North		206825	Contributory	1870-1890
HO326	Canning	Street	577	Carlton North		206365	Contributory	1900-1915
HO326	Canning	Street	578	Carlton North		206820	Contributory	1870-1890
HO326	Canning	Street	579	Carlton North	Rouse	206370	Individually Significant	1870-1890
HO326	Canning	Street	580	Carlton North		206815	Contributory	1870-1890
HO326	Canning	Street	581	Carlton North		206375	Individually Significant	1870-1890
HO326	Canning	Street	582	Carlton North		206810	Contributory	1870-1890
HO326	Canning	Street	583	Carlton North		206380	Individually Significant	1870-1890
HO326	Canning	Street	584	Carlton North		206805	Contributory	1870-1890
HO326	Canning	Street	585	Carlton North	Shop & residence	206385	Individually Significant	1870-1890
HO326	Canning	Street	586	Carlton North		206800	Contributory	1870-1890
HO326	Canning	Street	587	Carlton North		206390	Contributory	1870-1890
HO326	Canning	Street	588	Carlton North		206795	Contributory	1850-1890
HO326	Canning	Street	589	Carlton North		206395	Contributory	1870-1890
HO326	Canning	Street	590	Carlton North		206790	Individually Significant	1870-1890
HO326	Canning	Street	591	Carlton North		206400	Contributory	1870-1890
HO326	Canning	Street	593	Carlton North		206405	Contributory	1870-1890
HO326	Canning	Street	594	Carlton North	Tullerboy House	206785	Contributory	1870-1890
HO326	Canning	Street	595	Carlton North		206410	Contributory	1870-1890
HO326	Canning	Street	596	Carlton North		206780	Contributory	1870-1890
HO326	Canning	Street	597	Carlton North		206415	Contributory	1870-1890
HO326	Canning	Street	598	Carlton North	Frasers Buildings	206775	Contributory	1870-1890
HO326	Canning	Street	599	Carlton North		206420	Contributory	1870-1890
HO326	Canning	Street	600	Carlton North	Frasers Buildings	206770	Contributory	1870-1890
HO326	Canning	Street	601	Carlton North		206425	Contributory	1870-1890
HO326	Canning	Street	602	Carlton North	Frasers Buildings	206765	Contributory	1870-1890
HO326	Canning	Street	603	Carlton North		206430	Contributory	1870-1890
HO326	Canning	Street	604	Carlton North	Frasers Buildings	206760	Contributory	1870-1890
HO326	Canning	Street	605	Carlton North		206435	Contributory	1870-1890
HO326	Canning	Street	606	Carlton North	Frasers Buildings	206755	Contributory	1870-1890
HO326	Canning	Street	607	Carlton North		206440	Contributory	1870-1890
HO326	Canning	Street	608	Carlton North	Shop & residence	206750	Contributory	1870-1890
HO326	Canning	Street	611	Carlton North		206445	Contributory	1870-1890
HO326	Canning	Street	613	Carlton North		206450	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Canning	Street	615	Carlton North		206455	Contributory	1925-1935
HO326	Canning	Street	617	Carlton North		206460	Contributory	1870-1890
HO326	Canning	Street	618	Carlton North		206745	Contributory	1870-1890
HO326	Canning	Street	620	Carlton North		206740	Not contributory	1850-1890
HO326	Canning	Street	622	Carlton North		206735	Contributory	1880-1890
HO326	Canning	Street	623	Carlton North		206465	Contributory	1880-1890
HO326	Canning	Street	624	Carlton North	Dublin Villa	206730	Contributory	1880-1890
HO326	Canning	Street	625	Carlton North		206470	Contributory	1880-1890
HO326	Canning	Street	626	Carlton North	Cove Villa	206725	Contributory	1870-1890
HO326	Canning	Street	627	Carlton North		206475	Contributory	1900-1915
HO326	Canning	Street	628	Carlton North		206720	Contributory	1870-1890
HO326	Canning	Street	630	Carlton North		206715	Contributory	1870-1890
HO326	Canning	Street	632-634	Carlton North		206710	Contributory	1870-1890
HO326	Canning	Street	636	Carlton North		206705	Contributory	1870-1890
HO326	Canning	Street	639	Carlton North		206480	Contributory	1900-1915
HO326	Canning	Street	643	Carlton North		206485	Contributory	1870-1890
HO326	Canning	Street	644	Carlton North		206700	Contributory	1870-1890
HO326	Canning	Street	645	Carlton North		206490	Contributory	1870-1890
HO326	Canning	Street	646	Carlton North	Ravensthorpe House	206695	Individually Significant	1870-1890
HO326	Canning	Street	647	Carlton North		206495	Contributory	1870-1890
HO326	Canning	Street	649	Carlton North		206500	Contributory	1870-1890
HO326	Canning	Street	650	Carlton North		206690	Contributory	1870-1890
HO326	Canning	Street	651	Carlton North		206505	Contributory	1870-1890
HO326	Canning	Street	652	Carlton North		206685	Contributory	1870-1890
HO326	Canning	Street	653	Carlton North		206510	Contributory	1870-1890
HO326	Canning	Street	654	Carlton North		206680	Individually Significant	1900-1915
HO326	Canning	Street	655	Carlton North		206515	Contributory	1850-1890
HO326	Canning	Street	656	Carlton North		206675	Contributory	1870-1890
HO326	Canning	Street	657	Carlton North		206520	Contributory	1870-1890
HO326	Canning	Street	658	Carlton North	Mossenton	206670	Contributory	1904
HO326	Canning	Street	659	Carlton North		206525	Contributory	1870-1890
HO326	Canning	Street	660	Carlton North		206665	Contributory	1900-1915
HO326	Canning	Street	661	Carlton North		206530	Contributory	1870-1890
HO326	Canning	Street	662	Carlton North		206660	Contributory	1900-1915
HO326	Canning	Street	663	Carlton North		206535	Contributory	1850-1890
HO326	Canning	Street	665	Carlton North		206540	Contributory	1850-1890
HO326	Canning	Street	666	Carlton North		206655	Contributory	1900-1915
HO326	Canning	Street	667	Carlton North		206545	Contributory	1870-1890
HO326	Canning	Street	669	Carlton North		206550	Contributory	1870-1890
HO326	Canning	Street	670	Carlton North	Hayti	206650	Contributory	1870-1890
HO326	Canning	Street	671	Carlton North		206555	Contributory	1870-1890
HO326	Canning	Street	672	Carlton North	Acacia	206645	Contributory	1870-1890
HO326	Canning	Street	673	Carlton North		206560	Contributory	1870-1890
HO326	Canning	Street	674	Carlton North		206640	Contributory	1870-1890
HO326	Canning	Street	675	Carlton North		206565	Contributory	1870-1890
HO326	Canning	Street	678	Carlton North		206635	Contributory	1870-1890
HO326	Canning	Street	679	Carlton North	Shop & residence	206570	Contributory	1885
HO326	Canning	Street	680	Carlton North		206630	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Canning	Street	681	Carlton North	Albion House	206575	Contributory	1870-1890
HO326	Canning	Street	682	Carlton North		206625	Contributory	1870-1890
HO326	Canning	Street	683	Carlton North	House & sign	206580	Contributory	1870-1890
HO326	Canning	Street	684	Carlton North		206620	Contributory	1870-1890
HO326	Canning	Street	686	Carlton North		206615	Contributory	1870-1890
HO326	Canning	Street	688	Carlton North		206610	Contributory	1870-1890
HO326	Canning	Street	690	Carlton North		206605	Contributory	1870-1890
HO326	Canning	Street	692	Carlton North		206600	Contributory	1900-1915
HO326	Canning	Street	696	Carlton North		206595	Individually Significant	1900-1915
HO326	Canning	Street	698	Carlton North		206590	Contributory	1900-1915
HO326	Canning	Street	700	Carlton North		206585	Contributory	1900-1915
HO326	Curtain	Street	1	Carlton North	Townhouse	310470	Not contributory	2000-2010
HO326	Curtain	Street	3	Carlton North	Townhouse	310460	Not contributory	2000-2010
HO326	Curtain	Street	5	Carlton North	Townhouse	310450	Not contributory	2000-2010
HO326	Curtain	Street	7	Carlton North	Townhouse	310440	Not contributory	2000-2010
HO326	Curtain	Street	9-67	Carlton North	Curtain Square, trees	207750	Individually Significant	1868-
HO326	Curtain	Street	14	Carlton North		207740	Contributory	1870-1890
HO326	Curtain	Street	18	Carlton North		207735	Contributory	1870-1890
HO326	Curtain	Street	60-64	Carlton North	Boot Factory, Factory/warehouse, former (now The Cotton Mill), & sign	207730	Individually Significant	1890-1900
HO326	Curtain	Street	69	Carlton North		207485	Contributory	1870-1890
HO326	Curtain	Street	71	Carlton North		207490	Contributory	1870-1890
HO326	Curtain	Street	72	Carlton North		207725	Contributory	1870-1890
HO326	Curtain	Street	73	Carlton North		207495	Contributory	1870-1890
HO326	Curtain	Street	74	Carlton North		207720	Contributory	1870-1890
HO326	Curtain	Street	75	Carlton North		207500	Contributory	1870-1890
HO326	Curtain	Street	76	Carlton North		207715	Contributory	1870-1890
HO326	Curtain	Street	78	Carlton North		207710	Contributory	1870-1890
HO326	Curtain	Street	79	Carlton North		207505	Contributory	1900-1915
HO326	Curtain	Street	80	Carlton North		207705	Contributory	1870-1890
HO326	Curtain	Street	82	Carlton North		207700	Contributory	1870-1890
HO326	Curtain	Street	84	Carlton North		207695	Contributory	1870-1890
HO326	Curtain	Street	86	Carlton North		207690	Contributory	1870-1890
HO326	Curtain	Street	88	Carlton North		207685	Contributory	1870-1890
HO326	Curtain	Street	90	Carlton North		207685	Contributory	1870-1890
HO326	Curtain	Street	92	Carlton North		207680	Contributory	1870-1890
HO326	Curtain	Street	94	Carlton North		207675	Contributory	1870-1890
HO326	Curtain	Street	96	Carlton North		207670	Contributory	1870-1890
HO326	Curtain	Street	98	Carlton North		207665	Contributory	1870-1890
HO326	Curtain	Street	102	Carlton North	Sutton House	207660	Contributory	1870-1890
HO326	Curtain	Street	104	Carlton North		207655	Contributory	1870-1890
HO326	Curtain	Street	106	Carlton North		207650	Contributory	1870-1890
HO326	Curtain	Street	108	Carlton North		207645	Contributory	1870-1890
HO326	Curtain	Street	113	Carlton North		207510	Contributory	1860-1880
HO326	Curtain	Street	115	Carlton North		207515	Contributory	1870-1890
HO326	Curtain	Street	117	Carlton North		207520	Contributory	1870-1890
HO326	Curtain	Street	119	Carlton North		207525	Contributory	1870-1890
HO326	Curtain	Street	121	Carlton North		207530	Not contributory	1870-1925
HO326	Curtain	Street	125	Carlton North		207535	Not contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Curtain	Street	125A	Carlton North	Vacant Land	207535	Not contributory	Unknown
HO326	Curtain	Street	127	Carlton North		207540	Contributory	1870-1890
HO326	Curtain	Street	129	Carlton North	Listowel House	207545	Contributory	1870-1890
HO326	Curtain	Street	130	Carlton North		207640	Not contributory	1850-1890?
HO326	Curtain	Street	132	Carlton North	Florence Cottage	207635	Contributory	1870-1890
HO326	Curtain	Street	134	Carlton North		207630	Not contributory	1930-50?
HO326	Curtain	Street	136	Carlton North	Larkin Baker	207625	Not contributory	1925-1935
HO326	Curtain	Street	138	Carlton North		207620	Contributory	1870-1890
HO326	Curtain	Street	140	Carlton North		207615	Contributory	1870-1890
HO326	Curtain	Street	142	Carlton North		289680	Contributory	1870-1890
HO326	Curtain	Street	144	Carlton North	Townhouse	289685	Not contributory	1990-2000
HO326	Curtain	Street	146	Carlton North		207605	Contributory	1850-1890
HO326	Curtain	Street	148	Carlton North		207600	Contributory	1860-1880
HO326	Curtain	Street	170	Carlton North		292600	Not contributory	1990-2000
HO326	Curtain	Street	172	Carlton North	Shop & residence, former	207595	Contributory	1870-1910
HO326	Curtain	Street	174	Carlton North		207590	Contributory	1870-1890
HO326	Curtain	Street	176	Carlton North		207585	Contributory	1870-1910
HO326	Curtain	Street	178	Carlton North		207580	Individually Significant	1870-1890
HO326	Curtain	Street	180	Carlton North		207575	Contributory	1870-1890
HO326	Curtain	Street	182	Carlton North		207570	Contributory	1870-1890
HO326	Curtain	Street	184	Carlton North		207565	Contributory	1870-1890
HO326	Curtain	Street	186	Carlton North		207560	Contributory	1870-1890
HO326	Curtain	Street	188	Carlton North		207555	Contributory	1870-1890
HO326	Curtain	Street	190	Carlton North		207550	Contributory	1870-1890
HO326	Davids	Lane	3	Carlton North	Apartments	305520	Not contributory	1990-2000
HO326	Davids	Lane	5	Carlton North	Apartments	305530	Not contributory	1990-2000
HO326	Davids	Lane	7	Carlton North	Apartments	305540	Not contributory	1990-2000
HO326	Davids	Lane	9	Carlton North	Apartments	305550	Not contributory	1990-2000
HO326	Davids	Lane	11	Carlton North	Apartments	218190	Not contributory	1990-2000
HO326	Davis	Street	7	Carlton North		207755	Contributory	1870-1890
HO326	Davis	Street	9	Carlton North		207760	Contributory	1870-1890
HO326	Davis	Street	11	Carlton North		207765	Contributory	1870-1890
HO326	Davis	Street	12	Carlton North	Parcvean Cottage	207985	Contributory	1870-1890
HO326	Davis	Street	13	Carlton North		207770	Contributory	1870-1890
HO326	Davis	Street	14	Carlton North	Carnmarth Cottage	207980	Contributory	1870-1890
HO326	Davis	Street	15	Carlton North		207775	Contributory	1870-1890
HO326	Davis	Street	16	Carlton North		207975	Contributory	1870-1890
HO326	Davis	Street	17	Carlton North		207780	Contributory	1870-1890
HO326	Davis	Street	19	Carlton North		207785	Contributory	1870-1890
HO326	Davis	Street	20	Carlton North	Matlock Villa	207970	Contributory	1870-1890
HO326	Davis	Street	21	Carlton North		207790	Contributory	1870-1890
HO326	Davis	Street	22	Carlton North		207965	Not contributory	1850-1890?
HO326	Davis	Street	23	Carlton North		207795	Contributory	1870-1890
HO326	Davis	Street	24	Carlton North	Cooinda Cottage	207960	Contributory	1870-1890
HO326	Davis	Street	25	Carlton North		207800	Contributory	1870-1890
HO326	Davis	Street	26	Carlton North	Florence Cottage	207955	Contributory	1870-1890
HO326	Davis	Street	27	Carlton North		207805	Contributory	1870-1890
HO326	Davis	Street	28	Carlton North		207950	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Davis	Street	29	Carlton North	Adele	207810	Contributory	1870-1890
HO326	Davis	Street	30	Carlton North		207945	Contributory	1870-1890
HO326	Davis	Street	31	Carlton North		207815	Contributory	1870-1890
HO326	Davis	Street	32	Carlton North		207940	Contributory	1879
HO326	Davis	Street	33	Carlton North		207820	Contributory	1879
HO326	Davis	Street	34	Carlton North		207935	Contributory	1870-1890
HO326	Davis	Street	35	Carlton North		207825	Contributory	1870-1890
HO326	Davis	Street	36	Carlton North		207930	Contributory	1870-1890
HO326	Davis	Street	37	Carlton North		207830	Contributory	1870-1890
HO326	Davis	Street	38	Carlton North		207925	Contributory	1870-1890
HO326	Davis	Street	39	Carlton North		207835	Contributory	1870-1890
HO326	Davis	Street	40	Carlton North		207920	Contributory	1870-1890
HO326	Davis	Street	41	Carlton North		207840	Contributory	1870-1890
HO326	Davis	Street	42	Carlton North		207915	Contributory	1870-1890
HO326	Davis	Street	43	Carlton North		207845	Contributory	1870-1890
HO326	Davis	Street	44	Carlton North		207910	Contributory	1870-1890
HO326	Davis	Street	45	Carlton North		207850	Contributory	1870-1890
HO326	Davis	Street	46	Carlton North		207905	Contributory	1870-1890
HO326	Davis	Street	47	Carlton North		207855	Contributory	1870-1890
HO326	Davis	Street	48	Carlton North		207900	Contributory	1870-1890
HO326	Davis	Street	49	Carlton North		207860	Contributory	1870-1890
HO326	Davis	Street	50	Carlton North	Taplow Cottage	207895	Contributory	1870-1890
HO326	Davis	Street	51	Carlton North		207865	Contributory	1870-1890
HO326	Davis	Street	52	Carlton North	Marlow Cottage	207890	Contributory	1870-1890
HO326	Davis	Street	53	Carlton North		207870	Contributory	1900-1915
HO326	Davis	Street	54	Carlton North	Amynta Cottage	207885	Contributory	1870-1890
HO326	Davis	Street	55-57	Carlton North		207875	Contributory	1900-1915
HO326	Davis	Street	56	Carlton North	Acacia Cottage	207880	Contributory	1870-1890
HO326	Drummond	Lane	1	Carlton North		284175	Not contributory	1990-2000
HO326	Drummond	Lane	5	Carlton North		285765	Not contributory	1990-2000
HO326	Drummond	Street	548	Carlton North	Shop & residence	210340	Contributory	1860-1880
HO326	Drummond	Street	550	Carlton North		210335	Contributory	1870-1890
HO326	Drummond	Street	552	Carlton North	Soho	210330	Contributory	1870-1890
HO326	Drummond	Street	554	Carlton North		210325	Contributory	1870-1890
HO326	Drummond	Street	556	Carlton North		210320	Contributory	1870-1890
HO326	Drummond	Street	557-567	Carlton North	Cambridge Terrace	207990	Victorian Heritage Register	1867-1885
HO326	Drummond	Street	557	Carlton North	Cambridge Terrace	207990	Victorian Heritage Register	1873
HO326	Drummond	Street	558	Carlton North		210315	Contributory	1870-1890
HO326	Drummond	Street	559	Carlton North	Cambridge Terrace	207995	Victorian Heritage Register	1873
HO326	Drummond	Street	560	Carlton North		210310	Contributory	1870-1890
HO326	Drummond	Street	561	Carlton North	Cambridge Terrace	208000	Victorian Heritage Register	1873
HO326	Drummond	Street	562	Carlton North		210305	Contributory	1870-1890
HO326	Drummond	Street	563	Carlton North	Cambridge Terrace	208005	Victorian Heritage Register	1873
HO326	Drummond	Street	564	Carlton North		210300	Contributory	1870-1890
HO326	Drummond	Street	565	Carlton North	Cambridge Terrace	208010	Victorian Heritage Register	1873
HO326	Drummond	Street	566	Carlton North		210295	Contributory	1870-1890
HO326	Drummond	Street	567	Carlton North	Cambridge Terrace	208015	Victorian Heritage Register	1873
HO326	Drummond	Street	568	Carlton North		210290	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Drummond	Street	569	Carlton North	Townhouse	208020	Not contributory	1960-1990
HO326	Drummond	Street	570	Carlton North		210285	Contributory	1870-1890
HO326	Drummond	Street	571	Carlton North	Ashrow House	208025	Contributory	1870-1890
HO326	Drummond	Street	572	Carlton North		210280	Contributory	1870-1890
HO326	Drummond	Street	573	Carlton North	Tara House	208030	Contributory	1870-1890
HO326	Drummond	Street	574	Carlton North	Ellimatta	210275	Individually Significant	1870-1890
HO326	Drummond	Street	575	Carlton North		208035	Contributory	1870-1890
HO326	Drummond	Street	576	Carlton North	Bonecilla	210270	Contributory	1870-1890
HO326	Drummond	Street	577	Carlton North	Alexander	208040	Individually Significant	1850-1890
HO326	Drummond	Street	578	Carlton North	Melrose	210265	Contributory	1870-1890
HO326	Drummond	Street	579	Carlton North		208045	Contributory	1870-1890
HO326	Drummond	Street	580	Carlton North	Fernleigh	210260	Contributory	1870-1890
HO326	Drummond	Street	581	Carlton North		208050	Contributory	1870-1890
HO326	Drummond	Street	582	Carlton North		210255	Contributory	1870-1890
HO326	Drummond	Street	583	Carlton North		208055	Contributory	1870-1890
HO326	Drummond	Street	584	Carlton North		210250	Contributory	1870-1890
HO326	Drummond	Street	585	Carlton North		208060	Contributory	1870-1890
HO326	Drummond	Street	586	Carlton North		210245	Contributory	1870-1890
HO326	Drummond	Street	587	Carlton North	Tamar Villa	208065	Contributory	1870-1890
HO326	Drummond	Street	588	Carlton North		210240	Contributory	1900-1915
HO326	Drummond	Street	589	Carlton North	Pigdon's terrace	208070	Individually Significant	1882-3
HO326	Drummond	Street	591	Carlton North	Pigdon's terrace	208075	Individually Significant	1882-3
HO326	Drummond	Street	592	Carlton North		210235	Contributory	1900-1915
HO326	Drummond	Street	593	Carlton North	Pigdon's terrace, shop & residence	208080	Individually Significant	1882-3
HO326	Drummond	Street	595	Carlton North	Pigdon's terrace, shop & residence	208085	Individually Significant	1881-82
HO326	Drummond	Street	596	Carlton North		210230	Contributory	1900-1915
HO326	Drummond	Street	600	Carlton North		210225	Contributory	1870-1890
HO326	Drummond	Street	602	Carlton North		210220	Contributory	1870-1890
HO326	Drummond	Street	604	Carlton North		210215	Contributory	1870-1890
HO326	Drummond	Street	606	Carlton North		210210	Contributory	1870-1890
HO326	Drummond	Street	608	Carlton North	Shop & residence	210205	Contributory	1870-1890
HO326	Drummond	Street	610-614	Carlton North	Townhouses	210180	Not contributory	1990-2000
HO326	Drummond	Street	616	Carlton North		210180	Not contributory	1850-1890?
HO326	Drummond	Street	618	Carlton North		210170	Not contributory	1850-1890?
HO326	Drummond	Street	620	Carlton North		210165	Not contributory	1850-1890?
HO326	Drummond	Street	622	Carlton North		210160	Contributory	1870-1890
HO326	Drummond	Street	624	Carlton North	Amaldon Cottage	210155	Contributory	1870-1890
HO326	Drummond	Street	626	Carlton North	Carlisle Cottage	210150	Contributory	1870-1890
HO326	Drummond	Street	628	Carlton North		210145	Contributory	1870-1890
HO326	Drummond	Street	630	Carlton North		210140	Contributory	1870-1890
HO326	Drummond	Street	632	Carlton North	Emmaline Cottage	210135	Contributory	1870-1890
HO326	Drummond	Street	634	Carlton North	Clara Cottage	210130	Contributory	1870-1890
HO326	Drummond	Street	636	Carlton North		210125	Contributory	1900-1915
HO326	Drummond	Street	640	Carlton North		210120	Contributory	1850-1890
HO326	Drummond	Street	642	Carlton North		210115	Contributory	1870-1890
HO326	Drummond	Street	644	Carlton North	Avenal Cottage	210110	Contributory	1870-1890
HO326	Drummond	Street	646	Carlton North	Primrose Cottage	210105	Contributory	1870-1890
HO326	Drummond	Street	648	Carlton North	Woodbine Cottage	210100	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Drummond	Street	650	Carlton North	Clare House	210095	Contributory	1886
HO326	Drummond	Street	652	Carlton North	Shop & residence	210090	Contributory	1886
HO326	Drummond	Street	658	Carlton North	Shop & residence	210085	Contributory	1870-1890
HO326	Drummond	Street	659	Carlton North	Shop & Residence	208445	Contributory	1870-1890
HO326	Drummond	Street	660	Carlton North		210080	Contributory	1870-1890
HO326	Drummond	Street	661	Carlton North	Shop & Residence, former	208450	Contributory	1870-1890
HO326	Drummond	Street	662	Carlton North		210075	Contributory	1870-1890
HO326	Drummond	Street	663	Carlton North	Drummond Cottage	208455	Contributory	1870-1890
HO326	Drummond	Street	664	Carlton North		210070	Contributory	1870-1890
HO326	Drummond	Street	665	Carlton North	Pendarvis Cottage	208460	Contributory	1870-1890
HO326	Drummond	Street	666	Carlton North		210065	Contributory	1870-1890
HO326	Drummond	Street	667	Carlton North		208465	Contributory	1870-1890
HO326	Drummond	Street	668	Carlton North		210060	Contributory	1870-1890
HO326	Drummond	Street	669	Carlton North		208470	Contributory	1870-1890
HO326	Drummond	Street	670	Carlton North		210055	Contributory	1870-1890
HO326	Drummond	Street	671	Carlton North	Clen Villa	208475	Contributory	1870-1890
HO326	Drummond	Street	672	Carlton North		210050	Contributory	1870-1890
HO326	Drummond	Street	674	Carlton North		210045	Contributory	1900-1915
HO326	Drummond	Street	675	Carlton North		208480	Not contributory	1850-1890?
HO326	Drummond	Street	676	Carlton North		210040	Contributory	1900-1915
HO326	Drummond	Street	677	Carlton North		208485	Contributory	1870-1890
HO326	Drummond	Street	679	Carlton North		208490	Contributory	1870-1890
HO326	Drummond	Street	680	Carlton North		210035	Contributory	1900-1915
HO326	Drummond	Street	681	Carlton North		208495	Contributory	1870-1890
HO326	Drummond	Street	682	Carlton North		210030	Contributory	1900-1915
HO326	Drummond	Street	683	Carlton North	Balliebar House	208500	Contributory	1884
HO326	Drummond	Street	684	Carlton North		210025	Contributory	1900-1915
HO326	Drummond	Street	685	Carlton North	Carlo Store, Shop & residence	208505	Contributory	1884
HO326	Drummond	Street	686	Carlton North		210020	Contributory	1900-1915
HO326	Drummond	Street	687	Carlton North	Commercial Hotel	208510	Individually Significant	1860-1880
HO326	Drummond	Street	688	Carlton North		210015	Contributory	1900-1915
HO326	Drummond	Street	692	Carlton North	Shop & residence , former, later Drummonds	210010	Contributory	1881, 2004
HO326	Drummond	Street	693	Carlton North	Townhouses	292595	Not contributory	1990-2000
HO326	Drummond	Street	694	Carlton North	Convoy Cottage	210005	Contributory	1870-1890
HO326	Drummond	Street	695	Carlton North		208520	Not contributory	1870-1930
HO326	Drummond	Street	696	Carlton North	Beaufort House	210000	Contributory	1870-1890
HO326	Drummond	Street	698	Carlton North		209995	Contributory	1870-1890
HO326	Drummond	Street	699	Carlton North	Shop & residence, former?	208525	Contributory	1860-1880
HO326	Drummond	Street	700	Carlton North	Newport	209990	Contributory	1870-1890
HO326	Drummond	Street	701	Carlton North		208530	Contributory	1870-1890
HO326	Drummond	Street	702	Carlton North	Donegal	209985	Contributory	1870-1890
HO326	Drummond	Street	703	Carlton North		208535	Not contributory	1870-1890
HO326	Drummond	Street	704	Carlton North	Roscrea	209980	Contributory	1870-1890
HO326	Drummond	Street	705	Carlton North		208540	Contributory	1850-1890
HO326	Drummond	Street	706	Carlton North	Killarney Villa	209975	Contributory	1870-1890
HO326	Drummond	Street	707	Carlton North		208545	Not contributory	1950-1960
HO326	Drummond	Street	708	Carlton North		209970	Contributory	1870-1890
HO326	Drummond	Street	709	Carlton North	Portland Cottage	208550	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Drummond	Street	710	Carlton North	Drummond Cottage	209965	Contributory	1870-1890
HO326	Drummond	Street	711	Carlton North		208555	Contributory	1870-1890
HO326	Drummond	Street	713	Carlton North		208560	Contributory	1870-1890
HO326	Drummond	Street	714	Carlton North		209960	Not contributory	1850-1890?
HO326	Drummond	Street	715	Carlton North		208565	Contributory	1870-1890
HO326	Drummond	Street	716	Carlton North		209955	Contributory	1870-1890
HO326	Drummond	Street	718	Carlton North		209950	Contributory	1870-1890
HO326	Drummond	Street	719	Carlton North	Shop & residence	208570	Contributory	1870-1890
HO326	Drummond	Street	720	Carlton North		209945	Contributory	1870-1890
HO326	Drummond	Street	721	Carlton North		208575	Contributory	1900-1915
HO326	Drummond	Street	722	Carlton North		209940	Contributory	1870-1890
HO326	Drummond	Street	723	Carlton North		208580	Contributory	1900-1915
HO326	Drummond	Street	724	Carlton North		209935	Contributory	1870-1890
HO326	Drummond	Street	725	Carlton North	Bentaskan	208585	Individually Significant	1870-1890
HO326	Drummond	Street	726	Carlton North		209930	Contributory	1870-1890
HO326	Drummond	Street	727	Carlton North	Townhouse	208590	Not contributory	1980-1990
HO326	Drummond	Street	728	Carlton North		209925	Not contributory	1850-1890?
HO326	Drummond	Street	729	Carlton North		208595	Contributory	1870-1890
HO326	Drummond	Street	730	Carlton North		209920	Contributory	1870-1890
HO326	Drummond	Street	732	Carlton North		209915	Contributory	1870-1890
HO326	Drummond	Street	733	Carlton North		208600	Contributory	1900-1915
HO326	Drummond	Street	734	Carlton North	Ethel Villa	209910	Contributory	1870-1890
HO326	Drummond	Street	735	Carlton North		208605	Contributory	1900-1915
HO326	Drummond	Street	742	Carlton North		209905	Not contributory	1925-1935
HO326	Drummond	Street	742 (rear)	Carlton North		209905	Contributory	1870-1890
HO326	Drummond	Street	743-741	Carlton North		208610	Contributory	1900-1915
HO326	Drummond	Street	744	Carlton North		209900	Contributory	1870-1890
HO326	Drummond	Street	745	Carlton North		208615	Contributory	1870-1890
HO326	Drummond	Street	746	Carlton North	Fence only	209895	Contributory	1870-1890
HO326	Drummond	Street	747	Carlton North		208620	Contributory	1870-1890
HO326	Drummond	Street	748	Carlton North		209890	Contributory	1870-1890
HO326	Drummond	Street	749	Carlton North		208625	Contributory	1870-1890
HO326	Drummond	Street	750	Carlton North	Corio	209885	Individually Significant	1870-1890
HO326	Drummond	Street	751	Carlton North		208630	Contributory	1870-1890
HO326	Drummond	Street	752	Carlton North		209880	Contributory	1870-1890
HO326	Drummond	Street	753	Carlton North		208635	Individually Significant	1870-1890
HO326	Drummond	Street	754	Carlton North		209875	Contributory	1870-1890
HO326	Drummond	Street	756	Carlton North		209870	Contributory	1870-1890
HO326	Drummond	Street	757	Carlton North	Sans Souci	208640	Contributory	1870-1890
HO326	Drummond	Street	758	Carlton North	Lancarr House	209865	Individually Significant	1880-1890
HO326	Drummond	Street	759	Carlton North	Mon Se Jour	208645	Contributory	1870-1890
HO326	Drummond	Street	760	Carlton North	Gunvena House	209860	Individually Significant	1880-1890
HO326	Drummond	Street	761	Carlton North		208650	Contributory	1870-1890
HO326	Drummond	Street	762	Carlton North		209855	Contributory	1870-1890
HO326	Drummond	Street	763	Carlton North		208655	Contributory	1870-1890
HO326	Drummond	Street	764	Carlton North	Renfrew Terrace	209850	Contributory	1870-1890
HO326	Drummond	Street	765-769	Carlton North	Albanian Mosque	208660	Individually Significant	1967c
HO326	Drummond	Street	766	Carlton North	Renfrew Terrace	209845	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Drummond	Street	770	Carlton North		209840	Contributory	1870-1890
HO326	Drummond	Street	771-775	Carlton North	Flats	208665	Not contributory	1950-1960
HO326	Drummond	Street	772	Carlton North		209835	Contributory	1870-1890
HO326	Drummond	Street	774	Carlton North		209830	Contributory	1870-1890
HO326	Drummond	Street	777	Carlton North		208670	Contributory	1870-1890
HO326	Drummond	Street	778	Carlton North	Flats	209825	Not contributory	1960-1970
HO326	Drummond	Street	779	Carlton North		208675	Contributory	1870-1890
HO326	Drummond	Street	781	Carlton North		208680	Contributory	1870-1890
HO326	Drummond	Street	782	Carlton North	Heather Bell	209820	Contributory	1870-1890
HO326	Drummond	Street	783	Carlton North	Francesco & Nicolina Benvenuti house, former	208685	Contributory	1870-1890
HO326	Drummond	Street	784	Carlton North		209815	Contributory	1870-1890
HO326	Drummond	Street	785	Carlton North		208690	Contributory	1850-1890
HO326	Drummond	Street	786	Carlton North		209810	Contributory	1850-1890
HO326	Drummond	Street	787	Carlton North	M..Dà	208695	Contributory	1870-1890
HO326	Drummond	Street	788	Carlton North		209805	Contributory	1870-1890
HO326	Drummond	Street	789	Carlton North	St Edmond's Terrace	208700	Individually Significant	1890
HO326	Drummond	Street	791	Carlton North	St Edmonds Terrace	208705	Individually Significant	1890
HO326	Drummond	Street	792	Carlton North	Leonora	209800	Contributory	1900-1915
HO326	Drummond	Street	793	Carlton North	St Edmonds Terrace	208710	Individually Significant	1890
HO326	Drummond	Street	795	Carlton North	St Edmonds Terrace	208715	Individually Significant	1890
HO326	Drummond	Street	797	Carlton North	Hassal Green	208720	Individually Significant	1870-1880
HO326	Drummond	Street	799	Carlton North		208725	Individually Significant	1900-1915
HO326	Drummond	Street	800	Carlton North		209795	Contributory	1900-1915
HO326	Drummond	Street	802	Carlton North		209790	Contributory	1900-1915
HO326	Drummond	Street	803	Carlton North		208730	Contributory	1870-1890
HO326	Drummond	Street	804	Carlton North		209785	Contributory	1900-1915
HO326	Drummond	Street	805	Carlton North		208735	Contributory	1870-1890
HO326	Drummond	Street	806	Carlton North		209780	Contributory	1900-1915
HO326	Drummond	Street	807	Carlton North		208740	Contributory	1870-1890
HO326	Drummond	Street	809	Carlton North		208745	Contributory	1870-1890
HO326	Drummond	Street	810	Carlton North		209775	Not contributory	Unknown
HO326	Drummond	Street	811	Carlton North		208750	Contributory	1870-1890
HO326	Drummond	Street	813	Carlton North		208755	Contributory	1870-1890
HO326	Drummond	Street	814	Carlton North		209765	Contributory	1870-1890
HO326	Drummond	Street	816	Carlton North		209760	Contributory	1870-1890
HO326	Drummond	Street	817	Carlton North	Castle Otway Cottage	208760	Contributory	1870-1890
HO326	Drummond	Street	818	Carlton North		209755	Contributory	1870-1890
HO326	Drummond	Street	819	Carlton North		208765	Contributory	1850-1890
HO326	Drummond	Street	820	Carlton North	Roseneath	209750	Contributory	1870-1890
HO326	Drummond	Street	821	Carlton North		208770	Contributory	1870-1890
HO326	Drummond	Street	822	Carlton North	Rosedale	209745	Individually Significant	1870-1890
HO326	Drummond	Street	823	Carlton North	Houstonia Cottage	208775	Contributory	1870-1890
HO326	Drummond	Street	824	Carlton North		209740	Individually Significant	1870-1890
HO326	Drummond	Street	825	Carlton North	Blue Vale Cottage	208780	Contributory	1870-1890
HO326	Drummond	Street	827	Carlton North		208785	Contributory	1870-1890
HO326	Drummond	Street	829	Carlton North		208790	Not contributory	1850-1890?
HO326	Drummond	Street	830	Carlton North	Flats	209735	Not contributory	1960-1970
HO326	Drummond	Street	834	Carlton North		209730	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Drummond	Street	835-837	Carlton North		208795	Contributory	1870-1890
HO326	Drummond	Street	836	Carlton North		209725	Not contributory	1900-1915
HO326	Drummond	Street	839	Carlton North		208800	Contributory	1870-1890
HO326	Drummond	Street	843	Carlton North		208805	Contributory	1870-1890
HO326	Drummond	Street	845	Carlton North		208810	Contributory	1870-1890
HO326	Drummond	Street	847	Carlton North		208815	Contributory	1870-1890
HO326	Drummond	Street	849	Carlton North		208820	Contributory	1870-1890
HO326	Drummond	Street	850	Carlton North		209720	Individually Significant	1900-1915
HO326	Drummond	Street	853	Carlton North		208825	Individually Significant	1870-1890
HO326	Drummond	Street	855	Carlton North	House, later Jewish Peretz, later Greek Orthodox Day School	208830	Individually Significant	1870-1890
HO326	Drummond	Street	856	Carlton North		209715	Individually Significant	1900-1915
HO326	Drummond	Street	857	Carlton North		208835	Individually Significant	1870-1890
HO326	Drummond	Street	858	Carlton North		209710	Contributory	1900-1915
HO326	Drummond	Street	859	Carlton North		208840	Individually Significant	1870-1890
HO326	Drummond	Street	861	Carlton North		208845	Individually Significant	1870-1890
HO326	Drummond	Street	863	Carlton North		208850	Individually Significant	1870-1890
HO326	Drummond	Street	864	Carlton North	Kimdie	209705	Contributory	1870-1890
HO326	Drummond	Street	865	Carlton North		208855	Individually Significant	1870-1890
HO326	Drummond	Street	869-883	Carlton North	Nairn Court, Flats	208860	Not contributory	1970-1980
HO326	Drummond	Street	870	Carlton North		209700	Contributory	1900-1915
HO326	Drummond	Street	872	Carlton North	Flats	209650	Not contributory	1970-1980
HO326	Drummond	Street	876	Carlton North		209645	Individually Significant	1900-1915
HO326	Drummond	Street	880	Carlton North		209640	Individually Significant	1900-1915
HO326	Drummond	Street	884	Carlton North		209635	Individually Significant	1900-1915
HO326	Drummond	Street	885	Carlton North	Units/Flats	208935	Not contributory	1960-1970
HO326	Drummond	Street	887	Carlton North	Havana Court Flats	208975	Individually Significant	1942
HO326	Drummond	Street	888	Carlton North		209630	Contributory	1900-1915
HO326	Drummond	Street	892	Carlton North		209625	Contributory	1870-1890
HO326	Drummond	Street	898	Carlton North		209620	Contributory	1900-1915
HO326	Drummond	Street	900	Carlton North		209615	Individually Significant	1900-1915
HO326	Drummond	Street	902	Carlton North		209610	Not contributory	1870-1890
HO326	Drummond	Street	904	Carlton North		209605	Individually Significant	1870-1890
HO326	Drummond	Street	906	Carlton North		209600	Contributory	1870-1890
HO326	Drummond	Street	907	Carlton North	Indigenous Hospitality House	209025	Not contributory	1970-1980
HO326	Drummond	Street	908	Carlton North	Cooloom	209595	Contributory	1870-1890
HO326	Drummond	Street	909	Carlton North	Listowell?	209045	Individually Significant	1870-1890
HO326	Drummond	Street	910	Carlton North	Hastings	209590	Contributory	1870-1890
HO326	Drummond	Street	911	Carlton North		209050	Individually Significant	1888
HO326	Drummond	Street	912	Carlton North	Carlton à flats	209455	Not contributory	1960-1970
HO326	Drummond	Street	913	Carlton North		209055	Not contributory	1850-1890
HO326	Drummond	Street	915	Carlton North		209060	Individually Significant	1900-1915
HO326	Drummond	Street	916	Carlton North		209450	Not contributory	Unknown
HO326	Drummond	Street	918	Carlton North		209445	Contributory	1900-1915
HO326	Drummond	Street	919	Carlton North		209065	Contributory	1870-1890
HO326	Drummond	Street	921	Carlton North		209070	Individually Significant	1900-1915
HO326	Drummond	Street	922	Carlton North		209440	Contributory	1900-1915
HO326	Drummond	Street	924	Carlton North		209435	Contributory	1900-1915
HO326	Drummond	Street	925	Carlton North	Violet Cottage	209075	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Drummond	Street	926	Carlton North		209430	Contributory	1900-1915
HO326	Drummond	Street	927	Carlton North	Hyceia	209080	Contributory	1870-1890
HO326	Drummond	Street	928	Carlton North		209425	Individually Significant	1900-1915
HO326	Drummond	Street	929	Carlton North	Ozone	209085	Individually Significant	1870-1890
HO326	Drummond	Street	930	Carlton North		209420	Individually Significant	1900-1915
HO326	Drummond	Street	931	Carlton North		209090	Contributory	1890-1900
HO326	Drummond	Street	933	Carlton North		209095	Individually Significant	1900-1915
HO326	Drummond	Street	935	Carlton North		209100	Contributory	1900-1915
HO326	Drummond	Street	937	Carlton North		209105	Contributory	1900-1915
HO326	Drummond	Street	945	Carlton North		209110	Contributory	1870-1890
HO326	Drummond	Street	947	Carlton North		209115	Contributory	1900-1915
HO326	Drummond	Street	949	Carlton North		209120	Contributory	1915-1925
HO326	Drummond	Street	951	Carlton North		209125	Contributory	1900-1915
HO326	Drummond	Street	953	Carlton North		209130	Contributory	1900-1915
HO326	Drummond	Street	957	Carlton North		296290	Contributory	1900-1915
HO326	Drummond	Street	960	Carlton North		209415	Contributory	1900-1915
HO326	Drummond	Street	963	Carlton North		209140	Contributory	1900-1915
HO326	Drummond	Street	964	Carlton North		209410	Contributory	1870-1890
HO326	Drummond	Street	966	Carlton North		209405	Contributory	1870-1890
HO326	Drummond	Street	967	Carlton North		209145	Contributory	1900-1915
HO326	Drummond	Street	968	Carlton North		209400	Contributory	1870-1890
HO326	Drummond	Street	970	Carlton North		209395	Contributory	1870-1890
HO326	Drummond	Street	972	Carlton North		209390	Contributory	1900-1915
HO326	Drummond	Street	973	Carlton North		209150	Contributory	1900-1915
HO326	Drummond	Street	975	Carlton North		209155	Contributory	1870-1880
HO326	Drummond	Street	976	Carlton North		209385	Contributory	1915-1925
HO326	Drummond	Street	977	Carlton North		209160	Contributory	1870-1890
HO326	Drummond	Street	979	Carlton North		209165	Contributory	1870-1890
HO326	Drummond	Street	980	Carlton North		209380	Individually Significant	1900-1915
HO326	Drummond	Street	981	Carlton North		209170	Contributory	1870-1890
HO326	Drummond	Street	985	Carlton North	Belville	209175	Contributory	1900-1915
HO326	Drummond	Street	988	Carlton North	Jolly house	209375	Individually Significant	1917
HO326	Drummond	Street	989	Carlton North		209180	Contributory	1900-1915
HO326	Drummond	Street	990	Carlton North		209370	Contributory	1900-1915
HO326	Drummond	Street	993	Carlton North		209185	Not contributory	1890-1900
HO326	Drummond	Street	994	Carlton North		209365	Not contributory	Unknown
HO326	Drummond	Street	996	Carlton North		209360	Not contributory	1870-1940
HO326	Drummond	Street	999	Carlton North	Townhouses	209190	Not contributory	1990-2000
HO326	Drummond	Street	1002	Carlton North	Apartments	209355	Not contributory	1990-2000
HO326	Drummond	Street	1008	Carlton North		209350	Contributory	1900-1915
HO326	Drummond	Street	1011	Carlton North	Flats	209225	Not contributory	1980-1990
HO326	Drummond	Street	1012	Carlton North	House, fence	209345	Contributory	1900-1915
HO326	Drummond	Street	1015	Carlton North		209230	Contributory	1870-1890
HO326	Drummond	Street	1017	Carlton North		209235	Contributory	1870-1890
HO326	Drummond	Street	1018	Carlton North		209340	Not contributory	1850-1890
HO326	Drummond	Street	1019	Carlton North	Homeville	209240	Contributory	1870-1890
HO326	Drummond	Street	1020	Carlton North		209335	Not contributory	1850-1890?
HO326	Drummond	Street	1022	Carlton North		209330	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Drummond	Street	1023	Carlton North		209245	Contributory	1870-1890
HO326	Drummond	Street	1025	Carlton North		209250	Contributory	1870-1890
HO326	Drummond	Street	1027	Carlton North		209255	Not contributory	1850-1890
HO326	Drummond	Street	1029	Carlton North		209260	Contributory	1870-1890
HO326	Drummond	Street	1031	Carlton North		209265	Contributory	1900-1915
HO326	Drummond	Street	1032	Carlton North		209325	Not contributory	1900-1925
HO326	Drummond	Street	1033	Carlton North	Ellerslie Villa	209270	Contributory	1900-1915
HO326	Drummond	Street	1035	Carlton North		209275	Contributory	1900-1915
HO326	Drummond	Street	1036	Carlton North		209320	Contributory	1900-1915
HO326	Drummond	Street	1038	Carlton North		209315	Contributory	1900-1915
HO326	Drummond	Street	1040	Carlton North		209310	Contributory	1900-1915
HO326	Drummond	Street	1041	Carlton North		209280	Contributory	1900-1915
HO326	Drummond	Street	1042	Carlton North		209305	Contributory	1900-1915
HO326	Drummond	Street	1044	Carlton North		209300	Not contributory	1990-2000
HO326	Drummond	Street	1045	Carlton North		209285	Contributory	1900-1915
HO326	Drummond	Street	1047	Carlton North		209290	Contributory	1900-1915
HO326	Drummond	Street	1049	Carlton North		209295	Contributory	1900-1915
HO326	Earl	Street	2-10/1	Carlton North	Flats	210420	Not contributory	1970-1980
HO326	Earl	Street	2-10/2	Carlton North	Flats	210425	Not contributory	1970-1980
HO326	Earl	Street	2-10/3	Carlton North	Flats	210430	Not contributory	1970-1980
HO326	Earl	Street	2-10/4	Carlton North	Flats	210435	Not contributory	1970-1980
HO326	Earl	Street	2-10/5	Carlton North	Flats	210440	Not contributory	1970-1980
HO326	Earl	Street	2-10/6	Carlton North	Flats	210445	Not contributory	1970-1980
HO326	Earl	Street	3	Carlton North	Omega Board Mills Pty Ltd, part, Factory, Former	300290	Not contributory	1930-2010
HO326	Earl	Street	5	Carlton North	Factory, Former	300285	Not contributory	1999-2010
HO326	Earl	Street	7	Carlton North	Omega Board Mills Pty Ltd, part, Factory, Former	294755	Not contributory	1930-2010
HO326	Earl	Street	9	Carlton North	Omega Board Mills Pty Ltd, part, Factory, Former	294750	Not contributory	1930-2010
HO326	Earl	Street	11	Carlton North	Omega Board Mills Pty Ltd, part, Factory, Former	294745	Not contributory	1930-2010
HO326	Earl	Street	12	Carlton North		210415	Contributory	1870-1890
HO326	Earl	Street	13	Carlton North	Omega Board Mills Pty Ltd, part, Factory, Former	294740	Not contributory	1930-2010
HO326	Earl	Street	14	Carlton North		210410	Contributory	1850-1890
HO326	Earl	Street	15	Carlton North	Units	294735	Not contributory	1999-2010
HO326	Earl	Street	16	Carlton North		210405	Contributory	1870-1890
HO326	Earl	Street	17	Carlton North	Omega Board Mills Pty Ltd, part, Factory, Former	210350	Not contributory	1920-2010
HO326	Earl	Street	18	Carlton North		210400	Contributory	1870-1890
HO326	Earl	Street	19	Carlton North	Omega Board Mills Pty Ltd, part, Factory/warehouse, Former	210350	Not contributory	1920-2010
HO326	Earl	Street	20-28	Carlton North	Flats	210355	Not contributory	1970-1980
HO326	Fenwick	Street	9	Carlton North		210450	Contributory	1900-1915
HO326	Fenwick	Street	11	Carlton North		210455	Contributory	1870-1890
HO326	Fenwick	Street	12	Carlton North		210835	Not contributory	1980-1990?
HO326	Fenwick	Street	13	Carlton North		210460	Contributory	1870-1890
HO326	Fenwick	Street	14	Carlton North	Rose Bank Villa	210830	Contributory	1870-1890
HO326	Fenwick	Street	16	Carlton North		210825	Not contributory	Unknown
HO326	Fenwick	Street	20	Carlton North		210820	Contributory	1915-1925
HO326	Fenwick	Street	26	Carlton North	Shop & residence	210815	Individually Significant	1870-1890
HO326	Fenwick	Street	28	Carlton North	Shop & residence	210810	Individually Significant	1870-1890
HO326	Fenwick	Street	30	Carlton North		210805	Contributory	1900-1915
HO326	Fenwick	Street	32	Carlton North		210800	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Fenwick	Street	34	Carlton North		210795	Contributory	1870-1890
HO326	Fenwick	Street	36	Carlton North		210790	Contributory	1870-1890
HO326	Fenwick	Street	38	Carlton North		210785	Contributory	1870-1890
HO326	Fenwick	Street	40	Carlton North		210780	Contributory	1870-1890
HO326	Fenwick	Street	42	Carlton North		210775	Contributory	1870-1890
HO326	Fenwick	Street	44	Carlton North		210770	Contributory	1870-1890
HO326	Fenwick	Street	46	Carlton North	Carlton Buildings, Shop & residence	210765	Individually Significant	1870-1890
HO326	Fenwick	Street	48	Carlton North	Carlton Buildings, Shop & residence	210760	Individually Significant	1870-1890
HO326	Fenwick	Street	63	Carlton North		210465	Contributory	1900-1915
HO326	Fenwick	Street	64	Carlton North		210755	Contributory	1870-1890
HO326	Fenwick	Street	65	Carlton North		210470	Contributory	1870-1890
HO326	Fenwick	Street	66	Carlton North		210750	Contributory	1870-1890
HO326	Fenwick	Street	67	Carlton North		210475	Contributory	1870-1890
HO326	Fenwick	Street	69	Carlton North		210480	Contributory	1900-1915
HO326	Fenwick	Street	70	Carlton North		210745	Contributory	1870-1890
HO326	Fenwick	Street	71	Carlton North	Fenwick Rose	210485	Contributory	1870-1890
HO326	Fenwick	Street	72	Carlton North		210740	Contributory	1870-1890
HO326	Fenwick	Street	73	Carlton North		210490	Contributory	1870-1890
HO326	Fenwick	Street	74-80	Carlton North	Fenwick Inn, former (Union Hotel)	210735	Contributory	1931
HO326	Fenwick	Street	75-77	Carlton North		210495	Not contributory	1970-1980
HO326	Fenwick	Street	79	Carlton North		210500	Contributory	1870-1890
HO326	Fenwick	Street	81	Carlton North	Townhouse	135415	Not contributory	1990-2000
HO326	Fenwick	Street	84	Carlton North		210730	Not contributory	1900-1915
HO326	Fenwick	Street	85	Carlton North		210510	Contributory	1870-1890
HO326	Fenwick	Street	87	Carlton North	Shop/office	210515	Not contributory	2000-2010
HO326	Fenwick	Street	89	Carlton North	Shop & residence	210520	Contributory	1915-1930
HO326	Fenwick	Street	90	Carlton North		210725	Contributory	1900-1915
HO326	Fenwick	Street	91	Carlton North		210525	Contributory	1870-1890
HO326	Fenwick	Street	92	Carlton North		210720	Contributory	1900-1915
HO326	Fenwick	Street	93	Carlton North	Maller's flats	210530	Individually Significant	1942
HO326	Fenwick	Street	94	Carlton North		210715	Contributory	1870-1890
HO326	Fenwick	Street	95/1	Carlton North	Flats	210535	Not contributory	1970-1980
HO326	Fenwick	Street	95/2	Carlton North	Flats	278520	Not contributory	1970-1980
HO326	Fenwick	Street	95/3	Carlton North	Flats	278525	Not contributory	1970-1980
HO326	Fenwick	Street	96	Carlton North		210710	Contributory	1870-1890
HO326	Fenwick	Street	98	Carlton North		210705	Contributory	1870-1890
HO326	Fenwick	Street	100	Carlton North	Fenwick	210700	Contributory	1870-1890
HO326	Fenwick	Street	102	Carlton North		210695	Contributory	1870-1890
HO326	Fenwick	Street	104	Carlton North		210690	Contributory	1870-1890
HO326	Fenwick	Street	129	Carlton North		210540	Contributory	1870-1890
HO326	Fenwick	Street	130	Carlton North		210685	Contributory	1870-1890
HO326	Fenwick	Street	131	Carlton North		210545	Contributory	1870-1890
HO326	Fenwick	Street	132	Carlton North		210680	Contributory	1870-1890
HO326	Fenwick	Street	133	Carlton North	Belleek Cottage	210550	Contributory	1870-1890
HO326	Fenwick	Street	134	Carlton North		210675	Contributory	1870-1890
HO326	Fenwick	Street	135	Carlton North	Grand View House	210555	Contributory	1870-1890
HO326	Fenwick	Street	136	Carlton North		210670	Individually Significant	1870-1890
HO326	Fenwick	Street	137	Carlton North		210560	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Fenwick	Street	139	Carlton North	Ferngrove Villa	210565	Contributory	1870-1890
HO326	Fenwick	Street	140	Carlton North		210665	Contributory	1870-1890
HO326	Fenwick	Street	141	Carlton North	Moneyduff	210570	Contributory	1870-1890
HO326	Fenwick	Street	142	Carlton North		210660	Contributory	1870-1890
HO326	Fenwick	Street	166	Carlton North		210655	Contributory	1870-1890
HO326	Fenwick	Street	168	Carlton North		210650	Contributory	1870-1890
HO326	Fenwick	Street	169	Carlton North		210575	Not contributory	1880-1900
HO326	Fenwick	Street	170	Carlton North		210645	Contributory	1870-1890
HO326	Fenwick	Street	172	Carlton North		210640	Contributory	1870-1890
HO326	Fenwick	Street	173	Carlton North		210580	Contributory	1870-1890
HO326	Fenwick	Street	174	Carlton North	Bowen Cottage?	210635	Contributory	1870-1890
HO326	Fenwick	Street	175	Carlton North		210585	Contributory	1870-1890
HO326	Fenwick	Street	176	Carlton North	Belmore Cottage	210630	Contributory	1870-1890
HO326	Fenwick	Street	177	Carlton North		210590	Contributory	1878
HO326	Fenwick	Street	178	Carlton North	Barkly Cottage	210625	Contributory	1878
HO326	Fenwick	Street	179	Carlton North		210595	Contributory	1870-1890
HO326	Fenwick	Street	180	Carlton North		210620	Contributory	1870-1890
HO326	Fenwick	Street	181	Carlton North		210600	Contributory	1870-1890
HO326	Fenwick	Street	182	Carlton North		210615	Contributory	1870-1890
HO326	Fenwick	Street	183	Carlton North		210605	Contributory	1870-1890
HO326	Fenwick	Street	184	Carlton North	Townhouse	299525	Not contributory	1998
HO326	Fenwick	Street	187	Carlton North	Shop & residence	210610	Contributory	1870-1890
HO326	Fletcher	Lane	1	Carlton North	Apartment	307820	Not contributory	1990-2000
HO326	Fletcher	Lane	5	Carlton North	Apartments	348050	Not contributory	2000-2010
HO326	Fletcher	Lane	7	Carlton North	Apartments	348050	Not contributory	1990-2000
HO326	Fletcher	Lane	20	Carlton North	Apartments	209770	Not contributory	2000-2010
HO326	Henry	Street	1	Carlton North	Townhouse	211360	Not contributory	1980-1990
HO326	Henry	Street	3	Carlton North	Townhouse	211365	Not contributory	1980-1990
HO326	Henry	Street	5	Carlton North	Townhouse	211370	Not contributory	1980-1990
HO326	Henry	Street	7	Carlton North	Townhouse	211375	Not contributory	1980-1990
HO326	Henry	Street	9	Carlton North	Townhouse	211380	Not contributory	1980-1990
HO326	Henry	Street	11	Carlton North	Townhouse	211385	Not contributory	1980-1990
HO326	Henry	Street	13	Carlton North	Townhouse	211390	Not contributory	1980-1990
HO326	Henry	Street	15	Carlton North	Townhouse	211395	Not contributory	1980-1990
HO326	Henry	Street	17	Carlton North	Townhouse	211400	Not contributory	1980-1990
HO326	Henry	Street	19	Carlton North	Townhouse	211405	Not contributory	1980-1990
HO326	Henry	Street	21	Carlton North	Townhouse	211410	Not contributory	1990-2000
HO326	Henry	Street	23	Carlton North	Townhouse	211415	Not contributory	1990-2000
HO326	Herbert	Street	3	Carlton North	Warehouse, former	211425	Individually Significant	1870-1890
HO326	Herbert	Street	3A	Carlton North	Factory/warehouse, former	211420	Individually Significant	1870-1890
HO326	Herbert	Street	4	Carlton North	Factory/warehouse former	211445	Contributory	1900-1915
HO326	Herbert	Street	5	Carlton North	Warehouse, former	211430	Individually Significant	1870-1890
HO326	Herbert	Street	7	Carlton North		211435	Individually Significant	1870-1890
HO326	Herbert	Street	9	Carlton North		211440	Individually Significant	1870-1890
HO326	Hughes	Street	8	Carlton North		211600	Contributory	1870-1890
HO326	Hughes	Street	10	Carlton North		211595	Contributory	1870-1890
HO326	Hughes	Street	12	Carlton North		211590	Contributory	1870-1890
HO326	Hughes	Street	14	Carlton North		211585	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Hughes	Street	16	Carlton North		211580	Contributory	1870-1890
HO326	Hughes	Street	18	Carlton North		211575	Contributory	1870-1890
HO326	Hughes	Street	20	Carlton North		211570	Contributory	1870-1890
HO326	Hughes	Street	24	Carlton North		211565	Contributory	1870-1890
HO326	Hughes	Street	26	Carlton North	Factory/warehouse, former	211560	Contributory	1915-1925
HO326	Lee	Street	18	Carlton North	Brandon Hotel	212105	Individually Significant	1870-1890
HO326	Lee	Street	19	Carlton North		211675	Contributory	1870-1890
HO326	Lee	Street	21	Carlton North		211680	Contributory	1870-1890
HO326	Lee	Street	23	Carlton North		211685	Contributory	1870-1890
HO326	Lee	Street	24	Carlton North	Bridgeton House	212100	Contributory	1870-1890
HO326	Lee	Street	25	Carlton North		211690	Contributory	1870-1890
HO326	Lee	Street	26	Carlton North	Provence House	212095	Contributory	1870-1890
HO326	Lee	Street	27	Carlton North	Lorne Villa	211695	Contributory	1870-1890
HO326	Lee	Street	28	Carlton North		212090	Contributory	1870-1890
HO326	Lee	Street	29	Carlton North		211700	Contributory	1870-1890
HO326	Lee	Street	30	Carlton North		212085	Contributory	1870-1890
HO326	Lee	Street	31	Carlton North		211705	Contributory	1870-1890
HO326	Lee	Street	32	Carlton North		212080	Contributory	1870-1890
HO326	Lee	Street	33	Carlton North		211710	Contributory	1870-1890
HO326	Lee	Street	34	Carlton North		212075	Contributory	1870-1890
HO326	Lee	Street	35	Carlton North		211715	Contributory	1870-1890
HO326	Lee	Street	36	Carlton North		212070	Contributory	1870-1890
HO326	Lee	Street	37	Carlton North	Elgin Cottage	211720	Contributory	1870-1890
HO326	Lee	Street	38	Carlton North		212065	Contributory	1870-1890
HO326	Lee	Street	39	Carlton North	Glee Cottage 1883	211725	Contributory	1883
HO326	Lee	Street	41	Carlton North	Shop & residence	211730	Contributory	1870-1890
HO326	Lee	Street	61	Carlton North		211735	Contributory	1870-1890
HO326	Lee	Street	63	Carlton North		211740	Contributory	1870-1890
HO326	Lee	Street	65	Carlton North		211745	Contributory	1870-1890
HO326	Lee	Street	67	Carlton North	Grape Cottage	211750	Contributory	1890-1900
HO326	Lee	Street	69	Carlton North	Vine Cottage	211755	Contributory	1870-1890
HO326	Lee	Street	71	Carlton North	Byron Cottage	211760	Contributory	1870-1890
HO326	Lee	Street	73	Carlton North		211765	Contributory	1870-1890
HO326	Lee	Street	75	Carlton North		211770	Not contributory	1870-1890
HO326	Lee	Street	77	Carlton North		211775	Contributory	1870-1890
HO326	Lee	Street	79	Carlton North		211780	Contributory	1870-1890
HO326	Lee	Street	81	Carlton North		211785	Contributory	1870-1890
HO326	Lee	Street	83	Carlton North		211790	Contributory	1870-1890
HO326	Lee	Street	85	Carlton North	Ivy Cottage	211795	Contributory	1870-1890
HO326	Lee	Street	87	Carlton North	Treworgie Cottage	211800	Contributory	1870-1890
HO326	Lee	Street	89	Carlton North	Lowther Cottage	211805	Contributory	1870-1890
HO326	Lee	Street	91	Carlton North		211810	Not contributory	1870-1890
HO326	Lee	Street	94	Carlton North		212055	Contributory	1850-1890
HO326	Lee	Street	96	Carlton North	Penventon Terrace	212050	Contributory	1870-1890
HO326	Lee	Street	98	Carlton North		212045	Contributory	1870-1890
HO326	Lee	Street	101	Carlton North	Flats	211815	Not contributory	1930-1960
HO326	Lee	Street	103	Carlton North		211820	Contributory	1900-1915
HO326	Lee	Street	105	Carlton North	Mayville	211825	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Lee	Street	109	Carlton North	Lorne Villa	211830	Contributory	1900-1915
HO326	Lee	Street	113	Carlton North		211835	Contributory	1900-1915
HO326	Lee	Street	122	Carlton North		212040	Contributory	1870-1890
HO326	Lee	Street	124	Carlton North		212035	Contributory	1870-1890
HO326	Lee	Street	126	Carlton North		212030	Contributory	1870-1890
HO326	Lee	Street	128	Carlton North		212025	Contributory	1870-1890
HO326	Lee	Street	130	Carlton North		212020	Contributory	1870-1890
HO326	Lee	Street	132	Carlton North	Camelia Cottage	212015	Contributory	1870-1890
HO326	Lee	Street	134	Carlton North	Tasman Terrace	212010	Contributory	1870-1890
HO326	Lee	Street	136	Carlton North	Hawthorn Cottage	212005	Contributory	1870-1890
HO326	Lee	Street	138	Carlton North		212000	Contributory	1870-1890
HO326	Lee	Street	161	Carlton North	Daphne Cottage, part Pigdon's terrace	211840	Contributory	1882
HO326	Lee	Street	163	Carlton North	Holly cottage, part Pigdon's terrace	211845	Contributory	1882
HO326	Lee	Street	165	Carlton North	Rose Cottage, part Pigdon's terrace	211850	Contributory	1882
HO326	Lee	Street	167	Carlton North	Elm Cottage, part Pigdon's terrace	211855	Contributory	1882
HO326	Lee	Street	169	Carlton North		211860	Contributory	1870-1890
HO326	Lee	Street	171	Carlton North		211865	Contributory	1870-1890
HO326	Lee	Street	173	Carlton North		211870	Contributory	1870-1890
HO326	Lee	Street	175	Carlton North		211875	Contributory	1870-1890
HO326	Lygon	Street	622-624	Carlton North		213745	Contributory	1870-1890
HO326	Lygon	Street	626	Carlton North		213740	Contributory	1887
HO326	Lygon	Street	636	Carlton North	Wesleyan Parsonage, former, later Flats	213730	Individually Significant	1878-1881
HO326	Lygon	Street	638	Carlton North	Flats	213630	Not contributory	1970-1980
HO326	Lygon	Street	642	Carlton North	Residence, former, later flats	213620	Individually Significant	1882
HO326	Lygon	Street	644	Carlton North	Residence, former, later flats	213615	Individually Significant	1882
HO326	Lygon	Street	648	Carlton North		213610	Not contributory	1883
HO326	Lygon	Street	650	Carlton North	Fence only	213605	Contributory	1883
HO326	Lygon	Street	652	Carlton North		213600	Contributory	1883
HO326	Lygon	Street	654	Carlton North		213595	Contributory	1883
HO326	Lygon	Street	656	Carlton North		213590	Contributory	1883
HO326	Lygon	Street	658	Carlton North		213585	Contributory	1883
HO326	Lygon	Street	660	Carlton North		213580	Contributory	1883
HO326	Lygon	Street	662	Carlton North		213575	Contributory	1883
HO326	Lygon	Street	726	Carlton North		213205	Contributory	1885
HO326	Lygon	Street	728	Carlton North		213200	Contributory	1885
HO326	Lygon	Street	730	Carlton North		213195	Contributory	1885
HO326	Lygon	Street	732	Carlton North		213190	Contributory	1879
HO326	Lygon	Street	734	Carlton North		213185	Contributory	1878, pre
HO326	Lygon	Street	736	Carlton North		213180	Contributory	1885
HO326	Lygon	Street	738	Carlton North		213175	Contributory	1878, pre
HO326	Lygon	Street	740	Carlton North		213170	Contributory	1884
HO326	Lygon	Street	742	Carlton North	Emerald Cottage	213165	Contributory	1878, pre
HO326	Lygon	Street	744	Carlton North		213160	Contributory	1883
HO326	Lygon	Street	746	Carlton North	Townhouse	213155	Not contributory	1970-1980
HO326	Lygon	Street	748	Carlton North		213150	Contributory	1884
HO326	Lygon	Street	750	Carlton North		213145	Not contributory	1960-1970
HO326	Lygon	Street	754-756	Carlton North		213140	Contributory	1878, pre
HO326	Lygon	Street	760	Carlton North	Shop & residence	213135	Contributory	1886

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Lygon	Street	762	Carlton North		213130	Contributory	1883
HO326	Lygon	Street	764	Carlton North		213125	Contributory	1878, pre
HO326	Lygon	Street	766	Carlton North		213120	Contributory	1884
HO326	Lygon	Street	768	Carlton North		213115	Contributory	1878, pre
HO326	Lygon	Street	770	Carlton North		213110	Contributory	1885
HO326	Lygon	Street	772	Carlton North		213105	Contributory	1885
HO326	Lygon	Street	774	Carlton North		213100	Contributory	1878, pre
HO326	Lygon	Street	776	Carlton North	Rosewood Cottage	213095	Contributory	1885
HO326	Lygon	Street	778	Carlton North	Gordon Cottage	213090	Contributory	1885
HO326	Lygon	Street	780	Carlton North		213085	Contributory	1885
HO326	Lygon	Street	782	Carlton North		213080	Contributory	1885
HO326	Lygon	Street	784	Carlton North		213075	Contributory	1909
HO326	Lygon	Street	786	Carlton North		213070	Contributory	1881
HO326	Lygon	Street	788	Carlton North		213065	Contributory	1878, pre
HO326	Lygon	Street	790	Carlton North		213060	Contributory	1878
HO326	Lygon	Street	792	Carlton North		213055	Contributory	1878, pre
HO326	Lygon	Street	794	Carlton North		213050	Contributory	1878, pre
HO326	Lygon	Street	806	Carlton North		213045	Contributory	1905
HO326	Lygon	Street	808	Carlton North		213040	Contributory	1890
HO326	Lygon	Street	810	Carlton North		213035	Contributory	1878, pre
HO326	Lygon	Street	812	Carlton North	Townhouse	299515	Not contributory	1998
HO326	Lygon	Street	814	Carlton North	Townhouse	299520	Not contributory	1998
HO326	Lygon	Street	818	Carlton North		213025	Contributory	1885
HO326	Lygon	Street	820	Carlton North		213020	Contributory	1892
HO326	Lygon	Street	822	Carlton North		213015	Contributory	1892
HO326	Lygon	Street	824	Carlton North		213010	Individually Significant	1886
HO326	Lygon	Street	826	Carlton North		213005	Individually Significant	1886
HO326	Lygon	Street	828	Carlton North		213000	Individually Significant	1886
HO326	Lygon	Street	832	Carlton North		212995	Contributory	1878, pre
HO326	Lygon	Street	834	Carlton North		298040	Contributory	1878, pre
HO326	Lygon	Street	834A	Carlton North	Stable?	298045	Contributory	1900-1915
HO326	Lygon	Street	836-842	Carlton North	Jewish Memorial Hall, later Kadimah Jewish centre, later Eolian Hall	212985	Individually Significant	1933
HO326	Lygon	Street	844	Carlton North	Flats	212980	Not contributory	1970-1980
HO326	Lygon	Street	846	Carlton North	Flats	212945	Not contributory	1970-1990
HO326	Lygon	Street	850	Carlton North	Thelma	212940	Contributory	1915
HO326	Lygon	Street	852	Carlton North		212935	Contributory	1915
HO326	Lygon	Street	854	Carlton North		212930	Contributory	1916
HO326	Lygon	Street	856	Carlton North		212925	Contributory	1916
HO326	Lygon	Street	870	Carlton North	Wahroonga	212920	Individually Significant	1921
HO326	Lygon	Street	876	Carlton North	Glenfern	212915	Contributory	1913
HO326	Lygon	Street	878	Carlton North		212910	Contributory	1910
HO326	Lygon	Street	880	Carlton North		212905	Contributory	1910
HO326	Lygon	Street	882	Carlton North		212900	Contributory	1885
HO326	Lygon	Street	886	Carlton North		212895	Contributory	1913
HO326	Lygon	Street	890	Carlton North	Harris house	212890	Individually Significant	1935
HO326	Lygon	Street	894	Carlton North		212885	Contributory	1914
HO326	Lygon	Street	896	Carlton North		212880	Contributory	1914
HO326	Lygon	Street	900	Carlton North		212875	Contributory	1884

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Lygon	Street	902	Carlton North		212870	Contributory	1911
HO326	Lygon	Street	904	Carlton North		212865	Contributory	1883
HO326	Lygon	Street	906	Carlton North		212860	Contributory	1914
HO326	Lygon	Street	908	Carlton North		212855	Contributory	1914
HO326	Lygon	Street	910	Carlton North		212850	Contributory	1923
HO326	Lygon	Street	914	Carlton North		212845	Not contributory	1916
HO326	Lygon	Street	920-924	Carlton North	Rising Star Hotel	212840	Individually Significant	1878, pre
HO326	Lygon	Street	926-928	Carlton North	Shops & residences, part of Rising Star Hotel	212840	Individually Significant	1887
HO326	Lygon	Street	930	Carlton North	Shop & residence	212835	Contributory	1888
HO326	Lygon	Street	932	Carlton North	Shop & residence	212830	Contributory	1902
HO326	Lygon	Street	940	Carlton North	Apartments	296385	Not contributory	1990-2000
HO326	Lygon	Street	942	Carlton North		212820	Contributory	1889
HO326	Lygon	Street	944	Carlton North		212815	Contributory	1889
HO326	Lygon	Street	948	Carlton North	House & palms (2)	212810	Individually Significant	1880
HO326	Lygon	Street	952	Carlton North		212805	Contributory	1916
HO326	Lygon	Street	954	Carlton North		212800	Contributory	1916
HO326	Lygon	Street	956	Carlton North		212795	Contributory	1916
HO326	Lygon	Street	972	Carlton North		212790	Contributory	1919
HO326	Lygon	Street	974	Carlton North		212785	Contributory	1915
HO326	Lygon	Street	980	Carlton North	Flats	212685	Not contributory	1970-1980
HO326	Lygon	Street	984	Carlton North		212680	Contributory	1883
HO326	Lygon	Street	986-988	Carlton North	Shops & residences	212675	Not contributory	1920-1940, 1884
HO326	Lygon	Street	990	Carlton North		212670	Contributory	1922
HO326	Lygon	Street	992	Carlton North		212665	Contributory	1922
HO326	Lygon	Street	998	Carlton North	St. John the Baptist's Greek Orthodox Church	212660	Individually Significant	1968
HO326	Lygon	Street	1002	Carlton North		212655	Contributory	1915
HO326	Lygon	Street	1004	Carlton North		212650	Contributory	1915
HO326	Lygon	Street	1006	Carlton North	Shop & residence	212645	Contributory	1890
HO326	Lygon	Street	1008	Carlton North	Shop & residence	212640	Contributory	1885
HO326	Lygon	Street	1010	Carlton North	Shop & residence	212635	Contributory	1887
HO326	Lygon	Street	1012	Carlton North	Shop & residence	212630	Contributory	1887
HO326	Lygon	Street	1014	Carlton North	Shop & residence	212625	Contributory	1889
HO326	Lygon	Street	1016	Carlton North	Shop & residence	212620	Contributory	1889
HO326	Lygon	Street	1018	Carlton North	Shop & residence	212615	Contributory	1889
HO326	Lygon	Street	1020	Carlton North	Motor Garage, Former	212610	Not contributory	1925-1935
HO326	Lygon	Street	1024-1038	Carlton North	Victec Offices	212605	Not contributory	1980-2000?
HO326	Lygon	Street	1060	Carlton North	Lygon Gardens, Apartments	281795	Not contributory	1990-2000
HO326	Lygon	Street	1062	Carlton North	Lygon Gardens, Apartments	281785	Not contributory	1990-2000
HO326	Lygon	Street	1066	Carlton North	Lygon Gardens, Apartments	281870	Not contributory	1990-2000
HO326	Lygon	Street	1068	Carlton North	Lygon Gardens, Apartments	281775	Not contributory	1990-2000
HO326	Lygon	Street	1070	Carlton North	Lygon Gardens, Apartments	281765	Not contributory	1990-2000
HO326	Lygon	Street	1072	Carlton North	Lygon Gardens, Apartments	287805	Not contributory	1990-2000
HO326	Lygon	Street	1074	Carlton North		212590	Contributory	1886
HO326	Lygon	Street	1076	Carlton North		212585	Contributory	1886
HO326	Lygon	Street	1078	Carlton North		212580	Contributory	1884
HO326	Lygon	Street	1080	Carlton North		318690	Contributory	1911
HO326	Lygon	Street	1080 (rear)	Carlton North	Townhouse	318700	Not contributory	1990-2000
HO326	Lygon	Street	1086	Carlton North	Apartments	275630	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Lygon	Street	1090-1092	Carlton North	Flats	212560	Not contributory	1970-1980
HO326	Lygon	Street	1094-1096	Carlton North	Townhouses	212530	Not contributory	1990-2000
HO326	Lygon	Street	1098	Carlton North	Shop & residence	212520	Contributory	1887
HO326	Lygon	Street	1098A	Carlton North	Stable, former?	212525	Contributory	1870-1890
HO326	Lygon	Street	1102	Carlton North	Flats	212430	Not contributory	1970-1980
HO326	Macpherson	Street	13	Carlton North		214370	Contributory	1885
HO326	Macpherson	Street	15	Carlton North		214375	Contributory	1885
HO326	Macpherson	Street	16	Carlton North	Townhouse	214735	Not contributory	1980-1990
HO326	Macpherson	Street	17	Carlton North		214380	Contributory	1883
HO326	Macpherson	Street	18	Carlton North	Townhouse	214740	Not contributory	1980-1990
HO326	Macpherson	Street	19	Carlton North		214385	Contributory	1883
HO326	Macpherson	Street	20	Carlton North		214730	Contributory	1888
HO326	Macpherson	Street	21	Carlton North		214390	Contributory	1884
HO326	Macpherson	Street	22	Carlton North		214725	Contributory	1888
HO326	Macpherson	Street	23	Carlton North		214395	Contributory	1886
HO326	Macpherson	Street	24	Carlton North		214720	Contributory	1888
HO326	Macpherson	Street	25	Carlton North	Shop & residence	214400	Contributory	1886
HO326	Macpherson	Street	26	Carlton North		214715	Contributory	1888
HO326	Macpherson	Street	31-33	Carlton North	Baptist Church, former (part) & Sunday School	286410	Individually Significant	1885
HO326	Macpherson	Street	35	Carlton North	Baptist Church, former (part)	214415	Individually Significant	1885
HO326	Macpherson	Street	68	Carlton North		214710	Contributory	1888
HO326	Macpherson	Street	69-71	Carlton North		214410	Not contributory	1990-2000
HO326	Macpherson	Street	70	Carlton North		214705	Contributory	1919
HO326	Macpherson	Street	72	Carlton North		214700	Contributory	1884
HO326	Macpherson	Street	73	Carlton North		214415	Contributory	1908
HO326	Macpherson	Street	74	Carlton North		214695	Contributory	1884
HO326	Macpherson	Street	85	Carlton North		214420	Contributory	1889
HO326	Macpherson	Street	87	Carlton North		214425	Contributory	1887
HO326	Macpherson	Street	89	Carlton North		214430	Contributory	1887
HO326	Macpherson	Street	90	Carlton North	Verona	214690	Contributory	1899
HO326	Macpherson	Street	91	Carlton North		214435	Contributory	1887
HO326	Macpherson	Street	93	Carlton North		214440	Contributory	1887
HO326	Macpherson	Street	94	Carlton North	Oleander	214685	Contributory	1899
HO326	Macpherson	Street	95	Carlton North		214445	Contributory	1909
HO326	Macpherson	Street	97	Carlton North		214450	Contributory	1891
HO326	Macpherson	Street	98	Carlton North	Townhouse	297295	Not contributory	1990-2000
HO326	Macpherson	Street	100	Carlton North	Townhouse	297290	Not contributory	1990-2000
HO326	Macpherson	Street	102	Carlton North		214675	Contributory	1892
HO326	Macpherson	Street	128	Carlton North		214670	Contributory	1891
HO326	Macpherson	Street	129	Carlton North		214455	Contributory	1917
HO326	Macpherson	Street	130	Carlton North		214665	Contributory	1873
HO326	Macpherson	Street	131	Carlton North		214460	Contributory	1923
HO326	Macpherson	Street	132	Carlton North		214660	Contributory	1873
HO326	Macpherson	Street	133	Carlton North		214465	Contributory	1916
HO326	Macpherson	Street	134	Carlton North		214655	Contributory	1900-1915
HO326	Macpherson	Street	135	Carlton North		214470	Contributory	1882
HO326	Macpherson	Street	136	Carlton North		214650	Contributory	1911
HO326	Macpherson	Street	137	Carlton North		214475	Contributory	1882

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Macpherson	Street	138	Carlton North	Townhouse	214645	Not contributory	1970-1980
HO326	Macpherson	Street	139	Carlton North		214480	Contributory	1885
HO326	Macpherson	Street	140	Carlton North		214640	Not contributory	1980-1990
HO326	Macpherson	Street	141	Carlton North		214485	Contributory	1885
HO326	Macpherson	Street	142	Carlton North		214635	Not contributory	1980-1990
HO326	Macpherson	Street	144	Carlton North		214630	Contributory	1887
HO326	Macpherson	Street	146	Carlton North		214625	Contributory	1887
HO326	Macpherson	Street	168	Carlton North		214620	Contributory	1888
HO326	Macpherson	Street	170	Carlton North		214615	Contributory	1888
HO326	Macpherson	Street	172	Carlton North		214610	Contributory	1888
HO326	Macpherson	Street	173	Carlton North		214490	Contributory	1880-1925
HO326	Macpherson	Street	174	Carlton North		214605	Contributory	1888
HO326	Macpherson	Street	175	Carlton North		214495	Contributory	1886
HO326	Macpherson	Street	177	Carlton North		214500	Contributory	1886
HO326	Macpherson	Street	183	Carlton North	House	214505	Contributory	1885
HO326	Macpherson	Street	183A	Carlton North	Stable & yard	214505	Contributory	1885
HO326	Mary	Street	16	Carlton North	Townhouse	275695	Not contributory	1980-1990
HO326	Mary	Street	20	Carlton North	Shop & residence, former	214790	Contributory	1900-1910
HO326	Mary	Street	21	Carlton North		214745	Contributory	1870-1890
HO326	Mary	Street	23	Carlton North		214750	Contributory	1870-1890
HO326	Mary	Street	25	Carlton North		214755	Contributory	1850-1890
HO326	Mary	Street	29/3	Carlton North	Townhouse	214765	Not contributory	1990-2000
HO326	Mary	Street	31	Carlton North	Townhouse	214770	Not contributory	1990-2000
HO326	Newry	Street	9	Carlton North		214795	Contributory	1870-1890
HO326	Newry	Street	11	Carlton North		214800	Contributory	1870-1890
HO326	Newry	Street	13	Carlton North		214805	Contributory	1870-1890
HO326	Newry	Street	15	Carlton North		214810	Contributory	1870-1890
HO326	Newry	Street	16	Carlton North	S.T. Nunquam, warehouse, part former (apartments	231550	Contributory	1916,1999-2000
HO326	Newry	Street	17	Carlton North		214815	Contributory	1870-1890
HO326	Newry	Street	18	Carlton North	S.T. Nunquam, warehouse, part former (apartments	231555	Contributory	1916,1999-2000
HO326	Newry	Street	19	Carlton North		214820	Contributory	1870-1890
HO326	Newry	Street	20	Carlton North	S.T. Nunquam, warehouse, part former (apartments	231560	Contributory	1916,1999-2000
HO326	Newry	Street	21	Carlton North		214825	Contributory	1870-1890
HO326	Newry	Street	22	Carlton North	S.T. Nunquam, warehouse, part former (apartments	231565	Contributory	1916,1999-2000
HO326	Newry	Street	24	Carlton North	S.T. Nunquam, warehouse, part former (apartments	231570	Contributory	1916,1999-2000
HO326	Newry	Street	26	Carlton North	Townhouse	283265	Not contributory	1990-2000
HO326	Newry	Street	28	Carlton North	Townhouse	283260	Not contributory	1990-2000
HO326	Newry	Street	30	Carlton North	Townhouse	283255	Not contributory	1990-2000
HO326	Newry	Street	32	Carlton North	Townhouse	283250	Not contributory	1990-2000
HO326	Newry	Street	36	Carlton North	Newry St Baby Health Centre, later Lady Gowrie Child Care Centre (part)	215090	Individually Significant	1939, 1964
HO326	Newry	Street	60	Carlton North		291365	Not contributory	2000-2010
HO326	Newry	Street	64	Carlton North		215085	Contributory	1870-1890
HO326	Newry	Street	66	Carlton North		215080	Contributory	1870-1890
HO326	Newry	Street	67	Carlton North		214830	Contributory	1870-1890
HO326	Newry	Street	68	Carlton North		215075	Contributory	1870-1890
HO326	Newry	Street	69	Carlton North	Stockwell Cottage	214835	Contributory	1870-1890
HO326	Newry	Street	70	Carlton North		215070	Contributory	1870-1890
HO326	Newry	Street	71	Carlton North	Ryefield Cottage	214840	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Newry	Street	72	Carlton North	Thornville Cottage	215065	Contributory	1870-1890
HO326	Newry	Street	73	Carlton North	Bective Cottage	214845	Contributory	1870-1890
HO326	Newry	Street	74	Carlton North	Roseville Cottage	215060	Contributory	1870-1890
HO326	Newry	Street	75	Carlton North	Currie Vale	214850	Contributory	1870-1890
HO326	Newry	Street	76	Carlton North	Lauraville Cottage	215055	Contributory	1870-1890
HO326	Newry	Street	77	Carlton North	GlenVilla	214855	Contributory	1876
HO326	Newry	Street	78	Carlton North	Tarraville Cottage	215050	Contributory	1870-1890
HO326	Newry	Street	80	Carlton North		215045	Contributory	1870-1890
HO326	Newry	Street	81	Carlton North		214860	Contributory	1900-1915
HO326	Newry	Street	83	Carlton North		214865	Contributory	1870-1890
HO326	Newry	Street	85	Carlton North		214870	Contributory	1870-1890
HO326	Newry	Street	87	Carlton North		214875	Contributory	1870-1890
HO326	Newry	Street	89	Carlton North		214880	Contributory	1870-1890
HO326	Newry	Street	91	Carlton North		214885	Contributory	1870-1890
HO326	Newry	Street	93	Carlton North	Landilo House	214890	Contributory	1870-1890
HO326	Newry	Street	95	Carlton North		214895	Contributory	1870-1890
HO326	Newry	Street	97	Carlton North		214900	Contributory	1870-1890
HO326	Newry	Street	99	Carlton North	Charlemont	214905	Contributory	1870-1890
HO326	Newry	Street	101	Carlton North	Montrose Cottage	214910	Contributory	1870-1890
HO326	Newry	Street	102	Carlton North	Rosemont	215040	Contributory	1870-1890
HO326	Newry	Street	103	Carlton North	Roxburgh Cottage	214915	Contributory	1870-1890
HO326	Newry	Street	104	Carlton North		215035	Contributory	1870-1890
HO326	Newry	Street	106	Carlton North		215030	Contributory	1870-1890
HO326	Newry	Street	108	Carlton North		215030	Contributory	1870-1890
HO326	Newry	Street	110	Carlton North		215025	Contributory	1870-1890
HO326	Newry	Street	112	Carlton North		215020	Contributory	1870-1890
HO326	Newry	Street	114	Carlton North		215015	Contributory	1870-1890
HO326	Newry	Street	116	Carlton North		215010	Contributory	1870-1890
HO326	Newry	Street	118	Carlton North		215005	Contributory	1870-1890
HO326	Newry	Street	119	Carlton North	Shop & residence	214920	Contributory	1870-1890
HO326	Newry	Street	120	Carlton North		215000	Contributory	1870-1890
HO326	Newry	Street	121	Carlton North		214925	Contributory	1870-1890
HO326	Newry	Street	123	Carlton North		214930	Contributory	1870-1890
HO326	Newry	Street	125	Carlton North		214935	Not contributory	1850-1890?
HO326	Newry	Street	127	Carlton North	Otranto House	214940	Contributory	1874
HO326	Newry	Street	129	Carlton North		214945	Contributory	1870-1890
HO326	Newry	Street	131	Carlton North	Glascow Cottage	214950	Contributory	1870-1890
HO326	Newry	Street	133	Carlton North		214955	Contributory	1870-1890
HO326	Newry	Street	135	Carlton North		214960	Contributory	1870-1890
HO326	Newry	Street	137	Carlton North		214965	Not contributory	1930-1940?
HO326	Nicholson	Street	305-321	Carlton North	Canary Island Date Palm (former Presbyterian church & Sunday School site)	215100	Not contributory	1915-1935
HO326	Nicholson	Street	323	Carlton North	Bondi	215105	Contributory	1889
HO326	Nicholson	Street	325	Carlton North	Waverley	215110	Contributory	1889
HO326	Nicholson	Street	327	Carlton North	Jenolan	215115	Contributory	1889
HO326	Nicholson	Street	329	Carlton North	Manley?	215120	Contributory	1889
HO326	Nicholson	Street	331	Carlton North		215125	Contributory	1882
HO326	Nicholson	Street	333	Carlton North		215130	Contributory	1882
HO326	Nicholson	Street	335	Carlton North		215135	Contributory	1882

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HO326	Nicholson	Street	337	Carlton North		215140	Contributory	1882
HO326	Nicholson	Street	339	Carlton North		215145	Contributory	1883
HO326	Nicholson	Street	341	Carlton North		215150	Contributory	1883
HO326	Nicholson	Street	343	Carlton North		215155	Contributory	1884
HO326	Nicholson	Street	345	Carlton North		215160	Contributory	1884
HO326	Nicholson	Street	347	Carlton North		215165	Contributory	1884
HO326	Nicholson	Street	349	Carlton North		215170	Contributory	1884
HO326	Nicholson	Street	351	Carlton North		215175	Contributory	1911
HO326	Nicholson	Street	355	Carlton North		215180	Contributory	1911
HO326	Nicholson	Street	357	Carlton North	Shop & residence, part San Rremo Ballroom	215185	Not contributory	1920-1930
HO326	Nicholson	Street	359-375	Carlton North	Shop & residence, part San Rremo Ballroom	215190	Not contributory	1920-1930
HO326	Nicholson	Street	361-365	Carlton North	Bicycle School and Jubilee Roller Skating Rink site, later Jubilee Picture Theatre, later Adelphi cinema, later San Remo Ballroom	215195	Individually Significant	1912, 1920-22 (1888-
HO326	Nicholson	Street	375	Carlton North	Shop & residence	215210	Contributory	1883-1900
HO326	Nicholson	Street	377	Carlton North		215215	Contributory	1883
HO326	Nicholson	Street	379	Carlton North		215220	Contributory	1880
HO326	Nicholson	Street	381	Carlton North		215225	Contributory	1880
HO326	Nicholson	Street	383	Carlton North		215230	Contributory	1879
HO326	Nicholson	Street	385	Carlton North		215235	Contributory	1879
HO326	Nicholson	Street	389	Carlton North		215240	Contributory	1870-1915
HO326	Nicholson	Street	391	Carlton North		215245	Contributory	1878, pre
HO326	Nicholson	Street	393	Carlton North		215250	Contributory	1878, pre
HO326	Nicholson	Street	395	Carlton North		215255	Contributory	1905
HO326	Nicholson	Street	397	Carlton North		215260	Contributory	1910
HO326	Nicholson	Street	399	Carlton North		215265	Contributory	1878, pre
HO326	Nicholson	Street	401	Carlton North		215270	Contributory	1878, pre
HO326	Nicholson	Street	403	Carlton North		215275	Contributory	1911
HO326	Nicholson	Street	405	Carlton North		215280	Contributory	1911
HO326	Nicholson	Street	407-409	Carlton North	Shop & residence	215285	Individually Significant	1912
HO326	Nicholson	Street	413-415	Carlton North	S.T. Nunquam, warehouse, former, (now apartments)	301450	Contributory	1916, 1999-2000
HO326	Nicholson	Street	415-419	Carlton North	Apartments and garage	301450	Not contributory	1990-2000
HO326	Nicholson	Street	421	Carlton North		215305	Contributory	1886
HO326	Nicholson	Street	423	Carlton North		215310	Contributory	1884
HO326	Nicholson	Street	425	Carlton North		215315	Contributory	1881
HO326	Nicholson	Street	427-437	Carlton North	Apartments	215320	Not contributory	1970-1980
HO326	Nicholson	Street	439-441	Carlton North	Factory/warehouse, now Apartments	310480	Not contributory	1914-2000
HO326	Nicholson	Street	443-445	Carlton North	Service Station	215400	Not contributory	1970-1980
HO326	Nicholson	Street	457	Carlton North		215405	Contributory	1915
HO326	Nicholson	Street	461	Carlton North		215415	Contributory	1915
HO326	Nicholson	Street	465	Carlton North	Shop & residence	215420	Contributory	1888
HO326	Nicholson	Street	467	Carlton North	Shop & residence	215425	Contributory	1888
HO326	Nicholson	Street	469	Carlton North		215430	Contributory	1886
HO326	Nicholson	Street	471	Carlton North		215435	Contributory	1886
HO326	Nicholson	Street	473	Carlton North		215440	Contributory	1886
HO326	Nicholson	Street	475	Carlton North	Shop & residence, former	215445	Contributory	1887
HO326	Nicholson	Street	477	Carlton North	Shop, former	215450	Not contributory	1980-1990
HO326	Nicholson	Street	479	Carlton North	Shop & residence, former	215450	Contributory	1887
HO326	Nicholson	Street	481	Carlton North	Shop & residence, former	215455	Contributory	1887
HO326	Nicholson	Street	483	Carlton North	Shop & residence	215470	Contributory	1925-1930

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Nicholson	Street	485	Carlton North	Shop & residence	215475	Contributory	1886
HO326	Nicholson	Street	487	Carlton North	Shop & residence, former	215480	Contributory	1884
HO326	Nicholson	Street	489	Carlton North	Shop & residence, former	215480	Contributory	1884
HO326	Nicholson	Street	491-497	Carlton North	Units	303390	Not contributory	1990-2000
HO326	Nicholson	Street	499-501	Carlton North	Factory/warehouse	215495	Not contributory	1915-1925
HO326	Nicholson	Street	503	Carlton North	Showroom and office	215500	Not contributory	1990-2000
HO326	Nicholson	Street	505	Carlton North	Shop & residence, former	215505	Contributory	1889
HO326	Nicholson	Street	507	Carlton North	Shop & residence	215510	Contributory	1878
HO326	Nicholson	Street	509	Carlton North	Shop	215515	Not contributory	1950-1960
HO326	Nicholson	Street	511	Carlton North		215520	Contributory	1870-1890
HO326	Nicholson	Street	513	Carlton North		215525	Contributory	1870-1890
HO326	Nicholson	Street	515	Carlton North		215530	Not contributory	1850-1890
HO326	Nicholson	Street	517	Carlton North		215535	Not contributory	1850-1890
HO326	Nicholson	Street	519	Carlton North		215540	Not contributory	1850-1890
HO326	Nicholson	Street	521	Carlton North		215545	Not contributory	1850-1890
HO326	Nicholson	Street	523	Carlton North		215550	Contributory	1915
HO326	Nicholson	Street	525	Carlton North		215555	Contributory	1915
HO326	Nicholson	Street	527	Carlton North		215560	Contributory	1880
HO326	Nicholson	Street	531	Carlton North	Shop	215565	Not contributory	1870-90,1950-1960?
HO326	Nicholson	Street	533	Carlton North		215570	Contributory	1870-1890
HO326	Nicholson	Street	535	Carlton North		215575	Not contributory	1925-1935?
HO326	Nicholson	Street	539-537	Carlton North		215580	Contributory	1870-1890
HO326	Nicholson	Street	541	Carlton North		215585	Not contributory	1850-1890
HO326	Nicholson	Street	543	Carlton North		215590	Not contributory	1850-1890
HO326	Nicholson	Street	545-549	Carlton North	North Star Hotel & shops & residences, former (now Units)	311060	Contributory	1860-1890
HO326	Nicholson	Street	553-555	Carlton North	Shop & residence, former	215600	Individually Significant	1893
HO326	Nicholson	Street	557	Carlton North		215605	Not contributory	1925-1930
HO326	Nicholson	Street	559	Carlton North		215610	Not contributory	1925-1930
HO326	Nicholson	Street	561	Carlton North	Fernville	215615	Contributory	1884
HO326	Nicholson	Street	563	Carlton North	Shop & residence	215620	Contributory	1911
HO326	Nicholson	Street	567	Carlton North		215625	Contributory	1905
HO326	Nicholson	Street	569	Carlton North	Shop & residence	215630	Contributory	1887
HO326	Nicholson	Street	571	Carlton North	Shop & residence	215635	Contributory	1887
HO326	Nicholson	Street	573	Carlton North	Windsor Cottage	215645	Contributory	1881
HO326	Nicholson	Street	575	Carlton North		215650	Contributory	1930-1940
HO326	Nicholson	Street	577	Carlton North		215655	Contributory	1925-1930
HO326	Nicholson	Street	579	Carlton North	Shop & residence	215660	Contributory	1870-1890
HO326	Nicholson	Street	581/1	Carlton North	Townhouse	215665	Not contributory	1980-1990
HO326	Nicholson	Street	581/2	Carlton North	Townhouse	215670	Not contributory	1980-1990
HO326	Nicholson	Street	581/3	Carlton North	Townhouse	215675	Not contributory	1980-1990
HO326	Nicholson	Street	581/4	Carlton North	Townhouse	215680	Not contributory	1980-1990
HO326	Nicholson	Street	581/5	Carlton North	Townhouse	215685	Not contributory	1980-1990
HO326	Nicholson	Street	587	Carlton North		215690	Contributory	1882
HO326	Nicholson	Street	589	Carlton North		215695	Contributory	1882
HO326	Nicholson	Street	591	Carlton North	Smithy, former, now Townhouse	215700	Not contributory	1870-1890?
HO326	Nicholson	Street	593	Carlton North		215705	Not contributory	1970-1990
HO326	Nicholson	Street	595	Carlton North		215710	Contributory	1900
HO326	Nicholson	Street	597	Carlton North	Shop & residence	215710	Contributory	1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Nicholson	Street	601	Carlton North		215715	Contributory	1885
HO326	Nicholson	Street	603	Carlton North		215720	Contributory	1906
HO326	Nicholson	Street	605	Carlton North	Townhouses	215725	Not contributory	1990-2000
HO326	Nicholson	Street	607-611	Carlton North	ES& A Bank, former	215730	Individually Significant	1911
HO326	Nicholson	Street	613-615	Carlton North	Factory/warehouse	215730	Not contributory	1920-40
HO326	Nicholson	Street	617	Carlton North	Shop & residence	215735	Contributory	1900-1915
HO326	Nicholson	Street	619	Carlton North	Shop & residence	215740	Contributory	1900-1915
HO326	Nicholson	Street	621	Carlton North		215745	Contributory	1901
HO326	Nicholson	Street	623	Carlton North		215750	Contributory	1899
HO326	Nicholson	Street	625	Carlton North		215755	Contributory	1870-1890
HO326	Nicholson	Street	627	Carlton North	Shop	215760	Not contributory	1985-1990
HO326	Nicholson	Street	631	Carlton North	Offices	215765	Not contributory	1980-1990
HO326	Nicholson	Street	635	Carlton North		215770	Not contributory	1960-1970
HO326	Nicholson	Street	637	Carlton North	Coleraine House, Shop & residence	215775	Contributory	1870-1890
HO326	Nicholson	Street	639	Carlton North	Shop & residence	278085	Contributory	1870-1890
HO326	Nicholson	Street	643	Carlton North	Shop, former house	215780	Contributory	1891
HO326	Nicholson	Street	645	Carlton North	Shop, former house	215785	Contributory	1891
HO326	Nicholson	Street	647	Carlton North		215795	Contributory	1885
HO326	Nicholson	Street	649	Carlton North		215800	Contributory	1885
HO326	Nicholson	Street	651	Carlton North	Shop & residence	215805	Contributory	1888
HO326	Nicholson	Street	653	Carlton North	Shop & residence	215810	Contributory	1888
HO326	Nicholson	Street	655	Carlton North	Shops/offices	215815	Not contributory	1970-1980
HO326	Nicholson	Street	659	Carlton North	Shop	215820	Not contributory	1960-1970
HO326	Nicholson	Street	661	Carlton North		215825	Contributory	1888
HO326	Nicholson	Street	663	Carlton North	Shop & residence	322260	Contributory	1887
HO326	Nicholson	Street	665	Carlton North	Shop & residence	215840	Contributory	1887
HO326	Nicholson	Street	667-679	Carlton North	Shops	215845	Not contributory	1970-1990
HO326	Nicholson	Street	681	Carlton North	Shop & residence	215850	Contributory	1890
HO326	Nicholson	Street	683	Carlton North	Shop & residence	215855	Contributory	1890
HO326	Nicholson	Street	685	Carlton North	Shop & residence	215860	Contributory	1890
HO326	Nicholson	Street	687	Carlton North	Shop & residence	215865	Contributory	1890
HO326	Nicholson	Street	689	Carlton North	J. Thomson, shop & residence	215870	Contributory	1889
HO326	Nicholson	Street	691	Carlton North	Shop & residence	215875	Contributory	1902
HO326	Nicholson	Street	695	Carlton North	Shop	215880	Not contributory	1930-1950
HO326	Nicholson	Street	699	Carlton North	Shop & residence	215885	Contributory	1890
HO326	Nicholson	Street	701	Carlton North	Shop & residence	215890	Contributory	1890
HO326	Nicholson	Street	703	Carlton North	Shop & residence	215895	Contributory	1889
HO326	Nicholson	Street	705	Carlton North	Shop & residence	215900	Contributory	1922
HO326	Nicholson	Street	707	Carlton North	Shop & residence	215905	Contributory	1870-1890
HO326	Nicholson	Street	709	Carlton North	Shop & residence	215910	Contributory	1870-1890
HO326	Nicholson	Street	711	Carlton North	Lavinia House, Shop & residence	215915	Contributory	1885
HO326	Nicholson	Street	713	Carlton North	Shop & residence	3103000	Contributory	1885
HO326	Nicholson	Street	717-719	Carlton North	Shop & residence	215925	Contributory	1886
HO326	Nicholson	Street	721	Carlton North	Shop & residence	215935	Contributory	1884
HO326	Nicholson	Street	723	Carlton North	Shop & residence	215945	Contributory	1884
HO326	Nicholson	Street	725	Carlton North	Shop & residence	215950	Contributory	1884
HO326	Nicholson	Street	727	Carlton North	Commonwealth Bank, former	215955	Not contributory	1970-1980
HO326	Nicholson	Street	729	Carlton North	Shop & residence	322110	Contributory	1897

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Nicholson	Street	731	Carlton North	Shop & residence	322120	Contributory	1897
HO326	Nicholson	Street	733	Carlton North	Hawkhurst Buildings, Shop & residence	215965	Contributory	1892
HO326	Nicholson	Street	735	Carlton North	Hawkhurst Buildings, Shop & residence	215975	Contributory	1892
HO326	Nicholson	Street	737	Carlton North	Hawkhurst Buildings, Shop & residence	215980	Contributory	1892
HO326	Nicholson	Street	739-741	Carlton North	Shops/offices	215985	Not contributory	1980-2000
HO326	Nicholson	Street	743-745	Carlton North	Beckwith Butcher's Sho, also Family Butchers, Shop and residenc	215990	Individually Significant	1896
HO326	Nicholson	Street	747	Carlton North	Shop & residence	215995	Contributory	1891
HO326	Nicholson	Street	749	Carlton North	Shop & residence	216000	Contributory	1850-1890
HO326	Nicholson	Street	751	Carlton North	Shop & residence	216005	Not contributory	1870-1890?
HO326	Nicholson	Street	753	Carlton North	Shop & residence	216010	Individually Significant	1870-1890
HO326	Nicholson	Street	755	Carlton North	Shop & residence	216010	Individually Significant	1870-1890
HO326	Nicholson	Street	757	Carlton North	Carriden House, Shop & residence	216015	Individually Significant	1870-1890
HO326	Nicholson	Street	759	Carlton North	Shop & residence	216020	Contributory	1870-1900
HO326	Nicholson	Street	761	Carlton North	Shop & residence	216025	Contributory	1870-1900
HO326	Nicholson	Street	763	Carlton North	Shop & residence	216030	Contributory	1905
HO326	Nicholson	Street	765	Carlton North	Victoria Buildings, Shop & residence, part	216035	Individually Significant	1890
HO326	Nicholson	Street	765A	Carlton North	Victoria Buildings, Shop & residence, part	280425	Individually Significant	1890
HO326	Nicholson	Street	767-769 (part)	Carlton North	Victoria Buildings, Shop & residence,	216040	Individually Significant	1890
HO326	Nicholson	Street	771	Carlton North	Fiddian, Shop & residence	216040	Contributory	1880-1900
HO326	Nicholson	Street	773	Carlton North	Benson, Shop & residence	216045	Contributory	1870-1890
HO326	Nicholson	Street	777	Carlton North	Shop & residence	216050	Contributory	1870-1915?
HO326	Nicholson	Street	779	Carlton North	Shop & residence, verrandah	216055	Contributory	1870-1890
HO326	Nicholson	Street	781	Carlton North	Hopetoun House, Shop & residence	216060	Contributory	1892
HO326	Nicholson	Street	783	Carlton North	Gilmerton House, Shop & residence	216065	Contributory	1892
HO326	Nicholson	Street	785	Carlton North	Ryan's Buildings, Shop & residence	216070	Contributory	1887
HO326	Nicholson	Street	787	Carlton North	Ryan's Buildings, Shop & residence	216075	Contributory	1887
HO326	Nicholson	Street	789	Carlton North	Sefton House, Shop & residence	216080	Contributory	1885-1910
HO326	Nicholson	Street	791	Carlton North	Shop & residence	216090	Contributory	1892
HO326	Nicholson	Street	793	Carlton North	Shop & residence	216095	Contributory	1884
HO326	Nicholson	Street	795	Carlton North	Shop & residence	216100	Contributory	1884
HO326	Nicholson	Street	797	Carlton North	Shop & residence	216105	Contributory	1884
HO326	Nicholson	Street	799	Carlton North	Shop & residence	216110	Not contributory	1886, 1923
HO326	Nicholson	Street	801	Carlton North	Shop & residence	216115	Contributory	1892
HO326	Nicholson	Street	803	Carlton North	Shop & residence	216120	Contributory	1892
HO326	Nicholson	Street	805	Carlton North	Shop & residence	216125	Contributory	1907
HO326	Nicholson	Street	807	Carlton North	Shop & residence	216130	Individually Significant	1914
HO326	Nicholson	Street	809	Carlton North	Shop & residence	216135	Individually Significant	1914
HO326	Nicholson	Street	811	Carlton North	Shop & residence	216140	Individually Significant	1914
HO326	Nicholson	Street	813	Carlton North	Shop & residence	216145	Contributory	1914
HO326	Ogrady	Street	12	Carlton North	Townhouses	216275	Not contributory	2000-2010
HO326	Ogrady	Street	16	Carlton North	Carlo Cottage	216270	Contributory	1870-1890
HO326	Ogrady	Street	18	Carlton North	Pluto Cottage	216265	Contributory	1870-1890
HO326	Ogrady	Street	20	Carlton North	Pandora Cottage	216260	Contributory	1870-1890
HO326	Ogrady	Street	22	Carlton North	Lothair Cottage	216255	Contributory	1870-1890
HO326	Ogrady	Street	24	Carlton North	Barns Court Cottage	216250	Contributory	1870-1890
HO326	Ogrady	Street	26	Carlton North		216245	Contributory	1870-1890
HO326	Ogrady	Street	28	Carlton North	Mundoona	216240	Contributory	1875
HO326	Ogrady	Street	30	Carlton North	Ashby House	216235	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Ogrady	Street	32	Carlton North		216230	Contributory	1870-1890
HO326	Ogrady	Street	34	Carlton North		216225	Contributory	1870-1890
HO326	Ogrady	Street	36	Carlton North		216220	Contributory	1870-1890
HO326	Ogrady	Street	38	Carlton North		216215	Contributory	1870-1890
HO326	Ogrady	Street	40	Carlton North		216210	Contributory	1870-1890
HO326	Ogrady	Street	42	Carlton North		216205	Contributory	1870-1890
HO326	Ogrady	Street	44	Carlton North		216200	Contributory	1870-1890
HO326	Ogrady	Street	46	Carlton North	Strath Albyn	216195	Contributory	1870-1890
HO326	Ogrady	Street	48	Carlton North		216190	Contributory	1870-1890
HO326	Ogrady	Street	49	Carlton North		216165	Not contributory	Unknown
HO326	Ogrady	Street	50	Carlton North		216185	Contributory	1870-1890
HO326	Ogrady	Street	51	Carlton North		216170	Contributory	1870-1890
HO326	Ogrady	Street	52	Carlton North		216180	Contributory	1870-1890
HO326	Ogrady	Street	53	Carlton North		216175	Contributory	1870-1890
HO326	Park	Street	308	Carlton North		216570	Contributory	1890
HO326	Park	Street	310	Carlton North		216565	Contributory	1890
HO326	Park	Street	312	Carlton North		216560	Contributory	1890
HO326	Park	Street	314	Carlton North		216555	Contributory	1890
HO326	Park	Street	316	Carlton North		216550	Contributory	1890
HO326	Park	Street	320	Carlton North	Parkway Buildings, Shops	216545	Not contributory	1922
HO326	Park	Street	322	Carlton North	Parkway Buildings, Shops	216540	Not contributory	1922
HO326	Park	Street	324	Carlton North	Parkway Buildings, Shops	216535	Not contributory	1922
HO326	Park	Street	326	Carlton North	Parkway Buildings, Shops	216530	Not contributory	1922
HO326	Park	Street	328	Carlton North	Parkway Buildings, Shops	216525	Not contributory	1922
HO326	Park	Street	330	Carlton North	Parkway Buildings, Shops	216520	Not contributory	1922
HO326	Park	Street	440	Carlton North	Cable Tram Engine House Tram Depot Site, part	216515	Victorian Heritage register	1880-1890
HO326	Park	Street	440	Carlton North	Cable Tram Engine House Tram Depot Site, part	216515	Victorian Heritage register	1880-1890
HO326	Park	Street	442	Carlton North		216510	Individually Significant	1915
HO326	Park	Street	444	Carlton North		216505	Individually Significant	1915
HO326	Park	Street	446	Carlton North		216500	Individually Significant	1915
HO326	Park	Street	448	Carlton North		216495	Individually Significant	1915
HO326	Park	Street	450	Carlton North		216490	Individually Significant	1915
HO326	Park	Street	452	Carlton North		216485	Individually Significant	1915
HO326	Park	Street	454	Carlton North		216480	Individually Significant	1915
HO326	Park	Street	456	Carlton North		216475	Individually Significant	1915
HO326	Park	Street	460	Carlton North		216470	Contributory	1913
HO326	Park	Street	466	Carlton North		216465	Not contributory	1914
HO326	Park	Street	474	Carlton North		216460	Contributory	1914
HO326	Park	Street	476	Carlton North		216455	Contributory	1914
HO326	Pigdon	Street	1	Carlton North	Units	310310	Not contributory	1990-2000
HO326	Pigdon	Street	5	Carlton North		216800	Not contributory	1870-1890
HO326	Pigdon	Street	16	Carlton North	Store, former	217435	Contributory	1887
HO326	Pigdon	Street	18	Carlton North	Vacant Site (proposed units)	217430	Not contributory	Unknown
HO326	Pigdon	Street	34	Carlton North		217425	Contributory	1888
HO326	Pigdon	Street	36	Carlton North		217420	Contributory	1888
HO326	Pigdon	Street	38	Carlton North		217415	Contributory	1888
HO326	Pigdon	Street	40	Carlton North		217410	Contributory	1888
HO326	Pigdon	Street	42	Carlton North		217405	Contributory	1888

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Pigdon	Street	44	Carlton North		217400	Contributory	1870-1890
HO326	Pigdon	Street	48	Carlton North		217395	Contributory	1914
HO326	Pigdon	Street	50	Carlton North		217390	Contributory	1913
HO326	Pigdon	Street	52	Carlton North		217385	Contributory	1913
HO326	Pigdon	Street	54	Carlton North		217380	Contributory	1892
HO326	Pigdon	Street	56	Carlton North	Shop & residence	217375	Contributory	1870-1890
HO326	Pigdon	Street	68	Carlton North		217370	Contributory	1888
HO326	Pigdon	Street	70	Carlton North		217365	Contributory	1888
HO326	Pigdon	Street	72	Carlton North	Gladstone Terrace	217360	Contributory	1887
HO326	Pigdon	Street	74	Carlton North	Gladstone Terrace	217355	Contributory	1887
HO326	Pigdon	Street	75	Carlton North		216805	Individually Significant	1890
HO326	Pigdon	Street	76	Carlton North	Gladstone Terrace	217350	Contributory	1887
HO326	Pigdon	Street	77	Carlton North		216810	Individually Significant	1890
HO326	Pigdon	Street	78	Carlton North	Gladstone Terrace	217345	Contributory	1887
HO326	Pigdon	Street	79	Carlton North		216815	Contributory	1926
HO326	Pigdon	Street	80	Carlton North	Gladstone Terrace	217340	Contributory	1887
HO326	Pigdon	Street	82	Carlton North	Gladstone Terrace	217335	Contributory	1887
HO326	Pigdon	Street	84	Carlton North	Gladstone Terrace	217330	Contributory	1887
HO326	Pigdon	Street	86	Carlton North	Gladstone Terrace	217325	Contributory	1887
HO326	Pigdon	Street	90	Carlton North		333170	Contributory	1900-1915
HO326	Pigdon	Street	91	Carlton North	Grant House, Shop & residence	216820	Contributory	1889
HO326	Pigdon	Street	93	Carlton North		216825	Contributory	1889
HO326	Pigdon	Street	95	Carlton North		216830	Contributory	1889
HO326	Pigdon	Street	97	Carlton North		216835	Contributory	1889
HO326	Pigdon	Street	99	Carlton North		216840	Contributory	1889
HO326	Pigdon	Street	101	Carlton North		216845	Contributory	1889
HO326	Pigdon	Street	103	Carlton North		216850	Contributory	1889
HO326	Pigdon	Street	105	Carlton North	Longleat House, former shop and residences	216855	Contributory	1889
HO326	Pigdon	Street	107	Carlton North		216860	Contributory	1918
HO326	Pigdon	Street	109	Carlton North		216865	Contributory	1918
HO326	Pigdon	Street	140	Carlton North		217320	Contributory	1920
HO326	Pigdon	Street	141	Carlton North		216875	Contributory	1890
HO326	Pigdon	Street	141A	Carlton North	Store	216870	Contributory	1870-1890
HO326	Pigdon	Street	142	Carlton North		217315	Contributory	1920
HO326	Pigdon	Street	143	Carlton North		216880	Contributory	1890
HO326	Pigdon	Street	144	Carlton North		217310	Contributory	1920
HO326	Pigdon	Street	145	Carlton North		216885	Contributory	1890
HO326	Pigdon	Street	146	Carlton North	KayOra Flats	217305	Individually Significant	1938
HO326	Pigdon	Street	147	Carlton North		216890	Individually Significant	1908
HO326	Pigdon	Street	149	Carlton North		216895	Individually Significant	1908
HO326	Pigdon	Street	163	Carlton North		216900	Contributory	1918
HO326	Pigdon	Street	165	Carlton North		216905	Contributory	1886
HO326	Pigdon	Street	167	Carlton North		216910	Contributory	1886
HO326	Pigdon	Street	169	Carlton North		216915	Contributory	1886
HO326	Pigdon	Street	171	Carlton North		216920	Contributory	1886
HO326	Pigdon	Street	173	Carlton North		216925	Contributory	1886
HO326	Pigdon	Street	175	Carlton North		216930	Contributory	1886
HO326	Pigdon	Street	177	Carlton North		216935	Contributory	1886

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Pigdon	Street	179	Carlton North		216940	Contributory	1886
HO326	Pigdon	Street	194	Carlton North	Vacant land	296285	Not contributory	Unknown
HO326	Pigdon	Street	196	Carlton North	Outbuildings, land	296280	Not contributory	Unknown
HO326	Pigdon	Street	198/1	Carlton North	Townhouse	318760	Not contributory	1990-2000
HO326	Pigdon	Street	198/2	Carlton North	Townhouse	318770	Not contributory	1990-2000
HO326	Pigdon	Street	200	Carlton North	Units	318760	Not contributory	1980-2000?
HO326	Princes	Street	16	Carlton North	Vacant site	288475	Not contributory	Unknown
HO326	Princes	Street	20	Carlton North	Presbyterian Church Manse, former (later Carlton Neighbourhood Learning Centre)	217840	Individually Significant	1870-1890
HO326	Princes	Street	28	Carlton North		217835	Contributory	1900-1915
HO326	Princes	Street	32	Carlton North		217830	Contributory	1900-1915
HO326	Princes	Street	36	Carlton North		217825	Contributory	1900-1915
HO326	Princes	Street	40	Carlton North		217820	Contributory	1900-1915
HO326	Princes	Street	44	Carlton North		217815	Contributory	1870-1890
HO326	Princes	Street	46	Carlton North		217810	Contributory	1870-1890
HO326	Princes	Street	48	Carlton North		217805	Contributory	1870-1890
HO326	Princes	Street	50	Carlton North	Shop & residence	217800	Contributory	1860-1890
HO326	Princes	Street	54	Carlton North	Shop & residence	217795	Contributory	1860-1890
HO326	Princes	Street	56	Carlton North		217790	Contributory	1870-1890
HO326	Princes	Street	58	Carlton North		217785	Contributory	1870-1890
HO326	Princes	Street	60	Carlton North		217780	Contributory	1870-1890
HO326	Princes	Street	62	Carlton North		217775	Contributory	1870-1890
HO326	Princes	Street	64	Carlton North		217770	Contributory	1870-1890
HO326	Princes	Street	66	Carlton North		217765	Contributory	1870-1890
HO326	Princes	Street	68	Carlton North		217760	Contributory	1870-1890
HO326	Princes	Street	70	Carlton North		217755	Contributory	1870-1890
HO326	Princes	Street	72	Carlton North		217750	Contributory	1870-1890
HO326	Princes	Street	74	Carlton North		217745	Contributory	1870-1890
HO326	Princes	Street	76	Carlton North		217740	Contributory	1870-1890
HO326	Princes	Street	78	Carlton North		217735	Contributory	1870-1890
HO326	Princes	Street	80	Carlton North		217730	Contributory	1870-1890
HO326	Princes	Street	82	Carlton North	Margate	217725	Contributory	1870-1890
HO326	Princes	Street	84	Carlton North	Ramsgate	217720	Contributory	1870-1890
HO326	Princes	Street	86	Carlton North	? Cottage	217715	Contributory	1870-1890
HO326	Princes	Street	88	Carlton North		217710	Contributory	1870-1890
HO326	Princes	Street	90	Carlton North		217705	Contributory	1870-1890
HO326	Princes	Street	92	Carlton North		217700	Contributory	1870-1890
HO326	Princes	Street	94	Carlton North		217695	Contributory	1870-1890
HO326	Princes	Street	96	Carlton North		217690	Contributory	1870-1890
HO326	Princes	Street	98	Carlton North		217685	Contributory	1870-1890
HO326	Princes	Street	100	Carlton North		217680	Contributory	1870-1890
HO326	Princes	Street	102	Carlton North		217675	Contributory	1870-1890
HO326	Princes	Street	104	Carlton North		217670	Contributory	1870-1890
HO326	Princes	Street	106	Carlton North		217665	Contributory	1870-1890
HO326	Princes	Street	108	Carlton North		217660	Contributory	1870-1890
HO326	Princes	Street	112	Carlton North		217655	Contributory	1870-1890
HO326	Princes	Street	114	Carlton North		217650	Contributory	1870-1890
HO326	Princes	Street	118	Carlton North		217645	Contributory	1860-1880
HO326	Princes	Street	120	Carlton North		217640	Contributory	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Princes	Street	136-132	Carlton North	Berland's Flats	217635	Individually Significant	1940
HO326	Princes	Street	138	Carlton North	Iverleigh House	217630	Contributory	1870-1890
HO326	Princes	Street	140	Carlton North		217625	Contributory	1870-1890
HO326	Princes	Street	142	Carlton North		217620	Contributory	1870-1890
HO326	Princes	Street	144	Carlton North		217615	Contributory	1870-1890
HO326	Princes	Street	146	Carlton North		217610	Contributory	1870-1890
HO326	Princes	Street	148	Carlton North		217605	Contributory	1870-1890
HO326	Princes	Street	150-154	Carlton North	Carlton Hall, former	217600	Individually Significant	1877
HO326	Princes	Street	150A	Carlton North	Factory/warehouse?	217595	Not contributory	Unknown
HO326	Princes	Street	166-162	Carlton North	Shop & residence, former	217590	Contributory	1870-1890
HO326	Princes	Street	168	Carlton North	Townhouse	217585	Not contributory	1970-1980
HO326	Princes	Street	170	Carlton North	Townhouse	217580	Not contributory	1970-1980
HO326	Princes	Street	172-178	Carlton North	Flats	217490	Not contributory	1960-1970
HO326	Princes	Street	184	Carlton North	Athole Cottages	217485	Contributory	1870-1890
HO326	Princes	Street	186	Carlton North	Athole Cottages	217480	Contributory	1870-1890
HO326	Princes	Street	188	Carlton North	Birnam	217475	Contributory	1870-1890
HO326	Princes	Street	192	Carlton North	Townhouse	217470	Not contributory	1970-1980
HO326	Princes	Street	194	Carlton North	Townhouse	217465	Not contributory	1970-1980
HO326	Princes	Street	198 part (196-200)	Carlton North	Deanna Flats or Bonollo's flats	217460	Individually Significant	1940-41
HO326	Princes	Street	202	Carlton North		217455	Contributory	1870-1890
HO326	Princes	Street	204	Carlton North	Townhouse	217450	Not contributory	1850-2000
HO326	Princes	Street	206	Carlton North		217445	Contributory	1870-1890
HO326	Princes	Street	208	Carlton North		217440	Contributory	1870-1890
HO326	Rathdowne	Street	262	Carlton North	Shop & residence	220020	Contributory	1891
HO326	Rathdowne	Street	264	Carlton North	Shop & residence	220015	Contributory	1891
HO326	Rathdowne	Street	266	Carlton North	Shop & residence	220010	Contributory	1891
HO326	Rathdowne	Street	268	Carlton North	Shop & residence	220005	Contributory	1891
HO326	Rathdowne	Street	280	Carlton North	Shop & residence	219995	Contributory	1905
HO326	Rathdowne	Street	282	Carlton North	Shop & residence	219985	Contributory	1887
HO326	Rathdowne	Street	284	Carlton North	Olive House, Shop & residence	219980	Contributory	1878
HO326	Rathdowne	Street	286	Carlton North	Townhouses	219975	Not contributory	2000-2010
HO326	Rathdowne	Street	288	Carlton North	Shop & residence	219970	Individually Significant	1890
HO326	Rathdowne	Street	290	Carlton North	Shop & residence	219965	Individually Significant	1890
HO326	Rathdowne	Street	292	Carlton North	Shop & residence	219960	Contributory	1890
HO326	Rathdowne	Street	294	Carlton North	Shop & residence	219950	Contributory	1890
HO326	Rathdowne	Street	296	Carlton North	Henry House, Shop & residence	219945	Contributory	1881
HO326	Rathdowne	Street	302	Carlton North	Shop & residence	219935	Contributory	1882
HO326	Rathdowne	Street	306	Carlton North		219930	Contributory	1885
HO326	Rathdowne	Street	308-310	Carlton North	Shop & residence	219925	Contributory	1892
HO326	Rathdowne	Street	312	Carlton North	Shop	219920	Contributory	1883
HO326	Rathdowne	Street	314	Carlton North	Shop & residence	219915	Contributory	1883
HO326	Rathdowne	Street	316	Carlton North	Shop & residence	219910	Contributory	1883
HO326	Rathdowne	Street	320	Carlton North	Shop & residence	219905	Contributory	1886
HO326	Rathdowne	Street	324	Carlton North	Surrey Cottage	219900	Individually Significant	1881
HO326	Rathdowne	Street	326	Carlton North	Rochester Cottage	219895	Individually Significant	1883
HO326	Rathdowne	Street	328	Carlton North	Maidstone Cottage	219890	Individually Significant	1883
HO326	Rathdowne	Street	330	Carlton North	Kent Cottage	219885	Individually Significant	1883
HO326	Rathdowne	Street	332	Carlton North		219880	Individually Significant	1903

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Rathdowne	Street	336	Carlton North	Clanmire	219875	Contributory	1889
HO326	Rathdowne	Street	338	Carlton North		219870	Individually Significant	1914
HO326	Rathdowne	Street	342	Carlton North	Shop & residence	219865	Not contributory	1914
HO326	Rathdowne	Street	344	Carlton North	Shop & residence	219860	Contributory	1878
HO326	Rathdowne	Street	348	Carlton North	Shop & residence	219850	Contributory	1882
HO326	Rathdowne	Street	352	Carlton North		219845	Contributory	1879
HO326	Rathdowne	Street	354	Carlton North	Shop & residence	219840	Contributory	1879,1920s
HO326	Rathdowne	Street	356	Carlton North		219835	Contributory	1879
HO326	Rathdowne	Street	358	Carlton North		219830	Contributory	1879
HO326	Rathdowne	Street	360	Carlton North	Shop & residence	219825	Contributory	1879
HO326	Rathdowne	Street	362	Carlton North		219820	Contributory	1879
HO326	Rathdowne	Street	364	Carlton North		219815	Contributory	1882
HO326	Rathdowne	Street	366	Carlton North	Shop & residence, former	219810	Contributory	1883
HO326	Rathdowne	Street	370	Carlton North	Kent Hotel	219805	Contributory	1870-90,1915-1925
HO326	Rathdowne	Street	374	Carlton North	Shop & residence	219800	Contributory	1888
HO326	Rathdowne	Street	376	Carlton North	Shop & residence	219795	Contributory	1882
HO326	Rathdowne	Street	378	Carlton North	Shop & residence	219790	Individually Significant	1888
HO326	Rathdowne	Street	380	Carlton North	Shop & residence	219785	Individually Significant	1888
HO326	Rathdowne	Street	382	Carlton North	Shop & residence, later Rocca's delicatessen	219780	Contributory	1889
HO326	Rathdowne	Street	384	Carlton North	Shop & residence	219775	Contributory	1885
HO326	Rathdowne	Street	386	Carlton North	Shop & residence	219770	Contributory	1885
HO326	Rathdowne	Street	388	Carlton North	Shop & residence	219765	Contributory	1889
HO326	Rathdowne	Street	390	Carlton North	Shop & residence	286440	Contributory	1878, pre
HO326	Rathdowne	Street	392	Carlton North	Shop & residence	286440	Contributory	1886
HO326	Rathdowne	Street	394	Carlton North	Shop	286440	Not contributory	1940-1960
HO326	Rathdowne	Street	396	Carlton North	Shop & residence	219750	Contributory	1893
HO326	Rathdowne	Street	398	Carlton North	Shop & residence	219745	Contributory	1893
HO326	Rathdowne	Street	400	Carlton North	Shop & residence	219740	Contributory	1893
HO326	Rathdowne	Street	402	Carlton North	Shop & residence	219735	Contributory	1887
HO326	Rathdowne	Street	406	Carlton North	Shop & residence	219730	Contributory	1891
HO326	Rathdowne	Street	410	Carlton North	Shop & residence	219725	Contributory	1892
HO326	Rathdowne	Street	412	Carlton North	Shop & residence	219720	Contributory	1892
HO326	Rathdowne	Street	414	Carlton North	Shop & residence	219715	Contributory	1892
HO326	Rathdowne	Street	418	Carlton North	Shop & residence	219705	Contributory	1878, pre
HO326	Rathdowne	Street	420	Carlton North	Shop & residence	219700	Contributory	1878, pre
HO326	Rathdowne	Street	422	Carlton North	Shop & residence	219695	Contributory	1878, pre
HO326	Rathdowne	Street	424	Carlton North		219690	Contributory	1870-1890
HO326	Rathdowne	Street	426	Carlton North		219685	Contributory	1881
HO326	Rathdowne	Street	428	Carlton North	Shop & residence	219680	Contributory	1890
HO326	Rathdowne	Street	428 (near)	Carlton North	Postal pillar box	0	Individually Significant	1870-1920
HO326	Rathdowne	Street	430-432	Carlton North	Shop & residence	219670	Contributory	1880-1900
HO326	Rathdowne	Street	434	Carlton North	Duplex	219665	Not contributory	1925-1930
HO326	Rathdowne	Street	436	Carlton North	Duplex	219660	Not contributory	1925-1930
HO326	Rathdowne	Street	438	Carlton North	House, stables	219655	Contributory	1850-1890
HO326	Rathdowne	Street	440	Carlton North		219650	Contributory	1878, pre
HO326	Rathdowne	Street	444	Carlton North		219645	Individually Significant	1905
HO326	Rathdowne	Street	446	Carlton North		219640	Contributory	1887
HO326	Rathdowne	Street	448	Carlton North		219635	Contributory	1885

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Rathdowne	Street	450	Carlton North	Tenerife	219630	Contributory	1885
HO326	Rathdowne	Street	452	Carlton North		219625	Contributory	1886
HO326	Rathdowne	Street	454	Carlton North		219620	Contributory	1909
HO326	Rathdowne	Street	460	Carlton North	Krawat house	219615	Individually Significant	1937
HO326	Rathdowne	Street	468	Carlton North	Shop	219610	Not contributory	1925-1935
HO326	Rathdowne	Street	470	Carlton North	St Georges Terrace	219605	Contributory	1883
HO326	Rathdowne	Street	472	Carlton North	St Georges Terrace	219600	Individually Significant	1883
HO326	Rathdowne	Street	474	Carlton North	St Georges Terrace	219595	Individually Significant	1883
HO326	Rathdowne	Street	476	Carlton North	St Georges Terrace	219590	Individually Significant	1883
HO326	Rathdowne	Street	478-480	Carlton North	Shop & residence	219580	Contributory	1870-1890
HO326	Rathdowne	Street	488-490	Carlton North	Shop & residence	219575	Contributory	1911
HO326	Rathdowne	Street	492	Carlton North	Shop & residence	219570	Contributory	1888
HO326	Rathdowne	Street	494	Carlton North	Shop	219565	Not contributory	Unknown
HO326	Rathdowne	Street	496	Carlton North		219560	Not contributory	Unknown
HO326	Rathdowne	Street	500	Carlton North		219555	Individually Significant	1908
HO326	Rathdowne	Street	502	Carlton North		219550	Contributory	1909
HO326	Rathdowne	Street	504	Carlton North		219545	Contributory	1899
HO326	Rathdowne	Street	506	Carlton North		219540	Contributory	1886
HO326	Rathdowne	Street	508	Carlton North	Shop & residence	219535	Contributory	1913
HO326	Rathdowne	Street	510	Carlton North	Shop & residence	219530	Contributory	1887
HO326	Rathdowne	Street	512	Carlton North	Shop & residence, former Pose's Pickles	219525	Contributory	1887
HO326	Rathdowne	Street	514	Carlton North		319240	Contributory	1850-1890
HO326	Rathdowne	Street	514 (rear)	Carlton North	Stable, former?	319250	Contributory	1880-1910
HO326	Rathdowne	Street	516	Carlton North	Shop & residence	219515	Contributory	1898
HO326	Rathdowne	Street	516 (rear)	Carlton North	Stable, Store?	297255	Contributory	1870-1910?
HO326	Rathdowne	Street	518	Carlton North	Ardblair, also Nth Carlton Police Station	219510	Individually Significant	1886
HO326	Rathdowne	Street	520-522	Carlton North	Factory/Dairy	219505	Contributory	1915-1925
HO326	Rathdowne	Street	524	Carlton North		219500	Contributory	1884
HO326	Rathdowne	Street	526	Carlton North		219495	Contributory	1884
HO326	Rathdowne	Street	528	Carlton North		219490	Contributory	1884
HO326	Rathdowne	Street	530	Carlton North		219485	Contributory	1884
HO326	Rathdowne	Street	532	Carlton North		219480	Contributory	1884
HO326	Rathdowne	Street	534	Carlton North		219475	Contributory	1884
HO326	Rathdowne	Street	536	Carlton North	Victoria House, Shop & residence	219460	Contributory	1884
HO326	Rathdowne	Street	546	Carlton North	Carlton North Post Office	219450	Individually Significant	1911
HO326	Rathdowne	Street	548	Carlton North	Gladstone Terrace, Shop & residence	219455	Individually Significant	1887
HO326	Rathdowne	Street	550	Carlton North	Gladstone Terrace, Shop & residence	219445	Individually Significant	1887
HO326	Rathdowne	Street	552	Carlton North	Gladstone Terrace, Shop & residence	219440	Individually Significant	1887
HO326	Rathdowne	Street	554	Carlton North	Gladstone Terrace, Shop & residence	219435	Individually Significant	1887
HO326	Rathdowne	Street	555	Carlton North	Shop & residence, former	217855	Contributory	1870-1890
HO326	Rathdowne	Street	557	Carlton North	Shop & residence, former?	217860	Contributory	1870-1890
HO326	Rathdowne	Street	560	Carlton North		219425	Contributory	1906
HO326	Rathdowne	Street	562	Carlton North		219420	Contributory	1906
HO326	Rathdowne	Street	566	Carlton North	Ambrose Cottages	219410	Contributory	1883
HO326	Rathdowne	Street	568	Carlton North	Ambrose Cottages	219405	Contributory	1883
HO326	Rathdowne	Street	569	Carlton North	Penicuick House	217875	Individually Significant	1870-1890
HO326	Rathdowne	Street	570	Carlton North		219400	Contributory	1886
HO326	Rathdowne	Street	572	Carlton North		219395	Contributory	1913

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Rathdowne	Street	574	Carlton North		219390	Contributory	1913
HO326	Rathdowne	Street	581	Carlton North		217895	Contributory	1870-1880
HO326	Rathdowne	Street	582	Carlton North		219380	Contributory	1900-1915
HO326	Rathdowne	Street	583	Carlton North		217900	Contributory	1885
HO326	Rathdowne	Street	583 (rear)	Carlton North	Stable, former	217905	Not contributory	1925-1930
HO326	Rathdowne	Street	584	Carlton North		219375	Contributory	1885
HO326	Rathdowne	Street	585	Carlton North	Rose Villa	217910	Individually Significant	1904
HO326	Rathdowne	Street	586	Carlton North		219370	Contributory	1885
HO326	Rathdowne	Street	587	Carlton North	Elgin Villa	217915	Contributory	1884
HO326	Rathdowne	Street	588	Carlton North	Shop, former	219365	Not contributory	1870-1890? 1930s?
HO326	Rathdowne	Street	589	Carlton North	Rowan Villa	217920	Contributory	1903
HO326	Rathdowne	Street	590	Carlton North	Ilma Cottage	219360	Contributory	1886
HO326	Rathdowne	Street	591	Carlton North	Elizabeth	217925	Contributory	1905
HO326	Rathdowne	Street	592	Carlton North		219355	Contributory	1882
HO326	Rathdowne	Street	594	Carlton North	Stirling Cottage	219350	Contributory	1879
HO326	Rathdowne	Street	596	Carlton North		219345	Individually Significant	1909
HO326	Rathdowne	Street	598	Carlton North		219340	Individually Significant	1909
HO326	Rathdowne	Street	600	Carlton North		219335	Individually Significant	1909
HO326	Rathdowne	Street	601	Carlton North	Shop & residence	217930	Contributory	1889
HO326	Rathdowne	Street	603	Carlton North	Shop & residence	217935	Contributory	1889
HO326	Rathdowne	Street	604	Carlton North	Shop & residence	219325	Contributory	1888
HO326	Rathdowne	Street	605	Carlton North		217940	Contributory	1870-1890
HO326	Rathdowne	Street	607	Carlton North		217945	Contributory	1870-1890
HO326	Rathdowne	Street	608	Carlton North		219320	Contributory	1884
HO326	Rathdowne	Street	609	Carlton North		217950	Individually Significant	1884
HO326	Rathdowne	Street	611	Carlton North		217955	Individually Significant	1884
HO326	Rathdowne	Street	612	Carlton North		219315	Contributory	1908
HO326	Rathdowne	Street	613	Carlton North		217960	Contributory	1870-1890
HO326	Rathdowne	Street	614	Carlton North		219310	Contributory	1908
HO326	Rathdowne	Street	615	Carlton North		217965	Contributory	1870-1890
HO326	Rathdowne	Street	616	Carlton North		219305	Contributory	1900-1915?
HO326	Rathdowne	Street	617	Carlton North	Shop & residence	217970	Individually Significant	1892
HO326	Rathdowne	Street	618	Carlton North		219300	Contributory	1886
HO326	Rathdowne	Street	619	Carlton North	Shop	217975	Individually Significant	1892
HO326	Rathdowne	Street	620	Carlton North	Caterham Cottage	219295	Contributory	1886
HO326	Rathdowne	Street	621	Carlton North	Shop & residence	217980	Contributory	1900-1915
HO326	Rathdowne	Street	623	Carlton North	Shop & residence	217985	Not contributory	1990-2000
HO326	Rathdowne	Street	624	Carlton North		219290	Contributory	1910
HO326	Rathdowne	Street	625	Carlton North	Shop & residence	217990	Not contributory	1990-2000
HO326	Rathdowne	Street	626	Carlton North		219285	Contributory	1913
HO326	Rathdowne	Street	627	Carlton North	Shop & residence	218005	Contributory	1878, pre
HO326	Rathdowne	Street	628	Carlton North	Theresa Villa	219280	Contributory	1887
HO326	Rathdowne	Street	629	Carlton North	Shop & residence	218010	Contributory	1885
HO326	Rathdowne	Street	630	Carlton North		219275	Contributory	1913
HO326	Rathdowne	Street	631	Carlton North	Shop & residence	218015	Contributory	1900-1915
HO326	Rathdowne	Street	632	Carlton North		219270	Contributory	1913
HO326	Rathdowne	Street	633	Carlton North	Shop & residence	290735	Not contributory	1920-1940?
HO326	Rathdowne	Street	634	Carlton North		219265	Contributory	1918

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Rathdowne	Street	635	Carlton North	Shop & residence	290740	Not contributory	1920-1940
HO326	Rathdowne	Street	639	Carlton North		218025	Contributory	1870-1890
HO326	Rathdowne	Street	641	Carlton North	Shop & residence	218030	Individually Significant	1870-1890
HO326	Rathdowne	Street	643	Carlton North	Shop & residence	218035	Contributory	1870-1890
HO326	Rathdowne	Street	644	Carlton North	Great Northern Hotel	219260	Individually Significant	1889
HO326	Rathdowne	Street	645	Carlton North	Shop & residence	218040	Contributory	1885
HO326	Rathdowne	Street	647	Carlton North	Shop & residence	218045	Contributory	1885
HO326	Rathdowne	Street	649	Carlton North	Shop & residence	218050	Contributory	1885
HO326	Rathdowne	Street	651	Carlton North	Shop & residence	218055	Contributory	1892
HO326	Rathdowne	Street	653	Carlton North	Access Office, part Carlton library	218065	Not contributory	1990-2000
HO326	Rathdowne	Street	653 (rear)	Carlton North	Electrical Substation	218060	Not contributory	1930-1940?
HO326	Rathdowne	Street	656-660	Carlton North	Warehouse	219255	Contributory	1913
HO326	Rathdowne	Street	662	Carlton North		219250	Contributory	1914
HO326	Rathdowne	Street	666	Carlton North		219245	Contributory	1913
HO326	Rathdowne	Street	667	Carlton North	Carlton Library	218070	Not contributory	1990-2000
HO326	Rathdowne	Street	668	Carlton North		219240	Contributory	1913
HO326	Rathdowne	Street	669	Carlton North		291355	Contributory	1882
HO326	Rathdowne	Street	670	Carlton North		219235	Contributory	1911
HO326	Rathdowne	Street	671	Carlton North	Shop & residence	291360	Contributory	1900-1915
HO326	Rathdowne	Street	672	Carlton North		219230	Contributory	1911
HO326	Rathdowne	Street	674	Carlton North		219225	Contributory	1911
HO326	Rathdowne	Street	675	Carlton North		218080	Contributory	1879
HO326	Rathdowne	Street	676	Carlton North		219220	Contributory	1885
HO326	Rathdowne	Street	677	Carlton North	Prospect Place	218085	Contributory	1882
HO326	Rathdowne	Street	679	Carlton North	Prospect Place	218090	Contributory	1882
HO326	Rathdowne	Street	680	Carlton North		219215	Contributory	1900-1915
HO326	Rathdowne	Street	681	Carlton North	Prospect Place	218095	Contributory	1882
HO326	Rathdowne	Street	682	Carlton North	Hespera	219210	Individually Significant	1892
HO326	Rathdowne	Street	683	Carlton North		218100	Contributory	1879
HO326	Rathdowne	Street	684	Carlton North	Aurora	219205	Contributory	1892
HO326	Rathdowne	Street	685	Carlton North		218105	Contributory	1879
HO326	Rathdowne	Street	686	Carlton North		219200	Not contributory	1907
HO326	Rathdowne	Street	687	Carlton North	Shop & residence	218110	Contributory	1888
HO326	Rathdowne	Street	692	Carlton North	Townhouse	219195	Not contributory	1990-2000
HO326	Rathdowne	Street	693	Carlton North	London Bank, former	218115	Contributory	1882
HO326	Rathdowne	Street	695	Carlton North		335450	Not contributory	1990-2000
HO326	Rathdowne	Street	695A	Carlton North	Townhouse	335460	Not contributory	1990-2000
HO326	Rathdowne	Street	696	Carlton North		219190	Contributory	1904
HO326	Rathdowne	Street	699	Carlton North	Shop & residence	333790	Contributory	1860-1890, 1990-2000
HO326	Rathdowne	Street	700	Carlton North		219185	Contributory	1904
HO326	Rathdowne	Street	701 -703	Carlton North	Shops & residences	333800	Contributory	1860-1890, 1990-2000
HO326	Rathdowne	Street	702	Carlton North		219180	Contributory	1913
HO326	Rathdowne	Street	704	Carlton North		219175	Contributory	1913
HO326	Rathdowne	Street	705	Carlton North	Office?	218135	Not contributory	1930-1940
HO326	Rathdowne	Street	706	Carlton North		219170	Contributory	1913
HO326	Rathdowne	Street	707	Carlton North		218140	Not contributory	1883-
HO326	Rathdowne	Street	709	Carlton North		218145	Contributory	1883
HO326	Rathdowne	Street	710	Carlton North		219165	Individually Significant	1911

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Rathdowne	Street	711	Carlton North		218150	Contributory	1883
HO326	Rathdowne	Street	713	Carlton North		218155	Contributory	1883
HO326	Rathdowne	Street	715	Carlton North	Shop & residence	218160	Contributory	1914
HO326	Rathdowne	Street	716	Carlton North		219160	Contributory	1913
HO326	Rathdowne	Street	717	Carlton North	Sanders Boot Store, shops & residences	218165	Contributory	1914
HO326	Rathdowne	Street	718	Carlton North		219155	Contributory	1914
HO326	Rathdowne	Street	719	Carlton North	Shop & residence	218170	Contributory	1914
HO326	Rathdowne	Street	720	Carlton North		219150	Contributory	1900-1915
HO326	Rathdowne	Street	721	Carlton North	Mrs Stow Ladies Draper, Shop & residence	218175	Contributory	1914
HO326	Rathdowne	Street	721 (rear)	Carlton North	Units	218180	Not contributory	1990-2000
HO326	Rathdowne	Street	723	Carlton North		218195	Contributory	1887
HO326	Rathdowne	Street	725	Carlton North		218200	Individually Significant	1885
HO326	Rathdowne	Street	726	Carlton North	Shop & residence, former & tree	219145	Contributory	1890-1915
HO326	Rathdowne	Street	728	Carlton North		219140	Individually Significant	1913
HO326	Rathdowne	Street	731	Carlton North		218205	Contributory	1880
HO326	Rathdowne	Street	732	Carlton North		219135	Contributory	1887
HO326	Rathdowne	Street	733	Carlton North	Shop & residence	218210	Contributory	1888
HO326	Rathdowne	Street	734	Carlton North		219130	Contributory	1888
HO326	Rathdowne	Street	736	Carlton North		219125	Contributory	1886
HO326	Rathdowne	Street	738	Carlton North		219120	Contributory	1913
HO326	Rathdowne	Street	740	Carlton North		219115	Contributory	1913
HO326	Rathdowne	Street	741	Carlton North	Bank, former	218215	Contributory	1919
HO326	Rathdowne	Street	743	Carlton North	Australian Performing Group communal house, former	218225	Individually Significant	1906
HO326	Rathdowne	Street	745	Carlton North		218230	Individually Significant	1906
HO326	Rathdowne	Street	747	Carlton North		218235	Individually Significant	1906
HO326	Rathdowne	Street	749	Carlton North		218240	Contributory	1888
HO326	Rathdowne	Street	751	Carlton North	Montpelier Terrace?	218245	Individually Significant	1886
HO326	Rathdowne	Street	753	Carlton North	Montpelier Terrace?	218250	Individually Significant	1886
HO326	Rathdowne	Street	755	Carlton North	Montpelier Terrace?	218255	Individually Significant	1886
HO326	Rathdowne	Street	757	Carlton North	Montpelier Terrace?	218260	Individually Significant	1886
HO326	Rathdowne	Street	759	Carlton North	Montpelier Terrace?	218265	Individually Significant	1882-1883
HO326	Rathdowne	Street	761	Carlton North	Montpelier Terrace?	218270	Individually Significant	1882-1883
HO326	Rathdowne	Street	763	Carlton North	Montpelier Terrace?	218275	Individually Significant	1882-1883
HO326	Rathdowne	Street	765	Carlton North	Montpelier Terrace?	218280	Individually Significant	1882-1883
HO326	Rathdowne	Street	767	Carlton North	Illawarra Villa	218285	Contributory	1882-1883
HO326	Rathdowne	Street	769	Carlton North	Sheridan House	218290	Contributory	1882
HO326	Rathdowne	Street	771	Carlton North		218295	Contributory	1882
HO326	Rathdowne	Street	773	Carlton North		218300	Contributory	1883
HO326	Rathdowne	Street	775	Carlton North		218305	Contributory	1882
HO326	Rathdowne	Street	777	Carlton North		218310	Contributory	1885
HO326	Rathdowne	Street	781	Carlton North		218315	Individually Significant	1885
HO326	Rathdowne	Street	783	Carlton North	Shop & residence	218320	Individually Significant	1888
HO326	Rathdowne	Street	785	Carlton North	Shop & residence	218320	Individually Significant	1888
HO326	Rathdowne	Street	787	Carlton North	Shop & residence	218325	Individually Significant	1888
HO326	Rathdowne	Street	789	Carlton North	Shop & residence	218330	Individually Significant	1888
HO326	Rathdowne	Street	793 -797	Carlton North	Shop & residence, part Post Office	218335	Individually Significant	1884-89
HO326	Rathdowne	Street	799	Carlton North		218345	Contributory	1870-1890
HO326	Rathdowne	Street	801	Carlton North		218350	Contributory	1887

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Rathdowne	Street	803	Carlton North		218355	Contributory	1887
HO326	Rathdowne	Street	805	Carlton North		218360	Contributory	1890
HO326	Rathdowne	Street	809	Carlton North		218365	Not contributory	1850-1890
HO326	Rathdowne	Street	815	Carlton North		218370	Contributory	1897
HO326	Rathdowne	Street	817	Carlton North		218375	Contributory	1886
HO326	Rathdowne	Street	819	Carlton North		218380	Contributory	1886
HO326	Rathdowne	Street	821	Carlton North		218385	Contributory	1886
HO326	Rathdowne	Street	823	Carlton North	Flats	218390	Not contributory	1960-1970
HO326	Rathdowne	Street	833	Carlton North	Vacant Site	218450	Not contributory	Unknown
HO326	Rathdowne	Street	835	Carlton North		218455	Contributory	1910
HO326	Rathdowne	Street	837	Carlton North		218460	Not contributory	1900-1915
HO326	Rathdowne	Street	841	Carlton North		218465	Contributory	1905
HO326	Rathdowne	Street	841 (rear)	Carlton North		218470	Not contributory	1990-2000
HO326	Rathdowne	Street	845	Carlton North	Solomon house	218475	Contributory	1917
HO326	Rathdowne	Street	847	Carlton North		218480	Contributory	1919
HO326	Rathdowne	Street	851	Carlton North		218485	Contributory	1913
HO326	Rathdowne	Street	853	Carlton North		218490	Individually Significant	1913
HO326	Rathdowne	Street	857	Carlton North		218495	Contributory	1911
HO326	Rathdowne	Street	861	Carlton North		218500	Contributory	1907
HO326	Rathdowne	Street	867	Carlton North	Flats	218505	Not contributory	1970-1980
HO326	Rathdowne	Street	869	Carlton North		218565	Contributory	1907
HO326	Rathdowne	Street	871	Carlton North		218570	Contributory	1906
HO326	Rathdowne	Street	875	Carlton North	Krinclafold House	218575	Individually Significant	1884
HO326	Rathdowne	Street	883	Carlton North		218580	Contributory	1915-1925
HO326	Rathdowne	Street	885	Carlton North		218585	Contributory	1909
HO326	Rathdowne	Street	887	Carlton North		218590	Contributory	1909
HO326	Rathdowne	Street	889	Carlton North		218595	Contributory	1908
HO326	Rathdowne	Street	891	Carlton North		218600	Contributory	1908
HO326	Rathdowne	Street	893	Carlton North		218605	Contributory	1908
HO326	Rathdowne	Street	895	Carlton North		218610	Contributory	1908
HO326	Rathdowne	Street	897	Carlton North		218615	Individually Significant	1908
HO326	Rathdowne	Street	899	Carlton North		218620	Individually Significant	1908
HO326	Rathdowne	Street	901	Carlton North		218625	Contributory	1908
HO326	Rathdowne	Street	903	Carlton North		218630	Contributory	1908
HO326	Rathdowne	Street	905	Carlton North		218635	Individually Significant	1915
HO326	Rathdowne	Street	909	Carlton North	Shop & residence	218640	Contributory	1891
HO326	Rathdowne	Street	911	Carlton North	Shop & residence	218645	Contributory	1891
HO326	Rathdowne	Street	913	Carlton North	Shop & residence	218650	Contributory	1891
HO326	Rathdowne	Street	915	Carlton North	Shop & residence	218655	Contributory	1891
HO326	Rathdowne	Street	917	Carlton North	Shop & residence	209060	Contributory	1891
HO326	Rathdowne	Street	919	Carlton North	Shop & residence	209065	Contributory	1891
HO326	Rathdowne	Street	921	Carlton North	Shop & residence	218660	Contributory	1891
HO326	Rathdowne	Street	923	Carlton North	Shop & residence	218665	Contributory	1891
HO326	Rathdowne	Street	925	Carlton North		218670	Contributory	1907
HO326	Rathdowne	Street	927	Carlton North		218675	Contributory	1907
HO326	Rathdowne	Street	929	Carlton North		218680	Contributory	1907
HO326	Rathdowne	Street	931	Carlton North		218685	Contributory	1907
HO326	Rathdowne	Street	933	Carlton North		218690	Contributory	1907

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Rathdowne	Street	935	Carlton North		218695	Contributory	1907
HO326	Rathdowne	Street	937	Carlton North		218700	Contributory	1907
HO326	Rathdowne	Street	941	Carlton North		218705	Contributory	1913
HO326	Rathdowne	Street	949	Carlton North		218710	Not contributory	1900-1915
HO326	Rathdowne	Street	951	Carlton North		218715	Contributory	1887
HO326	Rathdowne	Street	953	Carlton North		218720	Contributory	1887
HO326	Rathdowne	Street	955	Carlton North		218725	Not contributory	1913
HO326	Rathdowne	Street	961-365	Carlton North	Apartments	218730	Not contributory	1990-2000
HO326	Rathdowne	Street	967	Carlton North		218755	Contributory	1914
HO326	Rathdowne	Street	969	Carlton North		218760	Contributory	1916
HO326	Rathdowne	Street	971	Carlton North		218765	Contributory	1915
HO326	Rathdowne	Street	973	Carlton North		218770	Contributory	1913
HO326	Rathdowne	Street	977	Carlton North		218775	Contributory	1907
HO326	Rathdowne	Street	979	Carlton North		218780	Contributory	1907
HO326	Rathdowne	Street	981-985	Carlton North	Flats	218785	Not contributory	1970-1980
HO326	Rathdowne	Street	995	Carlton North		218820	Contributory	1902
HO326	Rathdowne	Street	997	Carlton North		218825	Contributory	1902
HO326	Rathdowne	Street	999	Carlton North	Flats	218830	Not contributory	1990-2000
HO326	Rathdowne	Street	1001	Carlton North	Townhouse	218950	Not contributory	1990-2000
HO326	Rathdowne	Street	1003	Carlton North	Townhouse	218955	Not contributory	1990-2000
HO326	Rathdowne	Street	1005	Carlton North	Townhouse	218960	Not contributory	1990-2000
HO326	Rathdowne	Street	1007	Carlton North	Townhouse	218965	Not contributory	1990-2000
HO326	Rathdowne	Street	1009	Carlton North	Townhouse	218995	Not contributory	1990-2000
HO326	Rathdowne	Street	1011	Carlton North	Townhouse	218970	Not contributory	1990-2000
HO326	Rathdowne	Street	1013	Carlton North	Townhouse	218975	Not contributory	1990-2000
HO326	Rathdowne	Street	1015	Carlton North	Townhouse, part Cable Tram Engine House Tram Depot site	218980	Victorian Heritage Register	1990-2000
HO326	Rathdowne	Street	1015	Carlton North	Townhouse, part Cable Tram Engine House Tram Depot site	218980	Victorian Heritage Register	1990-2000
HO326	Rathdowne	Street	1017	Carlton North	Townhouse, part Cable Tram Engine House Tram Depot site	218985	Victorian Heritage Register	1990-2000
HO326	Rathdowne	Street	1017	Carlton North	Townhouse, part Cable Tram Engine House Tram Depot site	218985	Victorian Heritage Register	1990-2000
HO326	Rathdowne	Street	1019	Carlton North	Townhouse, part Cable Tram Engine House Tram Depot site	218990	Victorian Heritage Register	1990-2000
HO326	Rathdowne	Street	1019	Carlton North	Townhouse, part Cable Tram Engine House Tram Depot site	218990	Victorian Heritage Register	1990-2000
HO326	Rathdowne	Street	1023	Carlton North	Cable Tram Sheds, former part (units)	219045	Victorian Heritage Register	1888
HO326	Rathdowne	Street	1023	Carlton North	Cable Tram Sheds, former part (units)	219045	Victorian Heritage Register	1888
HO326	Rathdowne	Street	1025	Carlton North	Carpark (part North Carlton Engine House, Cable Tram Sheds complex, forme	219100	Victorian Heritage Register	Unknown
HO326	Rathdowne	Street	1025	Carlton North	Melbourne tramway Trust Cable Tram Enginge House Tram Depot, former	219105	Victorian Heritage Register	1888
HO326	Rathdowne	Street	1025	Carlton North	Melbourne tramway Trust Cable Tram Enginge House Tram Depot, former	219105	Victorian Heritage Register	1888
HO326	Rathdowne	Street	1025	Carlton North	Carpark (part North Carlton Engine House, Cable Tram Sheds complex, former)	219100	Victorian Heritage Register	Unknown
HO326	Reserve	Street	2	Carlton North		220055	Not contributory	Unknown
HO326	Reserve	Street	3-7	Carlton North	Townhouse	220025	Not contributory	1960-1970
HO326	Reserve	Street	6	Carlton North		220050	Not contributory	1950-1960
HO326	Reserve	Street	8	Carlton North		220045	Not contributory	Unknown
HO326	Reserve	Street	9	Carlton North		220030	Not contributory	Unknown
HO326	Reserve	Street	10	Carlton North		220040	Not contributory	Unknown
HO326	Reserve	Street	12	Carlton North	Townhouse	220035	Not contributory	Unknown
HO326	Richardson	Street	10	Carlton North		220465	Contributory	1885
HO326	Richardson	Street	11	Carlton North		220060	Contributory	1911
HO326	Richardson	Street	13	Carlton North		220065	Not contributory	1911
HO326	Richardson	Street	15	Carlton North	Elslie	220070	Contributory	1918

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Richardson	Street	17	Carlton North	Saydi	220075	Contributory	1918
HO326	Richardson	Street	19	Carlton North	Murlie	220080	Contributory	1918
HO326	Richardson	Street	23	Carlton North		220085	Contributory	1888
HO326	Richardson	Street	25	Carlton North	Shop & residence	220090	Contributory	1888
HO326	Richardson	Street	77	Carlton North		220095	Contributory	1900
HO326	Richardson	Street	79	Carlton North		220100	Contributory	1900
HO326	Richardson	Street	81	Carlton North		220105	Contributory	1887
HO326	Richardson	Street	82	Carlton North	Wall fragments	297285	Not contributory	1900-
HO326	Richardson	Street	83	Carlton North		220110	Contributory	1887
HO326	Richardson	Street	84	Carlton North		220460	Contributory	1910
HO326	Richardson	Street	85	Carlton North		220115	Contributory	1893
HO326	Richardson	Street	86	Carlton North		220455	Contributory	1911
HO326	Richardson	Street	87	Carlton North		220120	Individually Significant	1893
HO326	Richardson	Street	89	Carlton North		220125	Individually Significant	1893
HO326	Richardson	Street	93	Carlton North	House & 'Dairy' sign	220130	Contributory	1885
HO326	Richardson	Street	95	Carlton North		220135	Not contributory	1885
HO326	Richardson	Street	120	Carlton North		220450	Contributory	1914
HO326	Richardson	Street	122	Carlton North		220445	Contributory	1914
HO326	Richardson	Street	131	Carlton North		220140	Contributory	1914
HO326	Richardson	Street	133	Carlton North		220145	Contributory	1912
HO326	Richardson	Street	159	Carlton North	Chester	220150	Contributory	1887
HO326	Richardson	Street	160	Carlton North		220440	Individually Significant	1890
HO326	Richardson	Street	161	Carlton North	Congleton	220155	Contributory	1887
HO326	Richardson	Street	162	Carlton North		220435	Contributory	1889
HO326	Richardson	Street	163	Carlton North	Bolton	220160	Contributory	1887
HO326	Richardson	Street	164	Carlton North		220430	Contributory	1889
HO326	Richardson	Street	165	Carlton North	Stockport	220165	Contributory	1887
HO326	Richardson	Street	166	Carlton North		220425	Contributory	1889
HO326	Richardson	Street	167	Carlton North		220170	Contributory	1928
HO326	Richardson	Street	169	Carlton North		220175	Contributory	1928
HO326	Shakespeare	Street	6	Carlton North		220505	Contributory	1870-1890
HO326	Shakespeare	Street	7-15	Carlton North	Shakespeare Reserve	220470	Not contributory	Unknown
HO326	Shakespeare	Street	12-18	Carlton North	First Carlton Troop, Boy Scouts Association Hall	220500	Individually Significant	1931
HO326	Shakespeare	Street	17	Carlton North		220475	Contributory	1870-1890
HO326	Shakespeare	Street	19	Carlton North		220480	Contributory	1870-1890
HO326	Shakespeare	Street	21	Carlton North		220485	Contributory	1850-1890
HO326	Shakespeare	Street	22	Carlton North		220495	Contributory	1850-1890
HO326	Shakespeare	Street	22A	Carlton North		220495	Contributory	1850-1890
HO326	Shakespeare	Street	24	Carlton North		220490	Contributory	1850-1890
HO326	Station	Street	197	Carlton North		220630	Not contributory	1925-1930
HO326	Station	Street	201	Carlton North		220635	Contributory	1911
HO326	Station	Street	205	Carlton North		220640	Contributory	1897
HO326	Station	Street	207	Carlton North	Wintonville	220645	Contributory	1888
HO326	Station	Street	208	Carlton North	Vacant Site	222490	Not contributory	Unknown
HO326	Station	Street	209	Carlton North	Torville	220650	Contributory	1888
HO326	Station	Street	210	Carlton North		222485	Contributory	1889
HO326	Station	Street	211	Carlton North	Fernville	220655	Contributory	1881
HO326	Station	Street	212	Carlton North		222480	Contributory	1889

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Station	Street	213	Carlton North		220660	Contributory	1881
HO326	Station	Street	214	Carlton North		222475	Contributory	1889
HO326	Station	Street	215	Carlton North		220665	Contributory	1923
HO326	Station	Street	216	Carlton North	Station Villa	222470	Contributory	1905
HO326	Station	Street	217	Carlton North		220670	Not contributory	1980-1990
HO326	Station	Street	218	Carlton North		222465	Contributory	1905
HO326	Station	Street	219	Carlton North	Hepburn House	220675	Contributory	1890
HO326	Station	Street	220	Carlton North		222460	Contributory	1906
HO326	Station	Street	221	Carlton North		220680	Contributory	1882
HO326	Station	Street	222	Carlton North		222455	Contributory	1906
HO326	Station	Street	224	Carlton North		222450	Contributory	1907
HO326	Station	Street	226	Carlton North		222445	Contributory	1907
HO326	Station	Street	228	Carlton North		222440	Contributory	1928
HO326	Station	Street	238-232	Carlton North	Primitive Methodist Chapel, former (now units)	320730	Individually Significant	1884
HO326	Station	Street	247	Carlton North		220685	Contributory	1870-1890
HO326	Station	Street	249	Carlton North		220690	Contributory	1881?
HO326	Station	Street	250	Carlton North		222430	Contributory	1925-1935
HO326	Station	Street	251	Carlton North		220695	Contributory	1881
HO326	Station	Street	252	Carlton North		222425	Contributory	1925-1935
HO326	Station	Street	253	Carlton North		220700	Contributory	1890
HO326	Station	Street	254	Carlton North		222420	Contributory	1925-1935
HO326	Station	Street	255	Carlton North		220705	Contributory	1890
HO326	Station	Street	256	Carlton North		222415	Contributory	1925-35
HO326	Station	Street	257	Carlton North	Ryeburn	220710	Contributory	1884
HO326	Station	Street	258	Carlton North	Townhouse	289690	Not contributory	1980-1990
HO326	Station	Street	259	Carlton North		220715	Contributory	1884
HO326	Station	Street	260	Carlton North		222410	Contributory	1880
HO326	Station	Street	262	Carlton North	Devonshire Cottage	222405	Contributory	1880
HO326	Station	Street	263	Carlton North		220720	Contributory	1870-1890
HO326	Station	Street	264	Carlton North		222400	Contributory	1880
HO326	Station	Street	265	Carlton North	Elizabeth	220725	Contributory	1891
HO326	Station	Street	266	Carlton North		222395	Contributory	1900
HO326	Station	Street	267	Carlton North	Caroline	220730	Contributory	1891
HO326	Station	Street	268	Carlton North		222390	Contributory	1900
HO326	Station	Street	269	Carlton North	Henry	220735	Contributory	1891
HO326	Station	Street	270	Carlton North	Townhouse	282105	Not contributory	1990-2000?
HO326	Station	Street	271	Carlton North		220740	Contributory	1882
HO326	Station	Street	272	Carlton North		222385	Individually Significant	1879-1910
HO326	Station	Street	273	Carlton North		220745	Contributory	1882
HO326	Station	Street	275	Carlton North		220750	Contributory	1882
HO326	Station	Street	276	Carlton North		222380	Contributory	1903
HO326	Station	Street	277	Carlton North	Eloisa Cottage	220755	Contributory	1870-1890
HO326	Station	Street	278	Carlton North		222375	Contributory	1889
HO326	Station	Street	279	Carlton North	Abelard Cottage	220760	Contributory	1870-1890
HO326	Station	Street	280	Carlton North	West Ella	222370	Contributory	1891
HO326	Station	Street	281	Carlton North		220765	Contributory	1882
HO326	Station	Street	282	Carlton North		222365	Contributory	1900-1915
HO326	Station	Street	283	Carlton North		220770	Contributory	1882

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Station	Street	285	Carlton North		220775	Contributory	1915
HO326	Station	Street	287	Carlton North		220780	Contributory	1915
HO326	Station	Street	294	Carlton North	Townhouse	283245	Not contributory	1990-2000
HO326	Station	Street	302	Carlton North		222355	Contributory	1882
HO326	Station	Street	304	Carlton North		222350	Contributory	1882
HO326	Station	Street	306	Carlton North		222345	Contributory	1870-1890
HO326	Station	Street	308	Carlton North		222340	Contributory	1870-1890
HO326	Station	Street	310	Carlton North	Alice Cottage	222335	Contributory	1884
HO326	Station	Street	312	Carlton North		222330	Contributory	1884
HO326	Station	Street	314	Carlton North		222325	Contributory	1884
HO326	Station	Street	316	Carlton North		222320	Contributory	1884
HO326	Station	Street	318	Carlton North		222315	Contributory	1900
HO326	Station	Street	320	Carlton North		222310	Contributory	1900
HO326	Station	Street	322	Carlton North		222305	Contributory	1900
HO326	Station	Street	324	Carlton North		222300	Contributory	1900
HO326	Station	Street	328	Carlton North		222295	Contributory	1887
HO326	Station	Street	329	Carlton North	Shop & residence	220785	Contributory	1884
HO326	Station	Street	330	Carlton North		222290	Contributory	1886
HO326	Station	Street	331	Carlton North		220790	Contributory	1870-1890
HO326	Station	Street	332	Carlton North		222285	Contributory	1870-1890
HO326	Station	Street	333	Carlton North		220795	Contributory	1879
HO326	Station	Street	334	Carlton North		222280	Contributory	1870-1890
HO326	Station	Street	335	Carlton North		220800	Contributory	1850-1890
HO326	Station	Street	336	Carlton North		222275	Contributory	1885
HO326	Station	Street	337	Carlton North	Adelaide Cottage	220805	Contributory	1870-1890
HO326	Station	Street	338	Carlton North		222270	Contributory	1884
HO326	Station	Street	339-341	Carlton North		220810	Not contributory	1950-1960?
HO326	Station	Street	340	Carlton North		222265	Contributory	1884
HO326	Station	Street	342	Carlton North		222260	Contributory	1884
HO326	Station	Street	343	Carlton North		220815	Contributory	1879
HO326	Station	Street	344	Carlton North		222255	Contributory	1881
HO326	Station	Street	345	Carlton North		220820	Contributory	1879
HO326	Station	Street	346	Carlton North		222250	Contributory	1881
HO326	Station	Street	347	Carlton North		220825	Not contributory	1960-1970
HO326	Station	Street	348	Carlton North		222245	Contributory	1881
HO326	Station	Street	349	Carlton North		220830	Contributory	1870-1890
HO326	Station	Street	350	Carlton North		222240	Contributory	1881
HO326	Station	Street	351	Carlton North		220835	Contributory	1878
HO326	Station	Street	352	Carlton North		222235	Contributory	1885
HO326	Station	Street	353	Carlton North		220840	Contributory	1870-1890
HO326	Station	Street	354	Carlton North		222230	Contributory	1885
HO326	Station	Street	355	Carlton North		220845	Contributory	1850-1890
HO326	Station	Street	356	Carlton North		222225	Contributory	1885
HO326	Station	Street	357	Carlton North		220850	Contributory	1870-1890
HO326	Station	Street	358	Carlton North		222220	Contributory	1885
HO326	Station	Street	359	Carlton North		220855	Contributory	1850-1890
HO326	Station	Street	360	Carlton North		222215	Contributory	1885
HO326	Station	Street	361	Carlton North	Chesterton Villa	220860	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Station	Street	362	Carlton North		222210	Contributory	1885
HO326	Station	Street	363	Carlton North	May Cottage	220865	Contributory	1870-1890
HO326	Station	Street	364	Carlton North		222205	Contributory	1886
HO326	Station	Street	365	Carlton North		220870	Contributory	1870-1890
HO326	Station	Street	366	Carlton North		222200	Contributory	1886
HO326	Station	Street	367	Carlton North		220875	Contributory	1870-1890
HO326	Station	Street	368-370	Carlton North		222195	Contributory	1910
HO326	Station	Street	369	Carlton North		220880	Contributory	1886
HO326	Station	Street	371	Carlton North	Shop & residence	220885	Contributory	1886
HO326	Station	Street	382	Carlton North	Alfred Cottage	222190	Contributory	1885
HO326	Station	Street	383	Carlton North		220890	Contributory	1886
HO326	Station	Street	384	Carlton North		222185	Contributory	1885
HO326	Station	Street	385	Carlton North		220895	Contributory	1886
HO326	Station	Street	386	Carlton North	Shop & residence, former	222180	Not contributory	Unknown
HO326	Station	Street	387	Carlton North		220900	Contributory	1887
HO326	Station	Street	389	Carlton North	Fern Cottage	220905	Contributory	1887
HO326	Station	Street	391	Carlton North		220910	Contributory	1887
HO326	Station	Street	392	Carlton North		222175	Contributory	1870-1890
HO326	Station	Street	393	Carlton North		220915	Contributory	1887
HO326	Station	Street	395	Carlton North		220920	Contributory	1887
HO326	Station	Street	396	Carlton North		222170	Contributory	1870-1890
HO326	Station	Street	397	Carlton North	Connemarra Villa	220925	Contributory	1887
HO326	Station	Street	398	Carlton North	Nairn	222165	Contributory	1885
HO326	Station	Street	399	Carlton North		220930	Contributory	1887
HO326	Station	Street	400	Carlton North		275700	Contributory	1884
HO326	Station	Street	401	Carlton North		220935	Not contributory	1894
HO326	Station	Street	402	Carlton North		275700	Contributory	1884
HO326	Station	Street	404	Carlton North		222155	Contributory	1884
HO326	Station	Street	405-407	Carlton North	Mayfield House	220940	Contributory	1893
HO326	Station	Street	406	Carlton North		222150	Contributory	1884
HO326	Station	Street	408	Carlton North		222145	Contributory	1883
HO326	Station	Street	409	Carlton North	Clenconway	220945	Contributory	1901
HO326	Station	Street	410	Carlton North		222140	Contributory	1883
HO326	Station	Street	411	Carlton North	Clenavy	220950	Contributory	1901
HO326	Station	Street	412	Carlton North		222135	Contributory	1892
HO326	Station	Street	413	Carlton North	Foynes Villa	220955	Contributory	1889
HO326	Station	Street	414	Carlton North		222130	Contributory	1892
HO326	Station	Street	415	Carlton North	lockwood	220960	Contributory	1891
HO326	Station	Street	416	Carlton North		222125	Contributory	1892
HO326	Station	Street	417	Carlton North		220965	Contributory	1884
HO326	Station	Street	418	Carlton North		222120	Contributory	1892
HO326	Station	Street	419	Carlton North		220970	Contributory	1884
HO326	Station	Street	420	Carlton North		222115	Contributory	1892
HO326	Station	Street	421	Carlton North		220975	Contributory	1883
HO326	Station	Street	422	Carlton North		222110	Contributory	1892
HO326	Station	Street	423	Carlton North		220980	Contributory	1883
HO326	Station	Street	425	Carlton North	Mary Villa	220985	Contributory	1883
HO326	Station	Street	427	Carlton North	Rosslay Villa	220990	Contributory	1883

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Station	Street	429	Carlton North		220995	Contributory	1883
HO326	Station	Street	431	Carlton North	Frome Villa	221000	Contributory	1884
HO326	Station	Street	441	Carlton North	Morgan house	221005	Individually Significant	1929
HO326	Station	Street	442-444	Carlton North	Warehouse	222105	Contributory	1914
HO326	Station	Street	443	Carlton North		221010	Contributory	1922
HO326	Station	Street	445	Carlton North		221015	Contributory	1922
HO326	Station	Street	446	Carlton North		222100	Contributory	1870-1890
HO326	Station	Street	447	Carlton North		221020	Contributory	1922
HO326	Station	Street	448	Carlton North		222095	Contributory	1881
HO326	Station	Street	449	Carlton North		221025	Contributory	1922
HO326	Station	Street	450	Carlton North		222090	Contributory	1870-1890
HO326	Station	Street	451	Carlton North		221030	Contributory	1882
HO326	Station	Street	452	Carlton North		222085	Contributory	1883
HO326	Station	Street	453	Carlton North		221035	Contributory	1882
HO326	Station	Street	454	Carlton North		222080	Contributory	1883
HO326	Station	Street	455	Carlton North		221040	Contributory	1882
HO326	Station	Street	456	Carlton North		222075	Not contributory	1850-1890
HO326	Station	Street	457	Carlton North		221045	Contributory	1886
HO326	Station	Street	458	Carlton North		222070	Contributory	1870-1890
HO326	Station	Street	459	Carlton North		221050	Contributory	1886
HO326	Station	Street	460	Carlton North		222065	Contributory	1885
HO326	Station	Street	461	Carlton North		221055	Contributory	1886
HO326	Station	Street	462	Carlton North		222060	Contributory	1885
HO326	Station	Street	463	Carlton North		221060	Contributory	1882
HO326	Station	Street	464	Carlton North		222055	Contributory	1887
HO326	Station	Street	465	Carlton North		221065	Contributory	1882
HO326	Station	Street	466	Carlton North		222050	Contributory	1882
HO326	Station	Street	467	Carlton North		221070	Contributory	1882
HO326	Station	Street	468	Carlton North		222045	Contributory	1882
HO326	Station	Street	470	Carlton North		222040	Contributory	1882
HO326	Station	Street	471	Carlton North		221075	Contributory	1905
HO326	Station	Street	472	Carlton North		222035	Contributory	1879
HO326	Station	Street	473	Carlton North		221080	Contributory	1905
HO326	Station	Street	475	Carlton North		221085	Contributory	1883
HO326	Station	Street	477	Carlton North		221090	Contributory	1883
HO326	Station	Street	479	Carlton North		221095	Contributory	1883
HO326	Station	Street	481	Carlton North	Burnside	221100	Contributory	1886
HO326	Station	Street	483	Carlton North		221105	Contributory	1886
HO326	Station	Street	485	Carlton North	Yvonne	221110	Contributory	1892
HO326	Station	Street	487	Carlton North		221115	Not contributory	1925-1930
HO326	Station	Street	490	Carlton North	Corra Linn	222030	Contributory	1886
HO326	Station	Street	492	Carlton North		222025	Contributory	1886
HO326	Station	Street	493	Carlton North		221120	Contributory	1901
HO326	Station	Street	494	Carlton North		222020	Contributory	1886
HO326	Station	Street	495	Carlton North		221125	Individually Significant	1913
HO326	Station	Street	496	Carlton North		222015	Contributory	1886
HO326	Station	Street	497	Carlton North		221130	Contributory	1886
HO326	Station	Street	498	Carlton North		222010	Contributory	1885

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Station	Street	499	Carlton North		221135	Contributory	1886
HO326	Station	Street	500	Carlton North		222005	Contributory	1885
HO326	Station	Street	501	Carlton North		221140	Contributory	1886
HO326	Station	Street	502	Carlton North		222000	Contributory	1885
HO326	Station	Street	503	Carlton North		221145	Contributory	1886
HO326	Station	Street	504	Carlton North		221995	Contributory	1885
HO326	Station	Street	505	Carlton North		221150	Contributory	1890-1900
HO326	Station	Street	506	Carlton North		221990	Contributory	1900-1915
HO326	Station	Street	507	Carlton North		221155	Contributory	1890-1900
HO326	Station	Street	508	Carlton North		221985	Contributory	1885
HO326	Station	Street	509	Carlton North		221160	Contributory	1886
HO326	Station	Street	510	Carlton North	Gladstone Terrace	221980	Contributory	1887
HO326	Station	Street	511	Carlton North		221165	Contributory	1885
HO326	Station	Street	512	Carlton North	Gladstone Terrace	221975	Contributory	1887
HO326	Station	Street	513	Carlton North		221170	Contributory	1885
HO326	Station	Street	514	Carlton North	Gladstone Terrace	221970	Contributory	1887
HO326	Station	Street	515	Carlton North		221175	Contributory	1885
HO326	Station	Street	516	Carlton North	Gladstone Terrace	221965	Contributory	1887
HO326	Station	Street	517	Carlton North		221180	Contributory	1887
HO326	Station	Street	518	Carlton North		221960	Contributory	1887
HO326	Station	Street	519	Carlton North		221185	Contributory	1886
HO326	Station	Street	520	Carlton North		221955	Contributory	1887
HO326	Station	Street	521	Carlton North		221190	Contributory	1886
HO326	Station	Street	522	Carlton North		221950	Contributory	1892
HO326	Station	Street	523	Carlton North		221195	Contributory	1887
HO326	Station	Street	524	Carlton North		221945	Contributory	1892
HO326	Station	Street	525	Carlton North		221200	Contributory	1887
HO326	Station	Street	526	Carlton North		221940	Contributory	1884
HO326	Station	Street	527	Carlton North		221205	Contributory	1885
HO326	Station	Street	528	Carlton North		221935	Contributory	1884
HO326	Station	Street	529	Carlton North		221210	Contributory	1885
HO326	Station	Street	530	Carlton North	Tannahill	221930	Contributory	1882
HO326	Station	Street	531	Carlton North		221215	Contributory	1885
HO326	Station	Street	532	Carlton North		221925	Contributory	1879
HO326	Station	Street	533	Carlton North		221220	Contributory	1885
HO326	Station	Street	534	Carlton North		221920	Contributory	1888
HO326	Station	Street	535	Carlton North		221225	Contributory	1888
HO326	Station	Street	536	Carlton North		221915	Contributory	1888
HO326	Station	Street	537	Carlton North		221230	Contributory	1888
HO326	Station	Street	539	Carlton North		221235	Contributory	1887
HO326	Station	Street	540	Carlton North		221910	Contributory	1880
HO326	Station	Street	541	Carlton North		221240	Contributory	1887
HO326	Station	Street	542	Carlton North		221905	Contributory	1886
HO326	Station	Street	543	Carlton North		221245	Contributory	1887
HO326	Station	Street	544	Carlton North		221900	Contributory	1886
HO326	Station	Street	545	Carlton North		221250	Contributory	1892
HO326	Station	Street	546	Carlton North		221895	Contributory	1886
HO326	Station	Street	547	Carlton North		221255	Contributory	1891

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Station	Street	548	Carlton North		221890	Contributory	1886
HO326	Station	Street	549	Carlton North		221260	Contributory	1889
HO326	Station	Street	550	Carlton North		221885	Contributory	1886
HO326	Station	Street	551	Carlton North		221265	Contributory	1879
HO326	Station	Street	552	Carlton North		221880	Contributory	1886
HO326	Station	Street	553	Carlton North		221270	Contributory	1889
HO326	Station	Street	554	Carlton North		221875	Contributory	1885
HO326	Station	Street	555	Carlton North		221275	Contributory	1903
HO326	Station	Street	556	Carlton North		221870	Contributory	1885
HO326	Station	Street	557	Carlton North		221280	Contributory	1903
HO326	Station	Street	558	Carlton North		221865	Contributory	1885
HO326	Station	Street	560	Carlton North		221860	Contributory	1885
HO326	Station	Street	561	Carlton North		221285	Contributory	1878
HO326	Station	Street	562	Carlton North	Rose Villa	221855	Contributory	1883
HO326	Station	Street	563	Carlton North	Berwick	221290	Contributory	1900
HO326	Station	Street	564	Carlton North	Lou Villa	221850	Contributory	1883
HO326	Station	Street	566	Carlton North		221845	Contributory	1913
HO326	Station	Street	567	Carlton North		221295	Contributory	1860-1880
HO326	Station	Street	568	Carlton North		221840	Contributory	1913
HO326	Station	Street	569	Carlton North		221300	Contributory	1887
HO326	Station	Street	570	Carlton North		221835	Contributory	1913
HO326	Station	Street	571	Carlton North		221305	Contributory	1887
HO326	Station	Street	572	Carlton North		221830	Contributory	1913
HO326	Station	Street	574	Carlton North		221825	Contributory	1913
HO326	Station	Street	575	Carlton North		221310	Not contributory	1850-1890?
HO326	Station	Street	576	Carlton North		221820	Contributory	1913
HO326	Station	Street	578	Carlton North		221815	Contributory	1913
HO326	Station	Street	579	Carlton North		221315	Contributory	1882
HO326	Station	Street	580	Carlton North		221810	Contributory	1913
HO326	Station	Street	581	Carlton North		221320	Contributory	1883
HO326	Station	Street	582	Carlton North		221805	Contributory	1913
HO326	Station	Street	583	Carlton North		221325	Contributory	1883
HO326	Station	Street	585	Carlton North		221330	Contributory	1902
HO326	Station	Street	587	Carlton North		221335	Contributory	1902
HO326	Station	Street	588	Carlton North		221800	Not contributory	1913
HO326	Station	Street	592	Carlton North		221795	Contributory	1913
HO326	Station	Street	600	Carlton North	Flats	221735	Not contributory	1930-1940
HO326	Station	Street	603	Carlton North		221340	Contributory	1886
HO326	Station	Street	604	Carlton North		221730	Contributory	1889
HO326	Station	Street	605	Carlton North		221345	Contributory	1886
HO326	Station	Street	606	Carlton North		221725	Contributory	1889
HO326	Station	Street	607	Carlton North		221350	Contributory	1886
HO326	Station	Street	608	Carlton North		221720	Contributory	1885
HO326	Station	Street	609	Carlton North	Terrace	221355	Contributory	1886
HO326	Station	Street	610	Carlton North		221715	Contributory	1885
HO326	Station	Street	611	Carlton North		221360	Contributory	1886
HO326	Station	Street	612	Carlton North		221710	Contributory	1887
HO326	Station	Street	613	Carlton North		221365	Contributory	1886

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Station	Street	614	Carlton North		221705	Contributory	1887
HO326	Station	Street	615	Carlton North		221370	Contributory	1908
HO326	Station	Street	616	Carlton North		221700	Contributory	1885
HO326	Station	Street	618	Carlton North		221695	Contributory	1885
HO326	Station	Street	619	Carlton North		221375	Contributory	1883
HO326	Station	Street	620	Carlton North		221690	Contributory	1885
HO326	Station	Street	621	Carlton North		221380	Contributory	1883
HO326	Station	Street	622	Carlton North		221685	Contributory	1885
HO326	Station	Street	623	Carlton North		221385	Contributory	1885
HO326	Station	Street	624	Carlton North		221680	Contributory	1885
HO326	Station	Street	625	Carlton North		221390	Contributory	1885
HO326	Station	Street	626	Carlton North		221675	Contributory	1885
HO326	Station	Street	627	Carlton North		221395	Contributory	1885
HO326	Station	Street	628	Carlton North		221670	Contributory	1870-1890
HO326	Station	Street	629	Carlton North		221400	Contributory	1885
HO326	Station	Street	630	Carlton North		221665	Contributory	1870-1890
HO326	Station	Street	631	Carlton North		221405	Contributory	1885
HO326	Station	Street	632	Carlton North		221660	Contributory	1882
HO326	Station	Street	633	Carlton North		221410	Contributory	1885
HO326	Station	Street	634	Carlton North		221655	Contributory	1882
HO326	Station	Street	635	Carlton North		221415	Contributory	1885
HO326	Station	Street	636	Carlton North		221650	Not contributory	1870-1890
HO326	Station	Street	637	Carlton North		221420	Contributory	1885
HO326	Station	Street	638	Carlton North		221645	Contributory	1888
HO326	Station	Street	639	Carlton North		221425	Contributory	1885
HO326	Station	Street	640	Carlton North	Shop & residence, former	221640	Contributory	1889
HO326	Station	Street	641	Carlton North		221430	Contributory	1885
HO326	Station	Street	642	Carlton North	Shop & residence, former	221635	Contributory	1889
HO326	Station	Street	643	Carlton North		221435	Contributory	1892
HO326	Station	Street	644	Carlton North		221630	Contributory	1891
HO326	Station	Street	645	Carlton North		221440	Contributory	1892
HO326	Station	Street	646	Carlton North		221625	Contributory	1891
HO326	Station	Street	647	Carlton North		221445	Contributory	1892
HO326	Station	Street	648	Carlton North		221620	Contributory	1891
HO326	Station	Street	649	Carlton North	Ellenslea	221450	Contributory	1886
HO326	Station	Street	650	Carlton North		221615	Contributory	1889
HO326	Station	Street	651	Carlton North	Arlington Cottage	221455	Contributory	1888
HO326	Station	Street	652	Carlton North		221610	Not contributory	1870-1890
HO326	Station	Street	654	Carlton North		221605	Contributory	1886
HO326	Station	Street	655	Carlton North		221460	Contributory	1889
HO326	Station	Street	656	Carlton North		221600	Contributory	1886
HO326	Station	Street	657	Carlton North		221465	Contributory	1888
HO326	Station	Street	658	Carlton North		221595	Contributory	1891
HO326	Station	Street	659	Carlton North		221470	Contributory	1888
HO326	Station	Street	660	Carlton North		221590	Contributory	1891
HO326	Station	Street	661	Carlton North		221475	Contributory	1890
HO326	Station	Street	662	Carlton North		221585	Not contributory	1887
HO326	Station	Street	663	Carlton North		221480	Contributory	1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO326	Station	Street	664	Carlton North	Mont Rose House, former Shop & residence	221580	Contributory	1887
HO326	Station	Street	665	Carlton North		221485	Contributory	1886
HO326	Station	Street	666	Carlton North		221575	Contributory	1889
HO326	Station	Street	667	Carlton North		221490	Contributory	1886
HO326	Station	Street	668	Carlton North		221570	Contributory	1888
HO326	Station	Street	670	Carlton North		221565	Contributory	1913
HO326	Station	Street	671	Carlton North		221495	Contributory	1885
HO326	Station	Street	672	Carlton North		221560	Contributory	1914
HO326	Station	Street	673	Carlton North		221500	Contributory	1884
HO326	Station	Street	674	Carlton North		221555	Contributory	1914
HO326	Station	Street	675	Carlton North		221505	Contributory	1884
HO326	Station	Street	677	Carlton North		221510	Contributory	1908
HO326	Station	Street	678	Carlton North		221550	Contributory	1900-1915
HO326	Station	Street	679	Carlton North		221515	Contributory	1913
HO326	Station	Street	680	Carlton North	Durban House	221545	Contributory	1903
HO326	Station	Street	681	Carlton North		221520	Contributory	1913
HO326	Station	Street	682	Carlton North		221540	Contributory	1886
HO326	Station	Street	683	Carlton North		221525	Contributory	1913
HO326	Station	Street	684	Carlton North		221535	Contributory	1894
HO326	Station	Street	685	Carlton North		221530	Contributory	1916
HO326	Sutton	Street	10	Carlton North		222570	Not contributory	1930-1940
HO326	Sutton	Street	11-9	Carlton North	Townhouse	290745	Not contributory	1990-2000
HO326	Sutton	Street	12	Carlton North		222565	Contributory	1850-1890
HO326	Sutton	Street	13	Carlton North	Townhouse	290750	Not contributory	1990-2000
HO326	Sutton	Street	14	Carlton North		222560	Contributory	1870-1890
HO326	Sutton	Street	15	Carlton North		222500	Contributory	1870-1890
HO326	Sutton	Street	16	Carlton North		303950	Contributory	1870-1890
HO326	Sutton	Street	17	Carlton North	Townhouse	222505	Not contributory	Unknown
HO326	Sutton	Street	18	Carlton North		222555	Contributory	1870-1890
HO326	Sutton	Street	19	Carlton North	Townhouse	222510	Not contributory	1990-2000
HO326	Sutton	Street	20	Carlton North		186410	Contributory	1860-1880
HO326	Sutton	Street	21	Carlton North	Townhouse	222515	Not contributory	1990-2000
HO326	Sutton	Street	23-25	Carlton North	Townhouse	222520	Not contributory	1970-1980
HO326	Sutton	Street	27	Carlton North		222520	Contributory	1870-1890
HO326	Sutton	Street	29	Carlton North		222525	Contributory	1850-1890
HO326	Sutton	Street	31	Carlton North		222530	Contributory	1870-1890
HO326	Sutton	Street	33	Carlton North	Townhouse	222535	Not contributory	1970-1980
HO326	Sutton	Street	35	Carlton North		222540	Contributory	1850-1890
HO326	Sutton	Street	37	Carlton North		222545	Contributory	1870-1890
HO327 - North Fitzroy Precinct								
HO327	Alexandra	Parade	83	Fitzroy North	Showroom/offices	223255	Not contributory	Unknown
HO327	Alfred	Crescent	1	Fitzroy North		237615	Contributory	1850-1890
HO327	Alfred	Crescent	3	Fitzroy North		237620	Individually Significant	1850-1890
HO327	Alfred	Crescent	5	Fitzroy North		237625	Contributory	1880-1890
HO327	Alfred	Crescent	7	Fitzroy North	Fitzroy Nth Police Station & Flats, later flats	237630	Individually Significant	1935-1940
HO327	Alfred	Crescent	13	Fitzroy North		237640	Not contributory	1950-1960
HO327	Alfred	Crescent	15	Fitzroy North		237645	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Alfred	Crescent	17	Fitzroy North		237650	Contributory	1880-1890
HO327	Alfred	Crescent	19	Fitzroy North		237655	Individually Significant	1880-1890
HO327	Alfred	Crescent	21	Fitzroy North		237660	Individually Significant	1880-1890
HO327	Alfred	Crescent	23	Fitzroy North		237665	Contributory	1900-1915
HO327	Alfred	Crescent	25	Fitzroy North		237670	Individually Significant	1880-1890
HO327	Alfred	Crescent	35-27	Fitzroy North	Seventh Day Adventist Church	237675	Contributory	1901-
HO327	Alfred	Crescent	37	Fitzroy North		237680	Contributory	1880-1890
HO327	Alfred	Crescent	39	Fitzroy North		237685	Individually Significant	1880-1890
HO327	Alfred	Crescent	41	Fitzroy North	Fergie house	237690	Individually Significant	1888
HO327	Alfred	Crescent	43	Fitzroy North		237695	Individually Significant	1905
HO327	Alfred	Crescent	45	Fitzroy North		237700	Individually Significant	1880-1890
HO327	Alfred	Crescent	47	Fitzroy North		237705	Individually Significant	1880-1890
HO327	Alfred	Crescent	49	Fitzroy North		237710	Individually Significant	1900-1915
HO327	Alfred	Crescent	53	Fitzroy North	Matilda	237715	Contributory	1880-1890
HO327	Alfred	Crescent	55	Fitzroy North	Elanel	237720	Contributory	1880-1890
HO327	Alfred	Crescent	57	Fitzroy North		237725	Contributory	1880-1890
HO327	Alfred	Crescent	59	Fitzroy North		237730	Contributory	1880-1890
HO327	Alfred	Crescent	61	Fitzroy North		237735	Contributory	1880-1890
HO327	Alfred	Crescent	63	Fitzroy North		237740	Contributory	1880-1890
HO327	Alfred	Crescent	65	Fitzroy North		237745	Individually Significant	1900-1915
HO327	Alfred	Crescent	67	Fitzroy North		237750	Individually Significant	1880-1890
HO327	Alfred	Crescent	69	Fitzroy North		237755	Individually Significant	1880-1890
HO327	Alfred	Crescent	75	Fitzroy North	The Haven or McMahon's house	290335	Individually Significant	1880-1890
HO327	Alfred	Crescent	77	Fitzroy North		290340	Not contributory	Unknown
HO327	Alfred	Crescent	79	Fitzroy North		237765	Contributory	1880-1890
HO327	Alfred	Crescent	81	Fitzroy North	Flats	237770	Not contributory	1970-1980
HO327	Alfred	Crescent	85	Fitzroy North		237875	Contributory	1900-1915
HO327	Alfred	Crescent	89	Fitzroy North		237880	Contributory	1900-1915
HO327	Alfred	Crescent	101	Fitzroy North		237885	Contributory	1900-1915
HO327	Alfred	Crescent	103	Fitzroy North		237890	Contributory	1900-1915
HO327	Alfred	Crescent	105	Fitzroy North	Highland	237895	Individually Significant	1880-1890
HO327	Alfred	Crescent	107	Fitzroy North	Elmsville	237900	Contributory	1880-1890
HO327	Alfred	Crescent	109	Fitzroy North	Roxburgh	237905	Individually Significant	1880-1890
HO327	Alfred	Crescent	111	Fitzroy North		237910	Contributory	1880-1890
HO327	Alfred	Crescent	113	Fitzroy North		237915	Individually Significant	1880-1890
HO327	Alfred	Crescent	115	Fitzroy North		237920	Individually Significant	1880-1890
HO327	Alfred	Crescent	117	Fitzroy North		237925	Individually Significant	1880-1890
HO327	Alfred	Crescent	119	Fitzroy North		237930	Contributory	1880-1890
HO327	Alfred	Crescent	121	Fitzroy North		237935	Contributory	1880-1890
HO327	Alfred	Crescent	123	Fitzroy North		237940	Contributory	1880-1890
HO327	Alfred	Crescent	165	Fitzroy North		237945	Not contributory	1990-2000
HO327	Alfred	Crescent	169	Fitzroy North		237950	Contributory	1880-1890
HO327	Alfred	Crescent	173	Fitzroy North		237955	Contributory	1880-1890
HO327	Alfred	Crescent	175	Fitzroy North		237960	Contributory	1880-1890
HO327	Alfred	Crescent	177	Fitzroy North		237965	Not contributory	1885-1890?
HO327	Alfred	Street	10	Fitzroy North		223280	Contributory	1880-1890
HO327	Alfred	Street	12	Fitzroy North		223285	Contributory	1880-1890
HO327	Alfred	Street	14	Fitzroy North		223290	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Alfred	Street	16	Fitzroy North		223295	Individually Significant	1880-1890
HO327	Alfred	Street	17	Fitzroy North		223260	Contributory	1880-1890
HO327	Alfred	Street	18	Fitzroy North		223300	Individually Significant	1880-1890
HO327	Alfred	Street	19	Fitzroy North		223265	Contributory	1880-1890
HO327	Alfred	Street	21	Fitzroy North		223270	Contributory	1880-1890
HO327	Alfred	Street	22	Fitzroy North		223305	Not contributory	1850-1890
HO327	Apperly	Street	3	Fitzroy North		237975	Contributory	1850-1890
HO327	Apperly	Street	4	Fitzroy North		238005	Not contributory	1980-1990
HO327	Apperly	Street	5	Fitzroy North		237980	Not contributory	Unknown
HO327	Apperly	Street	5A	Fitzroy North		237985	Contributory	1870-1890
HO327	Apperly	Street	6	Fitzroy North		238010	Not contributory	1980-1990
HO327	Apperly	Street	7	Fitzroy North		237990	Contributory	1915-1925
HO327	Apperly	Street	7A	Fitzroy North		237995	Not contributory	1950-1970
HO327	Apperly	Street	9	Fitzroy North	Eydon Cottage	238000	Contributory	1850-1890
HO327	Apperly	Street	10	Fitzroy North	Sussex Cottage?	238015	Contributory	1880-1890
HO327	Apperly	Street	14	Fitzroy North	Grant Terrace	238020	Contributory	1880-1890
HO327	Apperly	Street	16	Fitzroy North		238025	Not contributory	1850-1890?
HO327	Apperly	Street	18	Fitzroy North		238030	Not contributory	1850-1890?
HO327	Apperly	Street	20	Fitzroy North		238035	Contributory	1850-1890
HO327	Apperly	Street	22	Fitzroy North		238040	Contributory	1850-1890
HO327	Apperly	Street	24	Fitzroy North		238045	Contributory	1850-1890
HO327	Apperly	Street	26	Fitzroy North		238050	Contributory	1915-1925
HO327	Austin	Way	1-7	Fitzroy North	Apartments	295115	Not contributory	1990-2000
HO327	Bainbridge	Place	1	Fitzroy North	Factory	276040	Not contributory	Unknown
HO327	Bakehouse	Lane	1	Fitzroy North	Bakehouse, former, later Bakehouse Studio	223435	Contributory	1850-1890
HO327	Barkly	Street	1	Fitzroy North		223440	Not contributory	1850-1890
HO327	Barkly	Street	1A	Fitzroy North		331520	Not contributory	1850-1890
HO327	Barkly	Street	4	Fitzroy North		223980	Contributory	1890-1900
HO327	Barkly	Street	5	Fitzroy North		223445	Not contributory	1850-1890
HO327	Barkly	Street	6	Fitzroy North		223985	Contributory	1890-1900
HO327	Barkly	Street	8	Fitzroy North		223990	Contributory	1890-1900
HO327	Barkly	Street	9	Fitzroy North		223450	Contributory	1880-1890
HO327	Barkly	Street	10	Fitzroy North		223995	Contributory	1880-1890
HO327	Barkly	Street	11	Fitzroy North		223455	Contributory	1850-1890
HO327	Barkly	Street	12	Fitzroy North		224000	Contributory	1880-1890
HO327	Barkly	Street	13	Fitzroy North		294700	Contributory	1880-1890
HO327	Barkly	Street	13A	Fitzroy North	Factory/warehouse?	294705	Not contributory	Unknown
HO327	Barkly	Street	14	Fitzroy North		224005	Contributory	1880-1890
HO327	Barkly	Street	15	Fitzroy North		223465	Contributory	1850-1890
HO327	Barkly	Street	16	Fitzroy North		224010	Contributory	1880-1890
HO327	Barkly	Street	17	Fitzroy North		223470	Not contributory	1990-2000
HO327	Barkly	Street	18	Fitzroy North		224015	Contributory	1880-1890
HO327	Barkly	Street	19	Fitzroy North		223475	Not contributory	1880-1890
HO327	Barkly	Street	20	Fitzroy North		224020	Contributory	1880-1890
HO327	Barkly	Street	21	Fitzroy North		223480	Not contributory	1960-1970
HO327	Barkly	Street	22	Fitzroy North	Clara Cottage	224025	Contributory	1880-1890
HO327	Barkly	Street	23	Fitzroy North		223485	Not contributory	1880-1890
HO327	Barkly	Street	24	Fitzroy North		224030	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Barkly	Street	25	Fitzroy North		223490	Contributory	1880-1890
HO327	Barkly	Street	26	Fitzroy North		224035	Contributory	1880-1890
HO327	Barkly	Street	27	Fitzroy North		223495	Contributory	1880-1890
HO327	Barkly	Street	28	Fitzroy North		224040	Contributory	1880-1890
HO327	Barkly	Street	29	Fitzroy North		223500	Contributory	1880-1890
HO327	Barkly	Street	31	Fitzroy North	Colman	223505	Contributory	1880-1890
HO327	Barkly	Street	32	Fitzroy North		224045	Individually Significant	1900-1915
HO327	Barkly	Street	33	Fitzroy North	Shannon	223510	Contributory	1880-1890
HO327	Barkly	Street	34	Fitzroy North		224050	Not contributory	1880-1890
HO327	Barkly	Street	35	Fitzroy North		223515	Contributory	1880-1890
HO327	Barkly	Street	36	Fitzroy North		224055	Not contributory	1880-1890
HO327	Barkly	Street	37	Fitzroy North		223520	Contributory	1880-1890
HO327	Barkly	Street	38	Fitzroy North		224060	Contributory	1880-1890
HO327	Barkly	Street	40	Fitzroy North		224065	Not contributory	1980-1990?
HO327	Barkly	Street	42	Fitzroy North	Factory	269235	Not contributory	1915-1925
HO327	Barkly	Street	42A	Fitzroy North		269240	Not contributory	1990-2000
HO327	Barkly	Street	53	Fitzroy North		223525	Not contributory	1990-2000
HO327	Barkly	Street	55	Fitzroy North		223530	Contributory	1900-1915
HO327	Barkly	Street	57	Fitzroy North		223535	Contributory	1900-1915
HO327	Barkly	Street	59	Fitzroy North		223540	Contributory	1900-1915
HO327	Barkly	Street	61	Fitzroy North		223545	Not contributory	1990-2000?
HO327	Barkly	Street	62	Fitzroy North		224070	Contributory	1880-1890
HO327	Barkly	Street	63	Fitzroy North	Mia Mia	223550	Contributory	1880-1890
HO327	Barkly	Street	64	Fitzroy North		224075	Contributory	1880-1890
HO327	Barkly	Street	66	Fitzroy North		224080	Contributory	1880-1890
HO327	Barkly	Street	67	Fitzroy North		223555	Contributory	1880-1890
HO327	Barkly	Street	68	Fitzroy North		224085	Contributory	1880-1890
HO327	Barkly	Street	70	Fitzroy North		224090	Contributory	1880-1890
HO327	Barkly	Street	72	Fitzroy North		224095	Contributory	1880-1890
HO327	Barkly	Street	73	Fitzroy North		223560	Contributory	1880-1890
HO327	Barkly	Street	74	Fitzroy North		224100	Contributory	1880-1890
HO327	Barkly	Street	75	Fitzroy North		223565	Contributory	1880-1890
HO327	Barkly	Street	76	Fitzroy North		224105	Contributory	1880-1890
HO327	Barkly	Street	77	Fitzroy North		223570	Contributory	1880-1890
HO327	Barkly	Street	78	Fitzroy North		224110	Contributory	1880-1890
HO327	Barkly	Street	79	Fitzroy North		223575	Contributory	1880-1890
HO327	Barkly	Street	80	Fitzroy North	Illinois	337930	Contributory	1880-1890
HO327	Barkly	Street	81	Fitzroy North		223580	Contributory	1880-1890
HO327	Barkly	Street	82	Fitzroy North		337940	Not contributory	1990-2000
HO327	Barkly	Street	83	Fitzroy North		223585	Not contributory	1880-1890
HO327	Barkly	Street	84	Fitzroy North		224120	Not contributory	1900-1915?
HO327	Barkly	Street	85	Fitzroy North		223590	Contributory	1880-1890
HO327	Barkly	Street	86	Fitzroy North		224125	Contributory	1900-1915
HO327	Barkly	Street	87	Fitzroy North		223595	Contributory	1880-1890
HO327	Barkly	Street	88	Fitzroy North		224130	Contributory	1890-1900
HO327	Barkly	Street	89	Fitzroy North		223600	Contributory	1880-1890
HO327	Barkly	Street	90	Fitzroy North		224135	Contributory	1900-1915
HO327	Barkly	Street	91	Fitzroy North		223605	Not contributory	1980-1990

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Barkly	Street	93	Fitzroy North		223610	Not contributory	1980-1990
HO327	Barkly	Street	97	Fitzroy North		223615	Not contributory	1880-1890
HO327	Barkly	Street	99	Fitzroy North		223620	Contributory	1890-1900
HO327	Barkly	Street	101	Fitzroy North		223625	Contributory	1890-1900
HO327	Barkly	Street	103	Fitzroy North		223630	Contributory	1900-1915
HO327	Barkly	Street	105	Fitzroy North		223635	Contributory	1900-1915
HO327	Barkly	Street	107	Fitzroy North		223640	Contributory	1900-1915
HO327	Barkly	Street	109	Fitzroy North		223645	Not contributory	1900-1915
HO327	Barkly	Street	115	Fitzroy North		223650	Contributory	1900-1915
HO327	Barkly	Street	117	Fitzroy North		223655	Contributory	1900-1915
HO327	Barkly	Street	119	Fitzroy North		223660	Not contributory	1880-
HO327	Barkly	Street	121	Fitzroy North		223665	Contributory	1880-1890
HO327	Barkly	Street	123	Fitzroy North		223670	Contributory	1900-1915
HO327	Barkly	Street	125	Fitzroy North		223675	Contributory	1900-1915
HO327	Barkly	Street	127	Fitzroy North		223680	Contributory	1900-1915
HO327	Barkly	Street	129	Fitzroy North		223685	Contributory	1900-1915
HO327	Barkly	Street	131	Fitzroy North		223690	Contributory	1900-1915
HO327	Barkly	Street	133	Fitzroy North		223695	Contributory	1900-1915
HO327	Barkly	Street	135	Fitzroy North		223700	Not contributory	1900-1915
HO327	Barkly	Street	137	Fitzroy North		223705	Contributory	1900-1915
HO327	Barkly	Street	138	Fitzroy North	Roman Catholic School	224140	Contributory	1920-1930?
HO327	Barkly	Street	138A	Fitzroy North	Melbourne & Metropolitan Tramway Board Electricity Substation, former, also known as Barkly-Dean Substation	0	Individually Significant	1935-1945
HO327	Barkly	Street	139	Fitzroy North		223710	Contributory	1900-1915
HO327	Barkly	Street	140	Fitzroy North		295550	Not contributory	1990-2000
HO327	Barkly	Street	140	Fitzroy North		295550	Not contributory	1990-2000
HO327	Barkly	Street	142	Fitzroy North		295545	Not contributory	1990-2000
HO327	Barkly	Street	144	Fitzroy North		295540	Not contributory	1990-2000
HO327	Barkly	Street	146	Fitzroy North		295535	Not contributory	1990-2000
HO327	Barkly	Street	148/1	Fitzroy North		295570	Not contributory	1990-2000
HO327	Barkly	Street	148/2	Fitzroy North		295565	Not contributory	1990-2000
HO327	Barkly	Street	148/3	Fitzroy North		295555	Not contributory	1990-2000
HO327	Barkly	Street	148/4	Fitzroy North		295530	Not contributory	1990-2000
HO327	Barkly	Street	148/5	Fitzroy North		295580	Not contributory	1990-2000
HO327	Barkly	Street	148/6	Fitzroy North		295560	Not contributory	1990-2000
HO327	Barkly	Street	148/7	Fitzroy North		295575	Not contributory	1990-2000
HO327	Barkly	Street	150	Fitzroy North	Flats	224150	Not contributory	1980-1990
HO327	Barkly	Street	154	Fitzroy North		224175	Contributory	1900-1915
HO327	Barkly	Street	156	Fitzroy North		224180	Contributory	1900-1915
HO327	Barkly	Street	158	Fitzroy North		224185	Contributory	1900-1915
HO327	Barkly	Street	160	Fitzroy North		224190	Contributory	1900-1915
HO327	Barkly	Street	162	Fitzroy North		224195	Contributory	1900-1915
HO327	Barkly	Street	164	Fitzroy North		224200	Contributory	1890-1915?
HO327	Barkly	Street	166	Fitzroy North		224205	Contributory	1900-1915
HO327	Barkly	Street	168	Fitzroy North		224210	Contributory	1900-1915
HO327	Barkly	Street	174	Fitzroy North		224215	Contributory	1900-1915
HO327	Barkly	Street	176	Fitzroy North		224220	Contributory	1900-1915
HO327	Barkly	Street	177	Fitzroy North		223715	Not contributory	1960-1970
HO327	Barkly	Street	178	Fitzroy North		224225	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Barkly	Street	179	Fitzroy North		223720	Contributory	1915-1925
HO327	Barkly	Street	180	Fitzroy North		224230	Contributory	1900-1915
HO327	Barkly	Street	181	Fitzroy North		223725	Individually Significant	1900-1915
HO327	Barkly	Street	182	Fitzroy North		224235	Not contributory	1970-1980
HO327	Barkly	Street	183	Fitzroy North	Burleigh?	223730	Individually Significant	1900-1915
HO327	Barkly	Street	184	Fitzroy North	Flats	224280	Not contributory	1970-1980
HO327	Barkly	Street	186	Fitzroy North		224325	Not contributory	1900-1950s?
HO327	Barkly	Street	187	Fitzroy North		223735	Contributory	1880-1890
HO327	Barkly	Street	188	Fitzroy North		224330	Contributory	1900-1915
HO327	Barkly	Street	189	Fitzroy North		223740	Contributory	1880-1890
HO327	Barkly	Street	191	Fitzroy North		223745	Contributory	1900-1915
HO327	Barkly	Street	193	Fitzroy North		223750	Contributory	1900-1915
HO327	Barkly	Street	194	Fitzroy North	O'Brien investment house, part duplex	224335	Individually Significant	1940
HO327	Barkly	Street	195	Fitzroy North		223755	Contributory	1900-1915
HO327	Barkly	Street	196	Fitzroy North	O'Brien investment house, part duplex	224340	Individually Significant	1940
HO327	Barkly	Street	197	Fitzroy North		223760	Contributory	1890-1910?
HO327	Barkly	Street	198	Fitzroy North		224345	Not contributory	1930-1940
HO327	Barkly	Street	199	Fitzroy North	Barkly Close Flats	223765	Not contributory	1960-1970
HO327	Barkly	Street	200	Fitzroy North		224350	Contributory	1940
HO327	Barkly	Street	201	Fitzroy North		223810	Contributory	1900-1915
HO327	Barkly	Street	202	Fitzroy North	Pigot house	224355	Individually Significant	1940
HO327	Barkly	Street	203	Fitzroy North		223815	Individually Significant	1900-1915
HO327	Barkly	Street	205	Fitzroy North		223820	Contributory	1900-1915
HO327	Barkly	Street	211	Fitzroy North		223825	Contributory	1900-1915
HO327	Barkly	Street	213	Fitzroy North		223830	Contributory	1900-1915
HO327	Barkly	Street	215	Fitzroy North		223835	Contributory	1900-1915
HO327	Barkly	Street	217	Fitzroy North		223840	Contributory	1900-1915
HO327	Barkly	Street	219	Fitzroy North		223845	Contributory	1900-1915
HO327	Barkly	Street	221-223	Fitzroy North		223850	Not contributory	1915-1950?
HO327	Barkly	Street	225	Fitzroy North		223855	Not contributory	1900-1915?
HO327	Barkly	Street	227	Fitzroy North		223860	Not contributory	1900-1915
HO327	Barkly	Street	228	Fitzroy North	Nursery/landscape yard	224360	Not contributory	Unknown
HO327	Barkly	Street	229	Fitzroy North	Apartments	223865	Not contributory	1970-1980
HO327	Barkly	Street	230	Fitzroy North		224365	Contributory	1900-1915
HO327	Barkly	Street	232	Fitzroy North		224370	Contributory	1900-1915
HO327	Barkly	Street	233	Fitzroy North		223875	Contributory	1900-1915
HO327	Barkly	Street	234	Fitzroy North		224375	Contributory	1915-1925
HO327	Barkly	Street	235	Fitzroy North		223880	Individually Significant	1900-1915
HO327	Barkly	Street	236	Fitzroy North		224380	Contributory	1900-1915
HO327	Barkly	Street	237	Fitzroy North		223885	Individually Significant	1900-1915
HO327	Barkly	Street	238	Fitzroy North		224385	Contributory	1900-1915
HO327	Barkly	Street	239	Fitzroy North		223890	Individually Significant	1900-1915
HO327	Barkly	Street	240	Fitzroy North		224390	Contributory	1900-1915
HO327	Barkly	Street	241	Fitzroy North	Flats	223895	Not contributory	1950-1960
HO327	Barkly	Street	243	Fitzroy North		223935	Contributory	1915-1925
HO327	Barkly	Street	244	Fitzroy North		224395	Contributory	1900-1915
HO327	Barkly	Street	245	Fitzroy North	Flats	223940	Not contributory	1960-1970
HO327	Barkly	Street	246	Fitzroy North		224400	Not contributory	1900-1915?

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Barkly	Street	248	Fitzroy North		224405	Contributory	1900-1915
HO327	Barkly	Street	252	Fitzroy North		224410	Contributory	1900-1915
HO327	Barkly	Street	254	Fitzroy North		224415	Contributory	1900-1915
HO327	Barkly	Street	256	Fitzroy North		224420	Contributory	1900-1915
HO327	Barkly	Street	258	Fitzroy North		224425	Contributory	1900-1915
HO327	Barkly	Street	262	Fitzroy North	Flats	224430	Not contributory	1960-1970
HO327	Barkly	Street	264	Fitzroy North		224510	Contributory	1900-1915
HO327	Barkly	Street	264A	Fitzroy North		224505	Contributory	1900-1915
HO327	Barkly	Street	266	Fitzroy North		224515	Contributory	1900-1915
HO327	Barkly	Street	268	Fitzroy North		224520	Contributory	1900-1915
HO327	Barkly	Street	270	Fitzroy North		224525	Contributory	1900-1915
HO327	Barkly	Street	272	Fitzroy North	Flats	224530	Not contributory	1970-1980
HO327	Batman	Street	1	Fitzroy North		224630	Contributory	1880-1890
HO327	Batman	Street	1A	Fitzroy North		224620	Contributory	1880-1890
HO327	Batman	Street	1B	Fitzroy North		224625	Contributory	1880-1890
HO327	Batman	Street	2	Fitzroy North		224740	Contributory	1880-1890
HO327	Batman	Street	3	Fitzroy North		224635	Contributory	1880-1890
HO327	Batman	Street	4	Fitzroy North		224745	Contributory	1880-1890
HO327	Batman	Street	5	Fitzroy North		224640	Contributory	1880-1890
HO327	Batman	Street	6	Fitzroy North		224750	Contributory	1880-1890
HO327	Batman	Street	7	Fitzroy North		224645	Contributory	1880-1890
HO327	Batman	Street	8	Fitzroy North		224755	Contributory	1880-1890
HO327	Batman	Street	9	Fitzroy North		224650	Contributory	1880-1890
HO327	Batman	Street	10	Fitzroy North		224760	Contributory	1880-1890
HO327	Batman	Street	11	Fitzroy North		224655	Contributory	1880-1890
HO327	Batman	Street	12	Fitzroy North		224765	Contributory	1880-1890
HO327	Batman	Street	14	Fitzroy North		224770	Contributory	1880-1890
HO327	Batman	Street	15	Fitzroy North		224660	Contributory	1900-1915
HO327	Batman	Street	18	Fitzroy North		224775	Not contributory	1940-1960
HO327	Batman	Street	19	Fitzroy North		224665	Contributory	1900-1915
HO327	Batman	Street	20-22	Fitzroy North		224780	Not contributory	1925-1930
HO327	Batman	Street	24	Fitzroy North		224785	Contributory	1880-1890
HO327	Batman	Street	25	Fitzroy North		224670	Contributory	1880-1890
HO327	Batman	Street	26	Fitzroy North		224790	Contributory	1900-1915
HO327	Batman	Street	27	Fitzroy North		224675	Contributory	1880-1890
HO327	Batman	Street	28	Fitzroy North		224795	Contributory	1880-1890
HO327	Batman	Street	29	Fitzroy North		224680	Contributory	1880-1890
HO327	Batman	Street	30	Fitzroy North		224800	Individually Significant	1850-1890
HO327	Batman	Street	31	Fitzroy North		224685	Contributory	1880-1890
HO327	Batman	Street	32	Fitzroy North		224805	Contributory	1880-1890
HO327	Batman	Street	33	Fitzroy North	Batman House	224690	Contributory	1880-1890
HO327	Batman	Street	34	Fitzroy North		224810	Contributory	1880-1890
HO327	Batman	Street	35	Fitzroy North		224695	Contributory	1880-1890
HO327	Batman	Street	36	Fitzroy North		224815	Contributory	1880-1890
HO327	Batman	Street	37-45	Fitzroy North	Park	224700	Not contributory	Unknown
HO327	Batman	Street	38	Fitzroy North		224820	Not contributory	1980-1990
HO327	Batman	Street	40	Fitzroy North		224825	Contributory	1880-1890
HO327	Batman	Street	44	Fitzroy North		224830	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Batman	Street	46	Fitzroy North		224835	Contributory	1880-1890
HO327	Batman	Street	47	Fitzroy North		224705	Not contributory	1915-1925?
HO327	Batman	Street	48	Fitzroy North		224840	Not contributory	1915-1925
HO327	Batman	Street	49	Fitzroy North		224710	Contributory	1850-1890
HO327	Batman	Street	50	Fitzroy North		224845	Contributory	1915-1925
HO327	Batman	Street	51	Fitzroy North		224715	Contributory	1880-1890
HO327	Batman	Street	52	Fitzroy North		224850	Not contributory	1915-1925
HO327	Batman	Street	53	Fitzroy North		224720	Contributory	1880-1890
HO327	Batman	Street	55	Fitzroy North		224725	Individually Significant	1880-1890
HO327	Batman	Street	57	Fitzroy North		224730	Individually Significant	1880-1890
HO327	Batman	Street	59	Fitzroy North		224735	Contributory	1880-1890
HO327	Bennett	Street	2	Fitzroy North		286375	Contributory	1880-1890
HO327	Bennett	Street	2AA	Fitzroy North	Vacant land	151715	Not contributory	Unknown
HO327	Bennett	Street	4	Fitzroy North		238635	Not contributory	1880-1890
HO327	Bennett	Street	8	Fitzroy North	Flats	238640	Not contributory	1950-1960
HO327	Bennett	Street	12	Fitzroy North		238730	Contributory	1880-1890
HO327	Bennett	Street	14	Fitzroy North		238735	Contributory	1880-1890
HO327	Bennett	Street	15	Fitzroy North		238370	Contributory	1900-1915
HO327	Bennett	Street	16	Fitzroy North		238740	Contributory	1880-1890
HO327	Bennett	Street	17	Fitzroy North		238375	Contributory	1900-1915
HO327	Bennett	Street	18	Fitzroy North		238745	Contributory	1880-1890
HO327	Bennett	Street	19	Fitzroy North		238380	Contributory	1880-1890
HO327	Bennett	Street	20	Fitzroy North		238750	Not contributory	1950-1960
HO327	Bennett	Street	21	Fitzroy North		238385	Contributory	1880-1890
HO327	Bennett	Street	23	Fitzroy North		238390	Contributory	1880-1890
HO327	Bennett	Street	24	Fitzroy North		238755	Contributory	1880-1890
HO327	Bennett	Street	25	Fitzroy North		238395	Contributory	1880-1890
HO327	Bennett	Street	27	Fitzroy North		238400	Contributory	1880-1890
HO327	Bennett	Street	28	Fitzroy North		238760	Contributory	1880-1890
HO327	Bennett	Street	29	Fitzroy North		238405	Contributory	1880-1890
HO327	Bennett	Street	30	Fitzroy North		238765	Contributory	1880-1890
HO327	Bennett	Street	31	Fitzroy North		238410	Contributory	1880-1890
HO327	Bennett	Street	32	Fitzroy North		238770	Not contributory	1880-
HO327	Bennett	Street	33	Fitzroy North		238415	Contributory	1880-1890
HO327	Bennett	Street	34	Fitzroy North		238775	Not contributory	1880-
HO327	Bennett	Street	35	Fitzroy North		238420	Contributory	1880-1890
HO327	Bennett	Street	36	Fitzroy North		238780	Not contributory	1880-1890
HO327	Bennett	Street	37	Fitzroy North		238425	Contributory	1880-1890
HO327	Bennett	Street	38	Fitzroy North		238785	Contributory	1880-1890
HO327	Bennett	Street	39	Fitzroy North		238430	Not contributory	1880-1890
HO327	Bennett	Street	40	Fitzroy North		238790	Contributory	1880-1890
HO327	Bennett	Street	41	Fitzroy North		238435	Contributory	1880-1890
HO327	Bennett	Street	42	Fitzroy North		238795	Contributory	1880-1890
HO327	Bennett	Street	43	Fitzroy North		238440	Contributory	1900-1915
HO327	Bennett	Street	44	Fitzroy North		238800	Contributory	1880-1890
HO327	Bennett	Street	45	Fitzroy North		238445	Contributory	1900-1915
HO327	Bennett	Street	46	Fitzroy North		238805	Contributory	1880-1890
HO327	Bennett	Street	47	Fitzroy North		238450	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Bennett	Street	48	Fitzroy North		238810	Contributory	1880-1890
HO327	Bennett	Street	49	Fitzroy North		238455	Contributory	1880-1890
HO327	Bennett	Street	51	Fitzroy North		238460	Contributory	1880-1890
HO327	Bennett	Street	53	Fitzroy North		238465	Contributory	1880-1890
HO327	Bennett	Street	55	Fitzroy North		238470	Contributory	1880-1890
HO327	Bennett	Street	57	Fitzroy North		238475	Contributory	1880-1890
HO327	Bennett	Street	59	Fitzroy North		238480	Contributory	1880-1890
HO327	Bennett	Street	60	Fitzroy North		238815	Contributory	1880-1890
HO327	Bennett	Street	61	Fitzroy North		238485	Contributory	1880-1890
HO327	Bennett	Street	62	Fitzroy North		238820	Individually Significant	1880-1890
HO327	Bennett	Street	63	Fitzroy North		238490	Contributory	1880-1890
HO327	Bennett	Street	64	Fitzroy North		238825	Individually Significant	1880-1890
HO327	Bennett	Street	65	Fitzroy North		238495	Contributory	1880-1890
HO327	Bennett	Street	67	Fitzroy North		238500	Contributory	1880-1890
HO327	Bennett	Street	68	Fitzroy North		238830	Not contributory	1880-1950
HO327	Bennett	Street	69	Fitzroy North		238505	Contributory	1880-1890
HO327	Bennett	Street	70	Fitzroy North		238835	Contributory	1880-1890
HO327	Bennett	Street	71	Fitzroy North		238510	Contributory	1880-1890
HO327	Bennett	Street	72	Fitzroy North		238840	Contributory	1880-1890
HO327	Bennett	Street	74	Fitzroy North		238845	Contributory	1880-1890
HO327	Bennett	Street	75	Fitzroy North		238515	Contributory	1880-1890
HO327	Bennett	Street	76	Fitzroy North		238850	Contributory	1880-1890
HO327	Bennett	Street	77	Fitzroy North		238520	Contributory	1880-1890
HO327	Bennett	Street	78	Fitzroy North		238855	Contributory	1880-1890
HO327	Bennett	Street	79	Fitzroy North		238525	Contributory	1880-1890
HO327	Bennett	Street	80	Fitzroy North		238860	Contributory	1880-1890
HO327	Bennett	Street	81	Fitzroy North		238530	Contributory	1880-1890
HO327	Bennett	Street	82	Fitzroy North		238865	Contributory	1880-1890
HO327	Bennett	Street	83	Fitzroy North		238535	Contributory	1880-1890
HO327	Bennett	Street	84	Fitzroy North		238870	Not contributory	1880-1890
HO327	Bennett	Street	85	Fitzroy North		238540	Contributory	1880-1890
HO327	Bennett	Street	86	Fitzroy North		238875	Not contributory	1880-1890
HO327	Bennett	Street	87	Fitzroy North		238545	Contributory	1880-1890
HO327	Bennett	Street	88	Fitzroy North		238880	Contributory	1880-1890
HO327	Bennett	Street	90	Fitzroy North		238885	Contributory	1880-1890
HO327	Bennett	Street	92	Fitzroy North		238890	Contributory	1880-1890
HO327	Bennett	Street	93	Fitzroy North	Housing Commission Flat	238550	Not contributory	1940-1950
HO327	Bennett	Street	94	Fitzroy North		238895	Contributory	1880-1890
HO327	Bennett	Street	95	Fitzroy North	Housing	282255	Not contributory	1990-2000
HO327	Bennett	Street	96	Fitzroy North		238900	Contributory	1880-1890
HO327	Bennett	Street	97	Fitzroy North	Housing	282260	Not contributory	1990-2000
HO327	Bennett	Street	98	Fitzroy North		238905	Contributory	1880-1890
HO327	Bennett	Street	99	Fitzroy North	Housing	282265	Not contributory	1990-2000
HO327	Bennett	Street	100	Fitzroy North		238910	Contributory	1880-1890
HO327	Bennett	Street	101	Fitzroy North	Housing	282270	Not contributory	1990-2000
HO327	Bennett	Street	102	Fitzroy North		238915	Contributory	1880-
HO327	Bennett	Street	103	Fitzroy North	Housing	282275	Not contributory	1990-2000
HO327	Bennett	Street	104	Fitzroy North		238920	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Bennett	Street	105	Fitzroy North	Housing	282280	Not contributory	1990-2000
HO327	Bennett	Street	106	Fitzroy North		238925	Contributory	1880-1890
HO327	Bennett	Street	107	Fitzroy North	Housing	282285	Not contributory	1990-2000
HO327	Bennett	Street	108	Fitzroy North		238930	Contributory	1880-1890
HO327	Bennett	Street	109	Fitzroy North	Housing	282290	Not contributory	1990-2000
HO327	Bennett	Street	110	Fitzroy North		238935	Contributory	1900-1915
HO327	Bennett	Street	111	Fitzroy North	Housing	282295	Not contributory	1990-2000
HO327	Bennett	Street	113	Fitzroy North	Housing	282300	Not contributory	1990-2000
HO327	Bennett	Street	115	Fitzroy North	Housing	282305	Not contributory	1990-2000
HO327	Best	Street	10A	Fitzroy North	Factory, former	295740	Contributory	1910-1925
HO327	Best	Street	12	Fitzroy North	Factory, former	295745	Not contributory	1930-1940
HO327	Best	Street	14-20	Fitzroy North	Purina Grain Foods P/L cereal manufacturers. factory, former	293310	Individually Significant	1936
HO327	Best	Street	22	Fitzroy North	Shop & residence	296430	Contributory	1870-1890
HO327	Best	Street	24	Fitzroy North	Shop & residence	296435	Contributory	1870-1890
HO327	Best	Street	25	Fitzroy North	Shop	224860	Not contributory	1950-1960?
HO327	Best	Street	26-30	Fitzroy North	Units	296440	Not contributory	1990-2000
HO327	Best	Street	31	Fitzroy North	J Fisher & Co. motor engineers workshop, former	224875	Individually Significant	1926
HO327	Best	Street	32	Fitzroy North	Café	331760	Not contributory	1990-2000
HO327	Best	Street	35-45	Fitzroy North	Piedimonte's Supermarket	224890	Not contributory	1960-1970
HO327	Best	Street	48	Fitzroy North		225050	Contributory	1880-1890
HO327	Best	Street	49	Fitzroy North		224895	Contributory	1880-1890
HO327	Best	Street	50	Fitzroy North		225055	Contributory	1880-1890
HO327	Best	Street	51	Fitzroy North		224900	Contributory	1880-1890
HO327	Best	Street	52	Fitzroy North		225060	Contributory	1880-1890
HO327	Best	Street	53	Fitzroy North		224905	Contributory	1880-1890
HO327	Best	Street	54	Fitzroy North		225065	Contributory	1880-1890
HO327	Best	Street	55	Fitzroy North		224910	Contributory	1880-1890
HO327	Best	Street	56	Fitzroy North		225070	Contributory	1880-1890
HO327	Best	Street	57	Fitzroy North		224915	Contributory	1880-1890
HO327	Best	Street	58	Fitzroy North		225075	Contributory	1880-1890
HO327	Best	Street	59	Fitzroy North		224920	Contributory	1880-1890
HO327	Best	Street	60	Fitzroy North		225080	Contributory	1880-1890
HO327	Best	Street	61	Fitzroy North		224925	Contributory	1880-1890
HO327	Best	Street	62	Fitzroy North		225085	Contributory	1880-1890
HO327	Best	Street	63	Fitzroy North		224930	Contributory	1880-1890
HO327	Best	Street	64	Fitzroy North		225090	Contributory	1880-1890?
HO327	Best	Street	65	Fitzroy North		224935	Contributory	1850-1890
HO327	Best	Street	66	Fitzroy North	Dellatta	225095	Contributory	1880-1925?
HO327	Best	Street	67	Fitzroy North		224940	Contributory	1850-1890
HO327	Best	Street	69	Fitzroy North		224945	Contributory	1850-1890
HO327	Best	Street	71	Fitzroy North		224950	Contributory	1890-1905
HO327	Best	Street	72 1-6	Fitzroy North	Units	225100	Not contributory	1960-1970
HO327	Best	Street	73	Fitzroy North		224955	Contributory	1900-1915
HO327	Best	Street	74	Fitzroy North		225130	Contributory	1880-1890
HO327	Best	Street	76	Fitzroy North		225135	Contributory	1880-1890
HO327	Best	Street	77	Fitzroy North	Holdenvilla	224960	Contributory	1880-1890
HO327	Best	Street	78	Fitzroy North		225140	Contributory	1880-1890
HO327	Best	Street	79	Fitzroy North		224965	Individually Significant	1890-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Best	Street	80	Fitzroy North		225145	Contributory	1880-1890
HO327	Best	Street	82	Fitzroy North		225150	Contributory	1870-1890
HO327	Best	Street	83	Fitzroy North		224970	Contributory	1850-1890
HO327	Best	Street	84	Fitzroy North		225155	Contributory	1880-1890
HO327	Best	Street	85	Fitzroy North		224975	Contributory	1880-1890
HO327	Best	Street	86	Fitzroy North		225160	Contributory	1880-1890
HO327	Best	Street	87	Fitzroy North		224980	Contributory	1880-1890
HO327	Best	Street	88	Fitzroy North		225165	Contributory	1880-1890
HO327	Best	Street	89	Fitzroy North		224985	Contributory	1900-1915
HO327	Best	Street	90	Fitzroy North		225170	Contributory	1850-1890
HO327	Best	Street	91	Fitzroy North		224990	Not contributory	1980-1990
HO327	Best	Street	92	Fitzroy North		225175	Contributory	1880-1890
HO327	Best	Street	93	Fitzroy North		224995	Not contributory	1980-1990
HO327	Best	Street	94	Fitzroy North		225180	Contributory	1880-1890
HO327	Best	Street	95	Fitzroy North		225000	Contributory	1880-1890
HO327	Best	Street	96	Fitzroy North		225185	Contributory	1880-1890
HO327	Best	Street	97	Fitzroy North		225005	Contributory	1880-1890
HO327	Best	Street	98	Fitzroy North		225190	Contributory	1880-1890
HO327	Best	Street	99	Fitzroy North		225010	Contributory	1880-1890
HO327	Best	Street	100	Fitzroy North		225195	Contributory	1880-1890
HO327	Best	Street	101	Fitzroy North		225015	Contributory	1880-1890
HO327	Best	Street	102	Fitzroy North		225200	Contributory	1850-1890
HO327	Best	Street	103	Fitzroy North		225020	Contributory	1880-1890
HO327	Best	Street	104	Fitzroy North		225205	Contributory	1880-1890
HO327	Best	Street	105	Fitzroy North		225025	Contributory	1880-1890
HO327	Best	Street	106	Fitzroy North		225210	Contributory	1870-1890
HO327	Best	Street	107	Fitzroy North		225030	Contributory	1880-1890
HO327	Best	Street	108	Fitzroy North	Factory/warehouse, former- now Townhouse	232655	Contributory	1900-1915
HO327	Best	Street	110	Fitzroy North	Factory/warehouse, former- now Townhouse	279815	Contributory	1900-1915
HO327	Best	Street	111	Fitzroy North		225040	Contributory	1850-1890
HO327	Best	Street	112	Fitzroy North	Factory/warehouse, former- now Townhouse	279820	Contributory	1900-1915
HO327	Best	Street	113	Fitzroy North		225045	Contributory	1870-1890
HO327	Best	Street	114	Fitzroy North	Factory/warehouse, former- now Townhouse	279825	Contributory	1900-1915
HO327	Best	Street	116	Fitzroy North	Factory/warehouse, former- now Townhouse	279830	Contributory	1900-1915
HO327	Best	Street	118	Fitzroy North	Factory/warehouse, former- now Townhouse	279835	Contributory	1900-1915
HO327	Birkenhead	Street	2	Fitzroy North		225355	Contributory	1880-1890
HO327	Birkenhead	Street	3	Fitzroy North		225215	Contributory	1880-1890
HO327	Birkenhead	Street	4	Fitzroy North		225360	Contributory	1880-1890
HO327	Birkenhead	Street	5	Fitzroy North		225220	Contributory	1880-1890
HO327	Birkenhead	Street	6	Fitzroy North		225365	Contributory	1880-1890
HO327	Birkenhead	Street	7	Fitzroy North		225225	Contributory	1880-1890
HO327	Birkenhead	Street	8	Fitzroy North	Birkenhead Terrace	225370	Contributory	1880-1890
HO327	Birkenhead	Street	9	Fitzroy North	Aerated Waters Factory	225230	Individually Significant	1880-1890
HO327	Birkenhead	Street	10	Fitzroy North		225375	Contributory	1880-1890
HO327	Birkenhead	Street	12	Fitzroy North		225380	Contributory	1880-1890
HO327	Birkenhead	Street	14	Fitzroy North		225385	Contributory	1880-1890
HO327	Birkenhead	Street	15	Fitzroy North		225235	Contributory	1880-1890
HO327	Birkenhead	Street	16	Fitzroy North		225390	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Birkenhead	Street	17	Fitzroy North		225240	Contributory	1880-1890
HO327	Birkenhead	Street	18	Fitzroy North		225395	Contributory	1880-1890
HO327	Birkenhead	Street	19	Fitzroy North		225245	Contributory	1880-1890
HO327	Birkenhead	Street	20	Fitzroy North		225400	Contributory	1880-1890
HO327	Birkenhead	Street	21	Fitzroy North		225250	Not contributory	1960-1970
HO327	Birkenhead	Street	22	Fitzroy North		225405	Contributory	1880-1890
HO327	Birkenhead	Street	24	Fitzroy North		225410	Contributory	1880-1890
HO327	Birkenhead	Street	25	Fitzroy North		225255	Contributory	1880-1890
HO327	Birkenhead	Street	27	Fitzroy North		225260	Contributory	1880-1890
HO327	Birkenhead	Street	28	Fitzroy North		225415	Contributory	1880-1890
HO327	Birkenhead	Street	29	Fitzroy North		225265	Contributory	1880-1890
HO327	Birkenhead	Street	30	Fitzroy North		225420	Contributory	1880-1890
HO327	Birkenhead	Street	31	Fitzroy North		225270	Contributory	1880-1890
HO327	Birkenhead	Street	32	Fitzroy North		225425	Contributory	1880-1890
HO327	Birkenhead	Street	33	Fitzroy North		225275	Contributory	1880-1890
HO327	Birkenhead	Street	34	Fitzroy North		225430	Contributory	1880-1890
HO327	Birkenhead	Street	35	Fitzroy North		225280	Contributory	1880-1890
HO327	Birkenhead	Street	36	Fitzroy North		225435	Contributory	1880-1890
HO327	Birkenhead	Street	37	Fitzroy North		225285	Contributory	1880-1890
HO327	Birkenhead	Street	38	Fitzroy North		225440	Contributory	1880-1890
HO327	Birkenhead	Street	39	Fitzroy North		225290	Contributory	1880-1890
HO327	Birkenhead	Street	40	Fitzroy North		225445	Contributory	1880-1890
HO327	Birkenhead	Street	41	Fitzroy North		225295	Contributory	1880-1890
HO327	Birkenhead	Street	42	Fitzroy North		225450	Contributory	1880-1890
HO327	Birkenhead	Street	43	Fitzroy North		225300	Contributory	1880-1890
HO327	Birkenhead	Street	45	Fitzroy North		225305	Contributory	1880-1890
HO327	Birkenhead	Street	46	Fitzroy North		225455	Contributory	1900-1915
HO327	Birkenhead	Street	47	Fitzroy North		225310	Contributory	1880-1890
HO327	Birkenhead	Street	48	Fitzroy North		225460	Contributory	1900-1915
HO327	Birkenhead	Street	49	Fitzroy North		225315	Contributory	1900-1915
HO327	Birkenhead	Street	50	Fitzroy North		225465	Contributory	1900-1915
HO327	Birkenhead	Street	51	Fitzroy North		225320	Contributory	1925-1930
HO327	Birkenhead	Street	52	Fitzroy North		225470	Contributory	1925-1930
HO327	Birkenhead	Street	54	Fitzroy North		225475	Contributory	1880-1890
HO327	Birkenhead	Street	55	Fitzroy North		225325	Contributory	1900-1915
HO327	Birkenhead	Street	56	Fitzroy North		225480	Contributory	1880-1890
HO327	Birkenhead	Street	57	Fitzroy North		225330	Contributory	1880-1890
HO327	Birkenhead	Street	58	Fitzroy North		225485	Contributory	1880-1890
HO327	Birkenhead	Street	59	Fitzroy North		225335	Contributory	1880-1890
HO327	Birkenhead	Street	60	Fitzroy North		225490	Contributory	1880-1890
HO327	Birkenhead	Street	61	Fitzroy North		225340	Contributory	1880-1890
HO327	Birkenhead	Street	62	Fitzroy North		225495	Contributory	1880-1890
HO327	Birkenhead	Street	63	Fitzroy North		225345	Contributory	1880-1890
HO327	Birkenhead	Street	64	Fitzroy North		225500	Contributory	1880-1890
HO327	Birkenhead	Street	65	Fitzroy North		225350	Contributory	1880-1890
HO327	Birkenhead	Street	66	Fitzroy North		225505	Contributory	1880-1890
HO327	Brennand	Street	2	Fitzroy North		238955	Contributory	1900-1915
HO327	Brennand	Street	4	Fitzroy North		238960	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Brennand	Street	6	Fitzroy North		238965	Individually Significant	1900-1915
HO327	Brunswick	Street	460	Fitzroy North	National Bank, former	239730	Individually Significant	1850-1890
HO327	Brunswick	Street	468	Fitzroy North	House	239735	Contributory	1900-1915
HO327	Brunswick	Street	469	Fitzroy North	Holden's Buildings 1891, shop & residence	225815	Contributory	1891
HO327	Brunswick	Street	470	Fitzroy North		239740	Contributory	1880-1890
HO327	Brunswick	Street	471	Fitzroy North	Holden's Buildings 1891, shop & residence	225820	Contributory	1891
HO327	Brunswick	Street	472	Fitzroy North		239745	Contributory	1850-1890
HO327	Brunswick	Street	473	Fitzroy North	Holden's Buildings 1891, shop & residence	225825	Contributory	1891
HO327	Brunswick	Street	474	Fitzroy North		239750	Contributory	1850-1890
HO327	Brunswick	Street	475	Fitzroy North	Holden's Buildings 1891, shop & residence	225830	Contributory	1891
HO327	Brunswick	Street	476	Fitzroy North		239755	Contributory	1850-1890
HO327	Brunswick	Street	477	Fitzroy North	Holden's Buildings 1891, shop & residence	225835	Contributory	1891
HO327	Brunswick	Street	478	Fitzroy North		239760	Contributory	1850-1890
HO327	Brunswick	Street	479	Fitzroy North	Shop & residence	225840	Contributory	1850-1890
HO327	Brunswick	Street	480	Fitzroy North		239765	Contributory	1850-1890
HO327	Brunswick	Street	481	Fitzroy North		225845	Contributory	1880-1890
HO327	Brunswick	Street	482	Fitzroy North		239770	Contributory	1850-1890
HO327	Brunswick	Street	483	Fitzroy North		225850	Contributory	1880-1890
HO327	Brunswick	Street	484	Fitzroy North		239775	Contributory	1880-1890
HO327	Brunswick	Street	485	Fitzroy North	Clara	225855	Contributory	1880-1890
HO327	Brunswick	Street	487	Fitzroy North		225860	Contributory	1850-1890
HO327	Brunswick	Street	488	Fitzroy North		239785	Contributory	1880-1890
HO327	Brunswick	Street	489	Fitzroy North	Shop & residence	225865	Contributory	1900-1915
HO327	Brunswick	Street	490	Fitzroy North		239790	Contributory	1880-1890
HO327	Brunswick	Street	491	Fitzroy North	Shop & residence	225870	Contributory	1900-1915
HO327	Brunswick	Street	492	Fitzroy North		239795	Contributory	1880-1890
HO327	Brunswick	Street	493	Fitzroy North	Shop & residence	225875	Contributory	1900-1915
HO327	Brunswick	Street	494	Fitzroy North		239800	Contributory	1900-1915
HO327	Brunswick	Street	495	Fitzroy North	Shop & residence	225880	Contributory	1900-1915
HO327	Brunswick	Street	496-500	Fitzroy North	Showroom- offices	239805	Not contributory	1970-1980
HO327	Brunswick	Street	497	Fitzroy North		225885	Individually Significant	1880-1890
HO327	Brunswick	Street	498	Fitzroy North	Factory	239805	Not contributory	1970-1980
HO327	Brunswick	Street	499	Fitzroy North		225890	Contributory	1900-1915
HO327	Brunswick	Street	501	Fitzroy North	Shop & residence	225895	Contributory	1900-1915
HO327	Brunswick	Street	503	Fitzroy North	Shop & residence	225900	Contributory	1880-1890
HO327	Brunswick	Street	505	Fitzroy North	Shop & residence	225905	Contributory	1880-1890
HO327	Brunswick	Street	507	Fitzroy North	Shop & residence	225910	Contributory	1880-1890
HO327	Brunswick	Street	511	Fitzroy North	Shop & residence, wall sign	225915	Contributory	1880-1890
HO327	Brunswick	Street	513	Fitzroy North	House, fence, fountains	225920	Individually Significant	1880-1890
HO327	Brunswick	Street	517	Fitzroy North	Shop & residence	225925	Contributory	1850-1890
HO327	Brunswick	Street	519	Fitzroy North	Shop & residence	225930	Contributory	1850-1890
HO327	Brunswick	Street	520	Fitzroy North		239830	Contributory	1900-1915
HO327	Brunswick	Street	521	Fitzroy North	Shop & residence	225935	Contributory	1850-1890
HO327	Brunswick	Street	522	Fitzroy North		239835	Contributory	1880-1890
HO327	Brunswick	Street	523	Fitzroy North		225940	Contributory	1850-1890
HO327	Brunswick	Street	524	Fitzroy North		239840	Contributory	1850-1890
HO327	Brunswick	Street	525	Fitzroy North		225945	Contributory	1850-1890
HO327	Brunswick	Street	526	Fitzroy North		239845	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Brunswick	Street	527	Fitzroy North		225950	Contributory	1850-1890
HO327	Brunswick	Street	528	Fitzroy North		239850	Contributory	1850-1890
HO327	Brunswick	Street	529	Fitzroy North		225955	Contributory	1900-1915?
HO327	Brunswick	Street	530	Fitzroy North		239855	Not contributory	1990-2000
HO327	Brunswick	Street	531	Fitzroy North		225960	Contributory	1900-1915
HO327	Brunswick	Street	532	Fitzroy North		276125	Not contributory	1990-2000
HO327	Brunswick	Street	534	Fitzroy North		239860	Contributory	1880-1890
HO327	Brunswick	Street	536	Fitzroy North		239865	Contributory	1880-1890
HO327	Brunswick	Street	537	Fitzroy North		225965	Contributory	1850-1890
HO327	Brunswick	Street	538	Fitzroy North		239870	Contributory	1880-1890
HO327	Brunswick	Street	540	Fitzroy North		239875	Contributory	1880-1890
HO327	Brunswick	Street	541	Fitzroy North		225970	Contributory	1850-1890
HO327	Brunswick	Street	543	Fitzroy North	Lord Newry Hotel	225975	Individually Significant	1860-1880
HO327	Brunswick	Street	544	Fitzroy North		239880	Contributory	1900-1915
HO327	Brunswick	Street	549	Fitzroy North	Shop & residence	225980	Individually Significant	1850-1890
HO327	Brunswick	Street	550	Fitzroy North	Shop & residence	239885	Contributory	1850-1890
HO327	Brunswick	Street	551	Fitzroy North	Shop & residence	225985	Individually Significant	1850-1890
HO327	Brunswick	Street	552	Fitzroy North		239890	Contributory	1880-1890
HO327	Brunswick	Street	553	Fitzroy North	Shop & residence	225990	Contributory	1850-1890
HO327	Brunswick	Street	555	Fitzroy North		225995	Contributory	1880-1890
HO327	Brunswick	Street	557	Fitzroy North	Riversdale Villa	226000	Individually Significant	1880-1890
HO327	Brunswick	Street	558	Fitzroy North	Floraville	239895	Contributory	1880-1890
HO327	Brunswick	Street	560	Fitzroy North		239905	Contributory	1880-1890
HO327	Brunswick	Street	561	Fitzroy North		226005	Contributory	1880-1890
HO327	Brunswick	Street	562	Fitzroy North		239910	Not contributory	1890-
HO327	Brunswick	Street	565	Fitzroy North		226010	Contributory	1880-1890
HO327	Brunswick	Street	566	Fitzroy North	Shop & residence	239915	Contributory	1880-1890
HO327	Brunswick	Street	567	Fitzroy North		226015	Contributory	1880-1890
HO327	Brunswick	Street	568	Fitzroy North		239925	Contributory	1880-1890
HO327	Brunswick	Street	568 (rear)	Fitzroy North		299330	Not contributory	1980-1990?
HO327	Brunswick	Street	569	Fitzroy North		226020	Contributory	1880-1890
HO327	Brunswick	Street	570	Fitzroy North		299325	Not contributory	1880-1925
HO327	Brunswick	Street	571	Fitzroy North		226025	Contributory	1880-1890
HO327	Brunswick	Street	572	Fitzroy North		239930	Contributory	1900-1915
HO327	Brunswick	Street	573	Fitzroy North		226025	Contributory	1880-1890
HO327	Brunswick	Street	574	Fitzroy North		239935	Contributory	1900-1915
HO327	Brunswick	Street	576	Fitzroy North		239940	Contributory	1900-1915
HO327	Brunswick	Street	577	Fitzroy North	Shops & residences	226030	Contributory	1880-1890
HO327	Brunswick	Street	578-694	Fitzroy North	Fitzroy Cricket Club - Club complex: Grandstand, Timber Gatehouse, Entrance Gateway, Brick Gatehouse	0	Victorian Heritage Register	1888
HO327	Brunswick	Street	579	Fitzroy North	Shop & residence	226030	Contributory	1880-1890
HO327	Brunswick	Street	581	Fitzroy North		226035	Individually Significant	1900-1915
HO327	Brunswick	Street	583	Fitzroy North		226040	Individually Significant	1900-1915
HO327	Brunswick	Street	585	Fitzroy North		226045	Contributory	1880-1890
HO327	Brunswick	Street	587	Fitzroy North		226050	Contributory	1880-1890
HO327	Brunswick	Street	589	Fitzroy North		226055	Individually Significant	1900-1915
HO327	Brunswick	Street	591	Fitzroy North		226060	Individually Significant	1900-1915
HO327	Brunswick	Street	593	Fitzroy North	-oonah	226065	Contributory	1880-1890
HO327	Brunswick	Street	595	Fitzroy North		226070	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Brunswick	Street	597	Fitzroy North		226075	Individually Significant	1900-1915
HO327	Brunswick	Street	599	Fitzroy North		226080	Contributory	1900-1915
HO327	Brunswick	Street	601	Fitzroy North		226085	Not contributory	1950-1955
HO327	Brunswick	Street	605	Fitzroy North		226090	Contributory	1850-1890
HO327	Brunswick	Street	609	Fitzroy North		226095	Contributory	1880-1890
HO327	Brunswick	Street	611	Fitzroy North		226100	Contributory	1880-1890
HO327	Brunswick	Street	613	Fitzroy North	Edinburgh Terrace	226105	Contributory	1888
HO327	Brunswick	Street	615	Fitzroy North		226110	Contributory	1880-1890
HO327	Brunswick	Street	617	Fitzroy North		226115	Contributory	1880-1890
HO327	Brunswick	Street	619	Fitzroy North		226120	Contributory	1880-1890?
HO327	Brunswick	Street	621	Fitzroy North	Jessamine House	226125	Individually Significant	1883
HO327	Brunswick	Street	623	Fitzroy North		226130	Individually Significant	1883c
HO327	Brunswick	Street	625	Fitzroy North		226135	Individually Significant	1883
HO327	Brunswick	Street	627	Fitzroy North		226140	Individually Significant	1880-1890
HO327	Brunswick	Street	629	Fitzroy North		226145	Individually Significant	1880-1890
HO327	Brunswick	Street	631	Fitzroy North		226150	Individually Significant	1880-1890
HO327	Brunswick	Street	633	Fitzroy North	Shop	226155	Contributory	1900-1915?
HO327	Brunswick	Street	635	Fitzroy North	Robson's warehouse	226160	Individually Significant	1940
HO327	Brunswick	Street	637	Fitzroy North	Coswell House	226165	Contributory	1880-1890
HO327	Brunswick	Street	639	Fitzroy North		226170	Individually Significant	1880-1890
HO327	Brunswick	Street	639A	Fitzroy North	Undertakers, former	226170	Individually Significant	1880-1890
HO327	Brunswick	Street	653	Fitzroy North		226175	Not contributory	1850-1890
HO327	Brunswick	Street	655	Fitzroy North	.. House	226180	Contributory	1880-1890
HO327	Brunswick	Street	657	Fitzroy North	Flats	226185	Not contributory	1960-1970
HO327	Brunswick	Street	665	Fitzroy North		226275	Not contributory	1970-1980
HO327	Brunswick	Street	667	Fitzroy North		226280	Not contributory	1850-1890
HO327	Brunswick	Street	669	Fitzroy North		226285	Contributory	1880-1890
HO327	Brunswick	Street	673	Fitzroy North		226290	Not contributory	1880-1890
HO327	Brunswick	Street	679	Fitzroy North		226295	Contributory	1880-1890
HO327	Brunswick	Street	681	Fitzroy North		226300	Contributory	1880-1890
HO327	Brunswick	Street	683	Fitzroy North		226305	Contributory	1880-1890
HO327	Brunswick	Street	685	Fitzroy North		226310	Contributory	1880-1890
HO327	Brunswick	Street	687	Fitzroy North		226315	Contributory	1880-1890
HO327	Brunswick	Street	689	Fitzroy North		226320	Contributory	1900-1915
HO327	Brunswick	Street	691	Fitzroy North		226325	Not contributory	1960-1970
HO327	Brunswick	Street	693	Fitzroy North		226330	Contributory	1900-1915
HO327	Brunswick	Street	694	Fitzroy North	Church of Christ, rear	295675	Contributory	1900-1915
HO327	Brunswick	Street	696	Fitzroy North	Church of Christ, rear	295670	Individually Significant	1900-1915
HO327	Brunswick	Street	700	Fitzroy North	Shops & residences	226630	Contributory	1850-1890
HO327	Brunswick	Street	706	Fitzroy North		226635	Not contributory	1950-1960
HO327	Brunswick	Street	708	Fitzroy North		226640	Not contributory	1850-1890
HO327	Brunswick	Street	710	Fitzroy North		226645	Not contributory	1850-1890
HO327	Brunswick	Street	712	Fitzroy North		226650	Contributory	1850-1890
HO327	Brunswick	Street	714	Fitzroy North		226655	Contributory	1880-1890
HO327	Brunswick	Street	715	Fitzroy North		226335	Contributory	1880-1890
HO327	Brunswick	Street	716	Fitzroy North	Valentia	226660	Individually Significant	1880-1890
HO327	Brunswick	Street	717	Fitzroy North		226340	Contributory	1880-1890
HO327	Brunswick	Street	718	Fitzroy North		226665	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Brunswick	Street	719	Fitzroy North		226345	Contributory	1880-1890
HO327	Brunswick	Street	721	Fitzroy North		226350	Contributory	1880-1890
HO327	Brunswick	Street	723	Fitzroy North		226355	Contributory	1880-1890
HO327	Brunswick	Street	725	Fitzroy North		226360	Contributory	1880-1890
HO327	Brunswick	Street	728-726	Fitzroy North	Salvation Army Citadel	226675	Individually Significant	1884
HO327	Brunswick	Street	728A	Fitzroy North		20226675	Contributory	1880-1890
HO327	Brunswick	Street	729	Fitzroy North		226365	Contributory	1900-1915
HO327	Brunswick	Street	730	Fitzroy North	Hiawatha	226680	Contributory	1880-1890
HO327	Brunswick	Street	731	Fitzroy North		226370	Contributory	1880-1890
HO327	Brunswick	Street	732	Fitzroy North		226685	Contributory	1880-1890
HO327	Brunswick	Street	733	Fitzroy North		226375	Contributory	1880-1890
HO327	Brunswick	Street	734	Fitzroy North		226690	Not contributory	1990-2000
HO327	Brunswick	Street	735	Fitzroy North	Violet Cottage	226380	Contributory	1880-1890
HO327	Brunswick	Street	736	Fitzroy North		226695	Contributory	1900-1915
HO327	Brunswick	Street	737	Fitzroy North		226385	Not contributory	1970-1980
HO327	Brunswick	Street	739	Fitzroy North		226390	Contributory	1850-1890
HO327	Brunswick	Street	741	Fitzroy North		226395	Contributory	1880-1890
HO327	Brunswick	Street	742	Fitzroy North	Flats	226700	Not contributory	1960-1970
HO327	Brunswick	Street	743	Fitzroy North		226400	Contributory	1900-1915
HO327	Brunswick	Street	746	Fitzroy North	Florence Terrace	226760	Contributory	1887
HO327	Brunswick	Street	747	Fitzroy North		226405	Contributory	1850-1890
HO327	Brunswick	Street	748	Fitzroy North	Florence Terrace	226765	Contributory	1887
HO327	Brunswick	Street	749	Fitzroy North		226410	Contributory	1900-1915?
HO327	Brunswick	Street	750	Fitzroy North	Florence Terrace	226770	Contributory	1887
HO327	Brunswick	Street	751	Fitzroy North		226415	Contributory	1850-1890
HO327	Brunswick	Street	752	Fitzroy North		226775	Contributory	1880-1890
HO327	Brunswick	Street	753	Fitzroy North	Shop	226420	Contributory	1880-1890
HO327	Brunswick	Street	754	Fitzroy North		226780	Contributory	1880-1890
HO327	Brunswick	Street	754A	Fitzroy North		226780	Not contributory	Unknown
HO327	Brunswick	Street	755	Fitzroy North		226425	Not contributory	1950-1960
HO327	Brunswick	Street	756	Fitzroy North		226785	Not contributory	1980-1990
HO327	Brunswick	Street	757	Fitzroy North		226430	Contributory	1880-1890
HO327	Brunswick	Street	758	Fitzroy North		226790	Contributory	1880-1890
HO327	Brunswick	Street	759	Fitzroy North		226435	Contributory	1880-1890
HO327	Brunswick	Street	760	Fitzroy North		226795	Contributory	1880-1890
HO327	Brunswick	Street	761	Fitzroy North		226440	Contributory	1880-1890
HO327	Brunswick	Street	762	Fitzroy North		226800	Not contributory	1950-1960
HO327	Brunswick	Street	763	Fitzroy North		226445	Contributory	1880-1890
HO327	Brunswick	Street	765	Fitzroy North		226450	Not contributory	1990-2000
HO327	Brunswick	Street	766	Fitzroy North		226810	Contributory	1880-1890
HO327	Brunswick	Street	768	Fitzroy North		226815	Contributory	1880-1890
HO327	Brunswick	Street	769	Fitzroy North		226455	Contributory	1900-1915
HO327	Brunswick	Street	770	Fitzroy North		226820	Contributory	1880-1890
HO327	Brunswick	Street	771	Fitzroy North		226460	Not contributory	1880-1890
HO327	Brunswick	Street	773	Fitzroy North		226465	Not contributory	Unknown
HO327	Brunswick	Street	774	Fitzroy North		226825	Contributory	1880-1890
HO327	Brunswick	Street	775	Fitzroy North		226470	Contributory	1850-1890
HO327	Brunswick	Street	776	Fitzroy North		226830	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Brunswick	Street	778	Fitzroy North		226835	Individually Significant	1890-1900
HO327	Brunswick	Street	779	Fitzroy North		226475	Contributory	1890-1910?
HO327	Brunswick	Street	780	Fitzroy North	Shop	226840	Contributory	1900-1915
HO327	Brunswick	Street	782	Fitzroy North		226845	Not contributory	1950-1960
HO327	Brunswick	Street	801	Fitzroy North		226480	Contributory	1850-1890
HO327	Brunswick	Street	803	Fitzroy North		226485	Contributory	1880-1890
HO327	Brunswick	Street	804	Fitzroy North		226850	Contributory	1880-1890
HO327	Brunswick	Street	805	Fitzroy North		226490	Contributory	1880-1890
HO327	Brunswick	Street	806	Fitzroy North		226855	Contributory	1880-1890
HO327	Brunswick	Street	807	Fitzroy North		226495	Contributory	1880-1890
HO327	Brunswick	Street	808	Fitzroy North		226860	Contributory	1880-1890
HO327	Brunswick	Street	809	Fitzroy North		226500	Contributory	1880-1890
HO327	Brunswick	Street	810	Fitzroy North		226865	Contributory	1880-1890
HO327	Brunswick	Street	812	Fitzroy North		226870	Not contributory	1880-1890
HO327	Brunswick	Street	813	Fitzroy North		226505	Contributory	1880-1890
HO327	Brunswick	Street	814	Fitzroy North		226875	Contributory	1880-1890
HO327	Brunswick	Street	815	Fitzroy North		226510	Contributory	1880-1890
HO327	Brunswick	Street	816	Fitzroy North		226880	Not contributory	1960-1970
HO327	Brunswick	Street	817	Fitzroy North		226515	Not contributory	1850-1890
HO327	Brunswick	Street	819	Fitzroy North		226520	Contributory	1880-1890
HO327	Brunswick	Street	820	Fitzroy North		226885	Contributory	1880-1890
HO327	Brunswick	Street	821	Fitzroy North		226525	Contributory	1850-1890?
HO327	Brunswick	Street	822	Fitzroy North		226890	Contributory	1880-1890
HO327	Brunswick	Street	823	Fitzroy North		226530	Contributory	1850-1890
HO327	Brunswick	Street	824	Fitzroy North		226895	Not contributory	1880-1890
HO327	Brunswick	Street	825	Fitzroy North		226535	Contributory	1850-1890
HO327	Brunswick	Street	826	Fitzroy North		226900	Contributory	1880-1890
HO327	Brunswick	Street	827	Fitzroy North		226540	Contributory	1850-1890
HO327	Brunswick	Street	828	Fitzroy North		226905	Contributory	1880-1890
HO327	Brunswick	Street	829	Fitzroy North		226545	Contributory	1880-1890
HO327	Brunswick	Street	830	Fitzroy North		226910	Not contributory	1960-1970
HO327	Brunswick	Street	831	Fitzroy North		226550	Contributory	1880-1890
HO327	Brunswick	Street	833	Fitzroy North		226555	Contributory	1880-1890
HO327	Brunswick	Street	834	Fitzroy North		226920	Contributory	1880-1890
HO327	Brunswick	Street	835	Fitzroy North		226560	Contributory	1880-1890
HO327	Brunswick	Street	836	Fitzroy North		226915	Contributory	1880-1890
HO327	Brunswick	Street	837	Fitzroy North		226565	Contributory	1880-1890
HO327	Brunswick	Street	838	Fitzroy North		226925	Contributory	1880-1890
HO327	Brunswick	Street	839	Fitzroy North		226570	Contributory	1880-1890
HO327	Brunswick	Street	840	Fitzroy North		226930	Contributory	1880-1890
HO327	Brunswick	Street	842	Fitzroy North		226935	Contributory	1880-1890
HO327	Brunswick	Street	843	Fitzroy North		226580	Contributory	1880-1890
HO327	Brunswick	Street	846	Fitzroy North		226940	Contributory	1850-1890
HO327	Brunswick	Street	847	Fitzroy North		226585	Contributory	1880-1890
HO327	Brunswick	Street	848	Fitzroy North		226945	Contributory	1880-1890
HO327	Brunswick	Street	849	Fitzroy North		226590	Contributory	1880-1890
HO327	Brunswick	Street	850	Fitzroy North		226950	Contributory	1850-1890
HO327	Brunswick	Street	851	Fitzroy North		226595	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Brunswick	Street	852	Fitzroy North		10279404	Contributory	1880-1890
HO327	Brunswick	Street	853	Fitzroy North		226600	Contributory	1880-1890
HO327	Brunswick	Street	854	Fitzroy North		10279412	Contributory	1880-1890
HO327	Brunswick	Street	855	Fitzroy North		226605	Contributory	1880-1890
HO327	Brunswick	Street	856	Fitzroy North		226965	Contributory	1880-1890
HO327	Brunswick	Street	857	Fitzroy North		226610	Contributory	1880-1890
HO327	Brunswick	Street	858	Fitzroy North		226970	Contributory	1880-1890
HO327	Brunswick	Street	859	Fitzroy North		226615	Contributory	1900-1915
HO327	Brunswick	Street	860	Fitzroy North		226975	Contributory	1880-1890
HO327	Brunswick	Street	861	Fitzroy North		226620	Contributory	1900-1915
HO327	Brunswick	Street	862	Fitzroy North		226980	Contributory	1880-1890
HO327	Brunswick	Street	863	Fitzroy North	Victorian Railways DC Substation, former	234980	Victorian Heritage Register	1915
HO327	Brunswick	Street	866	Fitzroy North		226985	Contributory	1880-1890
HO327	Brunswick	Street	882	Fitzroy North		226990	Not contributory	1850-1890
HO327	Bundara	Street	1	Fitzroy North		226995	Contributory	1915-1925
HO327	Bundara	Street	2	Fitzroy North		227005	Not contributory	1950-1960
HO327	Bundara	Street	3	Fitzroy North		227000	Contributory	1915-1925
HO327	Bundara	Street	4	Fitzroy North		227010	Contributory	1915-1925
HO327	Bundara	Street	6	Fitzroy North		227015	Contributory	1915-1925
HO327	Bundara	Street	8	Fitzroy North		227020	Contributory	1915-1925
HO327	Bundara	Street	10	Fitzroy North		227025	Contributory	1915-1925
HO327	Bundara	Street	12	Fitzroy North		227030	Contributory	1915-1925
HO327	Bundara	Street	14	Fitzroy North		227035	Contributory	1915-1925
HO327	Bundara	Street	16	Fitzroy North		227040	Contributory	1915-1925
HO327	Byrne	Street	132	Fitzroy North		227045	Not contributory	1990-2000
HO327	Byrne	Street	134	Fitzroy North		227050	Not contributory	1990-2000
HO327	Byrne	Street	136	Fitzroy North	Townhouses	227055	Not contributory	2000-2010
HO327	Byrne	Street	138	Fitzroy North		227060	Not contributory	1850-1890
HO327	Byrne	Street	140	Fitzroy North		227065	Contributory	1850-1890
HO327	Byrne	Street	142	Fitzroy North		227070	Not contributory	1880-1890
HO327	Byrne	Street	144	Fitzroy North		227075	Contributory	1880-1890
HO327	Byrne	Street	146	Fitzroy North	Railway house?	227080	Contributory	1880-1890
HO327	Byrne	Street	148	Fitzroy North	Railway house?	227085	Contributory	1850-1890
HO327	Byrne	Street	150	Fitzroy North	Railway house?	227090	Contributory	1850-1890
HO327	Byrne	Street	152	Fitzroy North	Railway house?	227095	Contributory	1850-1890
HO327	Byrne	Street	154	Fitzroy North		227100	Not contributory	1940-1950
HO327	Church	Street	10	Fitzroy North	Methodist, later Uniting Church	227225	Victorian Heritage Register	1874
HO327	Church	Street	24	Fitzroy North	Leamington Terrace	227230	Contributory	1890-1900
HO327	Church	Street	26	Fitzroy North	Leamington Terrace	227235	Contributory	1890-1900
HO327	Church	Street	28	Fitzroy North	Leamington Terrace	227240	Contributory	1890-1900
HO327	Church	Street	30	Fitzroy North	Leamington Terrace	227245	Contributory	1890-1900
HO327	Church	Street	32	Fitzroy North	Fernville Terrace	227250	Contributory	1880-1890
HO327	Church	Street	34	Fitzroy North	Fernville Terrace	227255	Contributory	1880-1890
HO327	Church	Street	36	Fitzroy North	Fernville Terrace	227260	Contributory	1880-1890
HO327	Church	Street	38	Fitzroy North	Mercer house	227265	Contributory	1870-
HO327	Church	Street	40	Fitzroy North		227270	Contributory	1880-1890
HO327	Church	Street	40A	Fitzroy North		227275	Contributory	1880-1890
HO327	Church	Street	42	Fitzroy North		227280	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Church	Street	44	Fitzroy North		227285	Contributory	1880-1890
HO327	Church	Street	46	Fitzroy North		227290	Contributory	1880-1890
HO327	Church	Street	48	Fitzroy North		227295	Contributory	1880-1890
HO327	Church	Street	50	Fitzroy North		227300	Contributory	1880-1890
HO327	Church	Street	52	Fitzroy North	Levuka House	227305	Contributory	1878
HO327	Church	Street	54	Fitzroy North	... House	227310	Contributory	1878
HO327	Church	Street	56	Fitzroy North		227315	Individually Significant	1880-1890
HO327	Church	Street	58	Fitzroy North		227320	Contributory	1880-1890
HO327	Circle	Place	5	Fitzroy North		279870	Not contributory	1985-1995?
HO327	Clauscen	Street	10	Fitzroy North	Housing Commission flats	227850	Not contributory	1954
HO327	Clauscen	Street	11	Fitzroy North	Housing Commission flats	227325	Not contributory	1960
HO327	Clauscen	Street	18	Fitzroy North	Housing Commission flats	227910	Not contributory	1954
HO327	Clauscen	Street	21	Fitzroy North	Housing Commission flats	227415	Not contributory	1960
HO327	Clauscen	Street	34	Fitzroy North	Chateau Shadow	227970	Not contributory	1950-1960
HO327	Clauscen	Street	36	Fitzroy North		227975	Contributory	1880-1890
HO327	Clauscen	Street	38	Fitzroy North		227980	Contributory	1880-1890
HO327	Clauscen	Street	40	Fitzroy North		227985	Contributory	1880-1890
HO327	Clauscen	Street	42	Fitzroy North		227990	Contributory	1880-1890
HO327	Clauscen	Street	44	Fitzroy North		227995	Contributory	1850-1890
HO327	Clauscen	Street	46	Fitzroy North		228000	Not contributory	1850-1890
HO327	Clauscen	Street	48	Fitzroy North		228005	Contributory	1850-1890
HO327	Clauscen	Street	50	Fitzroy North		228010	Contributory	1850-1890
HO327	Clauscen	Street	52	Fitzroy North		228015	Contributory	1850-1890
HO327	Clauscen	Street	54	Fitzroy North		228020	Contributory	1850-1890
HO327	Clauscen	Street	58	Fitzroy North		228025	Contributory	1925-1930
HO327	Clauscen	Street	60	Fitzroy North		228030	Not contributory	1850-1890?
HO327	Clauscen	Street	62	Fitzroy North		228035	Contributory	1900-1915
HO327	Clauscen	Street	69 1-3	Fitzroy North		227475	Not contributory	1990-2000
HO327	Clauscen	Street	71	Fitzroy North		227480	Contributory	1915-1925
HO327	Clauscen	Street	72	Fitzroy North		228040	Not contributory	1960-1970
HO327	Clauscen	Street	74	Fitzroy North		228045	Contributory	1850-1890
HO327	Clauscen	Street	76	Fitzroy North		228050	Contributory	1900-1915
HO327	Clauscen	Street	77	Fitzroy North	S. Marco Flats	227485	Not contributory	1960-1970
HO327	Clauscen	Street	79	Fitzroy North		227535	Not contributory	1950-1960
HO327	Clauscen	Street	80	Fitzroy North		228055	Contributory	1900-1915
HO327	Clauscen	Street	81	Fitzroy North		227540	Contributory	1900-1915
HO327	Clauscen	Street	84	Fitzroy North		228060	Contributory	1880-1890
HO327	Clauscen	Street	85	Fitzroy North		227545	Not contributory	1900-1915
HO327	Clauscen	Street	86	Fitzroy North		228065	Contributory	1900-1915
HO327	Clauscen	Street	87	Fitzroy North		227550	Contributory	1900-1915
HO327	Clauscen	Street	88	Fitzroy North		228070	Contributory	1900-1915
HO327	Clauscen	Street	89	Fitzroy North		227555	Not contributory	1950-1960
HO327	Clauscen	Street	91	Fitzroy North		285870	Not contributory	1990-2000
HO327	Clauscen	Street	92	Fitzroy North		228075	Contributory	1900-1915
HO327	Clauscen	Street	93	Fitzroy North		227565	Not contributory	1900-1915
HO327	Clauscen	Street	95	Fitzroy North		227570	Contributory	1915-1925
HO327	Clauscen	Street	95A	Fitzroy North		227575	Contributory	1915-1925
HO327	Clauscen	Street	96	Fitzroy North		228080	Contributory	1880-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Clauscen	Street	97	Fitzroy North		227580	Contributory	1900-1915
HO327	Clauscen	Street	99	Fitzroy North		227585	Not contributory	1900-1915
HO327	Clauscen	Street	101	Fitzroy North		227590	Contributory	1900-1915
HO327	Clauscen	Street	102-100	Fitzroy North		228085	Not contributory	1850-1890
HO327	Clauscen	Street	103	Fitzroy North		227595	Contributory	1900-1915
HO327	Clauscen	Street	104	Fitzroy North		228090	Contributory	1850-1890
HO327	Clauscen	Street	105	Fitzroy North		227600	Not contributory	1960-1970
HO327	Clauscen	Street	106	Fitzroy North		228095	Contributory	1880-1890
HO327	Clauscen	Street	107	Fitzroy North		227605	Not contributory	1960-1970
HO327	Clauscen	Street	108	Fitzroy North		228100	Contributory	1900-1915
HO327	Clauscen	Street	109	Fitzroy North		227610	Contributory	1900-1915
HO327	Clauscen	Street	110	Fitzroy North		228105	Contributory	1900-1915
HO327	Clauscen	Street	111	Fitzroy North		227615	Contributory	1900-1915
HO327	Clauscen	Street	113	Fitzroy North		227620	Contributory	1900-1915
HO327	Clauscen	Street	114	Fitzroy North		228110	Contributory	1880-1890
HO327	Clauscen	Street	115	Fitzroy North	Belle Rosa	227625	Not contributory	1930-1940
HO327	Clauscen	Street	116	Fitzroy North	Hepburn	228115	Contributory	1880-1890
HO327	Clauscen	Street	117	Fitzroy North		10338849	Not contributory	1930-1940
HO327	Clauscen	Street	118	Fitzroy North		228120	Contributory	1850-1890
HO327	Clauscen	Street	119	Fitzroy North		10338849	Not contributory	1930-1940
HO327	Clauscen	Street	120	Fitzroy North		228125	Contributory	1880-1890
HO327	Clauscen	Street	122	Fitzroy North		228130	Contributory	1880-1890
HO327	Clauscen	Street	124	Fitzroy North		228135	Contributory	1880-1890
HO327	Clauscen	Street	126	Fitzroy North		228140	Contributory	1880-1890
HO327	Clauscen	Street	128	Fitzroy North		228145	Contributory	1880-1890
HO327	Clauscen	Street	130	Fitzroy North		228150	Contributory	1880-1890
HO327	Clauscen	Street	132	Fitzroy North		228155	Contributory	1880-1890
HO327	Clauscen	Street	134	Fitzroy North		228160	Contributory	1880-1890
HO327	Clauscen	Street	136	Fitzroy North		228165	Contributory	1880-1890
HO327	Clauscen	Street	138	Fitzroy North		228170	Contributory	1880-1890
HO327	Clauscen	Street	140	Fitzroy North		228175	Contributory	1880-1890
HO327	Clauscen	Street	142	Fitzroy North		228180	Contributory	1880-1890
HO327	Clauscen	Street	144	Fitzroy North		228185	Not contributory	1950-1960
HO327	Clauscen	Street	148	Fitzroy North		228190	Contributory	1900-1915
HO327	Clauscen	Street	152	Fitzroy North		228195	Contributory	1900-1915?
HO327	Clauscen	Street	154	Fitzroy North		228200	Not contributory	1850-1890?
HO327	Clauscen	Street	156	Fitzroy North		228205	Contributory	1900-1915
HO327	Clauscen	Street	160	Fitzroy North		228210	Not contributory	1970-1980
HO327	Clauscen	Street	163	Fitzroy North		227640	Contributory	1900-1915
HO327	Clauscen	Street	165	Fitzroy North		227645	Contributory	1900-1915
HO327	Clauscen	Street	167	Fitzroy North		227650	Contributory	1900-1915
HO327	Clauscen	Street	169	Fitzroy North		227655	Not contributory	1900-1915
HO327	Clauscen	Street	173	Fitzroy North		227660	Contributory	1900-1915
HO327	Clauscen	Street	175	Fitzroy North		227665	Contributory	1900-1915
HO327	Clauscen	Street	179	Fitzroy North		227670	Not contributory	1970-1980
HO327	Clauscen	Street	181	Fitzroy North		227695	Contributory	1900-1915
HO327	Clauscen	Street	183	Fitzroy North		227700	Contributory	1900-1915
HO327	Clauscen	Street	188	Fitzroy North		228215	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Clauscen	Street	190	Fitzroy North	Units	228220	Not contributory	1970-1980
HO327	Clauscen	Street	193	Fitzroy North		227705	Not contributory	1900-1915
HO327	Clauscen	Street	194	Fitzroy North		228240	Contributory	1900-1915
HO327	Clauscen	Street	195	Fitzroy North		227710	Not contributory	1970-1980
HO327	Clauscen	Street	195A	Fitzroy North		227715	Not contributory	1970-1980
HO327	Clauscen	Street	195B	Fitzroy North		227720	Not contributory	1970-1980
HO327	Clauscen	Street	195C	Fitzroy North		227725	Not contributory	1970-1980
HO327	Clauscen	Street	195D	Fitzroy North		1	Not contributory	1970-1980
HO327	Clauscen	Street	195E	Fitzroy North		1	Not contributory	1970-1980
HO327	Clauscen	Street	197	Fitzroy North		227730	Contributory	1900-1915
HO327	Clauscen	Street	198	Fitzroy North		228245	Not contributory	1970-1980
HO327	Clauscen	Street	199	Fitzroy North		227740	Contributory	1900-1915
HO327	Clauscen	Street	201	Fitzroy North		227745	Contributory	1900-1915
HO327	Clauscen	Street	201A	Fitzroy North		227750	Not contributory	1900-1915
HO327	Clauscen	Street	202	Fitzroy North		228250	Not contributory	1970-1980
HO327	Clauscen	Street	203	Fitzroy North		227755	Contributory	1900-1915
HO327	Clauscen	Street	204	Fitzroy North		228255	Not contributory	1970-1980
HO327	Clauscen	Street	205	Fitzroy North		227760	Not contributory	1970-1980
HO327	Clauscen	Street	207	Fitzroy North		227765	Contributory	1900-1915
HO327	Clauscen	Street	208	Fitzroy North		228260	Contributory	1900-1915
HO327	Clauscen	Street	210	Fitzroy North		228265	Contributory	1900-1915
HO327	Clauscen	Street	214	Fitzroy North		228270	Contributory	1900-1915
HO327	Clauscen	Street	215	Fitzroy North		227770	Contributory	1900-1915
HO327	Clauscen	Street	216	Fitzroy North		228275	Contributory	1900-1915
HO327	Clauscen	Street	217	Fitzroy North		227775	Contributory	1900-1915
HO327	Clauscen	Street	218	Fitzroy North		228280	Contributory	1900-1915
HO327	Clauscen	Street	219	Fitzroy North		227780	Not contributory	1970-1980
HO327	Clauscen	Street	220	Fitzroy North		228285	Contributory	1900-1915
HO327	Clauscen	Street	221	Fitzroy North		227785	Contributory	1900-1915
HO327	Clauscen	Street	223	Fitzroy North		227790	Contributory	1900-1915
HO327	Clauscen	Street	224	Fitzroy North		228290	Contributory	1900-1915
HO327	Clauscen	Street	225	Fitzroy North		227795	Contributory	1915-1925
HO327	Clauscen	Street	226	Fitzroy North		228295	Contributory	1900-1915
HO327	Clauscen	Street	229	Fitzroy North		227800	Not contributory	1980-1990?
HO327	Clauscen	Street	231	Fitzroy North		227805	Contributory	1900-1915
HO327	Clauscen	Street	233	Fitzroy North	Flats	227810	Not contributory	1960-1970
HO327	Coleman	Street	18	Fitzroy North		240445	Contributory	1880-1890
HO327	Coleman	Street	19	Fitzroy North		240370	Contributory	1880-1890
HO327	Coleman	Street	20	Fitzroy North		240450	Contributory	1880-1890
HO327	Coleman	Street	21	Fitzroy North		240375	Contributory	1880-1890
HO327	Coleman	Street	22	Fitzroy North		240455	Contributory	1880-1890
HO327	Coleman	Street	23	Fitzroy North		240380	Contributory	1880-1890
HO327	Coleman	Street	24	Fitzroy North		240460	Contributory	1880-1890
HO327	Coleman	Street	25	Fitzroy North		240385	Contributory	1880-1890
HO327	Coleman	Street	26	Fitzroy North		240465	Contributory	1880-1890
HO327	Coleman	Street	27	Fitzroy North		240390	Contributory	1850-1890
HO327	Coleman	Street	28	Fitzroy North		240470	Contributory	1880-1890
HO327	Coleman	Street	30	Fitzroy North		240475	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Coleman	Street	31	Fitzroy North		240395	Contributory	1900-1915
HO327	Coleman	Street	32	Fitzroy North		240480	Contributory	1880-1890
HO327	Coleman	Street	33	Fitzroy North		240400	Contributory	1900-1915
HO327	Delbridge	Street	2	Fitzroy North	St Patrick's Terrace	240735	Contributory	1883
HO327	Delbridge	Street	4	Fitzroy North	St Patrick's Terrace	240740	Contributory	1883
HO327	Delbridge	Street	5	Fitzroy North		240485	Not contributory	1880-1890
HO327	Delbridge	Street	6	Fitzroy North		240745	Contributory	1880-1890
HO327	Delbridge	Street	7	Fitzroy North		240490	Not contributory	1880-1890
HO327	Delbridge	Street	8	Fitzroy North		240750	Contributory	1880-1890
HO327	Delbridge	Street	10	Fitzroy North		240755	Contributory	1880-1890
HO327	Delbridge	Street	11	Fitzroy North		240495	Not contributory	1880-1890
HO327	Delbridge	Street	12	Fitzroy North		240760	Contributory	1880-1890
HO327	Delbridge	Street	13	Fitzroy North		240500	Contributory	1880-1890
HO327	Delbridge	Street	15	Fitzroy North		240505	Contributory	1880-1890
HO327	Delbridge	Street	17	Fitzroy North		240510	Individually Significant	1880-1890
HO327	Delbridge	Street	19	Fitzroy North		240515	Not contributory	1850-1890?
HO327	Delbridge	Street	25	Fitzroy North		240520	Contributory	1900-1915
HO327	Delbridge	Street	27	Fitzroy North		240525	Contributory	1880-1890
HO327	Delbridge	Street	28	Fitzroy North		240765	Not contributory	1850-1890
HO327	Delbridge	Street	29	Fitzroy North		240530	Contributory	1880-1890
HO327	Delbridge	Street	30	Fitzroy North		240770	Contributory	1880-1890
HO327	Delbridge	Street	31	Fitzroy North		240535	Contributory	1880-1890
HO327	Delbridge	Street	33	Fitzroy North	Oxford House	240540	Contributory	1880-1890
HO327	Delbridge	Street	34	Fitzroy North	Grandview House	240775	Contributory	1880-1890
HO327	Delbridge	Street	35	Fitzroy North	Cambridge House	240545	Contributory	1880-1890
HO327	Delbridge	Street	36	Fitzroy North	Hartwell	240780	Contributory	1880-1890
HO327	Delbridge	Street	37	Fitzroy North		240550	Not contributory	1880-1890
HO327	Delbridge	Street	38	Fitzroy North	Kairoa	240785	Contributory	1880-1890
HO327	Delbridge	Street	39	Fitzroy North		240555	Contributory	1880-1890
HO327	Delbridge	Street	41	Fitzroy North	Balook	240560	Contributory	1880-1890
HO327	Delbridge	Street	42	Fitzroy North	St Elmo	240790	Contributory	1880-1890
HO327	Delbridge	Street	44	Fitzroy North	Park View House	240795	Individually Significant	1880-1890
HO327	Delbridge	Street	46	Fitzroy North	Ston... House	240800	Contributory	1880-1890
HO327	Delbridge	Street	47	Fitzroy North		240565	Contributory	1850-1890
HO327	Delbridge	Street	48	Fitzroy North	Essex House	240805	Contributory	1880-1890
HO327	Delbridge	Street	49	Fitzroy North		240570	Contributory	1880-1890
HO327	Delbridge	Street	50	Fitzroy North	Millcroft	240810	Contributory	1880-1890
HO327	Delbridge	Street	51	Fitzroy North	Flats	240575	Not contributory	1960-1970
HO327	Delbridge	Street	52	Fitzroy North		240815	Contributory	1880-1890
HO327	Delbridge	Street	54/10	Fitzroy North		240865	Contributory	1880-1890
HO327	Delbridge	Street	54/1-9	Fitzroy North	Townhouses	240820	Not contributory	1970-1980
HO327	Delbridge	Street	55	Fitzroy North		240635	Not contributory	1880-1890
HO327	Delbridge	Street	57	Fitzroy North		240640	Not contributory	1880-1890
HO327	Delbridge	Street	59	Fitzroy North		240645	Contributory	1880-1890
HO327	Delbridge	Street	61	Fitzroy North		240650	Contributory	1880-1890
HO327	Delbridge	Street	62	Fitzroy North		240870	Contributory	1880-1890
HO327	Delbridge	Street	63	Fitzroy North		240655	Not contributory	Unknown
HO327	Delbridge	Street	64	Fitzroy North		240875	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Delbridge	Street	65	Fitzroy North		240660	Contributory	1880-1890
HO327	Delbridge	Street	66	Fitzroy North		240880	Not contributory	1880-1890?
HO327	Delbridge	Street	67	Fitzroy North		240665	Contributory	1880-1890
HO327	Delbridge	Street	68	Fitzroy North		240885	Not contributory	1880-1890
HO327	Delbridge	Street	69	Fitzroy North		240670	Contributory	1850-1890
HO327	Delbridge	Street	70	Fitzroy North		240890	Contributory	1880-1890
HO327	Delbridge	Street	71	Fitzroy North		240675	Contributory	1880-1890
HO327	Delbridge	Street	72	Fitzroy North		240895	Contributory	1880-1890
HO327	Delbridge	Street	73	Fitzroy North		240680	Contributory	1880-1890
HO327	Delbridge	Street	74	Fitzroy North		240900	Contributory	1880-1890
HO327	Delbridge	Street	75	Fitzroy North		240685	Contributory	1880-1890
HO327	Delbridge	Street	76	Fitzroy North		240905	Not contributory	1890-1915
HO327	Delbridge	Street	79	Fitzroy North		240690	Contributory	1880-1890
HO327	Delbridge	Street	80	Fitzroy North		240910	Contributory	1880-1890
HO327	Delbridge	Street	81	Fitzroy North		240695	Contributory	1880-1890
HO327	Delbridge	Street	82	Fitzroy North		240915	Contributory	1880-1890
HO327	Delbridge	Street	83	Fitzroy North		240700	Contributory	1880-1890
HO327	Delbridge	Street	84	Fitzroy North		240920	Contributory	1900-1915
HO327	Delbridge	Street	85	Fitzroy North		240705	Contributory	1880-1890
HO327	Delbridge	Street	86	Fitzroy North		240925	Contributory	1880-1920
HO327	Delbridge	Street	87	Fitzroy North		240710	Contributory	1880-1890
HO327	Delbridge	Street	88	Fitzroy North		240930	Contributory	1880-1890
HO327	Delbridge	Street	89	Fitzroy North		240715	Contributory	1880-1890
HO327	Delbridge	Street	90	Fitzroy North		240935	Contributory	1880-1890
HO327	Delbridge	Street	91	Fitzroy North		240720	Contributory	1850-1890
HO327	Delbridge	Street	92	Fitzroy North		240940	Contributory	1880-1890
HO327	Delbridge	Street	93	Fitzroy North		240725	Contributory	1850-1890
HO327	Delbridge	Street	94	Fitzroy North		240945	Contributory	1900-1915
HO327	Delbridge	Street	96	Fitzroy North		240950	Contributory	1880-1890
HO327	Delbridge	Street	97	Fitzroy North	Shamrock Store, Shop & residence	240730	Contributory	1884
HO327	Delbridge	Street	98	Fitzroy North		240955	Contributory	1850-1890
HO327	Delbridge	Street	100	Fitzroy North	Shop	240960	Contributory	1850-1890
HO327	Eastham	Street	2	Fitzroy North		240995	Contributory	1900-1915
HO327	Eastham	Street	6-8	Fitzroy North		241000	Not contributory	Unknown
HO327	Eastham	Street	10	Fitzroy North		241005	Not contributory	Unknown
HO327	Eastham	Street	11-15	Fitzroy North		240965	Not contributory	1950-1960
HO327	Eastham	Street	12	Fitzroy North		241010	Contributory	1850-1890
HO327	Eastham	Street	14	Fitzroy North		241015	Contributory	1850-1890
HO327	Eastham	Street	16	Fitzroy North		241020	Contributory	1850-1890
HO327	Eastham	Street	17	Fitzroy North		240970	Contributory	1850-1890
HO327	Eastham	Street	18	Fitzroy North		241025	Not contributory	1970-1980
HO327	Eastham	Street	19-25	Fitzroy North		240975	Not contributory	1950-1960
HO327	Eastham	Street	20	Fitzroy North		241030	Contributory	1850-1890
HO327	Eastham	Street	22	Fitzroy North		241035	Contributory	1880-1890
HO327	Eastham	Street	24	Fitzroy North		241040	Contributory	1850-1890
HO327	Eastham	Street	26	Fitzroy North		241045	Not contributory	1970-1980
HO327	Eastham	Street	27	Fitzroy North		240980	Contributory	1850-1890
HO327	Eastham	Street	28	Fitzroy North		241050	Not contributory	1970-1980

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Eastham	Street	29	Fitzroy North		240985	Contributory	1850-1890
HO327	Eastham	Street	30	Fitzroy North		241055	Contributory	1850-1890
HO327	Eastham	Street	31	Fitzroy North		240990	Contributory	1850-1890
HO327	Eastham	Street	32	Fitzroy North		241060	Not contributory	1970-1980
HO327	Eastham	Street	34	Fitzroy North		241065	Not contributory	1970-1980
HO327	Egremont	Street	1	Fitzroy North		284825	Not contributory	1990-2000
HO327	Egremont	Street	2	Fitzroy North		228400	Contributory	1850-1890
HO327	Egremont	Street	3	Fitzroy North		228315	Contributory	1880-1890
HO327	Egremont	Street	4	Fitzroy North		228405	Contributory	1880-1890
HO327	Egremont	Street	5	Fitzroy North		228320	Contributory	1880-1890
HO327	Egremont	Street	6	Fitzroy North		228410	Contributory	1880-1890
HO327	Egremont	Street	7	Fitzroy North		228325	Contributory	1880-1890
HO327	Egremont	Street	8	Fitzroy North		228415	Contributory	1880-1890
HO327	Egremont	Street	9	Fitzroy North		228330	Contributory	1880-1890
HO327	Egremont	Street	10	Fitzroy North		228420	Contributory	1880-1890
HO327	Egremont	Street	11	Fitzroy North		228335	Contributory	1880-1890
HO327	Egremont	Street	12	Fitzroy North		228425	Contributory	1880-1890
HO327	Egremont	Street	13	Fitzroy North		228340	Contributory	1880-1890
HO327	Egremont	Street	14	Fitzroy North		228430	Contributory	1880-1890
HO327	Egremont	Street	15	Fitzroy North		228345	Contributory	1880-1890
HO327	Egremont	Street	16	Fitzroy North		228435	Contributory	1880-1890
HO327	Egremont	Street	17	Fitzroy North		228350	Contributory	1880-1890
HO327	Egremont	Street	19	Fitzroy North		228355	Contributory	1880-1890
HO327	Egremont	Street	20	Fitzroy North		228440	Contributory	1880-1890
HO327	Egremont	Street	21	Fitzroy North		228360	Contributory	1880-1890
HO327	Egremont	Street	22	Fitzroy North		228445	Contributory	1880-1890
HO327	Egremont	Street	23	Fitzroy North	Egremont Terrace	228365	Contributory	1880-1890
HO327	Egremont	Street	24	Fitzroy North		228450	Not contributory	1960-1970
HO327	Egremont	Street	25	Fitzroy North	Egremont Terrace	228370	Contributory	1880-1890
HO327	Egremont	Street	27	Fitzroy North		228375	Contributory	1880-1890
HO327	Egremont	Street	28	Fitzroy North		228455	Contributory	1880-1890
HO327	Egremont	Street	29	Fitzroy North		228380	Contributory	1880-1890
HO327	Egremont	Street	30	Fitzroy North		228460	Contributory	1880-1890
HO327	Egremont	Street	31	Fitzroy North		228385	Contributory	1880-1890
HO327	Egremont	Street	32	Fitzroy North		228465	Contributory	1880-1890
HO327	Egremont	Street	33	Fitzroy North		228390	Contributory	1850-1890
HO327	Egremont	Street	34	Fitzroy North		228470	Contributory	1850-1890
HO327	Egremont	Street	35	Fitzroy North		228395	Not contributory	1900-1990s
HO327	Egremont	Street	36	Fitzroy North		228475	Contributory	1880-1890
HO327	Falconer	Street	2	Fitzroy North		241310	Contributory	1880-1890
HO327	Falconer	Street	3	Fitzroy North		241100	Contributory	1900-1915
HO327	Falconer	Street	4	Fitzroy North		241315	Contributory	1880-1890
HO327	Falconer	Street	5	Fitzroy North	Dairy, former	241105	Contributory	1850-1890
HO327	Falconer	Street	6	Fitzroy North		241320	Contributory	1880-1890
HO327	Falconer	Street	7	Fitzroy North		241110	Not contributory	1850-1890
HO327	Falconer	Street	8	Fitzroy North		241325	Contributory	1880-1890
HO327	Falconer	Street	9	Fitzroy North		241115	Not contributory	1850-1890
HO327	Falconer	Street	11	Fitzroy North		241120	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Falconer	Street	13	Fitzroy North		241125	Contributory	1880-1890
HO327	Falconer	Street	14	Fitzroy North		241330	Contributory	1880-1890
HO327	Falconer	Street	15	Fitzroy North		241130	Contributory	1915-1925
HO327	Falconer	Street	16	Fitzroy North		241335	Contributory	1880-1890
HO327	Falconer	Street	17	Fitzroy North		241135	Contributory	1915-1925
HO327	Falconer	Street	18	Fitzroy North	Beach House	241340	Contributory	1880-1890
HO327	Falconer	Street	19	Fitzroy North		241140	Contributory	1880-1890
HO327	Falconer	Street	19A	Fitzroy North	Stable, former	241145	Contributory	1880-1890
HO327	Falconer	Street	20	Fitzroy North		241345	Individually Significant	1880-1900
HO327	Falconer	Street	21	Fitzroy North		241150	Contributory	1880-1890
HO327	Falconer	Street	22	Fitzroy North	Clyde House	241350	Individually Significant	1880-1890
HO327	Falconer	Street	23	Fitzroy North		241155	Contributory	1880-1890
HO327	Falconer	Street	24	Fitzroy North	school grounds	269230	Not contributory	Unknown
HO327	Falconer	Street	25	Fitzroy North	House & stable	241160	Individually Significant	1880-1890
HO327	Falconer	Street	27	Fitzroy North		241165	Contributory	1880-1890
HO327	Falconer	Street	29	Fitzroy North		241170	Contributory	1880-1890
HO327	Falconer	Street	30	Fitzroy North	Fitzroy North Central School later Fitzroy High School, former Licensed Victuallers School and Asylum site	241355	Contributory	1915-1925
HO327	Falconer	Street	31	Fitzroy North		241175	Contributory	1880-1890
HO327	Falconer	Street	33	Fitzroy North		241180	Contributory	1880-1890
HO327	Falconer	Street	35	Fitzroy North		241185	Contributory	1880-1890
HO327	Falconer	Street	37	Fitzroy North		241190	Contributory	1880-1890
HO327	Falconer	Street	39	Fitzroy North		241195	Contributory	1880-1890
HO327	Falconer	Street	41	Fitzroy North		241200	Contributory	1880-1890
HO327	Falconer	Street	43	Fitzroy North		241205	Contributory	1880-1890
HO327	Falconer	Street	45	Fitzroy North		241210	Contributory	1880-1890
HO327	Falconer	Street	62	Fitzroy North	Sorrento	241360	Individually Significant	1850-1890
HO327	Falconer	Street	64	Fitzroy North		241365	Individually Significant	1880-1890
HO327	Falconer	Street	66	Fitzroy North		241370	Individually Significant	1880-1890
HO327	Falconer	Street	68	Fitzroy North	Shop	241375	Individually Significant	1850-1890
HO327	Falconer	Street	70	Fitzroy North	Eaglehawk House	241380	Individually Significant	1880-1890
HO327	Falconer	Street	72	Fitzroy North		241385	Individually Significant	1880-1890
HO327	Falconer	Street	74	Fitzroy North		241390	Individually Significant	1880-1890
HO327	Falconer	Street	76	Fitzroy North	Devon House	241395	Individually Significant	1880-1890
HO327	Falconer	Street	78	Fitzroy North	Salerno	241400	Individually Significant	1880-1890
HO327	Falconer	Street	80	Fitzroy North	Orveito	241405	Individually Significant	1880-1890
HO327	Falconer	Street	82	Fitzroy North	Palerno	241410	Individually Significant	1880-1890
HO327	Falconer	Street	84	Fitzroy North		241415	Contributory	1880-1890
HO327	Falconer	Street	86	Fitzroy North		241420	Contributory	1880-1890
HO327	Falconer	Street	88	Fitzroy North		241425	Contributory	1880-1890
HO327	Falconer	Street	91	Fitzroy North		241215	Contributory	1880-1890
HO327	Falconer	Street	92	Fitzroy North		241430	Contributory	1880-1890
HO327	Falconer	Street	93	Fitzroy North		241220	Contributory	1900-1915
HO327	Falconer	Street	94	Fitzroy North		241435	Contributory	1880-1890
HO327	Falconer	Street	95	Fitzroy North		241225	Contributory	1880-1890
HO327	Falconer	Street	96	Fitzroy North		241440	Contributory	1880-1890
HO327	Falconer	Street	97	Fitzroy North		241230	Contributory	1870-1890
HO327	Falconer	Street	98	Fitzroy North		241445	Contributory	1880-1890
HO327	Falconer	Street	99	Fitzroy North		241235	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Falconer	Street	100	Fitzroy North		241450	Contributory	1880-1890
HO327	Falconer	Street	101	Fitzroy North		241240	Contributory	1880-1890
HO327	Falconer	Street	102	Fitzroy North		241455	Contributory	1880-1890
HO327	Falconer	Street	103	Fitzroy North		241245	Contributory	1880-1890
HO327	Falconer	Street	104	Fitzroy North		241460	Contributory	1880-1890
HO327	Falconer	Street	105	Fitzroy North		241250	Contributory	1880-1890
HO327	Falconer	Street	106	Fitzroy North		241465	Contributory	1880-1890
HO327	Falconer	Street	107	Fitzroy North		241255	Individually Significant	1880-1890
HO327	Falconer	Street	108	Fitzroy North		241470	Contributory	1880-1890
HO327	Falconer	Street	109	Fitzroy North		241260	Contributory	1880-1890
HO327	Falconer	Street	111	Fitzroy North		241265	Contributory	1880-1890
HO327	Falconer	Street	112	Fitzroy North		241475	Contributory	1880-1890
HO327	Falconer	Street	113	Fitzroy North		241270	Contributory	1880-1890
HO327	Falconer	Street	114	Fitzroy North		241480	Contributory	1880-1890
HO327	Falconer	Street	115	Fitzroy North		241275	Contributory	1880-1890
HO327	Falconer	Street	116	Fitzroy North		241485	Contributory	1880-1890
HO327	Falconer	Street	117	Fitzroy North		241280	Contributory	1880-1890
HO327	Falconer	Street	118	Fitzroy North		241490	Contributory	1850-1890
HO327	Falconer	Street	119	Fitzroy North		241285	Contributory	1880-1890
HO327	Falconer	Street	121	Fitzroy North		241290	Contributory	1880-1890
HO327	Falconer	Street	123	Fitzroy North		241295	Contributory	1880-1890
HO327	Falconer	Street	125	Fitzroy North		241300	Contributory	1880-1890
HO327	Falconer	Street	127	Fitzroy North		241305	Contributory	1880-1890
HO327	Fergie	Street	2	Fitzroy North		241505	Contributory	1900-1915
HO327	Fergie	Street	2A	Fitzroy North		241500	Contributory	1900-1915
HO327	Fergie	Street	4	Fitzroy North		241510	Contributory	1900-1915
HO327	Fergie	Street	6	Fitzroy North		241515	Contributory	1900-1915
HO327	Fergie	Street	8	Fitzroy North		241520	Contributory	1880-1890
HO327	Fergie	Street	10	Fitzroy North		241525	Contributory	1880-1890
HO327	Fergie	Street	12	Fitzroy North		241530	Contributory	1880-1890
HO327	Fergie	Street	14	Fitzroy North		241535	Contributory	1880-1890
HO327	Fergie	Street	16	Fitzroy North		241540	Contributory	1880-1890
HO327	Fergie	Street	20	Fitzroy North		241545	Contributory	1880-1890
HO327	Fergie	Street	22	Fitzroy North	East View	241550	Contributory	1880-1890
HO327	Fergie	Street	24	Fitzroy North		241555	Contributory	1880-1890
HO327	Fergie	Street	26	Fitzroy North		241560	Contributory	1880-1890
HO327	Fergie	Street	28	Fitzroy North		241565	Contributory	1880-1890
HO327	Fergie	Street	30	Fitzroy North		241570	Contributory	1880-1890
HO327	Fergie	Street	34	Fitzroy North		241575	Contributory	1900-1915
HO327	Fergie	Street	38	Fitzroy North		241580	Contributory	1880-1890
HO327	Fergie	Street	40	Fitzroy North	Stanley Cottage	241585	Contributory	1880-1890
HO327	Fergie	Street	42	Fitzroy North		241590	Contributory	1880-1890
HO327	Fergie	Street	44	Fitzroy North		241595	Contributory	1880-1890
HO327	Fergie	Street	46	Fitzroy North		241600	Contributory	1880-1890
HO327	Fergie	Street	48	Fitzroy North		241605	Contributory	1880-1890
HO327	Fergie	Street	50	Fitzroy North		241610	Contributory	1880-1890
HO327	Fergie	Street	52	Fitzroy North		241615	Contributory	1870-1890
HO327	Fergie	Street	54	Fitzroy North		241620	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Fergie	Street	56	Fitzroy North		241625	Contributory	1880-1890
HO327	Fergie	Street	58	Fitzroy North	King's Hill House	241630	Contributory	1880-1890
HO327	Fergie	Street	60	Fitzroy North	..eld House	241635	Contributory	1880-1890
HO327	Fergie	Street	62	Fitzroy North		241640	Contributory	1880-1890
HO327	Fergie	Street	72	Fitzroy North		241645	Contributory	1880-1890
HO327	Fergie	Street	74	Fitzroy North		241650	Contributory	1880-1890
HO327	Fergie	Street	76	Fitzroy North		241655	Contributory	1880-1890
HO327	Fergie	Street	78	Fitzroy North		241660	Contributory	1880-1890
HO327	Fergie	Street	80	Fitzroy North		241665	Contributory	1880-1890
HO327	Fergie	Street	84	Fitzroy North		241670	Not contributory	1880-1890
HO327	Fergie	Street	86	Fitzroy North		241675	Contributory	1880-1890
HO327	Fergie	Street	88	Fitzroy North		241680	Contributory	1880-1890
HO327	Fergie	Street	90	Fitzroy North		241685	Not contributory	1880-1990
HO327	Fergie	Street	92	Fitzroy North		241690	Contributory	1880-1890
HO327	Fergie	Street	94	Fitzroy North		241695	Contributory	1880-1890
HO327	Fergie	Street	96	Fitzroy North		241700	Contributory	1880-1890
HO327	Fergie	Street	98	Fitzroy North		241705	Contributory	1880-1890
HO327	Fergie	Street	100	Fitzroy North		241710	Contributory	1880-1890
HO327	Fergie	Street	102	Fitzroy North		241715	Contributory	1880-1890
HO327	Fergie	Street	107	Fitzroy North	Townhouses	316560	Not contributory	2000-2010
HO327	Fergie	Street	109	Fitzroy North	Townhouses	316550	Not contributory	2000-2010
HO327	Fergie	Street	111	Fitzroy North	Townhouses	228480	Not contributory	2000-2010
HO327	Fergie	Street	113	Fitzroy North	Townhouses	316530	Not contributory	2000-2010
HO327	Fergie	Street	115	Fitzroy North	Townhouses	316520	Not contributory	2000-2010
HO327	Fergie	Street	117	Fitzroy North	Townhouses	316510	Not contributory	2000-2010
HO327	Fergie	Street	119	Fitzroy North	Townhouses	316500	Not contributory	2000-2010
HO327	Fergie	Street	121	Fitzroy North	Townhouses	316490	Not contributory	2000-2010
HO327	Fergie	Street	123	Fitzroy North	Townhouses	316480	Not contributory	2000-2010
HO327	Fergie	Street	125	Fitzroy North		228485	Contributory	1870-1925?
HO327	Freeman	Street	1	Fitzroy North		228495	Contributory	1880-1890
HO327	Freeman	Street	3	Fitzroy North		228500	Contributory	1880-1890
HO327	Freeman	Street	5	Fitzroy North		228510	Contributory	1880-1890
HO327	Freeman	Street	5A	Fitzroy North		228505	Not contributory	Unknown
HO327	Freeman	Street	6	Fitzroy North	Coromendel	228590	Not contributory	1890-1900
HO327	Freeman	Street	7	Fitzroy North		228515	Contributory	1880-1890
HO327	Freeman	Street	8	Fitzroy North		228595	Contributory	1880-1890
HO327	Freeman	Street	9	Fitzroy North	Fern Cottage	228520	Contributory	1880-1890
HO327	Freeman	Street	10	Fitzroy North		228600	Contributory	1880-1890
HO327	Freeman	Street	11	Fitzroy North		228525	Contributory	1880-1910
HO327	Freeman	Street	12	Fitzroy North		228605	Contributory	1880-1890
HO327	Freeman	Street	13	Fitzroy North		228530	Contributory	1880-1890
HO327	Freeman	Street	14	Fitzroy North		228610	Contributory	1880-1890
HO327	Freeman	Street	15	Fitzroy North	Infill	228535	Not contributory	1990-2000
HO327	Freeman	Street	16	Fitzroy North		228615	Contributory	1880-1890
HO327	Freeman	Street	18	Fitzroy North		228620	Not contributory	1960-1970
HO327	Freeman	Street	19	Fitzroy North		228540	Contributory	1880-1890
HO327	Freeman	Street	20	Fitzroy North		228625	Contributory	1900-1915
HO327	Freeman	Street	21	Fitzroy North		228545	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Freeman	Street	23	Fitzroy North		228550	Not contributory	1960-1970
HO327	Freeman	Street	27	Fitzroy North		228555	Not contributory	1970-1980
HO327	Freeman	Street	29	Fitzroy North		228560	Not contributory	1890-1910?
HO327	Freeman	Street	31	Fitzroy North		228565	Contributory	1880-1890
HO327	Freeman	Street	33	Fitzroy North		228570	Contributory	1880-1890
HO327	Freeman	Street	35	Fitzroy North		228575	Contributory	1880-1890
HO327	Freeman	Street	37	Fitzroy North		228580	Contributory	1880-1890
HO327	Freeman	Street	40	Fitzroy North	Totton Cottage	228630	Contributory	1880-1890
HO327	Freeman	Street	41	Fitzroy North		228585	Not contributory	1960-1970
HO327	Freeman	Street	42	Fitzroy North		228635	Contributory	1880-1890
HO327	Freeman	Street	43	Fitzroy North		233175	Not contributory	1960-1970
HO327	Freeman	Street	43A	Fitzroy North		233175	Not contributory	1960-1970
HO327	Freeman	Street	44	Fitzroy North	Rosebank Cottage	228640	Contributory	1880-1890
HO327	Freeman	Street	46	Fitzroy North	Verbena Cottage	228645	Contributory	1880-1890
HO327	Freeman	Street	50	Fitzroy North		228650	Contributory	1850-1890
HO327	Freeman	Street	52	Fitzroy North		228655	Contributory	1850-1890
HO327	Freeman	Street	56	Fitzroy North		241845	Contributory	1880-1890
HO327	Freeman	Street	58	Fitzroy North		241850	Individually Significant	1880-1890
HO327	Freeman	Street	60	Fitzroy North		241855	Individually Significant	1880-1890
HO327	Freeman	Street	64	Fitzroy North		241860	Contributory	1880-1890
HO327	Freeman	Street	66	Fitzroy North		241865	Contributory	1880-1890
HO327	Freeman	Street	68	Fitzroy North		241870	Contributory	1850-1890
HO327	Freeman	Street	72	Fitzroy North		241875	Individually Significant	1880-1890
HO327	Freeman	Street	74	Fitzroy North		241880	Individually Significant	1880-1890
HO327	Freeman	Street	76	Fitzroy North		241885	Contributory	1880-1890
HO327	Freeman	Street	78	Fitzroy North		241890	Contributory	1880-1890
HO327	Freeman	Street	80	Fitzroy North		241895	Not contributory	Unknown
HO327	Freeman	Street	82	Fitzroy North		241900	Contributory	1850-1890
HO327	Freeman	Street	84	Fitzroy North		241905	Not contributory	1850-1890
HO327	Freeman	Street	90	Fitzroy North		241910	Not contributory	Unknown
HO327	Freeman	Street	92	Fitzroy North		241915	Contributory	1900-1915
HO327	Freeman	Street	94	Fitzroy North		241920	Not contributory	1850-1890
HO327	Freeman	Street	96	Fitzroy North		241925	Contributory	1850-1890
HO327	Freeman	Street	98	Fitzroy North	Factory/warehouse	241930	Contributory	1880-1890
HO327	Freeman	Street	100	Fitzroy North		241930	Not contributory	1990-2000
HO327	Grant	Street	1	Fitzroy North		242655	Contributory	1870-1890
HO327	Grant	Street	2-6	Fitzroy North	Factory/warehouse	247770	Contributory	1920-1935
HO327	Grant	Street	3	Fitzroy North		242660	Contributory	1870-1890
HO327	Grant	Street	8	Fitzroy North		242675	Contributory	1870-1890
HO327	Grant	Street	14	Fitzroy North		242680	Contributory	1870-1890
HO327	Grant	Street	16	Fitzroy North		242685	Contributory	1870-1890
HO327	Grant	Street	18	Fitzroy North		242690	Contributory	1870-1890
HO327	Grant	Street	20	Fitzroy North		242695	Contributory	1870-1890
HO327	Grant	Street	21	Fitzroy North	Factory/warehouse	242665	Contributory	1870-1900
HO327	Grant	Street	22	Fitzroy North		242700	Contributory	1870-1890
HO327	Grant	Street	24	Fitzroy North		242705	Contributory	1870-1890
HO327	Grant	Street	26	Fitzroy North		242710	Not contributory	1870-1890
HO327	Grant	Street	27	Fitzroy North		242670	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Holden	Court	1	Fitzroy North	HCV flat development	1	Not contributory	1950-1960
HO327	Holden	Court	2	Fitzroy North	HCV flat development	238350	Not contributory	1950-1960
HO327	Holden	Court	3	Fitzroy North	HCV flat development	282110	Not contributory	1996
HO327	Holden	Court	4	Fitzroy North	HCV flat development	282145	Not contributory	1990-2000
HO327	Holden	Court	5	Fitzroy North	HCV flat development	282115	Not contributory	1990-2000
HO327	Holden	Court	7	Fitzroy North	HCV flat development	282120	Not contributory	1990-2000
HO327	Holden	Court	8	Fitzroy North	HCV flat development	282155	Not contributory	1990-2000
HO327	Holden	Court	9	Fitzroy North	HCV flat development	282125	Not contributory	1990-2000
HO327	Holden	Court	10	Fitzroy North	HCV flat development	282160	Not contributory	1990-2000
HO327	Holden	Court	11	Fitzroy North	HCV flat development	282130	Not contributory	1990-2000
HO327	Holden	Court	12	Fitzroy North	HCV flat development	282165	Not contributory	1990-2000
HO327	Holden	Court	13	Fitzroy North	HCV flat development	282135	Not contributory	1990-2000
HO327	Holden	Court	14	Fitzroy North	HCV flat development	282170	Not contributory	1990-2000
HO327	Holden	Court	15	Fitzroy North	HCV flat development	282140	Not contributory	1990-2000
HO327	Holden	Court	16	Fitzroy North	HCV flat development	282175	Not contributory	1990-2000
HO327	Holden	Court	18	Fitzroy North	HCV flat development	282180	Not contributory	1990-2000
HO327	Holden	Street	2	Fitzroy North		229295	Contributory	1900-1915
HO327	Holden	Street	4	Fitzroy North		229300	Contributory	1900-1915
HO327	Holden	Street	6	Fitzroy North		285595	Contributory	1900-1915
HO327	Holden	Street	6A (rear)	Fitzroy North	Townhouse	285600	Not contributory	1990-2000
HO327	Holden	Street	7	Fitzroy North		228660	Contributory	1900-1915
HO327	Holden	Street	8	Fitzroy North		229310	Contributory	1900-1915
HO327	Holden	Street	9	Fitzroy North		228665	Contributory	1880-1890
HO327	Holden	Street	10	Fitzroy North		229315	Contributory	1900-1915
HO327	Holden	Street	11	Fitzroy North		228670	Individually Significant	1870-1890
HO327	Holden	Street	12	Fitzroy North		229320	Contributory	1880-1890
HO327	Holden	Street	14	Fitzroy North		229325	Contributory	1900-1915
HO327	Holden	Street	19	Fitzroy North		228675	Contributory	1890-1900
HO327	Holden	Street	21	Fitzroy North		228680	Not contributory	1850-1890
HO327	Holden	Street	23	Fitzroy North		228685	Contributory	1880-1890
HO327	Holden	Street	25	Fitzroy North		228690	Contributory	1880-1890
HO327	Holden	Street	27	Fitzroy North		228695	Contributory	1880-1890
HO327	Holden	Street	29	Fitzroy North		228700	Contributory	1880-1890
HO327	Holden	Street	30	Fitzroy North		229330	Not contributory	1950-1960
HO327	Holden	Street	31	Fitzroy North		228705	Contributory	1880-1890
HO327	Holden	Street	32	Fitzroy North		229335	Contributory	1900-1915
HO327	Holden	Street	33	Fitzroy North		228710	Contributory	1880-1890
HO327	Holden	Street	34	Fitzroy North		229340	Contributory	1890-1900
HO327	Holden	Street	35	Fitzroy North		228715	Contributory	1880-1890
HO327	Holden	Street	36	Fitzroy North		229345	Contributory	1900-1915
HO327	Holden	Street	37	Fitzroy North		228720	Contributory	1880-1890
HO327	Holden	Street	38	Fitzroy North		229350	Not contributory	1900-1915
HO327	Holden	Street	39A	Fitzroy North		228725	Not contributory	1970-1980
HO327	Holden	Street	39B	Fitzroy North		228730	Not contributory	1970-1980
HO327	Holden	Street	40	Fitzroy North		229355	Not contributory	1970-1980
HO327	Holden	Street	41	Fitzroy North		228735	Not contributory	1850-1890
HO327	Holden	Street	42	Fitzroy North		229360	Contributory	1880-1890
HO327	Holden	Street	44	Fitzroy North		229365	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Holden	Street	45	Fitzroy North	Factory (Taylor Ferguson & Company)	228740	Not contributory	1950-1960?
HO327	Holden	Street	46	Fitzroy North		229370	Contributory	1880-1890
HO327	Holden	Street	47	Fitzroy North		228745	Contributory	1880-1890
HO327	Holden	Street	48	Fitzroy North		229375	Contributory	1850-1890
HO327	Holden	Street	49	Fitzroy North		228750	Contributory	1890-1900
HO327	Holden	Street	50	Fitzroy North	House	229380	Contributory	1850-1890
HO327	Holden	Street	51	Fitzroy North		228755	Contributory	1900-1915
HO327	Holden	Street	52	Fitzroy North		229385	Not contributory	1850-1890
HO327	Holden	Street	53	Fitzroy North		228760	Contributory	1900-1915
HO327	Holden	Street	54	Fitzroy North		229390	Not contributory	1850-1890
HO327	Holden	Street	55	Fitzroy North	Clyde	228765	Contributory	1900-1915
HO327	Holden	Street	56	Fitzroy North		229395	Contributory	1850-1890
HO327	Holden	Street	57	Fitzroy North		228770	Contributory	1900-1915
HO327	Holden	Street	58	Fitzroy North		229400	Contributory	1900-1915
HO327	Holden	Street	59	Fitzroy North		228775	Contributory	1890-1900
HO327	Holden	Street	60	Fitzroy North		229405	Contributory	1900-1915
HO327	Holden	Street	61	Fitzroy North		228780	Contributory	1900-1915
HO327	Holden	Street	62	Fitzroy North		229410	Contributory	1900-1915
HO327	Holden	Street	62A	Fitzroy North	Service Station	229410	Not contributory	1970-1980?
HO327	Holden	Street	63-69	Fitzroy North	Shop & residence, former- now Townhouses	295345	Contributory	1870-1890
HO327	Holden	Street	64	Fitzroy North		229410	Contributory	1900
HO327	Holden	Street	66	Fitzroy North		229420	Not contributory	1900-1915
HO327	Holden	Street	68	Fitzroy North		229425	Not contributory	1960-1970
HO327	Holden	Street	70	Fitzroy North		229430	Contributory	1900-1915
HO327	Holden	Street	71	Fitzroy North	Flats	228790	Not contributory	1970-1980
HO327	Holden	Street	72	Fitzroy North		229435	Contributory	1900-1915
HO327	Holden	Street	75	Fitzroy North	Flats	228835	Not contributory	1970-1980
HO327	Holden	Street	78	Fitzroy North	Housing commission	229440	Not contributory	1985
HO327	Holden	Street	81	Fitzroy North		228880	Contributory	1900-1915
HO327	Holden	Street	82	Fitzroy North		229480	Contributory	1900-1915
HO327	Holden	Street	83	Fitzroy North		228885	Contributory	1900-1915
HO327	Holden	Street	84	Fitzroy North		229485	Contributory	1900-1915
HO327	Holden	Street	85	Fitzroy North		228890	Contributory	1900-1915
HO327	Holden	Street	86	Fitzroy North		229490	Contributory	1900-1915
HO327	Holden	Street	87	Fitzroy North		228895	Contributory	1890-1900
HO327	Holden	Street	88	Fitzroy North		229495	Contributory	1900-1915
HO327	Holden	Street	89	Fitzroy North		228900	Contributory	1900-1915?
HO327	Holden	Street	92	Fitzroy North		229500	Contributory	1900-1915
HO327	Holden	Street	94	Fitzroy North		229505	Contributory	1900-1915
HO327	Holden	Street	96	Fitzroy North		229510	Contributory	1900-1915
HO327	Holden	Street	98	Fitzroy North		229515	Contributory	1900-1915
HO327	Holden	Street	100	Fitzroy North		229520	Contributory	1880-1890
HO327	Holden	Street	102	Fitzroy North		229525	Contributory	1880-1890
HO327	Holden	Street	104	Fitzroy North		329400	Contributory	1880-1890
HO327	Holden	Street	106	Fitzroy North		229535	Not contributory	1950-1960
HO327	Holden	Street	113	Fitzroy North		228910	Not contributory	1950-1960
HO327	Holden	Street	114	Fitzroy North		229540	Not contributory	1950-1960
HO327	Holden	Street	116	Fitzroy North		229545	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Holden	Street	117	Fitzroy North		228915	Contributory	1900-1915
HO327	Holden	Street	120	Fitzroy North		229610	Contributory	1900-1915
HO327	Holden	Street	121	Fitzroy North		228920	Contributory	1900-1915
HO327	Holden	Street	123	Fitzroy North		228925	Contributory	1900-1915
HO327	Holden	Street	124	Fitzroy North		274840	Contributory	1900-1915
HO327	Holden	Street	125	Fitzroy North	Flats	228960	Not contributory	1970-1980
HO327	Holden	Street	126	Fitzroy North	Loloma	274845	Contributory	1900-1915
HO327	Holden	Street	127	Fitzroy North		228975	Contributory	1900-1915
HO327	Holden	Street	128	Fitzroy North	Neighbourhood House	274850	Contributory	1900-1915
HO327	Holden	Street	128 (reserve)	Fitzroy North	Reserve ajoining Neighbourhood House	274850	Not contributory	Unknown
HO327	Holden	Street	129	Fitzroy North		228985	Contributory	1900-1915
HO327	Holden	Street	131	Fitzroy North		228985	Contributory	1900-1915
HO327	Holden	Street	133	Fitzroy North		228990	Contributory	1900-1915
HO327	Holden	Street	137	Fitzroy North	Holden Court Flats	228995	Not contributory	1970-1980
HO327	Holden	Street	145	Fitzroy North		229060	Contributory	1880-1890
HO327	Holden	Street	145A	Fitzroy North		229070	Contributory	1880-1890
HO327	Holden	Street	147	Fitzroy North		229075	Contributory	1930-1940
HO327	Holden	Street	148	Fitzroy North		229620	Not contributory	1915-1925
HO327	Holden	Street	149	Fitzroy North		229070	Contributory	1930-1940
HO327	Holden	Street	150	Fitzroy North		229625	Contributory	1900-1915
HO327	Holden	Street	152	Fitzroy North	Townhouses	229630	Not contributory	1990-2000
HO327	Holden	Street	154	Fitzroy North	Townhouses	229630	Not contributory	1990-2000
HO327	Holden	Street	155	Fitzroy North		229075	Individually Significant	1900-1915
HO327	Holden	Street	156	Fitzroy North		229635	Not contributory	1960-1970?
HO327	Holden	Street	157	Fitzroy North		229080	Not contributory	1850-1890
HO327	Holden	Street	158	Fitzroy North	Shop	229640	Not contributory	1880-1890
HO327	Holden	Street	159	Fitzroy North		229085	Not contributory	1900-1915
HO327	Holden	Street	160	Fitzroy North	Shop	229645	Not contributory	1930-1940
HO327	Holden	Street	161	Fitzroy North		229090	Contributory	1900-1915
HO327	Holden	Street	163	Fitzroy North		229095	Contributory	1900-1915
HO327	Holden	Street	165	Fitzroy North		229100	Contributory	1900-1915
HO327	Holden	Street	179	Fitzroy North		229110	Contributory	1900-1915
HO327	Holden	Street	180	Fitzroy North	Housing Commission Flats	282185	Not contributory	1990-2000
HO327	Holden	Street	181	Fitzroy North		229115	Contributory	1900-1915
HO327	Holden	Street	183	Fitzroy North		229120	Not contributory	Unknown
HO327	Holden	Street	190	Fitzroy North	Housing Commission Flats	1	Not contributory	1990-2000
HO327	Holden	Street	191	Fitzroy North		229125	Contributory	1900-1925
HO327	Holden	Street	193	Fitzroy North	Watts' house	229130	Individually Significant	1937
HO327	Holden	Street	195	Fitzroy North		229135	Contributory	1905-1915
HO327	Holden	Street	195A	Fitzroy North		229135	Contributory	1930-1940
HO327	Holden	Street	197	Fitzroy North		229140	Contributory	1900-1915
HO327	Holden	Street	199	Fitzroy North		229145	Contributory	1900-1915
HO327	Holden	Street	201	Fitzroy North		229150	Contributory	1900-1915
HO327	Holden	Street	203	Fitzroy North		229155	Contributory	1900-1915
HO327	Holden	Street	205	Fitzroy North		229160	Contributory	1900-1915
HO327	Holden	Street	207	Fitzroy North		229165	Contributory	1900-1915
HO327	Holden	Street	209	Fitzroy North		229170	Contributory	1900-1915
HO327	Holden	Street	211	Fitzroy North		229175	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Holden	Street	213	Fitzroy North		229180	Contributory	1900-1915
HO327	Holden	Street	215	Fitzroy North		229195	Contributory	1900-1915
HO327	Holden	Street	226	Fitzroy North		242780	Contributory	1880-1890
HO327	Holden	Street	228	Fitzroy North		242785	Contributory	1880-1890
HO327	Holden	Street	230	Fitzroy North	Flats	242825	Not contributory	1970-1980
HO327	Holden	Street	231	Fitzroy North		229200	Contributory	1900-1915
HO327	Holden	Street	233	Fitzroy North		229205	Not contributory	1900-1915
HO327	Holden	Street	234	Fitzroy North		242840	Contributory	1900-1915
HO327	Holden	Street	235	Fitzroy North		229210	Contributory	1900-1915
HO327	Holden	Street	236	Fitzroy North		242845	Contributory	1900-1915
HO327	Holden	Street	237	Fitzroy North		229215	Contributory	1900-1915
HO327	Holden	Street	239	Fitzroy North		229220	Contributory	1900-1915
HO327	Holden	Street	240	Fitzroy North	Flats	242650	Not contributory	1970-1980
HO327	Holden	Street	241	Fitzroy North		229225	Contributory	1900-1915
HO327	Holden	Street	242	Fitzroy North		242895	Contributory	1900-1915
HO327	Holden	Street	243	Fitzroy North		229230	Contributory	1900-1915
HO327	Holden	Street	244	Fitzroy North		242900	Contributory	1880-1890
HO327	Holden	Street	245	Fitzroy North	Helen	229240	Contributory	1900-1915
HO327	Holden	Street	246	Fitzroy North		242905	Contributory	1900-1915
HO327	Holden	Street	247	Fitzroy North		229245	Contributory	1900-1915
HO327	Holden	Street	248	Fitzroy North		242910	Contributory	1900-1915
HO327	Holden	Street	249	Fitzroy North		229250	Not contributory	1900-1915?
HO327	Holden	Street	250	Fitzroy North	Housing Commission Flats	242915	Not contributory	1950-1960
HO327	Holden	Street	251	Fitzroy North		229255	Contributory	1900-1915
HO327	Holden	Street	253	Fitzroy North		229260	Individually Significant	1900-1915
HO327	Holden	Street	255	Fitzroy North		229265	Contributory	1900-1915
HO327	Holden	Street	257	Fitzroy North		229270	Contributory	1900-1915
HO327	Holden	Street	259	Fitzroy North		229275	Contributory	1900-1915
HO327	Holden	Street	261	Fitzroy North		229275	Contributory	1900-1915
HO327	Holden	Street	263	Fitzroy North		229280	Contributory	1900-1915
HO327	Holden	Street	265	Fitzroy North		229285	Contributory	1915-1925
HO327	Holden	Street	267	Fitzroy North		229290	Contributory	1900-1915
HO327	Hopetoun	Place	2	Fitzroy North	Unit	280530	Contributory	1860-1890
HO327	Howe	Street	2	Fitzroy North		242995	Contributory	1870-1890
HO327	Howe	Street	4	Fitzroy North		243000	Contributory	1870-1890
HO327	Howe	Street	6	Fitzroy North		243005	Contributory	1870-1890
HO327	Howe	Street	8	Fitzroy North		243010	Contributory	1900-1915
HO327	Ida	Street	10-12/1	Fitzroy North	Flats	229655	Not contributory	1960-1970
HO327	Ivan	Street	1	Fitzroy North		243015	Contributory	1880-1890
HO327	Ivan	Street	2	Fitzroy North		243115	Contributory	1880-1890
HO327	Ivan	Street	3	Fitzroy North		243020	Contributory	1880-1890
HO327	Ivan	Street	4	Fitzroy North		243120	Contributory	1880-1890
HO327	Ivan	Street	5	Fitzroy North		243025	Contributory	1880-1890
HO327	Ivan	Street	6	Fitzroy North		243125	Contributory	1880-1890
HO327	Ivan	Street	7	Fitzroy North		243030	Contributory	1880-1890
HO327	Ivan	Street	8	Fitzroy North		243130	Contributory	1880-1890
HO327	Ivan	Street	9	Fitzroy North		243035	Contributory	1880-1890
HO327	Ivan	Street	10	Fitzroy North		243135	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Ivan	Street	11	Fitzroy North		243040	Contributory	1880-1890
HO327	Ivan	Street	12	Fitzroy North		243140	Contributory	1880-1890
HO327	Ivan	Street	13	Fitzroy North		243045	Contributory	1880-1890
HO327	Ivan	Street	14	Fitzroy North		243145	Contributory	1880-1890
HO327	Ivan	Street	15	Fitzroy North		243050	Contributory	1880-1890
HO327	Ivan	Street	16	Fitzroy North		243150	Contributory	1880-1890
HO327	Ivan	Street	17	Fitzroy North		243055	Contributory	1850-1890
HO327	Ivan	Street	18	Fitzroy North		243155	Contributory	1850-1890
HO327	Ivan	Street	19	Fitzroy North		243060	Not contributory	Unknown
HO327	Ivan	Street	20	Fitzroy North		243160	Contributory	1880-1890
HO327	Ivan	Street	21	Fitzroy North		243065	Contributory	1880-1890
HO327	Ivan	Street	22	Fitzroy North		243165	Not contributory	Unknown
HO327	Ivan	Street	23	Fitzroy North		243070	Contributory	1880-1890
HO327	Ivan	Street	24	Fitzroy North		243170	Not contributory	Unknown
HO327	Ivan	Street	25	Fitzroy North		243075	Contributory	1880-1890
HO327	Ivan	Street	26	Fitzroy North		243175	Contributory	1880-1890
HO327	Ivan	Street	27	Fitzroy North		243080	Contributory	1880-1890
HO327	Ivan	Street	28	Fitzroy North		243175	Contributory	1880-1890
HO327	Ivan	Street	29	Fitzroy North		243085	Contributory	1880-1890
HO327	Ivan	Street	30	Fitzroy North		243185	Not contributory	1880-1890
HO327	Ivan	Street	31	Fitzroy North		243090	Not contributory	1960-1970
HO327	Ivan	Street	32	Fitzroy North		243190	Contributory	1880-1890
HO327	Ivan	Street	34	Fitzroy North		243195	Contributory	1880-1890
HO327	Ivan	Street	35	Fitzroy North		243095	Contributory	1850-1890
HO327	Ivan	Street	36	Fitzroy North		243200	Contributory	1880-1890
HO327	Ivan	Street	37	Fitzroy North		243100	Contributory	1900-1915
HO327	Ivan	Street	38	Fitzroy North		243205	Contributory	1900-1915?
HO327	Ivan	Street	39	Fitzroy North		243105	Contributory	1900-1915
HO327	Ivan	Street	40	Fitzroy North		243210	Contributory	1880-1890
HO327	Ivan	Street	41	Fitzroy North		243110	Contributory	1880-1890
HO327	Ivan	Street	42	Fitzroy North		243215	Contributory	1850-1890
HO327	Ivan	Street	44	Fitzroy North		243220	Contributory	1870-1890
HO327	Jamieson	Street	1	Fitzroy North		243230	Contributory	1870-1890
HO327	Jamieson	Street	2	Fitzroy North		243235	Contributory	1870-1890
HO327	Jamieson	Street	3	Fitzroy North		243240	Contributory	1870-1890
HO327	Jamieson	Street	4	Fitzroy North		243245	Contributory	1870-1890
HO327	Jamieson	Street	5	Fitzroy North		243250	Contributory	1870-1890
HO327	Jamieson	Street	6	Fitzroy North		243255	Contributory	1870-1890
HO327	Jamieson	Street	7	Fitzroy North		243260	Contributory	1870-1890
HO327	Jamieson	Street	8	Fitzroy North		243265	Contributory	1900-1915
HO327	Jamieson	Street	9	Fitzroy North		243270	Contributory	1900-1915
HO327	Jamieson	Street	35	Fitzroy North	Townhouses	301990	Not contributory	1990-2000
HO327	King	Street	1	Fitzroy North		229715	Contributory	1925-1930
HO327	King	Street	3	Fitzroy North		229725	Contributory	1925-1930
HO327	King	Street	5	Fitzroy North		229730	Contributory	1925-1930
HO327	King	Street	7	Fitzroy North		229735	Not contributory	1925-1930
HO327	King	Street	8	Fitzroy North		229755	Not contributory	1950-1960
HO327	King	Street	9	Fitzroy North		229740	Contributory	1925-1930

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	King	Street	11	Fitzroy North		229745	Contributory	1925-1930
HO327	King	Street	12	Fitzroy North		229760	Contributory	1880-1890
HO327	King	Street	13	Fitzroy North		229750	Contributory	1925-1930
HO327	King	Street	14	Fitzroy North		229765	Not contributory	1900-1915?
HO327	King	Street	15	Fitzroy North		229750	Contributory	1925-1930
HO327	King	Street	16	Fitzroy North		229770	Contributory	1900-1915
HO327	King	Street	18	Fitzroy North		229780	Not contributory	1960-1970
HO327	Kneen	Street	2	Fitzroy North		244085	Contributory	1880-1890
HO327	Kneen	Street	7	Fitzroy North		243990	Contributory	1850-1890
HO327	Kneen	Street	9	Fitzroy North		243995	Contributory	1880-1890
HO327	Kneen	Street	11	Fitzroy North		244000	Contributory	1880-1890
HO327	Kneen	Street	13	Fitzroy North		244005	Contributory	1880-1890
HO327	Kneen	Street	14	Fitzroy North	Vacant site	244090	Not contributory	Unknown
HO327	Kneen	Street	15	Fitzroy North		244010	Contributory	1880-1890
HO327	Kneen	Street	16	Fitzroy North		244090	Contributory	1880-1890
HO327	Kneen	Street	17	Fitzroy North		244015	Contributory	1880-1890
HO327	Kneen	Street	18	Fitzroy North		244095	Contributory	1900-1915
HO327	Kneen	Street	19	Fitzroy North		244020	Contributory	1880-1890
HO327	Kneen	Street	20	Fitzroy North		244100	Contributory	1900-1915
HO327	Kneen	Street	21	Fitzroy North		244025	Contributory	1880-1890
HO327	Kneen	Street	22	Fitzroy North		244105	Contributory	1880-1890
HO327	Kneen	Street	23	Fitzroy North		244030	Contributory	1880-1890
HO327	Kneen	Street	24	Fitzroy North		244110	Contributory	1880-1890
HO327	Kneen	Street	25	Fitzroy North		244035	Contributory	1880-1890
HO327	Kneen	Street	26	Fitzroy North		244115	Contributory	1880-1890
HO327	Kneen	Street	28	Fitzroy North	Rockbank	244120	Contributory	1880-1890
HO327	Kneen	Street	30	Fitzroy North	Fernleigh	244125	Contributory	1880-1890
HO327	Kneen	Street	31	Fitzroy North		244040	Not contributory	1930-1940?
HO327	Kneen	Street	32	Fitzroy North		244130	Contributory	1880-1890
HO327	Kneen	Street	34	Fitzroy North		244135	Contributory	1880-1890
HO327	Kneen	Street	36	Fitzroy North		244140	Contributory	1880-1890
HO327	Kneen	Street	39	Fitzroy North	Bromley	244045	Individually Significant	1850-1890
HO327	Kneen	Street	40	Fitzroy North		244145	Contributory	1880-1890
HO327	Kneen	Street	41	Fitzroy North		244050	Contributory	1850-1890
HO327	Kneen	Street	42	Fitzroy North		244150	Contributory	1880-1890
HO327	Kneen	Street	43	Fitzroy North		244055	Contributory	1880-1890
HO327	Kneen	Street	44	Fitzroy North	Ilford Flats	244155	Not contributory	1960-1970
HO327	Kneen	Street	45	Fitzroy North		244060	Contributory	1880-1890
HO327	Kneen	Street	46	Fitzroy North		244275	Contributory	1900-1915
HO327	Kneen	Street	47	Fitzroy North		244065	Contributory	1880-1890
HO327	Kneen	Street	48	Fitzroy North	Flats	244280	Not contributory	1960-1970
HO327	Kneen	Street	49	Fitzroy North		244070	Contributory	1900-1915
HO327	Kneen	Street	50	Fitzroy North		244355	Not contributory	1900-1915
HO327	Kneen	Street	51	Fitzroy North		244075	Contributory	1900-1915
HO327	Kneen	Street	52	Fitzroy North		244355	Not contributory	1900-1915
HO327	Kneen	Street	53	Fitzroy North		244080	Contributory	1900-1915
HO327	Kneen	Street	54	Fitzroy North	Flats	244365	Not contributory	1970-1980
HO327	Laura	Place	1	Fitzroy North	Townhouse	229785	Not contributory	1970-1980

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Liverpool	Street	1	Fitzroy North		229940	Contributory	1880-1890
HO327	Liverpool	Street	2	Fitzroy North		230040	Not contributory	1850-1890
HO327	Liverpool	Street	3	Fitzroy North		229945	Contributory	1880-1890
HO327	Liverpool	Street	4	Fitzroy North		230045	Contributory	1900-1915
HO327	Liverpool	Street	5	Fitzroy North		229950	Not contributory	1990-2000
HO327	Liverpool	Street	7	Fitzroy North		229955	Contributory	1850-1890
HO327	Liverpool	Street	8	Fitzroy North		230050	Not contributory	1880-1890
HO327	Liverpool	Street	9	Fitzroy North		229960	Contributory	1880-1890
HO327	Liverpool	Street	10	Fitzroy North		230055	Contributory	1900-1915
HO327	Liverpool	Street	11	Fitzroy North		229965	Contributory	1880-1890
HO327	Liverpool	Street	12	Fitzroy North		230060	Contributory	1880-1890
HO327	Liverpool	Street	13	Fitzroy North		229970	Contributory	1880-1910
HO327	Liverpool	Street	14	Fitzroy North	Victoria House	230065	Contributory	1880-1890
HO327	Liverpool	Street	16	Fitzroy North	Vacant land	230070	Not contributory	Unknown
HO327	Liverpool	Street	17	Fitzroy North		229975	Contributory	1880-1890
HO327	Liverpool	Street	18	Fitzroy North		230075	Contributory	1900-1915
HO327	Liverpool	Street	19	Fitzroy North		229980	Contributory	1880-1890
HO327	Liverpool	Street	20	Fitzroy North		230080	Contributory	1900-1915
HO327	Liverpool	Street	21	Fitzroy North		229985	Contributory	1880-1890
HO327	Liverpool	Street	23	Fitzroy North		229990	Contributory	1880-1890
HO327	Liverpool	Street	25	Fitzroy North		229995	Contributory	1900-1915
HO327	Liverpool	Street	26	Fitzroy North		230085	Contributory	1880-1890
HO327	Liverpool	Street	27	Fitzroy North		230000	Contributory	1880-1890
HO327	Liverpool	Street	28	Fitzroy North		230090	Contributory	1880-1890
HO327	Liverpool	Street	29	Fitzroy North		230005	Contributory	1880-1890
HO327	Liverpool	Street	30	Fitzroy North		276175	Not contributory	1980-1990
HO327	Liverpool	Street	31	Fitzroy North		230010	Contributory	1880-1890
HO327	Liverpool	Street	32	Fitzroy North		230095	Not contributory	1980-1990
HO327	Liverpool	Street	33	Fitzroy North		230015	Contributory	1900-1915
HO327	Liverpool	Street	35	Fitzroy North		230020	Not contributory	1980-2000?
HO327	Liverpool	Street	37	Fitzroy North		230025	Contributory	1900-1915
HO327	Liverpool	Street	39	Fitzroy North		230030	Contributory	1900-1915
HO327	Mark	Street	2	Fitzroy North		244715	Contributory	1880-1890
HO327	Mark	Street	4	Fitzroy North		244720	Contributory	1880-1890
HO327	Mark	Street	6	Fitzroy North		244725	Contributory	1880-1890
HO327	Mark	Street	8	Fitzroy North		244730	Contributory	1880-1890
HO327	Mark	Street	10	Fitzroy North		244735	Contributory	1880-1890
HO327	Mark	Street	11	Fitzroy North	Fitzroy Rifle Club Hall, former	244710	Contributory	1920-1930
HO327	Mark	Street	12	Fitzroy North	Marianella	244740	Contributory	1880-1890
HO327	Mark	Street	14	Fitzroy North		244745	Contributory	1880-1890
HO327	Mark	Street	16	Fitzroy North		244750	Contributory	1880-1890
HO327	Mark	Street	17	Fitzroy North	Housing Commission	268800	Not contributory	1990-2000
HO327	Mark	Street	18	Fitzroy North		244755	Contributory	1880-1890
HO327	Mark	Street	19	Fitzroy North	Housing Commission	268805	Not contributory	1990-2000
HO327	Mark	Street	20	Fitzroy North		244760	Contributory	1880-1890
HO327	Mark	Street	21	Fitzroy North	Housing Commission	268810	Not contributory	1992
HO327	Mark	Street	22	Fitzroy North		244765	Not contributory	1880-1890
HO327	Mark	Street	23	Fitzroy North	Housing Commission	268815	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Mark	Street	24	Fitzroy North		244770	Contributory	1900-1915
HO327	Mark	Street	25	Fitzroy North	Housing Commission	268820	Not contributory	1990-2000
HO327	Mark	Street	26	Fitzroy North		244775	Contributory	1900-1915
HO327	Mark	Street	27	Fitzroy North	Housing Commission	268825	Not contributory	1990-2000
HO327	Mark	Street	28	Fitzroy North		244780	Contributory	1900-1915
HO327	Mark	Street	29	Fitzroy North	Housing Commission	268830	Not contributory	1990-2000
HO327	Mark	Street	30	Fitzroy North		244785	Contributory	1900-1915
HO327	Mark	Street	31	Fitzroy North	Housing Commission	268835	Not contributory	1990-2000
HO327	Mark	Street	32	Fitzroy North	Hatherleigh	244790	Contributory	1880-1890
HO327	Mark	Street	33	Fitzroy North	Housing Commission	268840	Not contributory	1992
HO327	Mark	Street	34	Fitzroy North		244795	Contributory	1880-1890
HO327	Mark	Street	36	Fitzroy North		244800	Contributory	1880-1890
HO327	Mark	Street	38	Fitzroy North		244805	Contributory	1880-1890
HO327	Mark	Street	40	Fitzroy North		244810	Not contributory	1880-1890
HO327	Mark	Street	42	Fitzroy North		244815	Contributory	1880-1900?
HO327	May	Street	2	Fitzroy North		230120	Contributory	1900-1915
HO327	May	Street	4	Fitzroy North		230125	Contributory	1915-1925
HO327	May	Street	6	Fitzroy North		230130	Contributory	1900-1915
HO327	May	Street	10	Fitzroy North		230135	Contributory	1900-1915
HO327	May	Street	12	Fitzroy North		230140	Contributory	1900-1915
HO327	May	Street	14	Fitzroy North		230145	Contributory	1925-1930
HO327	May	Street	20	Fitzroy North		230150	Not contributory	1925-1930
HO327	May	Street	22	Fitzroy North		230155	Not contributory	1920-1930
HO327	May	Street	52/1	Fitzroy North	Units	292370	Not contributory	1990-2000
HO327	May	Street	52/2	Fitzroy North	Units	292365	Not contributory	1990-2000
HO327	May	Street	52/3	Fitzroy North	Units	292380	Not contributory	1990-2000
HO327	May	Street	52/4	Fitzroy North	Units	292375	Not contributory	1990-2000
HO327	May	Street	54	Fitzroy North		230165	Contributory	1920-1930
HO327	May	Street	56	Fitzroy North		230170	Contributory	1920-1930
HO327	May	Street	58	Fitzroy North		230175	Contributory	1920-1930
HO327	May	Street	60	Fitzroy North	Montrose	230180	Not contributory	1915-1925
HO327	May	Street	62	Fitzroy North		298175	Not contributory	1990-2000
HO327	May	Street	62A	Fitzroy North		297140	Not contributory	1990-2000
HO327	May	Street	64	Fitzroy North		230190	Contributory	1880-1900?
HO327	May	Street	66	Fitzroy North		230195	Contributory	1900-1915
HO327	May	Street	68	Fitzroy North		230200	Not contributory	1900-1915?
HO327	May	Street	70	Fitzroy North		230205	Contributory	1900-1915
HO327	May	Street	72	Fitzroy North		230210	Contributory	1900-1915?
HO327	May	Street	82	Fitzroy North		230215	Contributory	1900-1915
HO327	May	Street	84	Fitzroy North		230220	Contributory	1900-1915
HO327	May	Street	86	Fitzroy North		230225	Contributory	1900-1915
HO327	May	Street	88	Fitzroy North		230230	Not contributory	1900-1915
HO327	May	Street	90	Fitzroy North	Flats	230235	Not contributory	1970-1980
HO327	May	Street	94	Fitzroy North		230265	Not contributory	1970-1980
HO327	May	Street	96	Fitzroy North		230285	Contributory	1900-1915
HO327	May	Street	98	Fitzroy North		230290	Contributory	1890-1900?
HO327	May	Street	100	Fitzroy North		230295	Contributory	1900-1915
HO327	Mckean	Street	2	Fitzroy North		245475	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Mckean	Street	4	Fitzroy North		245480	Contributory	1880-1890
HO327	Mckean	Street	6	Fitzroy North		245485	Contributory	1880-1890
HO327	Mckean	Street	8	Fitzroy North		245490	Contributory	1880-1890
HO327	Mckean	Street	10	Fitzroy North		245495	Contributory	1880-1890
HO327	Mckean	Street	12	Fitzroy North		245500	Contributory	1880-1890
HO327	Mckean	Street	14	Fitzroy North		245505	Contributory	1880-1890
HO327	Mckean	Street	16	Fitzroy North		245510	Contributory	1880-1890
HO327	Mckean	Street	18	Fitzroy North		245515	Contributory	1880-1890
HO327	Mckean	Street	19	Fitzroy North		244820	Contributory	1900-1915?
HO327	Mckean	Street	20	Fitzroy North		245520	Contributory	1880-1890
HO327	Mckean	Street	21	Fitzroy North		244825	Contributory	1850-1890?
HO327	Mckean	Street	22	Fitzroy North		245525	Contributory	1880-1890
HO327	Mckean	Street	23	Fitzroy North		244830	Contributory	1900-1915
HO327	Mckean	Street	24	Fitzroy North		245530	Not contributory	1850-1890?
HO327	Mckean	Street	25	Fitzroy North		244835	Contributory	1850-1890
HO327	Mckean	Street	27	Fitzroy North		244840	Contributory	1880-1890
HO327	Mckean	Street	28	Fitzroy North		245535	Contributory	1900-1915
HO327	Mckean	Street	29	Fitzroy North		244845	Unknown	Unknown
HO327	Mckean	Street	30	Fitzroy North		245540	Contributory	1900-1915
HO327	Mckean	Street	31	Fitzroy North		244850	Contributory	1880-1890
HO327	Mckean	Street	32	Fitzroy North		245545	Contributory	1880-1890
HO327	Mckean	Street	33	Fitzroy North		244855	Contributory	1880-1890
HO327	Mckean	Street	34	Fitzroy North	Factory, former?	297150	Not contributory	1925-1930?-
HO327	Mckean	Street	35	Fitzroy North		244860	Contributory	1880-1890
HO327	Mckean	Street	37	Fitzroy North		244865	Contributory	1880-1890
HO327	Mckean	Street	39	Fitzroy North		244870	Not contributory	1880-1890
HO327	Mckean	Street	41	Fitzroy North		244875	Contributory	1880-1890
HO327	Mckean	Street	42	Fitzroy North	Factory/warehouse	286635	Individually Significant	1915-1925
HO327	Mckean	Street	43	Fitzroy North		244880	Not contributory	1850-1890
HO327	Mckean	Street	44	Fitzroy North	Factory/warehouse	286640	Individually Significant	1915-1925
HO327	Mckean	Street	45	Fitzroy North		244885	Contributory	1880-1890
HO327	Mckean	Street	46	Fitzroy North	Factory, now apartments	286645	Individually Significant	1915-1925
HO327	Mckean	Street	47	Fitzroy North		244890	Contributory	1880-1890
HO327	Mckean	Street	49	Fitzroy North		244895	Not contributory	1990-2000
HO327	Mckean	Street	50	Fitzroy North		286630	Contributory	1880-1890
HO327	Mckean	Street	52	Fitzroy North		245555	Contributory	1880-1890
HO327	Mckean	Street	53	Fitzroy North		244905	Contributory	1880-1890
HO327	Mckean	Street	54	Fitzroy North		245560	Contributory	1880-1890
HO327	Mckean	Street	55	Fitzroy North		244900	Contributory	1880-1890
HO327	Mckean	Street	56	Fitzroy North		245570	Contributory	1880-1890
HO327	Mckean	Street	57	Fitzroy North		244910	Contributory	1880-1890
HO327	Mckean	Street	58	Fitzroy North		245575	Contributory	1880-1890
HO327	Mckean	Street	59	Fitzroy North	Epping House	244915	Individually Significant	1890-1910
HO327	Mckean	Street	60	Fitzroy North		245580	Contributory	1880-1890
HO327	Mckean	Street	61	Fitzroy North	Caralalup House?	244920	Individually Significant	1890-1910
HO327	Mckean	Street	62	Fitzroy North		245585	Contributory	1880-1890
HO327	Mckean	Street	64	Fitzroy North		245590	Contributory	1900-1915
HO327	Mckean	Street	66	Fitzroy North		245595	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Mckean	Street	68	Fitzroy North		245600	Contributory	1900-1915
HO327	Mckean	Street	70	Fitzroy North		245605	Contributory	1880-1890
HO327	Mckean	Street	72	Fitzroy North		245610	Contributory	1880-1890
HO327	Mckean	Street	74	Fitzroy North		245615	Contributory	1880-1890
HO327	Mckean	Street	75	Fitzroy North		244930	Contributory	1880-1890
HO327	Mckean	Street	76	Fitzroy North		245620	Contributory	1880-1890
HO327	Mckean	Street	77	Fitzroy North		244935	Contributory	1880-1890
HO327	Mckean	Street	78	Fitzroy North		245625	Contributory	1880-1890
HO327	Mckean	Street	79	Fitzroy North		244940	Contributory	1890-1900
HO327	Mckean	Street	80	Fitzroy North		245630	Contributory	1880-1890
HO327	Mckean	Street	82	Fitzroy North	Townhouse	306490	Not contributory	1990-2000
HO327	Mckean	Street	83	Fitzroy North		244945	Not contributory	1880-1890
HO327	Mckean	Street	84	Fitzroy North		245635	Contributory	1880-1890
HO327	Mckean	Street	85	Fitzroy North	Ceylon House	244950	Contributory	1880-1890
HO327	Mckean	Street	86	Fitzroy North		245640	Contributory	1880-1890
HO327	Mckean	Street	87	Fitzroy North		244955	Contributory	1880-1890
HO327	Mckean	Street	88	Fitzroy North		245645	Contributory	1880-1890
HO327	Mckean	Street	89	Fitzroy North		244960	Contributory	1880-1890
HO327	Mckean	Street	90	Fitzroy North		245650	Contributory	1880-1890
HO327	Mckean	Street	91	Fitzroy North		244965	Contributory	1880-1890
HO327	Mckean	Street	93	Fitzroy North		244970	Contributory	1880-1890
HO327	Mckean	Street	95	Fitzroy North		244975	Contributory	1880-1890
HO327	McKean	Street	96	Fitzroy North	Haselmere	245655	Victorian Heritage Register	1892
HO327	Mckean	Street	97	Fitzroy North		244980	Not contributory	1880-1890
HO327	Mckean	Street	98	Fitzroy North		245660	Individually Significant	1880-1890
HO327	Mckean	Street	99	Fitzroy North		244985	Contributory	1880-1890
HO327	Mckean	Street	100	Fitzroy North		245665	Contributory	1880-1890
HO327	Mckean	Street	101	Fitzroy North		244990	Contributory	1900-1915
HO327	Mckean	Street	102	Fitzroy North		245670	Contributory	1880-1890
HO327	Mckean	Street	105	Fitzroy North		244995	Contributory	1880-1890
HO327	Mckean	Street	106	Fitzroy North		245675	Contributory	1880-1890
HO327	Mckean	Street	107	Fitzroy North		245000	Not contributory	1880-1890
HO327	Mckean	Street	108	Fitzroy North		245680	Contributory	1880-1890
HO327	Mckean	Street	109	Fitzroy North	Studio?	245005	Not contributory	1970-1990?
HO327	Mckean	Street	110	Fitzroy North		245685	Contributory	1900-1915
HO327	Mckean	Street	111	Fitzroy North	St Alban's	245010	Contributory	1880-1890
HO327	Mckean	Street	112	Fitzroy North		245690	Contributory	1900-1915
HO327	Mckean	Street	113	Fitzroy North	St Leonard's	245015	Contributory	1880-1890
HO327	Mckean	Street	119	Fitzroy North		245020	Individually Significant	1900-1915
HO327	Mckean	Street	122	Fitzroy North		245695	Contributory	1870-1890
HO327	Mckean	Street	123	Fitzroy North		245025	Contributory	1880-1890
HO327	Mckean	Street	124	Fitzroy North		245700	Contributory	1925-1930
HO327	Mckean	Street	125	Fitzroy North		245030	Contributory	1880-1890
HO327	Mckean	Street	126	Fitzroy North		245705	Contributory	1880-1890
HO327	Mckean	Street	127	Fitzroy North		245035	Contributory	1880-1890
HO327	Mckean	Street	128	Fitzroy North		245710	Contributory	1880-1890
HO327	Mckean	Street	129	Fitzroy North		245040	Contributory	1880-1890
HO327	Mckean	Street	130	Fitzroy North		245715	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Mckean	Street	131	Fitzroy North		245045	Contributory	1890-1900
HO327	Mckean	Street	132	Fitzroy North		245720	Contributory	1890-1900
HO327	Mckean	Street	133	Fitzroy North		245050	Contributory	1890-1900
HO327	Mckean	Street	134	Fitzroy North		245725	Contributory	1890-1900
HO327	Mckean	Street	135	Fitzroy North		245055	Contributory	1890-1900
HO327	Mckean	Street	137-149	Fitzroy North	Townhouses	324650	Not contributory	2000-2010
HO327	Mckean	Street	151	Fitzroy North	Denton Hall	245065	Individually Significant	1880-1890
HO327	Mckean	Street	153	Fitzroy North		245070	Contributory	1880-1890
HO327	Mckean	Street	159	Fitzroy North		245075	Not contributory	1980-1990
HO327	McKean	Street	160	Fitzroy North	Units	247960	Not contributory	1980-1990
HO327	Mckean	Street	161	Fitzroy North		245080	Not contributory	1980-1990
HO327	Mckean	Street	162	Fitzroy North		245730	Contributory	1880-1890
HO327	Mckean	Street	164	Fitzroy North		245735	Not contributory	1850-1890
HO327	Mckean	Street	166	Fitzroy North		245740	Contributory	1900-1915
HO327	Mckean	Street	167	Fitzroy North		245085	Contributory	1900-1915
HO327	Mckean	Street	168	Fitzroy North		245745	Contributory	1880-1890
HO327	Mckean	Street	169	Fitzroy North		245090	Contributory	1900-1915
HO327	Mckean	Street	170	Fitzroy North		245750	Contributory	1900-1920
HO327	Mckean	Street	171	Fitzroy North		245095	Contributory	1900-1915
HO327	Mckean	Street	172	Fitzroy North		245755	Contributory	1920-1930
HO327	Mckean	Street	173	Fitzroy North		245100	Contributory	1900-1915
HO327	Mckean	Street	175	Fitzroy North	Chandler house	245105	Individually Significant	1925
HO327	Mckean	Street	176	Fitzroy North		245760	Contributory	1880-1890
HO327	Mckean	Street	176 (rear)	Fitzroy North	Townhouse	245760	Not contributory	1990-2000
HO327	Mckean	Street	177	Fitzroy North		245110	Contributory	1850-1890
HO327	Mckean	Street	179	Fitzroy North		245115	Not contributory	1980-1990
HO327	Mckean	Street	180	Fitzroy North		245765	Contributory	1880-1890
HO327	Mckean	Street	182	Fitzroy North	Units	245770	Contributory	1880-1890
HO327	Mckean	Street	183	Fitzroy North		245120	Contributory	1880-1890
HO327	Mckean	Street	184	Fitzroy North		245790	Contributory	1890-1900
HO327	Mckean	Street	186	Fitzroy North		245795	Contributory	1890-1900
HO327	Mckean	Street	187	Fitzroy North		245125	Not contributory	1960-1970
HO327	Mckean	Street	188	Fitzroy North	Pen_ee	245800	Contributory	1890-1900
HO327	Mckean	Street	190	Fitzroy North		245805	Contributory	1900-1915
HO327	Mckean	Street	191	Fitzroy North	Townhouses	245245	Not contributory	1980-1990
HO327	Mckean	Street	192	Fitzroy North		245810	Contributory	1890-1900
HO327	Mckean	Street	193-205	Fitzroy North	SEC substation façade	245300	Contributory	1935-1955
HO327	Mckean	Street	194	Fitzroy North		245815	Contributory	1900-1915
HO327	Mckean	Street	196	Fitzroy North		245820	Contributory	1900-1915
HO327	Mckean	Street	198	Fitzroy North		245825	Not contributory	1900-1915
HO327	Mckean	Street	200	Fitzroy North		245830	Not contributory	1900-1915
HO327	Mckean	Street	202	Fitzroy North		245835	Contributory	1900-1915
HO327	Mckean	Street	207	Fitzroy North		245295	Contributory	1880-1890
HO327	Mckean	Street	209	Fitzroy North		245305	Contributory	1880-1890
HO327	Mckean	Street	211	Fitzroy North		245310	Contributory	1880-1890
HO327	Mckean	Street	213	Fitzroy North	Fidara?	245315	Contributory	1880-1890
HO327	Mckean	Street	214	Fitzroy North		245840	Contributory	1880-1890
HO327	Mckean	Street	215	Fitzroy North		245320	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Mckean	Street	216	Fitzroy North		245845	Contributory	1880-1890
HO327	Mckean	Street	217	Fitzroy North		245325	Contributory	1880-1890
HO327	Mckean	Street	218	Fitzroy North		245850	Individually Significant	1880-1890
HO327	Mckean	Street	219	Fitzroy North		245330	Contributory	1880-1890
HO327	Mckean	Street	220	Fitzroy North		245855	Individually Significant	1880-1890
HO327	Mckean	Street	221/1	Fitzroy North	Units	284040	Not contributory	1990-2000
HO327	Mckean	Street	221/10	Fitzroy North	Unit	284050	Not contributory	1990-2000
HO327	Mckean	Street	221/11	Fitzroy North	Unit	284045	Not contributory	1990-2000
HO327	Mckean	Street	221/12	Fitzroy North	Unit	284075	Not contributory	1990-2000
HO327	Mckean	Street	221/2	Fitzroy North	Unit	284085	Not contributory	1990-2000
HO327	Mckean	Street	221/3	Fitzroy North	Unit	284065	Not contributory	1990-2000
HO327	Mckean	Street	221/4	Fitzroy North	Unit	284060	Not contributory	1990-2000
HO327	Mckean	Street	221/5	Fitzroy North	Unit	284090	Not contributory	1990-2000
HO327	Mckean	Street	221/6	Fitzroy North	Unit	284070	Not contributory	1990-2000
HO327	Mckean	Street	221/7	Fitzroy North	Unit	1	Not contributory	1990-2000
HO327	Mckean	Street	221/8	Fitzroy North	Unit	284080	Not contributory	1990-2000
HO327	Mckean	Street	221/9	Fitzroy North	Unit	284055	Not contributory	1990-2000
HO327	Mckean	Street	223	Fitzroy North	Colbrooke or Tucker house	245335	Contributory	1880-1890
HO327	Mckean	Street	224	Fitzroy North	Hatherlie	245860	Individually Significant	1880-1890
HO327	Mckean	Street	225	Fitzroy North		245340	Individually Significant	1880-1890
HO327	Mckean	Street	227	Fitzroy North		245345	Individually Significant	1880-1890
HO327	Mckean	Street	228	Fitzroy North		245865	Contributory	1880-1890
HO327	Mckean	Street	230	Fitzroy North		245870	Contributory	1880-1890
HO327	Mckean	Street	234	Fitzroy North	Glendew	245875	Contributory	1880-1890
HO327	Mckean	Street	238	Fitzroy North		245880	Individually Significant	1900-1915
HO327	Mckean	Street	240	Fitzroy North		245885	Contributory	1880-1890
HO327	Mckean	Street	241	Fitzroy North		245350	Contributory	1880-1890
HO327	Mckean	Street	242	Fitzroy North		245890	Individually Significant	1880-1890
HO327	Mckean	Street	243	Fitzroy North		245355	Contributory	1880-1890
HO327	Mckean	Street	244	Fitzroy North		245895	Contributory	1880-1890
HO327	Mckean	Street	245	Fitzroy North		245360	Contributory	1880-1890
HO327	Mckean	Street	247	Fitzroy North	Park Lane Flats	245365	Not contributory	1970-1980
HO327	Mckean	Street	248	Fitzroy North		245900	Contributory	1880-1890
HO327	Mckean	Street	249	Fitzroy North		245465	Contributory	1880-1890
HO327	Mckean	Street	250	Fitzroy North		245905	Contributory	1880-1890
HO327	Mckean	Street	251	Fitzroy North		245470	Contributory	1880-1890
HO327	Mckean	Street	252	Fitzroy North		245910	Not contributory	1880-1890
HO327	Mckean	Street	256	Fitzroy North		245915	Contributory	1890-1900
HO327	Mckean	Street	258	Fitzroy North		245920	Contributory	1900-1915
HO327	Mckean	Street	260	Fitzroy North		245925	Contributory	1900-1915
HO327	Mckean	Street	262	Fitzroy North		245930	Contributory	1900-1915
HO327	Mckean	Street	264	Fitzroy North		245935	Individually Significant	1890-1900
HO327	Mckean	Street	266	Fitzroy North	Townhouse	277810	Not contributory	1990-2000
HO327	Mckean	Street	268	Fitzroy North	Townhouse	277815	Not contributory	1990-2000
HO327	Mckean	Street	270	Fitzroy North	Townhouse	277820	Not contributory	1990-2000
HO327	Mckean	Street	272	Fitzroy North	Townhouse	277825	Not contributory	1990-2000
HO327	Mckean	Street	274A	Fitzroy North	Townhouse	277830	Not contributory	1990-2000
HO327	Mckean	Street	274B	Fitzroy North	Townhouse	277835	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Mckean	Street	274C	Fitzroy North	Townhouse	277840	Not contributory	1990-2000
HO327	Mckean	Street	274D	Fitzroy North	Townhouse	277845	Not contributory	1990-2000
HO327	Mckean	Street	276	Fitzroy North	Townhouse	277850	Not contributory	1990-2000
HO327	Mckean	Street	278	Fitzroy North	Townhouse	277855	Not contributory	1990-2000
HO327	Mckean	Street	280	Fitzroy North	Townhouse	277860	Not contributory	1990-2000
HO327	Mckean	Street	282	Fitzroy North	Townhouse	277865	Not contributory	1990-2000
HO327	Mckean	Street	284	Fitzroy North	Townhouse	277870	Not contributory	1990-2000
HO327	McKillop	Lane	2	Fitzroy North	Housing Commission Flats	282310	Not contributory	1980-1990
HO327	Melville	Street	2	Fitzroy North		230320	Contributory	1900-1915
HO327	Melville	Street	3	Fitzroy North		230300	Contributory	1900-1915
HO327	Melville	Street	4	Fitzroy North		230325	Contributory	1890-1900
HO327	Melville	Street	5	Fitzroy North		230305	Contributory	1900-1915
HO327	Melville	Street	6	Fitzroy North	Townhouse	230330	Not contributory	1990-2000
HO327	Melville	Street	7	Fitzroy North	Townhouse	230310	Not contributory	1990-2000
HO327	Melville	Street	9	Fitzroy North	Townhouse	230315	Not contributory	1990-2000
HO327	Michael	Street	1	Fitzroy North		245955	Contributory	1880-1915
HO327	Michael	Street	2	Fitzroy North		246100	Contributory	1900-1915
HO327	Michael	Street	2A	Fitzroy North		246095	Contributory	1900-1915
HO327	Michael	Street	3	Fitzroy North		245960	Contributory	1880-1915
HO327	Michael	Street	4	Fitzroy North		246105	Contributory	1880-1890
HO327	Michael	Street	5	Fitzroy North		245965	Contributory	1880-1890
HO327	Michael	Street	6	Fitzroy North		246110	Contributory	1880-1890
HO327	Michael	Street	7	Fitzroy North		245970	Contributory	1880-1890
HO327	Michael	Street	8	Fitzroy North		246115	Contributory	1880-1890
HO327	Michael	Street	12	Fitzroy North		246120	Contributory	1915-1925
HO327	Michael	Street	14	Fitzroy North		246125	Contributory	1880-1890
HO327	Michael	Street	16	Fitzroy North	Presbyterian Church	246130	Individually Significant	1880-1900
HO327	Michael	Street	26	Fitzroy North		246135	Contributory	1880-1890
HO327	Michael	Street	28	Fitzroy North		246140	Contributory	1870-1890
HO327	Michael	Street	30	Fitzroy North		246145	Contributory	1880-1890
HO327	Michael	Street	33	Fitzroy North		245975	Contributory	1880-1890
HO327	Michael	Street	34	Fitzroy North		246150	Contributory	1880-1890
HO327	Michael	Street	36	Fitzroy North		246155	Contributory	1880-1890
HO327	Michael	Street	37	Fitzroy North	Flats	245980	Not contributory	1960-1970
HO327	Michael	Street	38	Fitzroy North	Khandalla	246160	Contributory	1880-1890
HO327	Michael	Street	40	Fitzroy North	Poonah	246165	Contributory	1880-1890
HO327	Michael	Street	42	Fitzroy North		246170	Not contributory	1980-1990
HO327	Michael	Street	45	Fitzroy North		246050	Contributory	1900-1915
HO327	Michael	Street	46	Fitzroy North	Milseybank	246175	Contributory	1880-1890
HO327	Michael	Street	48	Fitzroy North		246180	Contributory	1900-1915
HO327	Michael	Street	50	Fitzroy North	Llewellyn	246185	Contributory	1900-1915
HO327	Michael	Street	52	Fitzroy North		246190	Contributory	1900-1915
HO327	Michael	Street	53	Fitzroy North		246055	Contributory	1915-1925
HO327	Michael	Street	54	Fitzroy North		246195	Individually Significant	1900-1915
HO327	Michael	Street	56	Fitzroy North		246200	Individually Significant	1900-1915
HO327	Michael	Street	57	Fitzroy North		246060	Contributory	1850-1890
HO327	Michael	Street	59	Fitzroy North		246065	Contributory	1850-1890
HO327	Michael	Street	60	Fitzroy North		246205	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Michael	Street	61	Fitzroy North	Shop & residence	246070	Contributory	1900-1915
HO327	Michael	Street	70	Fitzroy North		246210	Contributory	1900-1915
HO327	Michael	Street	72	Fitzroy North		246215	Contributory	1900-1915
HO327	Michael	Street	74	Fitzroy North		246220	Contributory	1900-1915
HO327	Michael	Street	76	Fitzroy North	Shop & residence	246225	Contributory	1850-1890
HO327	Michael	Street	78	Fitzroy North		246230	Individually Significant	1880-1890
HO327	Michael	Street	80	Fitzroy North		246235	Contributory	1880-1890
HO327	Michael	Street	82	Fitzroy North		246240	Contributory	1880-1890
HO327	Michael	Street	83	Fitzroy North		246075	Not contributory	1900-1915
HO327	Michael	Street	84	Fitzroy North		246245	Not contributory	2000-2010
HO327	Michael	Street	85	Fitzroy North		246080	Contributory	1900-1915
HO327	Michael	Street	86	Fitzroy North		246250	Contributory	1850-1890
HO327	Michael	Street	87	Fitzroy North		246085	Contributory	1900-1915
HO327	Michael	Street	88	Fitzroy North		246255	Contributory	1850-1890
HO327	Michael	Street	89	Fitzroy North		246090	Contributory	1900-1915
HO327	Michael	Street	90	Fitzroy North		246260	Not contributory	1950-1960
HO327	Michael	Street	92	Fitzroy North	Tara	246265	Contributory	1880-1890
HO327	Michael	Street	94	Fitzroy North	Victoria Cottage 1888	246270	Contributory	1880-1890
HO327	Michael	Street	98	Fitzroy North		246275	Contributory	1850-1890
HO327	Michael	Street	100	Fitzroy North	Shop & residence	246280	Contributory	1850-1890
HO327	Michael	Street	106	Fitzroy North	Elsie May	246285	Individually Significant	1880-1890
HO327	Michael	Street	108	Fitzroy North		246290	Contributory	1850-1890
HO327	Michael	Street	110	Fitzroy North		246295	Contributory	1880-1890
HO327	Michael	Street	112	Fitzroy North		246300	Contributory	1880-1890
HO327	Michael	Street	114	Fitzroy North	Mayfield House	246305	Individually Significant	1880-1890
HO327	Michael	Street	116	Fitzroy North		246310	Contributory	1880-1890
HO327	Michael	Street	118	Fitzroy North		246315	Contributory	1880-1890
HO327	Michael	Street	120	Fitzroy North		246320	Contributory	1880-1890
HO327	Michael	Street	122	Fitzroy North		246325	Contributory	1880-1890
HO327	Michael	Street	124	Fitzroy North		246330	Individually Significant	1880-1890
HO327	Michael	Street	126	Fitzroy North	Jubilee House	246335	Individually Significant	1880-1890
HO327	Miller	Street	3	Fitzroy North	Apartments	299080	Not contributory	1990-2000
HO327	Miller	Street	9-19	Fitzroy North	Townhouses	268845	Not contributory	1980-1990
HO327	Miller	Street	20	Fitzroy North		230960	Contributory	1900-1915
HO327	Miller	Street	21	Fitzroy North		230350	Contributory	1900-1915
HO327	Miller	Street	22	Fitzroy North	Flats	230965	Not contributory	1950-1960
HO327	Miller	Street	23	Fitzroy North		230355	Contributory	1900-1915
HO327	Miller	Street	24	Fitzroy North		230995	Not contributory	1950-1960
HO327	Miller	Street	26	Fitzroy North		231000	Individually Significant	1900-1915
HO327	Miller	Street	28	Fitzroy North		231005	Not contributory	1900-1915?
HO327	Miller	Street	30	Fitzroy North		231010	Not contributory	1960-1970
HO327	Miller	Street	36	Fitzroy North		231015	Contributory	1915-1925
HO327	Miller	Street	38	Fitzroy North		231020	Contributory	1900-1915
HO327	Miller	Street	40	Fitzroy North		231025	Individually Significant	1915-1925
HO327	Miller	Street	41	Fitzroy North		230360	Contributory	1900-1915
HO327	Miller	Street	43	Fitzroy North		230365	Not contributory	1900-1915
HO327	Miller	Street	44	Fitzroy North		231035	Contributory	1900-1915
HO327	Miller	Street	45	Fitzroy North		230370	Not contributory	1980-1990

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Miller	Street	46	Fitzroy North		231040	Contributory	1900-1915
HO327	Miller	Street	47	Fitzroy North		230375	Contributory	1880-1890
HO327	Miller	Street	48	Fitzroy North	Units/flats	231045	Not contributory	1960-1990
HO327	Miller	Street	49	Fitzroy North		230380	Not contributory	1900-1915
HO327	Miller	Street	50	Fitzroy North		231075	Not contributory	1900-1915
HO327	Miller	Street	51	Fitzroy North		230385	Not contributory	1950-1970
HO327	Miller	Street	51A	Fitzroy North	Townhouse	230390	Not contributory	1970-1980
HO327	Miller	Street	52	Fitzroy North		231080	Not contributory	1900-1915
HO327	Miller	Street	53	Fitzroy North	Shop & residence	230395	Contributory	1900-1915
HO327	Miller	Street	54	Fitzroy North		231085	Not contributory	1900-1915
HO327	Miller	Street	55	Fitzroy North		230400	Not contributory	1900-1915
HO327	Miller	Street	56	Fitzroy North		231090	Contributory	1900-1915
HO327	Miller	Street	58	Fitzroy North		231095	Contributory	1900-1915
HO327	Miller	Street	59	Fitzroy North		230405	Not contributory	1950-1960
HO327	Miller	Street	60	Fitzroy North		231100	Contributory	1900-1915
HO327	Miller	Street	79	Fitzroy North	Tamar	230410	Contributory	1900-1915
HO327	Miller	Street	81	Fitzroy North	Townhouse	230415	Not contributory	1980-1990
HO327	Miller	Street	83	Fitzroy North	Units	230420	Not contributory	1980-1990
HO327	Miller	Street	85	Fitzroy North		230475	Individually Significant	1915-1925
HO327	Miller	Street	87	Fitzroy North		230480	Contributory	1900-1915
HO327	Miller	Street	89	Fitzroy North		230485	Contributory	1915-1925
HO327	Miller	Street	91	Fitzroy North		230490	Not contributory	1960-1970
HO327	Miller	Street	93	Fitzroy North		230495	Not contributory	1925-1930
HO327	Miller	Street	95	Fitzroy North		230500	Contributory	1925-1930
HO327	Miller	Street	97	Fitzroy North		230505	Contributory	1925-1930
HO327	Miller	Street	99	Fitzroy North		230510	Contributory	1925-1930
HO327	Miller	Street	103	Fitzroy North		230515	Contributory	1890-1900
HO327	Miller	Street	105	Fitzroy North		230520	Contributory	1915-1925
HO327	Miller	Street	107	Fitzroy North		230525	Contributory	1915-1925
HO327	Miller	Street	110	Fitzroy North	Flats	231105	Not contributory	1960-1970
HO327	Miller	Street	111	Fitzroy North	Flats	230530	Not contributory	1970-1980
HO327	Miller	Street	113	Fitzroy North		230585	Contributory	1900-1915
HO327	Miller	Street	115	Fitzroy North		230590	Contributory	1900-1915
HO327	Miller	Street	117	Fitzroy North		230595	Contributory	1900-1915
HO327	Miller	Street	118	Fitzroy North	Flats	231175	Not contributory	1970-1980
HO327	Miller	Street	119	Fitzroy North		230600	Contributory	1900-1915
HO327	Miller	Street	120	Fitzroy North		231215	Contributory	1900-1915
HO327	Miller	Street	121	Fitzroy North		230605	Contributory	1900-1915
HO327	Miller	Street	122	Fitzroy North		231220	Contributory	1900-1915
HO327	Miller	Street	123	Fitzroy North		230610	Contributory	1915-1925
HO327	Miller	Street	124	Fitzroy North		231225	Contributory	1900-1915
HO327	Miller	Street	125	Fitzroy North		230615	Not contributory	1925-1930?
HO327	Miller	Street	126	Fitzroy North		231230	Contributory	1900-1915
HO327	Miller	Street	127	Fitzroy North	Shop & residence	230620	Contributory	1900-1915
HO327	Miller	Street	129	Fitzroy North	Shop & residence	230625	Contributory	1900-1915
HO327	Miller	Street	130	Fitzroy North	O'Neill house	231235	Individually Significant	1940
HO327	Miller	Street	131 (part)	Fitzroy North		230630	Unknown	Unknown
HO327	Miller	Street	131A (part)	Fitzroy North		230635	Contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Miller	Street	133	Fitzroy North	Jolly	230640	Not contributory	1950-1960
HO327	Miller	Street	133A	Fitzroy North	Jolly	230645	Not contributory	1950-1960
HO327	Miller	Street	134	Fitzroy North		231240	Contributory	1930-1940
HO327	Miller	Street	135	Fitzroy North		230650	Not contributory	1935-1955
HO327	Miller	Street	135A	Fitzroy North		230655	Not contributory	1935-1955
HO327	Miller	Street	136	Fitzroy North	Webb house	231245	Individually Significant	1939
HO327	Miller	Street	137	Fitzroy North		230660	Individually Significant	1915-1925
HO327	Miller	Street	139	Fitzroy North		230665	Contributory	1900-1915
HO327	Miller	Street	140	Fitzroy North		231250	Contributory	1900-1915
HO327	Miller	Street	140A	Fitzroy North		231255	Contributory	1900-1915
HO327	Miller	Street	141	Fitzroy North		230670	Contributory	1900-1915
HO327	Miller	Street	142	Fitzroy North		231260	Contributory	1900-1915
HO327	Miller	Street	144	Fitzroy North		231265	Contributory	1900-1915
HO327	Miller	Street	145	Fitzroy North		230675	Contributory	1900-1915
HO327	Miller	Street	146	Fitzroy North		231270	Not contributory	1900-1915?
HO327	Miller	Street	147	Fitzroy North		230680	Individually Significant	1900-1915?
HO327	Miller	Street	148	Fitzroy North		231275	Contributory	1915-1925
HO327	Miller	Street	149	Fitzroy North		230685	Not contributory	1980-1990
HO327	Miller	Street	150	Fitzroy North		231280	Contributory	1915-1925
HO327	Miller	Street	151	Fitzroy North		230705	Contributory	1900-1915
HO327	Miller	Street	152	Fitzroy North		231285	Contributory	1915-1925
HO327	Miller	Street	154	Fitzroy North		231290	Contributory	1915-1925
HO327	Miller	Street	155	Fitzroy North		230710	Not contributory	1950-1960
HO327	Miller	Street	157/1	Fitzroy North	Unit	230715	Not contributory	1960-1970
HO327	Miller	Street	157/2	Fitzroy North	Unit	230720	Not contributory	1960-1970
HO327	Miller	Street	157/3	Fitzroy North	Unit	230725	Not contributory	1960-1970
HO327	Miller	Street	159	Fitzroy North		230730	Not contributory	1960-1970
HO327	Miller	Street	161/1-3	Fitzroy North	Flats	230735	Not contributory	1970-1980
HO327	Miller	Street	163	Fitzroy North		230750	Not contributory	1960-1970
HO327	Miller	Street	165	Fitzroy North		230755	Contributory	1900-1915
HO327	Miller	Street	167	Fitzroy North		230760	Contributory	1900-1915
HO327	Miller	Street	169	Fitzroy North		230765	Contributory	1900-1915
HO327	Miller	Street	171	Fitzroy North	Shop & residence	230770	Contributory	1900-1915
HO327	Miller	Street	174	Fitzroy North		231295	Contributory	1915-1925
HO327	Miller	Street	175	Fitzroy North	Merri State School 3110	230775	Individually Significant	1915-1925
HO327	Miller	Street	176	Fitzroy North		231300	Contributory	1915-1925
HO327	Miller	Street	178	Fitzroy North		231305	Contributory	1915-1925
HO327	Miller	Street	178A	Fitzroy North		231305	Contributory	1900-1915
HO327	Miller	Street	180	Fitzroy North		231315	Not contributory	1960-1970
HO327	Miller	Street	182	Fitzroy North		231320	Contributory	1900-1915
HO327	Miller	Street	184	Fitzroy North		231325	Contributory	1900-1915
HO327	Miller	Street	186	Fitzroy North		231330	Not contributory	1950-1960
HO327	Miller	Street	190-192	Fitzroy North	House	231340	Individually Significant	1900-1915
HO327	Miller	Street	194	Fitzroy North		231345	Not contributory	1850-1890?
HO327	Miller	Street	196	Fitzroy North		231350	Contributory	1900-1915
HO327	Miller	Street	198	Fitzroy North		231355	Contributory	1900-1915
HO327	Miller	Street	200	Fitzroy North		231360	Contributory	1900-1915
HO327	Miller	Street	202	Fitzroy North		231365	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Miller	Street	204	Fitzroy North		231370	Contributory	1900-1915
HO327	Miller	Street	208	Fitzroy North		231375	Not contributory	1970-1980
HO327	Miller	Street	210	Fitzroy North		231390	Not contributory	1970-1990
HO327	Miller	Street	212	Fitzroy North	Units	231395	Not contributory	1970-1980
HO327	Miller	Street	216	Fitzroy North	Units	231410	Not contributory	1970-1990
HO327	Napier	Street	494-524	Fitzroy North	Vacant Land	323010	Not contributory	Unknown
HO327	Napier	Street	497	Fitzroy North	Apartments	291180	Not contributory	1990-2000
HO327	Napier	Street	499	Fitzroy North		246585	Contributory	1850-1890
HO327	Napier	Street	501	Fitzroy North		246590	Contributory	1850-1890
HO327	Napier	Street	503	Fitzroy North		246595	Contributory	1880-1890
HO327	Napier	Street	505	Fitzroy North		246600	Contributory	1880-1890
HO327	Napier	Street	507	Fitzroy North		246605	Contributory	1880-1890
HO327	Napier	Street	509-511	Fitzroy North	Factory	246610	Not contributory	1960-1970
HO327	Napier	Street	513	Fitzroy North		246615	Contributory	1880-1890
HO327	Napier	Street	540	Fitzroy North	The Footbridge estate, Housing Commission	293730	Not contributory	1999
HO327	Newry	Street	1	Fitzroy North	Lucini's duplex, part	231430	Individually Significant	1940
HO327	Newry	Street	2-6	Fitzroy North	Morning Star Hotel	236530	Individually Significant	1860-1880
HO327	Newry	Street	3	Fitzroy North	Lucini's duplex, part	231440	Individually Significant	1940
HO327	Newry	Street	5	Fitzroy North		231445	Contributory	1850-1890
HO327	Newry	Street	8	Fitzroy North		231530	Not contributory	1990-2000
HO327	Newry	Street	9	Fitzroy North		231450	Contributory	1880-1890
HO327	Newry	Street	10	Fitzroy North		231535	Contributory	1880-1890
HO327	Newry	Street	11	Fitzroy North	Shop & residence	231455	Contributory	1880-1900
HO327	Newry	Street	12	Fitzroy North	Tyne Cottage	231540	Contributory	1880-1890
HO327	Newry	Street	13	Fitzroy North	Ferndale	231460	Individually Significant	1880-1890
HO327	Newry	Street	14	Fitzroy North	Tweed Cottage	231545	Contributory	1880-1890
HO327	Newry	Street	15	Fitzroy North	Rosedale	231465	Individually Significant	1880-1890
HO327	Newry	Street	15A	Fitzroy North	Lucini's house	231470	Individually Significant	1940
HO327	Newry	Street	16	Fitzroy North		231550	Contributory	1880-1890
HO327	Newry	Street	17	Fitzroy North		231475	Contributory	1880-1890
HO327	Newry	Street	18	Fitzroy North	Widford	231555	Contributory	1850-1890
HO327	Newry	Street	19	Fitzroy North		231480	Contributory	1880-1890
HO327	Newry	Street	20	Fitzroy North		231560	Contributory	1880-1890
HO327	Newry	Street	21	Fitzroy North		231485	Contributory	1880-1890
HO327	Newry	Street	22	Fitzroy North	Ivanhoe Cottage	231565	Contributory	1880-1890
HO327	Newry	Street	23	Fitzroy North		231490	Contributory	1880-1890
HO327	Newry	Street	24	Fitzroy North		231570	Contributory	1880-1890
HO327	Newry	Street	25	Fitzroy North		231495	Contributory	1880-1890
HO327	Newry	Street	26	Fitzroy North		231575	Contributory	1850-1890
HO327	Newry	Street	27	Fitzroy North		231500	Contributory	1880-1890
HO327	Newry	Street	28	Fitzroy North		231580	Not contributory	1970-1980
HO327	Newry	Street	29	Fitzroy North		231505	Contributory	1880-1890
HO327	Newry	Street	30	Fitzroy North		231585	Contributory	1880-1890
HO327	Newry	Street	31	Fitzroy North		231510	Contributory	1880-1890
HO327	Newry	Street	32	Fitzroy North		231590	Contributory	1880-1890
HO327	Newry	Street	33	Fitzroy North		231515	Contributory	1880-1890
HO327	Newry	Street	34	Fitzroy North		231595	Contributory	1880-1890
HO327	Newry	Street	36	Fitzroy North		231600	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Newry	Street	37	Fitzroy North		231520	Contributory	1915-1925
HO327	Newry	Street	38	Fitzroy North		231605	Contributory	1850-1890
HO327	Newry	Street	39	Fitzroy North		231525	Contributory	1915-1925
HO327	Newry	Street	40	Fitzroy North		231610	Contributory	1880-1890
HO327	Newry	Street	42	Fitzroy North		231615	Contributory	1850-1890
HO327	Newry	Street	44	Fitzroy North		231620	Contributory	1900-1915
HO327	Newry	Street	46	Fitzroy North	Villa Fratta	231625	Contributory	1880-1890
HO327	Newry	Street	48	Fitzroy North		231630	Contributory	1880-1890
HO327	Newry	Street	50	Fitzroy North		231635	Contributory	1880-1890
HO327	Newry	Street	52	Fitzroy North		231640	Not contributory	Unknown
HO327	Newry	Street	54	Fitzroy North		231645	Contributory	1880-1890
HO327	Newry	Street	56	Fitzroy North		247005	Contributory	1880-1890
HO327	Newry	Street	57	Fitzroy North		246875	Contributory	1850-1890
HO327	Newry	Street	58	Fitzroy North	Emma Cottage	247010	Contributory	1880-1890
HO327	Newry	Street	59	Fitzroy North		246880	Contributory	1880-1890
HO327	Newry	Street	60	Fitzroy North		247015	Contributory	1880-1890
HO327	Newry	Street	61	Fitzroy North		246885	Contributory	1880-1890
HO327	Newry	Street	62	Fitzroy North		247020	Contributory	1880-1890
HO327	Newry	Street	63	Fitzroy North		246890	Contributory	1850-1890
HO327	Newry	Street	64	Fitzroy North		247025	Contributory	1900-1915
HO327	Newry	Street	65	Fitzroy North		246895	Contributory	1880-1890
HO327	Newry	Street	66	Fitzroy North		247030	Contributory	1900-1915
HO327	Newry	Street	67	Fitzroy North		246900	Contributory	1880-1890
HO327	Newry	Street	68	Fitzroy North		215075	Not contributory	1980-1990
HO327	Newry	Street	68A	Fitzroy North		247035	Not contributory	1980-1990
HO327	Newry	Street	69	Fitzroy North		246905	Contributory	1880-1890
HO327	Newry	Street	70	Fitzroy North		247045	Contributory	1880-1890
HO327	Newry	Street	71	Fitzroy North		246910	Contributory	1880-1890
HO327	Newry	Street	72	Fitzroy North		247050	Contributory	1880-1890
HO327	Newry	Street	73	Fitzroy North		246915	Individually Significant	1880-1900
HO327	Newry	Street	74	Fitzroy North		247055	Contributory	1880-1890
HO327	Newry	Street	75	Fitzroy North		246920	Individually Significant	1880-1900
HO327	Newry	Street	76	Fitzroy North		247060	Contributory	1880-1890
HO327	Newry	Street	77	Fitzroy North		246925	Contributory	1850-1890
HO327	Newry	Street	78	Fitzroy North		247065	Contributory	1880-1890
HO327	Newry	Street	79	Fitzroy North		246930	Individually Significant	1898
HO327	Newry	Street	80	Fitzroy North		247070	Contributory	1898
HO327	Newry	Street	81	Fitzroy North		246935	Contributory	1880-1890
HO327	Newry	Street	82	Fitzroy North		247075	Contributory	1880-1890
HO327	Newry	Street	83	Fitzroy North		246940	Contributory	1870-1910?
HO327	Newry	Street	84	Fitzroy North	Brighton Terrace	247080	Contributory	1880-1890
HO327	Newry	Street	85	Fitzroy North	Lee Cottage	246945	Contributory	1890-1900
HO327	Newry	Street	86	Fitzroy North		247085	Contributory	1850-1890
HO327	Newry	Street	87	Fitzroy North		246950	Contributory	1880-1890
HO327	Newry	Street	88	Fitzroy North		247090	Contributory	1880-1890
HO327	Newry	Street	90	Fitzroy North		247095	Contributory	1880-1890
HO327	Newry	Street	91	Fitzroy North		246955	Contributory	1880-1890
HO327	Newry	Street	92	Fitzroy North		247100	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Newry	Street	93	Fitzroy North		246960	Contributory	1880-1890
HO327	Newry	Street	94	Fitzroy North		247105	Contributory	1880-1890
HO327	Newry	Street	95	Fitzroy North		214895	Contributory	1880-1890
HO327	Newry	Street	96	Fitzroy North		247110	Contributory	1880-1890
HO327	Newry	Street	97	Fitzroy North		246970	Contributory	1880-1890
HO327	Newry	Street	98	Fitzroy North		247115	Contributory	1880-1890
HO327	Newry	Street	99	Fitzroy North		246975	Contributory	1890-1900
HO327	Newry	Street	100	Fitzroy North		247120	Contributory	1880-1890
HO327	Newry	Street	101	Fitzroy North		246980	Contributory	1880-1890
HO327	Newry	Street	102	Fitzroy North		247125	Contributory	1880-1890
HO327	Newry	Street	103	Fitzroy North		246985	Contributory	1880-1890
HO327	Newry	Street	104	Fitzroy North		247130	Contributory	1880-1890
HO327	Newry	Street	105	Fitzroy North		246990	Contributory	1880-1890
HO327	Newry	Street	106	Fitzroy North		247135	Contributory	1880-1890
HO327	Newry	Street	107	Fitzroy North		246995	Contributory	1880-1890
HO327	Newry	Street	108	Fitzroy North		247140	Contributory	1880-1890
HO327	Newry	Street	109	Fitzroy North		247000	Contributory	1880-1890
HO327	Nicholson	Street	378A	Fitzroy North	St Brigid's Roman Catholic Presbytery	231650	Individually Significant	1880-1890
HO327	Nicholson	Street	378	Fitzroy North	St Brigid's Roman Catholic Church & organ	231650	Individually Significant	1869-1873
HO327	Nicholson	Street	378C	Fitzroy North	St Brigid's Roman Catholic School Room	231650	Individually Significant	1870-1890
HO327	Nicholson	Street	380	Fitzroy North	Shell Service Station	231655	Not contributory	1990-2000
HO327	Nicholson	Street	396	Fitzroy North	Estella	231660	Contributory	1870-1890
HO327	Nicholson	Street	400	Fitzroy North	Shop & residence	231665	Contributory	1870-1890
HO327	Nicholson	Street	402	Fitzroy North		231670	Not contributory	1870-1890
HO327	Nicholson	Street	404	Fitzroy North	Juno Cottage	231675	Contributory	1870-1890
HO327	Nicholson	Street	408	Fitzroy North		231680	Contributory	1870-1890
HO327	Nicholson	Street	410	Fitzroy North		231685	Contributory	1870-1890
HO327	Nicholson	Street	412	Fitzroy North	Lucini house	231690	Individually Significant	1939
HO327	Nicholson	Street	414	Fitzroy North	shop & residence, former	231695	Individually Significant	1910-1925
HO327	Nicholson	Street	418	Fitzroy North		231700	Contributory	1870-1890
HO327	Nicholson	Street	422	Fitzroy North		231705	Contributory	1870-1890
HO327	Nicholson	Street	424	Fitzroy North	Shop & residence	231710	Contributory	1900-1915
HO327	Nicholson	Street	426	Fitzroy North	Shop & residence	231715	Contributory	1870-1890
HO327	Nicholson	Street	428	Fitzroy North		231720	Contributory	1870-1890
HO327	Nicholson	Street	430	Fitzroy North		231725	Contributory	1870-1890
HO327	Nicholson	Street	432	Fitzroy North		231730	Contributory	1870-1890
HO327	Nicholson	Street	434	Fitzroy North		231735	Contributory	1870-1890
HO327	Nicholson	Street	436	Fitzroy North		231740	Contributory	1900-1915
HO327	Nicholson	Street	440	Fitzroy North		231745	Contributory	1900-1910
HO327	Nicholson	Street	442	Fitzroy North	Royal Oak Hotel	231750	Individually Significant	1926
HO327	Nicholson	Street	446	Fitzroy North	Araluen House, Shop & residence	231755	Contributory	1881
HO327	Nicholson	Street	448	Fitzroy North	Shop & residence, former	231760	Contributory	1881
HO327	Nicholson	Street	450	Fitzroy North	Shop & residence, former	231765	Contributory	1880-1890
HO327	Nicholson	Street	452	Fitzroy North	Shop & residence, former	231770	Contributory	1880-1890
HO327	Nicholson	Street	454-456	Fitzroy North	Restaurant, shop	231775	Not contributory	1960-1970
HO327	Nicholson	Street	458	Fitzroy North	Dorset	231785	Contributory	1870-1890
HO327	Nicholson	Street	462	Fitzroy North		231790	Contributory	1870-1890
HO327	Nicholson	Street	464	Fitzroy North		231795	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Nicholson	Street	466	Fitzroy North	Townhouses	231800	Not contributory	1970-1980
HO327	Nicholson	Street	492	Fitzroy North		231915	Contributory	1900-1915
HO327	Nicholson	Street	496	Fitzroy North		231920	Contributory	1900-1915
HO327	Nicholson	Street	500	Fitzroy North	Simpsons Terrace	231925	Contributory	1870-1890
HO327	Nicholson	Street	502	Fitzroy North	Simpsons Terrace	231930	Contributory	1870-1890
HO327	Nicholson	Street	504	Fitzroy North	Simpsons Terrace	231935	Contributory	1870-1890
HO327	Nicholson	Street	506	Fitzroy North	Simpsons Terrace	231940	Contributory	1870-1890
HO327	Nicholson	Street	558	Fitzroy North		232010	Not contributory	1900-1915
HO327	Nicholson	Street	698	Fitzroy North		232145	Contributory	1900-1915
HO327	Nicholson	Street	700	Fitzroy North	Shop	232150	Not contributory	Unknown
HO327	Nicholson	Street	702	Fitzroy North	Shop & residence	232155	Contributory	1915-1925
HO327	Nicholson	Street	704	Fitzroy North	Shop & residence	232160	Contributory	1915-1925
HO327	Nicholson	Street	706	Fitzroy North		232165	Not contributory	1915-1925-
HO327	Nicholson	Street	708-714	Fitzroy North	Empress of India Hotel	232170	Individually Significant	1870-1890
HO327	Nicholson	Street	720	Fitzroy North	Melbourne Savings Bank, North Fitzroy Branch	232185	Individually Significant	1890
HO327	Nicholson	Street	724	Fitzroy North	Shop & residence	232190	Contributory	1900-1915
HO327	Nicholson	Street	726-728	Fitzroy North	Shop & residence	232200	Contributory	1915-1925
HO327	Nicholson	Street	730	Fitzroy North	Shop & residence	232205	Contributory	1915-1925
HO327	Nicholson	Street	732	Fitzroy North	Shop & residence	232210	Contributory	1915-1925
HO327	Nicholson	Street	786-794	Fitzroy North	Service Station	232240	Not contributory	1950-1990
HO327	Nicholson	Street	796	Fitzroy North	Shop & residence	232245	Contributory	1870-1890
HO327	Nicholson	Street	798	Fitzroy North	Shop & residence	232250	Contributory	1870-1890
HO327	Nicholson	Street	800-804	Fitzroy North	Railway Hotel	232255	Contributory	1915-1925
HO327	Nicholson	Street	806-810/1	Fitzroy North	Shops, offices	232260	Not contributory	1970-1980
HO327	Nicholson	Street	806-810/2	Fitzroy North	Shops, offices	232265	Not contributory	1970-1980
HO327	Nicholson	Street	806-810/3	Fitzroy North	Shops, offices	232270	Not contributory	1970-1980
HO327	Nicholson	Street	810 (near)	Fitzroy North	Post Office Box	0	Individually Significant	1870-1890
HO327	Nicholson	Street	818	Fitzroy North	Factory/warehouse complex (LU Simon)	274870	Not contributory	1930-1990?
HO327	Nicholson	Street	820	Fitzroy North	Factory/warehouse	274860	Not contributory	1940-1960
HO327	Nicholson	Street	842	Fitzroy North		232280	Contributory	1890-1900
HO327	Nicholson	Street	844	Fitzroy North		306110	Contributory	1890-1900
HO327	Nicholson	Street	844 (rear)	Fitzroy North		306120	Not contributory	2000-2010
HO327	Nicholson	Street	846	Fitzroy North		232290	Contributory	1890-1900
HO327	Nicholson	Street	848	Fitzroy North		232295	Not contributory	1900-1915?
HO327	Nicholson	Street	854	Fitzroy North	Townhouse	232300	Not contributory	1990-2000
HO327	Nicholson	Street	856	Fitzroy North		232305	Not contributory	1900-1915
HO327	Nicholson	Street	860	Fitzroy North		232310	Contributory	1900-1915
HO327	Nicholson	Street	862	Fitzroy North		232315	Contributory	1870-1890
HO327	Nicholson	Street	868	Fitzroy North	Townhouse	232320	Not contributory	1990-2000
HO327	Nicholson	Street	870	Fitzroy North		232325	Not contributory	1870-1890
HO327	Nicholson	Street	872	Fitzroy North		232330	Contributory	1870-1890
HO327	Nicholson	Street	874	Fitzroy North		232335	Not contributory	1870-1890
HO327	Nicholson	Street	876	Fitzroy North		232340	Contributory	1870-1890
HO327	Nicholson	Street	878-880	Fitzroy North		232345	Not contributory	1900-1915
HO327	Nicholson	Street	882	Fitzroy North		232350	Contributory	1870-1890
HO327	Nicholson	Street	884	Fitzroy North		232355	Contributory	1870-1890
HO327	Nicholson	Street	886-894	Fitzroy North	HVC development	1	Not contributory	1950-1960?
HO327	Nicholson	Street	890-894	Fitzroy North	Langdom Reserve	232360	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Nicholson	Street	896	Fitzroy North	Service station, Unit development ?	232365	Not contributory	2000-2010
HO327	Nicholson	Street	898	Fitzroy North		232370	Contributory	1915-1925
HO327	Nicholson	Street	900	Fitzroy North		232375	Contributory	1920-1930
HO327	Park	Parade	2	Fitzroy North		247340	Contributory	1880-1900
HO327	Park	Parade	4	Fitzroy North		247345	Contributory	1880-1890
HO327	Park	Parade	6	Fitzroy North		247350	Contributory	1880-1890
HO327	Park	Parade	8	Fitzroy North		247355	Contributory	1880-1890
HO327	Park	Parade	10	Fitzroy North		247360	Contributory	1880-1890
HO327	Park	Parade	12	Fitzroy North		247365	Contributory	1880-1890
HO327	Park	Parade	14	Fitzroy North		247370	Contributory	1880-1890
HO327	Park	Parade	16	Fitzroy North		247375	Contributory	1850-1890
HO327	Park	Parade	18	Fitzroy North		247380	Contributory	1880-1900
HO327	Park	Parade	22	Fitzroy North		247385	Contributory	1880-1900
HO327	Park	Parade	24	Fitzroy North		247390	Contributory	1880-1900
HO327	Park	Parade	26	Fitzroy North		247395	Contributory	1880-1900
HO327	Park	Parade	28	Fitzroy North		247400	Not contributory	1950-1960?
HO327	Park	Parade	30	Fitzroy North		247405	Contributory	1880-1890
HO327	Park	Parade	32	Fitzroy North	Vacant land	247410	Not contributory	Unknown
HO327	Park	Place	1	Fitzroy North	Townhouses	247415	Not contributory	1990-2000
HO327	Park	Place	3	Fitzroy North		336330	Unknown	Unknown
HO327	Park	Street	2	Fitzroy North		247580	Not contributory	1850-1890?
HO327	Park	Street	4	Fitzroy North		247575	Contributory	1850-1890
HO327	Park	Street	6	Fitzroy North	Norman	247570	Contributory	1850-1890
HO327	Park	Street	8	Fitzroy North	Carrrington	247565	Contributory	1850-1890
HO327	Park	Street	10	Fitzroy North	Loch Cottage	247560	Contributory	1850-1890
HO327	Park	Street	12	Fitzroy North	Hopetoun Cottage	247555	Contributory	1850-1890
HO327	Park	Street	14	Fitzroy North		247550	Contributory	1850-1890
HO327	Park	Street	16	Fitzroy North	Oban	247545	Contributory	1850-1890
HO327	Park	Street	20-22	Fitzroy North		247540	Individually Significant	1890-1900
HO327	Park	Street	24-26	Fitzroy North		216290	Contributory	1890-1900
HO327	Park	Street	46	Fitzroy North		247530	Contributory	1850-1890
HO327	Park	Street	48	Fitzroy North		247525	Contributory	1850-1890
HO327	Park	Street	50	Fitzroy North		247520	Contributory	1870-1890
HO327	Park	Street	52	Fitzroy North		247515	Contributory	1870-1890
HO327	Park	Street	54	Fitzroy North		247510	Contributory	1850-1890
HO327	Park	Street	56	Fitzroy North		247505	Contributory	1850-1890
HO327	Park	Street	58	Fitzroy North		247500	Contributory	1850-1890
HO327	Park	Street	60	Fitzroy North		247495	Contributory	1850-1890
HO327	Park	Street	66	Fitzroy North		247490	Contributory	1850-1890
HO327	Park	Street	68	Fitzroy North		247485	Contributory	1850-1890
HO327	Park	Street	70	Fitzroy North		247480	Contributory	1880-1890
HO327	Park	Street	72	Fitzroy North	Devon Cottage	247475	Contributory	1880-1890
HO327	Park	Street	74	Fitzroy North	Azalea Cottage	247470	Contributory	1880-1890
HO327	Park	Street	76	Fitzroy North	Harper house	247465	Individually Significant	1935
HO327	Park	Street	80	Fitzroy North		247455	Contributory	1850-1890
HO327	Park	Street	82	Fitzroy North		247450	Not contributory	1950-1960
HO327	Park	Street	90	Fitzroy North		247445	Contributory	1880-1890
HO327	Park	Street	92	Fitzroy North		247440	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Park	Street	94	Fitzroy North	House & palm	247435	Contributory	1880-1890
HO327	Park	Street	98	Fitzroy North		247430	Not contributory	1850-1890
HO327	Park	Street	100	Fitzroy North		247425	Contributory	1880-1890
HO327	Park	Street	102	Fitzroy North	Housing	247420	Not contributory	1990-2000
HO327	Park	Street	130	Fitzroy North		228490	Contributory	1870-1890
HO327	Park	Street	132	Fitzroy North		232675	Contributory	1900-1915
HO327	Park	Street	136	Fitzroy North		232670	Contributory	1870-1890
HO327	Park	Street	140	Fitzroy North		232665	Not contributory	1870-1890
HO327	Park	Street	142-144	Fitzroy North	Townhouses	325040	Not contributory	2000-2010
HO327	Park	Street	150	Fitzroy North	Factory, former (now Apartments)	316370	Contributory	1915-1925
HO327	Park	Street	160	Fitzroy North		232650	Individually Significant	1900-1915
HO327	Park	Street	164	Fitzroy North		232645	Contributory	1850-1890
HO327	Park	Street	166	Fitzroy North		232640	Contributory	1850-1890
HO327	Park	Street	168	Fitzroy North		232635	Contributory	1850-1890
HO327	Park	Street	170	Fitzroy North		232630	Contributory	1850-1890
HO327	Park	Street	172	Fitzroy North		232625	Contributory	1850-1890
HO327	Park	Street	174	Fitzroy North		232620	Contributory	1850-1890
HO327	Park	Street	176	Fitzroy North		232615	Contributory	1850-1890
HO327	Park	Street	178	Fitzroy North		232610	Contributory	1850-1890
HO327	Park	Street	180	Fitzroy North		232605	Contributory	1850-1890
HO327	Park	Street	182	Fitzroy North		232600	Contributory	1850-1890
HO327	Park	Street	188	Fitzroy North		232595	Contributory	1880-1890
HO327	Park	Street	190	Fitzroy North		232590	Contributory	1890-1905
HO327	Park	Street	192	Fitzroy North		232585	Contributory	1890-1900
HO327	Park	Street	196	Fitzroy North		232580	Contributory	1890-1900
HO327	Park	Street	198	Fitzroy North		232575	Contributory	1890-1900
HO327	Park	Street	200	Fitzroy North		232570	Contributory	1880-1890
HO327	Park	Street	202	Fitzroy North	Rose Cottage	232565	Contributory	1880-1890
HO327	Park	Street	204	Fitzroy North		232560	Contributory	1880-1890
HO327	Park	Street	206	Fitzroy North		232555	Contributory	1880-1890
HO327	Park	Street	208	Fitzroy North	Shop & residence	232550	Contributory	1880-1890
HO327	Park	Street	214	Fitzroy North		232545	Not contributory	1850-1890
HO327	Park	Street	218	Fitzroy North	Sabelberg duplex	232540	Contributory	1935
HO327	Park	Street	220	Fitzroy North	Sabelberg duplex	232535	Not contributory	1935
HO327	Park	Street	222	Fitzroy North		232530	Not contributory	1850-1890
HO327	Park	Street	228	Fitzroy North		232525	Contributory	1850-1890
HO327	Park	Street	230	Fitzroy North		232520	Contributory	1850-1890
HO327	Park	Street	232	Fitzroy North		232515	Contributory	1900-1915
HO327	Park	Street	234	Fitzroy North		232510	Not contributory	1950-1960
HO327	Park	Street	236	Fitzroy North		232505	Contributory	1900-1915
HO327	Park	Street	244-246	Fitzroy North		232500	Individually Significant	1900-1915
HO327	Park	Street	248	Fitzroy North		232495	Contributory	1900-1915
HO327	Park	Street	250	Fitzroy North		232490	Contributory	1900-1915
HO327	Park	Street	252	Fitzroy North		232485	Contributory	1900-1915
HO327	Park	Street	254	Fitzroy North		232480	Contributory	1900-1915
HO327	Park	Street	256	Fitzroy North	Sussex	232475	Contributory	1880-1890
HO327	Park	Street	258	Fitzroy North		232470	Contributory	1880-1890
HO327	Park	Street	260	Fitzroy North		232465	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Park	Street	262	Fitzroy North		232460	Contributory	1900-1915
HO327	Park	Street	264	Fitzroy North		232455	Contributory	1850-1890
HO327	Park	Street	266	Fitzroy North		232450	Contributory	1880-1890
HO327	Park	Street	268	Fitzroy North		232445	Contributory	1880-1890
HO327	Park	Street	270	Fitzroy North		232440	Not contributory	Unknown
HO327	Park	Street	272	Fitzroy North		232435	Not contributory	1970-1980
HO327	Park	Street	274	Fitzroy North		232430	Not contributory	1850-1890
HO327	Park	Street	276	Fitzroy North		232425	Contributory	1900-1915
HO327	Park	Street	278	Fitzroy North		232420	Not contributory	1900-1915
HO327	Park	Street	280	Fitzroy North		232415	Contributory	1900-1915
HO327	Park	Street	282	Fitzroy North		232410	Contributory	1900-1915
HO327	Park	Street	284	Fitzroy North		232405	Contributory	1850-1890
HO327	Park	Street	286	Fitzroy North		232400	Contributory	1850-1890
HO327	Park	Street	288	Fitzroy North		232390	Contributory	1880-1890
HO327	Park	Street	290	Fitzroy North	Shop	232385	Contributory	1915-1925?
HO327	Percy	Street	2	Fitzroy North		232680	Contributory	1850-1890
HO327	Percy	Street	4	Fitzroy North		232685	Not contributory	1980-1990?
HO327	Percy	Street	6	Fitzroy North		232690	Contributory	1850-1890
HO327	Percy	Street	8	Fitzroy North		232695	Contributory	1890-1900
HO327	Percy	Street	10	Fitzroy North		232700	Contributory	1900-1915
HO327	Percy	Street	12	Fitzroy North		232705	Contributory	1900-1915
HO327	Percy	Street	14	Fitzroy North		232710	Contributory	1900-1915
HO327	Percy	Street	16	Fitzroy North		232715	Contributory	1850-1890
HO327	Percy	Street	18	Fitzroy North		232720	Not contributory	1970-1980
HO327	Percy	Street	20	Fitzroy North		232725	Contributory	1850-1890
HO327	Percy	Street	22	Fitzroy North		232730	Contributory	1850-1890
HO327	Percy	Street	24	Fitzroy North		232735	Contributory	1850-1890
HO327	Percy	Street	26	Fitzroy North		232740	Contributory	1850-1890
HO327	Percy	Street	28	Fitzroy North		232745	Contributory	1850-1890
HO327	Percy	Street	30	Fitzroy North		232750	Contributory	1850-1890
HO327	Percy	Street	32	Fitzroy North		232755	Contributory	1850-1890
HO327	Percy	Street	34	Fitzroy North		290755	Not contributory	1990-2000
HO327	Percy	Street	36	Fitzroy North		290760	Not contributory	1990-2000
HO327	Percy	Street	38	Fitzroy North		232765	Not contributory	1970-1980
HO327	Percy	Street	40	Fitzroy North		232770	Not contributory	1970-1980
HO327	Pilkington	Street	2	Fitzroy North		232775	Not contributory	1950-1960
HO327	Pilkington	Street	6	Fitzroy North	Beryl Court flats	232780	Individually Significant	1940
HO327	Pilkington	Street	8	Fitzroy North	Bali Bali Flats, part	232795	Individually Significant	1940
HO327	Pilkington	Street	10	Fitzroy North	Bali Bali Flats, part	232795	Individually Significant	1940
HO327	Pilkington	Street	20	Fitzroy North	Barkly Flats or Berkley Flats	232825	Individually Significant	1935-1955
HO327	Porter	Street	115	Fitzroy North		232835	Not contributory	1925-1930
HO327	Porter	Street	117	Fitzroy North		232840	Not contributory	1925-1930?
HO327	Queen	Street	1	Fitzroy North		232845	Not contributory	1950-1960
HO327	Queen	Street	9	Fitzroy North		232850	Contributory	1870-1890
HO327	Queen	Street	11	Fitzroy North		232855	Contributory	1870-1890
HO327	Queen	Street	13	Fitzroy North		232860	Not contributory	1850-1890?
HO327	Queen	Street	15	Fitzroy North		232865	Contributory	1850-1890
HO327	Queen	Street	17	Fitzroy North		232870	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Queen	Street	19	Fitzroy North		232875	Not contributory	1940-1955
HO327	Queens	Parade	8	Fitzroy North		247620	Contributory	1870-1890
HO327	Queens	Parade	10	Fitzroy North		247625	Contributory	1870-1890
HO327	Queens	Parade	12	Fitzroy North		247630	Contributory	1870-1890
HO327	Queens	Parade	14	Fitzroy North		247635	Contributory	1870-1890
HO327	Queens	Parade	16	Fitzroy North		247640	Contributory	1870-1890
HO327	Queens	Parade	18	Fitzroy North	Shop & residence, former	247645	Contributory	1880-1900
HO327	Queens	Parade	20	Fitzroy North	Shop & residence, former	247650	Contributory	1880-1900
HO327	Queens	Parade	22	Fitzroy North	Shop & residence?	247655	Contributory	1870-1890
HO327	Queens	Parade	24	Fitzroy North	Shop & residence?	247660	Contributory	1870-1890
HO327	Queens	Parade	26	Fitzroy North	K.G. Luke Pty Ltd. electro plate manufacturers factory, former (part)	247665	Individually Significant	1938
HO327	Queens	Parade	28-58	Fitzroy North	K.G. Luke Pty Ltd. electro plate manufacturers factory, former (part)	247670	Individually Significant	1937
HO327	Queens	Parade	80	Fitzroy North	Building site, former railways coal shed, later units	323000	Not contributory	2000-2010
HO327	Queens	Parade	86	Fitzroy North	Town houses	302190	Not contributory	2000-2010
HO327	Queens	Parade	104	Fitzroy North		247690	Not contributory	1900-1915
HO327	Queens	Parade	106	Fitzroy North		247695	Contributory	1900-1915
HO327	Queens	Parade	108	Fitzroy North		247700	Contributory	1900-1915
HO327	Queens	Parade	110	Fitzroy North		247705	Contributory	1870-1890
HO327	Queens	Parade	112	Fitzroy North		247710	Contributory	1870-1890
HO327	Queens	Parade	114	Fitzroy North		247715	Contributory	1870-1890
HO327	Queens	Parade	116	Fitzroy North		247720	Contributory	1870-1890
HO327	Queens	Parade	118	Fitzroy North		247725	Individually Significant	1860-1890
HO327	Queens	Parade	120	Fitzroy North	Units at rear	280635	Not contributory	1990-2000
HO327	Queens	Parade	122	Fitzroy North	Selotta Shoes Pty Ltd Factory, former	280600	Individually Significant	1934
HO327	Queens	Parade	140	Fitzroy North	Townhouses	292120	Not contributory	2000-2010
HO327	Queens	Parade	142-146	Fitzroy North	Factory/warehouse	297155	Contributory	1915-1925
HO327	Queens	Parade	148	Fitzroy North		247740	Contributory	1900-1915
HO327	Queens	Parade	150	Fitzroy North		247745	Contributory	1900-1915
HO327	Queens	Parade	152	Fitzroy North		247750	Contributory	1900-1915
HO327	Queens	Parade	156	Fitzroy North		247755	Contributory	1900-1915
HO327	Queens	Parade	158	Fitzroy North		247760	Not contributory	1970-1985
HO327	Queens	Parade	162-170	Fitzroy North	Recreation Hotel, later Old Homestead Inn	247765	Contributory	1870-1935
HO327	Queens	Parade	186-192	Fitzroy North	Factory/warehouse	247770	Not contributory	1980-1990
HO327	Queens	Parade	196	Fitzroy North	Clayton House	247775	Contributory	1870-1890
HO327	Queens	Parade	198	Fitzroy North	Shop & residence, former?	247780	Contributory	1870-1890
HO327	Queens	Parade	200	Fitzroy North	Shop & residence, former?	247785	Contributory	1870-1890
HO327	Queens	Parade	202	Fitzroy North	Shop & residence, former?	247790	Contributory	1870-1890
HO327	Queens	Parade	204	Fitzroy North	Shop & residence, former?	247795	Contributory	1870-1890
HO327	Queens	Parade	208	Fitzroy North		247800	Contributory	1890-1915
HO327	Queens	Parade	210	Fitzroy North		247805	Contributory	1900-1915
HO327	Queens	Parade	216	Fitzroy North		247810	Individually Significant	1900-1915
HO327	Queens	Parade	218	Fitzroy North	House	247815	Contributory	1900-1915
HO327	Queens	Parade	220	Fitzroy North		247820	Contributory	1900-1915
HO327	Queens	Parade	222	Fitzroy North	Flats, later units	247825	Not contributory	1978
HO327	Queens	Parade	230	Fitzroy North	Clifton Court flats	247875	Individually Significant	1930-1940
HO327	Queens	Parade	236	Fitzroy North	House, later flats	247920	Not contributory	1850-1890
HO327	Queens	Parade	240/1	Fitzroy North		291140	Individually Significant	1900-1915
HO327	Queens	Parade	240/2	Fitzroy North	Unit at rear	291145	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Queens	Parade	240/3	Fitzroy North	Unit	291150	Not contributory	1990-2000
HO327	Queens	Parade	240/4	Fitzroy North	Unit	291155	Not contributory	1990-2000
HO327	Queens	Parade	240/5	Fitzroy North	Unit	291160	Not contributory	1990-2000
HO327	Queens	Parade	240/6	Fitzroy North	Unit rear	291165	Not contributory	1990-2000
HO327	Queens	Parade	240/7	Fitzroy North	Unit	291170	Not contributory	1990-2000
HO327	Queens	Parade	240/8	Fitzroy North	Unit	291175	Not contributory	1990-2000
HO327	Queens	Parade	248	Fitzroy North		247955	Contributory	1900-1915
HO327	Queens	Parade	256-262	Fitzroy North	Christian Brothers Monastery, later Units, G Maher House	247960	Individually Significant	1929
HO327	Queens	Parade	380-378	Fitzroy North	Shops & residences	248230	Contributory	1870-1890
HO327	Rae	Street	15-19	Fitzroy North	Flats	232895	Not contributory	1960-1970
HO327	Rae	Street	22	Fitzroy North		233980	Contributory	1880-1890
HO327	Rae	Street	24	Fitzroy North		233985	Contributory	1850-1890
HO327	Rae	Street	25	Fitzroy North	Torquay House	232945	Contributory	1850-1890
HO327	Rae	Street	26	Fitzroy North		233990	Contributory	1850-1890
HO327	Rae	Street	27	Fitzroy North		232950	Contributory	1850-1890
HO327	Rae	Street	28	Fitzroy North		233995	Contributory	1850-1890
HO327	Rae	Street	29	Fitzroy North	Dawlish Cottage	232955	Contributory	1850-1890
HO327	Rae	Street	30	Fitzroy North		234000	Not contributory	1980-1990
HO327	Rae	Street	31	Fitzroy North	Exeter Cottage	232960	Contributory	1850-1890
HO327	Rae	Street	32	Fitzroy North		234005	Contributory	1850-1890
HO327	Rae	Street	33-37	Fitzroy North	Flats	232965	Not contributory	1960-1970
HO327	Rae	Street	34	Fitzroy North		234010	Contributory	1850-1890
HO327	Rae	Street	36	Fitzroy North	Shop & residence	234015	Contributory	1850-1890
HO327	Rae	Street	40	Fitzroy North	Leith	234020	Contributory	1880-1890
HO327	Rae	Street	41	Fitzroy North		233020	Not contributory	1970-1980
HO327	Rae	Street	42	Fitzroy North	Norwood	234025	Contributory	1880-1890
HO327	Rae	Street	43	Fitzroy North		233025	Contributory	1880-1890
HO327	Rae	Street	44	Fitzroy North	Islandmagee Cottage	234030	Contributory	1884
HO327	Rae	Street	45	Fitzroy North		234010	Contributory	1850-1890
HO327	Rae	Street	47	Fitzroy North		233035	Contributory	1850-1890
HO327	Rae	Street	50	Fitzroy North		234035	Contributory	1850-1890
HO327	Rae	Street	51	Fitzroy North		233040	Contributory	1850-1890
HO327	Rae	Street	52	Fitzroy North		234040	Contributory	1850-1890
HO327	Rae	Street	53	Fitzroy North		233045	Contributory	1850-1890
HO327	Rae	Street	54	Fitzroy North	Stonehaven	234045	Contributory	1850-1890
HO327	Rae	Street	55	Fitzroy North	Leamington	233050	Contributory	1880-1890
HO327	Rae	Street	57	Fitzroy North	Westerham	233055	Contributory	1880-1890
HO327	Rae	Street	59	Fitzroy North		233060	Contributory	1900-1915
HO327	Rae	Street	60	Fitzroy North		234050	Contributory	1850-1890
HO327	Rae	Street	62	Fitzroy North		234055	Contributory	1880-1890
HO327	Rae	Street	64	Fitzroy North		234060	Contributory	1880-1890
HO327	Rae	Street	66	Fitzroy North		234065	Contributory	1880-1890
HO327	Rae	Street	67	Fitzroy North		233065	Contributory	1870-1890
HO327	Rae	Street	68	Fitzroy North		234070	Contributory	1850-1890
HO327	Rae	Street	69	Fitzroy North	Annie Cottage	233070	Contributory	1850-1890
HO327	Rae	Street	70	Fitzroy North		234075	Contributory	1850-1890
HO327	Rae	Street	71	Fitzroy North		233075	Contributory	1850-1890
HO327	Rae	Street	72	Fitzroy North		234080	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rae	Street	73	Fitzroy North	Ivanhoe	233080	Contributory	1900-1915
HO327	Rae	Street	74	Fitzroy North		234085	Contributory	1850-1890
HO327	Rae	Street	75	Fitzroy North	Cricketers Arms Hotel, former	233085	Individually Significant	1870-1890
HO327	Rae	Street	76	Fitzroy North		234090	Not contributory	1850-1890
HO327	Rae	Street	80	Fitzroy North		234095	Contributory	1900-1915
HO327	Rae	Street	81	Fitzroy North		233090	Contributory	1880-1890
HO327	Rae	Street	83	Fitzroy North		233095	Contributory	1880-1890
HO327	Rae	Street	85	Fitzroy North	Shop & residence	233100	Individually Significant	1880-1890
HO327	Rae	Street	87	Fitzroy North	Shop & residence	233105	Contributory	1880-1890
HO327	Rae	Street	88	Fitzroy North	Shop & residence	231620	Contributory	1850-1890
HO327	Rae	Street	89	Fitzroy North		233110	Contributory	1850-1890
HO327	Rae	Street	93	Fitzroy North		233115	Contributory	1900-1915
HO327	Rae	Street	94	Fitzroy North		234105	Contributory	1900-1915
HO327	Rae	Street	96	Fitzroy North		234110	Contributory	1900-1915
HO327	Rae	Street	97	Fitzroy North	Shop & residence	233120	Contributory	1880-1890
HO327	Rae	Street	98	Fitzroy North		234115	Contributory	1850-1890
HO327	Rae	Street	99-101	Fitzroy North	Townhouses	233125	Not contributory	1990-2000
HO327	Rae	Street	100	Fitzroy North		234120	Contributory	1850-1890
HO327	Rae	Street	102	Fitzroy North		234125	Contributory	1850-1890
HO327	Rae	Street	103	Fitzroy North		233130	Contributory	1890-1910
HO327	Rae	Street	104	Fitzroy North		234130	Contributory	1850-1890
HO327	Rae	Street	106	Fitzroy North	A.D.1889	234135	Contributory	1889
HO327	Rae	Street	107	Fitzroy North		233135	Contributory	1889
HO327	Rae	Street	109	Fitzroy North		233140	Not contributory	1980-1990
HO327	Rae	Street	110	Fitzroy North		234140	Contributory	1880-1890
HO327	Rae	Street	111	Fitzroy North		233145	Not contributory	1850-1890
HO327	Rae	Street	111 (rear)	Fitzroy North		233145	Not contributory	Unknown
HO327	Rae	Street	112	Fitzroy North		234145	Contributory	1880-1890
HO327	Rae	Street	114	Fitzroy North		234150	Contributory	1880-1890
HO327	Rae	Street	115	Fitzroy North		233150	Not contributory	1960-1970
HO327	Rae	Street	116	Fitzroy North		234155	Not contributory	1850-1890?
HO327	Rae	Street	117	Fitzroy North	Lister Cottage	233155	Contributory	1850-1890
HO327	Rae	Street	118	Fitzroy North		234160	Not contributory	1980-1990
HO327	Rae	Street	119	Fitzroy North		233160	Contributory	1850-1890
HO327	Rae	Street	120	Fitzroy North		234165	Not contributory	1980-1990
HO327	Rae	Street	121	Fitzroy North		233165	Contributory	1850-1890
HO327	Rae	Street	122	Fitzroy North	Shop & residence	234170	Contributory	1850-1890
HO327	Rae	Street	123	Fitzroy North	Shop & residence	233170	Contributory	1887
HO327	Rae	Street	126 (part)	Fitzroy North	Flats	234175	Not contributory	1950-1960
HO327	Rae	Street	128	Fitzroy North		234195	Not contributory	Unknown
HO327	Rae	Street	128A	Fitzroy North		234200	Not contributory	Unknown
HO327	Rae	Street	130	Fitzroy North		234205	Not contributory	1980-1990
HO327	Rae	Street	131-133	Fitzroy North		233180	Not contributory	1950-1960
HO327	Rae	Street	132	Fitzroy North		234210	Contributory	1850-1890
HO327	Rae	Street	134	Fitzroy North		234215	Contributory	1930-1940
HO327	Rae	Street	135	Fitzroy North		233185	Not contributory	1990-2000
HO327	Rae	Street	137-143	Fitzroy North	Apartments	233190	Not contributory	1970-1980
HO327	Rae	Street	142	Fitzroy North	Warehouse, Workshop?	234220	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rae	Street	144	Fitzroy North		234225	Contributory	1880-1890
HO327	Rae	Street	145	Fitzroy North		233205	Not contributory	1970-1980
HO327	Rae	Street	146	Fitzroy North		234230	Contributory	1880-1890
HO327	Rae	Street	147	Fitzroy North	Shop & residence, former	233210	Contributory	1850-1890
HO327	Rae	Street	148	Fitzroy North		234235	Contributory	1880-1890
HO327	Rae	Street	149	Fitzroy North	Shop & residence, former	233215	Contributory	1850-1890
HO327	Rae	Street	150	Fitzroy North		234240	Contributory	1880-1890
HO327	Rae	Street	151	Fitzroy North	Shop & residence, former	233220	Contributory	1850-1890
HO327	Rae	Street	152	Fitzroy North		234245	Contributory	1880-1890
HO327	Rae	Street	153	Fitzroy North	Shop & residence, former	233225	Contributory	1850-1890
HO327	Rae	Street	154	Fitzroy North		234250	Contributory	1850-1890
HO327	Rae	Street	156	Fitzroy North		234255	Contributory	1850-1890
HO327	Rae	Street	158	Fitzroy North		234260	Contributory	1850-1890
HO327	Rae	Street	160	Fitzroy North		234265	Contributory	1850-1890
HO327	Rae	Street	162	Fitzroy North		234270	Contributory	1880-1890
HO327	Rae	Street	164	Fitzroy North	Shop & residence, former	234275	Contributory	1850-1890
HO327	Rae	Street	165	Fitzroy North	The Tramway Hotel	233230	Contributory	1860-1880
HO327	Rae	Street	166	Fitzroy North		234280	Not contributory	1960-1970
HO327	Rae	Street	171	Fitzroy North		233235	Not contributory	1970-1980
HO327	Rae	Street	173	Fitzroy North	Jamesville	233240	Contributory	1870-1880
HO327	Rae	Street	175	Fitzroy North		233245	Not contributory	1970-1980
HO327	Rae	Street	177	Fitzroy North		233250	Individually Significant	1850-1890
HO327	Rae	Street	178	Fitzroy North	Public Park (Vacant land), part	234285	Not contributory	Unknown
HO327	Rae	Street	179	Fitzroy North		233255	Individually Significant	1850-1890
HO327	Rae	Street	180	Fitzroy North		234290	Not contributory	1990-2000
HO327	Rae	Street	181	Fitzroy North		233260	Individually Significant	1850-1890
HO327	Rae	Street	182	Fitzroy North		234295	Contributory	1880-1890
HO327	Rae	Street	183	Fitzroy North		233265	Individually Significant	1850-1890
HO327	Rae	Street	184	Fitzroy North		234300	Contributory	1880-1890
HO327	Rae	Street	189	Fitzroy North		233270	Contributory	1880-1890
HO327	Rae	Street	190	Fitzroy North		234305	Contributory	1900-1915
HO327	Rae	Street	191	Fitzroy North		233275	Contributory	1880-1890
HO327	Rae	Street	193	Fitzroy North		233280	Contributory	1880-1890
HO327	Rae	Street	194	Fitzroy North		234310	Contributory	1900-1915
HO327	Rae	Street	195	Fitzroy North		233285	Contributory	1880-1890
HO327	Rae	Street	196	Fitzroy North		234315	Contributory	1900-1915
HO327	Rae	Street	202	Fitzroy North	Duplex	234320	Not contributory	1925-1930
HO327	Rae	Street	204	Fitzroy North	Duplex	234325	Not contributory	1925-1935
HO327	Rae	Street	206	Fitzroy North	Shop & residence, former	234330	Contributory	1880-1890
HO327	Rae	Street	208	Fitzroy North	Rae Cottage	234335	Contributory	1880-1890
HO327	Rae	Street	210	Fitzroy North	Drews Num.., Shop & residence	234340	Contributory	1850-1890
HO327	Rae	Street	212-214	Fitzroy North	Bellevue	234345	Contributory	1900-1915
HO327	Rae	Street	215	Fitzroy North		1	Contributory	1900-1915
HO327	Rae	Street	216	Fitzroy North		234350	Contributory	1850-1890
HO327	Rae	Street	218	Fitzroy North		234355	Contributory	1850-1890
HO327	Rae	Street	220	Fitzroy North		234360	Contributory	1850-1890
HO327	Rae	Street	222	Fitzroy North		234365	Contributory	1880-1890
HO327	Rae	Street	224	Fitzroy North		234370	Not contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rae	Street	226	Fitzroy North		234375	Contributory	1880-1890
HO327	Rae	Street	229	Fitzroy North		233405	Contributory	1900-1915
HO327	Rae	Street	230	Fitzroy North	Shop & residence	234380	Contributory	1850-1890
HO327	Rae	Street	232	Fitzroy North		234385	Contributory	1880-1890
HO327	Rae	Street	234	Fitzroy North		234390	Contributory	1850-1890
HO327	Rae	Street	236	Fitzroy North		234395	Not contributory	1880-1930?
HO327	Rae	Street	238	Fitzroy North	Glo... Cottage	234400	Contributory	1850-1890
HO327	Rae	Street	240	Fitzroy North	Units	234405	Contributory	1900-1920?
HO327	Rae	Street	242	Fitzroy North	Salvation Army Barracks, also Protector Hall, now apartments	234410	Contributory	1850-1890
HO327	Rae	Street	248	Fitzroy North		234430	Not contributory	1850-1890?
HO327	Rae	Street	250	Fitzroy North	Shop & residence	234435	Contributory	1880-1890
HO327	Rae	Street	252	Fitzroy North	Shop & residence, former	234440	Contributory	1880-1890
HO327	Rae	Street	254	Fitzroy North	Shop & residence, former	234445	Contributory	1850-1890
HO327	Rae	Street	256	Fitzroy North	Shop & residence, former	234450	Contributory	1880-1890
HO327	Rae	Street	258-262	Fitzroy North		234455	Not contributory	1960-1970
HO327	Rae	Street	266	Fitzroy North		234475	Not contributory	1915-1925?
HO327	Rae	Street	270	Fitzroy North	Temperance Hall, former	234480	Individually Significant	1884
HO327	Rae	Street	274	Fitzroy North	Britten's Buildings, Shop & residence, former	234485	Contributory	1881
HO327	Rae	Street	276	Fitzroy North	Britten's Buildings, Shop & residence, former	234490	Contributory	1881
HO327	Rae	Street	277	Fitzroy North		233445	Contributory	1900-1915
HO327	Rae	Street	278	Fitzroy North	Britten's Buildings, Shop & residence, former	234495	Contributory	1881
HO327	Rae	Street	279	Fitzroy North		233450	Contributory	1900-1915
HO327	Rae	Street	280	Fitzroy North	Britten's Buildings, Shop & residence, former	234500	Contributory	1881
HO327	Rae	Street	282	Fitzroy North	Britten's Buildings, Shop & residence, former	234505	Contributory	1881
HO327	Rae	Street	284	Fitzroy North	Britten's Buildings, Shop & residence, former	234510	Contributory	1881
HO327	Rae	Street	285	Fitzroy North		233455	Contributory	1900-1915
HO327	Rae	Street	286	Fitzroy North	Britten's Buildings, Shop & residence, former	234515	Contributory	1881
HO327	Rae	Street	287	Fitzroy North	Britten's Buildings, Shop & residence, former	269220	Contributory	1880-1890
HO327	Rae	Street	287 (rear)	Fitzroy North	Butcher's stable, former	269220	Contributory	1870-1890
HO327	Rae	Street	288	Fitzroy North	Britten's Buildings, Shop & residence, former	234525	Contributory	1881
HO327	Rae	Street	289	Fitzroy North		233465	Not contributory	1970-1980
HO327	Rae	Street	290	Fitzroy North	Britten's Buildings, Shop & residence, former	234520	Contributory	1881
HO327	Rae	Street	291	Fitzroy North		233470	Not contributory	1970-1980
HO327	Rae	Street	297	Fitzroy North		233475	Individually Significant	1880-1890
HO327	Rae	Street	299	Fitzroy North		233480	Individually Significant	1880-1890
HO327	Rae	Street	300-304	Fitzroy North	North Fitzroy Arms Hotel	234530	Individually Significant	1870-1890
HO327	Rae	Street	301-317	Fitzroy North	Factory	233485	Not contributory	1930-1950
HO327	Rae	Street	308	Fitzroy North	Flats	234535	Not contributory	1950-1960
HO327	Rae	Street	314	Fitzroy North	Shop & residence, former	234565	Not contributory	1850-1890
HO327	Rae	Street	316	Fitzroy North	Shop & residence, former	234570	Contributory	1850-1890
HO327	Rae	Street	318	Fitzroy North		234575	Not contributory	1925-1930
HO327	Rae	Street	319	Fitzroy North		233495	Not contributory	1850-1890
HO327	Rae	Street	320	Fitzroy North		234580	Not contributory	1850-1890
HO327	Rae	Street	322	Fitzroy North		234585	Contributory	1880-1890
HO327	Rae	Street	323	Fitzroy North		233500	Contributory	1925-1930
HO327	Rae	Street	324	Fitzroy North		234590	Contributory	1930-1940
HO327	Rae	Street	325	Fitzroy North		233505	Contributory	1925-1930
HO327	Rae	Street	327	Fitzroy North	Irene	233510	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rae	Street	328	Fitzroy North	Turtella	234595	Contributory	1880-1890
HO327	Rae	Street	329	Fitzroy North		233515	Contributory	1900-1915
HO327	Rae	Street	331	Fitzroy North		233520	Contributory	1880-1890
HO327	Rae	Street	332	Fitzroy North	Factory	234600	Not contributory	1915-1925
HO327	Rae	Street	333	Fitzroy North		233525	Contributory	1880-1890
HO327	Rae	Street	337	Fitzroy North		233530	Not contributory	1990-2000?
HO327	Rae	Street	339	Fitzroy North	Dundalk House	233535	Contributory	1880-1890
HO327	Rae	Street	340-342	Fitzroy North		234610	Contributory	1850-1890
HO327	Rae	Street	341	Fitzroy North	Shop & residence, former	233540	Contributory	1880-1890
HO327	Rae	Street	343	Fitzroy North	Shop & residence, former	233545	Contributory	1880-1890
HO327	Rae	Street	344	Fitzroy North		234615	Contributory	1850-1910
HO327	Rae	Street	345	Fitzroy North		233550	Not contributory	1990-2000
HO327	Rae	Street	346	Fitzroy North		234620	Contributory	1900-1915
HO327	Rae	Street	348	Fitzroy North		234625	Individually Significant	1880-1890
HO327	Rae	Street	350	Fitzroy North	Shop & residence	234630	Contributory	1850-1890
HO327	Rae	Street	352	Fitzroy North		234635	Contributory	1880-1890
HO327	Rae	Street	353	Fitzroy North		233555	Contributory	1850-1890
HO327	Rae	Street	354	Fitzroy North		234640	Contributory	1880-1890
HO327	Rae	Street	355	Fitzroy North		233560	Contributory	1850-1890
HO327	Rae	Street	356	Fitzroy North		234645	Contributory	1880-1890
HO327	Rae	Street	357	Fitzroy North		233565	Contributory	1880-1890
HO327	Rae	Street	358	Fitzroy North		234650	Contributory	1880-1890
HO327	Rae	Street	359	Fitzroy North		233570	Contributory	1880-1890
HO327	Rae	Street	360	Fitzroy North		234655	Contributory	1880-1890
HO327	Rae	Street	361	Fitzroy North		233575	Contributory	1930-1940
HO327	Rae	Street	362	Fitzroy North		234660	Contributory	1880-1890
HO327	Rae	Street	363	Fitzroy North		233580	Contributory	1850-1890
HO327	Rae	Street	364	Fitzroy North		234665	Contributory	1880-1890
HO327	Rae	Street	365	Fitzroy North		233585	Contributory	1880-1890
HO327	Rae	Street	366	Fitzroy North		234665	Contributory	1870-1890
HO327	Rae	Street	367	Fitzroy North		233590	Contributory	1900-1915
HO327	Rae	Street	368	Fitzroy North		234670	Contributory	1880-1890
HO327	Rae	Street	369	Fitzroy North		233595	Contributory	1880-1890
HO327	Rae	Street	370	Fitzroy North	Shop & residence, former	234675	Contributory	1880-1890
HO327	Rae	Street	371	Fitzroy North		233600	Contributory	1850-1890
HO327	Rae	Street	372	Fitzroy North		234680	Contributory	1900-1915
HO327	Rae	Street	373	Fitzroy North		233605	Not contributory	1850-1890?
HO327	Rae	Street	374	Fitzroy North		234685	Contributory	1900-1915
HO327	Rae	Street	375	Fitzroy North		297300	Not contributory	1990-2000
HO327	Rae	Street	375A	Fitzroy North	Apartments	297305	Not contributory	1990-2000
HO327	Rae	Street	377	Fitzroy North		233615	Contributory	1850-1890
HO327	Rae	Street	378	Fitzroy North		234690	Contributory	1850-1890
HO327	Rae	Street	382	Fitzroy North		234695	Contributory	1880-1890
HO327	Rae	Street	384	Fitzroy North		234700	Contributory	1880-1890
HO327	Rae	Street	385	Fitzroy North	Town house	277805	Not contributory	1990-2000
HO327	Rae	Street	386	Fitzroy North		234705	Contributory	1880-1890
HO327	Rae	Street	387	Fitzroy North	Town house	233620	Not contributory	1990-2000
HO327	Rae	Street	389	Fitzroy North		233625	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rae	Street	393	Fitzroy North		233630	Not contributory	1915-1925
HO327	Rae	Street	397	Fitzroy North		233635	Contributory	1850-1890
HO327	Rae	Street	399	Fitzroy North	Burnham House (?) Shop & residence	233640	Contributory	1880-1890
HO327	Rae	Street	405	Fitzroy North		233645	Contributory	1900-1915
HO327	Rae	Street	407	Fitzroy North		233650	Contributory	1900-1915
HO327	Rae	Street	409	Fitzroy North	Thistle	233655	Contributory	1900-1915
HO327	Rae	Street	415	Fitzroy North		233660	Contributory	1880-1910
HO327	Rae	Street	417	Fitzroy North		233665	Contributory	1880-1890
HO327	Rae	Street	419	Fitzroy North		233670	Contributory	1880-1890
HO327	Rae	Street	421	Fitzroy North		233675	Contributory	1880-1890
HO327	Rae	Street	421A	Fitzroy North	Vacant land	319870	Not contributory	Unknown
HO327	Rae	Street	422	Fitzroy North	A McGregor Pattern Maker, factory	234720	Individually Significant	1938
HO327	Rae	Street	423	Fitzroy North		233680	Contributory	1900-1915
HO327	Rae	Street	424	Fitzroy North		234725	Contributory	1880-1890
HO327	Rae	Street	425	Fitzroy North		233685	Contributory	1900-1915
HO327	Rae	Street	427	Fitzroy North		233690	Contributory	1880-1890
HO327	Rae	Street	429	Fitzroy North		233695	Contributory	1880-1890
HO327	Rae	Street	430	Fitzroy North	Factory, former (part)	234750	Not contributory	1915-1930?
HO327	Rae	Street	431	Fitzroy North		233700	Contributory	1850-1890
HO327	Rae	Street	433	Fitzroy North		233705	Contributory	1850-1890
HO327	Rae	Street	435	Fitzroy North		233710	Contributory	1880-1890
HO327	Rae	Street	437	Fitzroy North		233715	Contributory	1880-1890
HO327	Rae	Street	439	Fitzroy North		233725	Contributory	1880-1890
HO327	Rae	Street	439A	Fitzroy North		233720	Contributory	1880-1890
HO327	Rae	Street	440	Fitzroy North		234765	Contributory	1850-1890
HO327	Rae	Street	441-453	Fitzroy North	vacant land	235300	Not contributory	Unknown
HO327	Rae	Street	442	Fitzroy North		234770	Contributory	1880-1890
HO327	Rae	Street	444	Fitzroy North		234775	Contributory	1880-1890
HO327	Rae	Street	446	Fitzroy North		234780	Contributory	1880-1890
HO327	Rae	Street	448	Fitzroy North		234785	Contributory	1880-1890
HO327	Rae	Street	450	Fitzroy North		234780	Contributory	1890-1900?
HO327	Rae	Street	452	Fitzroy North		234785	Contributory	1900-1915
HO327	Rae	Street	454	Fitzroy North		234790	Not contributory	1850-1890
HO327	Rae	Street	455	Fitzroy North	Shop & residence, former	233730	Contributory	1880-1890
HO327	Rae	Street	457	Fitzroy North	Shop & residence, former	233735	Contributory	1880-1890
HO327	Rae	Street	458-460	Fitzroy North		234795	Contributory	1880-1890
HO327	Rae	Street	459	Fitzroy North	Shop & residence, former	233740	Contributory	1880-1890
HO327	Rae	Street	461	Fitzroy North		233745	Contributory	1880-1890
HO327	Rae	Street	462	Fitzroy North		234800	Contributory	1850-1890
HO327	Rae	Street	463	Fitzroy North		233750	Contributory	1850-1890
HO327	Rae	Street	464	Fitzroy North		234805	Contributory	1900-1915
HO327	Rae	Street	466	Fitzroy North		234810	Contributory	1850-1890
HO327	Rae	Street	468	Fitzroy North		234815	Contributory	1850-1890
HO327	Rae	Street	469	Fitzroy North	Park/vacant land	233755	Not contributory	Unknown
HO327	Rae	Street	470	Fitzroy North		234820	Not contributory	1850-1890
HO327	Rae	Street	471	Fitzroy North		233760	Individually Significant	1880-1890
HO327	Rae	Street	472	Fitzroy North		234825	Contributory	1900-1915
HO327	Rae	Street	473	Fitzroy North		233765	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rae	Street	474-476	Fitzroy North		234830	Contributory	1915-1925
HO327	Rae	Street	475	Fitzroy North		233770	Not contributory	1880-1890
HO327	Rae	Street	477	Fitzroy North		233775	Contributory	1880-1890
HO327	Rae	Street	479	Fitzroy North		233780	Contributory	1880-1890
HO327	Rae	Street	500	Fitzroy North	Factory/warehouse	274905	Not contributory	Unknown
HO327	Rae	Street	501-511	Fitzroy North	Housing Commission	274890	Not contributory	1993
HO327	Rae	Street	504	Fitzroy North	Apartments, part	295345	Contributory	1900-1915?
HO327	Rae	Street	506	Fitzroy North	Apartments, part	295350	Contributory	1900-1915?
HO327	Rae	Street	508	Fitzroy North	Apartments, part	295355	Not contributory	2000-2010
HO327	Rae	Street	510	Fitzroy North	Apartments	295360	Not contributory	2000-2010
HO327	Rae	Street	512	Fitzroy North	Apartments	295365	Not contributory	2000-2010
HO327	Rae	Street	514	Fitzroy North	Apartments	295370	Not contributory	2000-2010
HO327	Rae	Street	516	Fitzroy North	Apartments	295375	Not contributory	2000-2010
HO327	Rae	Street	518	Fitzroy North	Apartments	295380	Not contributory	2000-2010
HO327	Rae	Street	520	Fitzroy North	Apartments	295385	Not contributory	1915-1925?
HO327	Rae	Street	524	Fitzroy North		234835	Not contributory	Unknown
HO327	Rae	Street	525	Fitzroy North		233785	Contributory	1900-1915
HO327	Rae	Street	526	Fitzroy North		234840	Contributory	1900-1915
HO327	Rae	Street	527	Fitzroy North		233790	Contributory	1900-1915
HO327	Rae	Street	528	Fitzroy North		234845	Contributory	1900-1915
HO327	Rae	Street	529	Fitzroy North	Factory, former	233795	Not contributory	1900-1915, 2000-2005?
HO327	Rae	Street	529/1	Fitzroy North	Apartment	233795	Not contributory	1990-2000
HO327	Rae	Street	529/2	Fitzroy North	Factory, former	279875	Not contributory	1900-1915, 2000-2005?
HO327	Rae	Street	529/3	Fitzroy North	Factory, former	279880	Not contributory	1900-1915, 2000-2005?
HO327	Rae	Street	529/4	Fitzroy North	Factory, former	279885	Not contributory	1900-1915, 2000-2005?
HO327	Rae	Street	529/5	Fitzroy North	Factory, former	279890	Not contributory	1900-1915, 2000-2005?
HO327	Rae	Street	529/6	Fitzroy North	Factory, former	279895	Not contributory	1900-1915, 2000-2005?
HO327	Rae	Street	530	Fitzroy North		234850	Not contributory	1880-1890
HO327	Rae	Street	531	Fitzroy North		1	Not contributory	1990-2000
HO327	Rae	Street	532	Fitzroy North		234855	Contributory	1880-1890
HO327	Rae	Street	534	Fitzroy North		234860	Contributory	1915-1925
HO327	Rae	Street	535	Fitzroy North		233800	Contributory	1900-1915
HO327	Rae	Street	537	Fitzroy North		233805	Contributory	1900-1915
HO327	Rae	Street	539	Fitzroy North		233810	Contributory	1880-1890
HO327	Rae	Street	541	Fitzroy North		233815	Contributory	1880-1890
HO327	Rae	Street	543	Fitzroy North		233820	Contributory	1880-1890
HO327	Rae	Street	545	Fitzroy North		233825	Contributory	1880-1890
HO327	Rae	Street	547	Fitzroy North		233830	Contributory	1880-1890
HO327	Rae	Street	549	Fitzroy North		233835	Contributory	1880-1890
HO327	Rae	Street	551	Fitzroy North		233840	Contributory	1880-1890
HO327	Rae	Street	553	Fitzroy North		233845	Contributory	1880-1890
HO327	Rae	Street	554	Fitzroy North		234865	Contributory	1900-1915
HO327	Rae	Street	555	Fitzroy North		233850	Contributory	1880-1890
HO327	Rae	Street	556	Fitzroy North		234870	Contributory	1900-1915
HO327	Rae	Street	557	Fitzroy North		233855	Not contributory	1990-2000
HO327	Rae	Street	558	Fitzroy North		234875	Contributory	1900-1915
HO327	Rae	Street	559	Fitzroy North		233855	Not contributory	1990-2000
HO327	Rae	Street	560	Fitzroy North		234880	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rae	Street	561	Fitzroy North		233865	Contributory	1880-1890
HO327	Rae	Street	562	Fitzroy North		234885	Contributory	1900-1915
HO327	Rae	Street	563	Fitzroy North		233870	Contributory	1880-1890
HO327	Rae	Street	564	Fitzroy North		234890	Not contributory	1970-1980
HO327	Rae	Street	565	Fitzroy North		233875	Contributory	1880-1890
HO327	Rae	Street	566	Fitzroy North		234895	Not contributory	1900-1915
HO327	Rae	Street	567	Fitzroy North		295275	Not contributory	1990-2000
HO327	Rae	Street	569	Fitzroy North		233885	Contributory	1880-1890
HO327	Rae	Street	572	Fitzroy North		234900	Contributory	1880-1890
HO327	Rae	Street	573	Fitzroy North	Apartments	233890	Not contributory	1990-2000
HO327	Rae	Street	574	Fitzroy North		234905	Contributory	1880-1890
HO327	Rae	Street	575	Fitzroy North		233895	Contributory	1900-1915
HO327	Rae	Street	576	Fitzroy North		234910	Contributory	1880-1890
HO327	Rae	Street	577	Fitzroy North		233900	Contributory	1900-1915
HO327	Rae	Street	578	Fitzroy North		234915	Contributory	1880-1890
HO327	Rae	Street	579	Fitzroy North		233905	Contributory	1900-1915
HO327	Rae	Street	580	Fitzroy North		234920	Contributory	1900-1915
HO327	Rae	Street	581	Fitzroy North		233910	Not contributory	1900-1915
HO327	Rae	Street	582	Fitzroy North		234925	Contributory	1900-1915
HO327	Rae	Street	583	Fitzroy North		233915	Contributory	1900-1915
HO327	Rae	Street	584	Fitzroy North		234930	Contributory	1900-1915
HO327	Rae	Street	585	Fitzroy North		233920	Contributory	1900-1915
HO327	Rae	Street	586	Fitzroy North		234940	Contributory	1900-1915
HO327	Railway	Street	26	Fitzroy North		329410	Not contributory	2008
HO327	Reid	Street	17	Fitzroy North		235025	Contributory	1870-1890
HO327	Reid	Street	19	Fitzroy North		235030	Contributory	1870-1890
HO327	Reid	Street	21	Fitzroy North		235035	Individually Significant	1870-1880
HO327	Reid	Street	23	Fitzroy North		235040	Individually Significant	1870-1880
HO327	Reid	Street	25	Fitzroy North		235045	Individually Significant	1870-1880
HO327	Reid	Street	27-29	Fitzroy North	Factory/warehouse	235050	Contributory	1905-1915
HO327	Reid	Street	33	Fitzroy North		235055	Contributory	1870-1890
HO327	Reid	Street	35	Fitzroy North		235060	Contributory	1870-1890
HO327	Reid	Street	37	Fitzroy North		235065	Contributory	1870-1890
HO327	Reid	Street	38-36	Fitzroy North	Cadet Shoes, Factory/warehouse	235130	Contributory	1900-1915
HO327	Reid	Street	39	Fitzroy North	Leeds	235070	Contributory	1900-1915
HO327	Reid	Street	40	Fitzroy North	Factory/warehouse	1	Individually Significant	1900-1915
HO327	Reid	Street	45	Fitzroy North		235075	Not contributory	1950-1960
HO327	Reid	Street	50	Fitzroy North	Factory/warehouse yard	235135	Not contributory	Unknown
HO327	Reid	Street	51	Fitzroy North		235080	Contributory	1870-1890
HO327	Reid	Street	52-54	Fitzroy North		235140	Not contributory	1870-1890?
HO327	Reid	Street	53	Fitzroy North		235085	Contributory	1870-1890
HO327	Reid	Street	54	Fitzroy North		235145	Contributory	1870-1890
HO327	Reid	Street	55	Fitzroy North	Unit development	235090	Not contributory	2000-2010
HO327	Reid	Street	61	Fitzroy North		235095	Contributory	1870-1890
HO327	Reid	Street	62	Fitzroy North	Factory/warehouse (part), now units	235150	Contributory	1870-1890
HO327	Reid	Street	64	Fitzroy North	Units, rear shop & residence,	235155	Not contributory	Unknown
HO327	Reid	Street	66	Fitzroy North		235160	Contributory	1900-1915
HO327	Reid	Street	67	Fitzroy North		235100	Not contributory	1950-1960

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Reid	Street	68	Fitzroy North		235165	Not contributory	Unknown
HO327	Reid	Street	69	Fitzroy North		235105	Not contributory	1850-1890
HO327	Reid	Street	70	Fitzroy North		235170	Contributory	1860-1880
HO327	Reid	Street	71	Fitzroy North		235110	Not contributory	1850-1890
HO327	Reid	Street	73	Fitzroy North	shop	235115	Not contributory	1960-1970
HO327	Reid	Street	75-77	Fitzroy North	Church of Christ Nth Fitzroy Bible School	235120	Individually Significant	1924
HO327	Reid	Street	79-81	Fitzroy North	Factory/warehouse	235125	Not contributory	1980-1990
HO327	Rowe	Street	1	Fitzroy North		248665	Contributory	1880-1890
HO327	Rowe	Street	2	Fitzroy North		248915	Not contributory	1880-1890
HO327	Rowe	Street	2A	Fitzroy North		248910	Not contributory	1880-1890
HO327	Rowe	Street	3	Fitzroy North		248670	Contributory	1880-1890
HO327	Rowe	Street	4	Fitzroy North	Helena Cottage	248920	Contributory	1880-1890
HO327	Rowe	Street	5	Fitzroy North		248675	Contributory	1880-1890
HO327	Rowe	Street	6	Fitzroy North		248925	Contributory	1850-1890
HO327	Rowe	Street	7	Fitzroy North		248680	Contributory	1880-1890
HO327	Rowe	Street	8	Fitzroy North		248930	Contributory	1880-1890
HO327	Rowe	Street	9	Fitzroy North		248685	Contributory	1880-1890
HO327	Rowe	Street	10	Fitzroy North		248935	Contributory	1880-1890
HO327	Rowe	Street	11	Fitzroy North		248690	Contributory	1880-1890
HO327	Rowe	Street	12	Fitzroy North		248940	Contributory	1880-1890
HO327	Rowe	Street	13	Fitzroy North		248695	Contributory	1880-1890
HO327	Rowe	Street	14	Fitzroy North		248945	Contributory	1880-1890
HO327	Rowe	Street	15	Fitzroy North		248700	Contributory	1880-1890
HO327	Rowe	Street	16	Fitzroy North		248950	Individually Significant	1880-1890
HO327	Rowe	Street	17	Fitzroy North		248705	Contributory	1880-1890
HO327	Rowe	Street	18	Fitzroy North		248955	Individually Significant	1880-1890
HO327	Rowe	Street	19	Fitzroy North		248710	Contributory	1880-1890
HO327	Rowe	Street	20	Fitzroy North		248960	Individually Significant	1880-1890
HO327	Rowe	Street	23	Fitzroy North		248715	Contributory	1880-1890
HO327	Rowe	Street	24	Fitzroy North		248965	Contributory	1880-1890
HO327	Rowe	Street	26	Fitzroy North		248970	Contributory	1880-1890
HO327	Rowe	Street	27	Fitzroy North		248720	Contributory	1880-1890
HO327	Rowe	Street	28	Fitzroy North		248975	Contributory	1880-1890
HO327	Rowe	Street	29	Fitzroy North		248725	Contributory	1880-1890
HO327	Rowe	Street	30	Fitzroy North		248980	Contributory	1880-1890
HO327	Rowe	Street	31	Fitzroy North		248730	Contributory	1880-1890
HO327	Rowe	Street	32	Fitzroy North		248985	Contributory	1880-1890
HO327	Rowe	Street	33	Fitzroy North		248735	Contributory	1880-1890
HO327	Rowe	Street	34	Fitzroy North		248990	Contributory	1880-1890
HO327	Rowe	Street	35	Fitzroy North		248740	Individually Significant	1880-1890
HO327	Rowe	Street	36	Fitzroy North		248995	Contributory	1880-1890
HO327	Rowe	Street	37	Fitzroy North		248745	Contributory	1880-1890
HO327	Rowe	Street	38	Fitzroy North		249000	Contributory	1880-1890
HO327	Rowe	Street	39	Fitzroy North		248750	Contributory	1880-1890
HO327	Rowe	Street	41	Fitzroy North		248755	Contributory	1880-1890
HO327	Rowe	Street	43	Fitzroy North		248760	Contributory	1880-1890
HO327	Rowe	Street	45	Fitzroy North		248765	Contributory	1880-1890
HO327	Rowe	Street	46	Fitzroy North		249005	Individually Significant	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rowe	Street	47	Fitzroy North		248770	Contributory	1880-1890
HO327	Rowe	Street	48	Fitzroy North		249010	Contributory	1880-1890
HO327	Rowe	Street	50	Fitzroy North		249015	Contributory	1880-1890
HO327	Rowe	Street	52	Fitzroy North		249020	Contributory	1880-1890
HO327	Rowe	Street	54	Fitzroy North		249025	Contributory	1900-1915
HO327	Rowe	Street	56	Fitzroy North		249030	Contributory	1900-1915
HO327	Rowe	Street	63	Fitzroy North		248775	Contributory	1880-1890
HO327	Rowe	Street	65	Fitzroy North		248780	Contributory	1880-1890
HO327	Rowe	Street	66/1	Fitzroy North	Townhouse	249035	Contributory	1880-1890
HO327	Rowe	Street	66/2	Fitzroy North	Townhouse	249040	Not contributory	Unknown
HO327	Rowe	Street	67	Fitzroy North		248785	Contributory	1880-1890
HO327	Rowe	Street	68	Fitzroy North		249050	Contributory	1880-1890
HO327	Rowe	Street	70	Fitzroy North		249055	Contributory	1880-1890
HO327	Rowe	Street	71	Fitzroy North		248790	Contributory	1880-1890
HO327	Rowe	Street	72	Fitzroy North		249060	Contributory	1880-1890
HO327	Rowe	Street	73	Fitzroy North		248795	Contributory	1880-1890
HO327	Rowe	Street	74	Fitzroy North		249060	Contributory	1880-1890
HO327	Rowe	Street	76	Fitzroy North		249065	Contributory	1880-1890
HO327	Rowe	Street	78	Fitzroy North	Strome, trees (2)	249070	Individually Significant	1880-1890
HO327	Rowe	Street	79	Fitzroy North		248800	Contributory	1880-1890
HO327	Rowe	Street	80	Fitzroy North		249075	Contributory	1880-1890
HO327	Rowe	Street	81	Fitzroy North		248805	Contributory	1880-1890
HO327	Rowe	Street	82	Fitzroy North		249080	Not contributory	1850-1890
HO327	Rowe	Street	83	Fitzroy North		248810	Contributory	1880-1890
HO327	Rowe	Street	84	Fitzroy North		249085	Contributory	1880-1890
HO327	Rowe	Street	85	Fitzroy North		248815	Contributory	1880-1890
HO327	Rowe	Street	86	Fitzroy North		249090	Contributory	1880-1890
HO327	Rowe	Street	87	Fitzroy North		248820	Contributory	1880-1890
HO327	Rowe	Street	88	Fitzroy North		249095	Individually Significant	1890-1900
HO327	Rowe	Street	89	Fitzroy North		248825	Contributory	1880-1890
HO327	Rowe	Street	90	Fitzroy North		249100	Individually Significant	1890-1900
HO327	Rowe	Street	91	Fitzroy North		248830	Contributory	1880-1890
HO327	Rowe	Street	92	Fitzroy North		249105	Contributory	1890-1900
HO327	Rowe	Street	93	Fitzroy North		248835	Contributory	1880-1890
HO327	Rowe	Street	94	Fitzroy North		249110	Contributory	1900-1915
HO327	Rowe	Street	95	Fitzroy North		248840	Contributory	1880-1890
HO327	Rowe	Street	97	Fitzroy North		248845	Contributory	1880-1890
HO327	Rowe	Street	103	Fitzroy North		248850	Contributory	1880-1890
HO327	Rowe	Street	105	Fitzroy North		248855	Contributory	1880-1890
HO327	Rowe	Street	107	Fitzroy North		248860	Contributory	1880-1890
HO327	Rowe	Street	109	Fitzroy North		248865	Contributory	1880-1890
HO327	Rowe	Street	111	Fitzroy North		248870	Contributory	1900-1915
HO327	Rowe	Street	115	Fitzroy North		248875	Contributory	1880-1890
HO327	Rowe	Street	117	Fitzroy North		248880	Contributory	1880-1890
HO327	Rowe	Street	119	Fitzroy North		248885	Contributory	1880-1890
HO327	Rowe	Street	121	Fitzroy North		248890	Contributory	1880-1890
HO327	Rowe	Street	123	Fitzroy North		248895	Contributory	1880-1890
HO327	Rowe	Street	125	Fitzroy North		248900	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rowe	Street	127	Fitzroy North		248905	Individually Significant	1880-1890
HO327	Rushall	Crescent	Off	Fitzroy North	Rushall Railway Station & landscape (palms)	0	Individually Significant	1900-1915
HO327	Rushall	Crescent	3	Fitzroy North		249115	Contributory	1900-1915
HO327	Rushall	Crescent	4	Fitzroy North		249505	Contributory	1880-1890
HO327	Rushall	Crescent	5	Fitzroy North		249120	Contributory	1900-1915
HO327	Rushall	Crescent	6	Fitzroy North		249510	Contributory	1880-1890
HO327	Rushall	Crescent	8	Fitzroy North		249515	Contributory	1880-1890
HO327	Rushall	Crescent	10	Fitzroy North		249520	Contributory	1880-1890
HO327	Rushall	Crescent	11	Fitzroy North		249125	Contributory	1880-1890
HO327	Rushall	Crescent	12	Fitzroy North		249525	Contributory	1880-1890
HO327	Rushall	Crescent	13	Fitzroy North		249130	Contributory	1900-1915
HO327	Rushall	Crescent	14	Fitzroy North		249530	Contributory	1880-1890
HO327	Rushall	Crescent	15	Fitzroy North		249135	Contributory	1880-1890
HO327	Rushall	Crescent	16	Fitzroy North		249535	Contributory	1880-1890
HO327	Rushall	Crescent	17	Fitzroy North		249140	Contributory	1880-1890
HO327	Rushall	Crescent	19	Fitzroy North		249145	Contributory	1880-1890
HO327	Rushall	Crescent	20	Fitzroy North	Old Colonists' Homes & landscaping	249540	Victorian Heritage Register	1870-
HO327	Rushall	Crescent	21	Fitzroy North		249150	Contributory	1880-1890
HO327	Rushall	Crescent	23	Fitzroy North		249155	Contributory	1890-1900
HO327	Rushall	Crescent	25	Fitzroy North		249160	Contributory	1890-1900
HO327	Rushall	Crescent	27	Fitzroy North		249165	Contributory	1880-1890
HO327	Rushall	Crescent	29	Fitzroy North		249170	Contributory	1880-1890
HO327	Rushall	Crescent	31	Fitzroy North		249175	Contributory	1880-1890
HO327	Rushall	Crescent	33	Fitzroy North		249180	Contributory	1880-1890
HO327	Rushall	Crescent	35	Fitzroy North		249185	Contributory	1880-1890
HO327	Rushall	Crescent	37	Fitzroy North		249190	Contributory	1880-1890
HO327	Rushall	Crescent	39	Fitzroy North	Clifton	249195	Individually Significant	1880-1890
HO327	Rushall	Crescent	41	Fitzroy North	Preston	249200	Individually Significant	1880-1890
HO327	Rushall	Crescent	43	Fitzroy North	Townhouse	249205	Not contributory	Unknown
HO327	Rushall	Crescent	43A	Fitzroy North	Townhouse	249210	Not contributory	Unknown
HO327	Rushall	Crescent	45	Fitzroy North		249215	Contributory	1890-1900
HO327	Rushall	Crescent	59	Fitzroy North		249220	Contributory	1880-1890
HO327	Rushall	Crescent	61	Fitzroy North	Lydia Cottage	249225	Contributory	1880-1890
HO327	Rushall	Crescent	63	Fitzroy North		249230	Contributory	1880-1890
HO327	Rushall	Crescent	65	Fitzroy North		249235	Contributory	1880-1890
HO327	Rushall	Crescent	67	Fitzroy North		249240	Contributory	1880-1890
HO327	Rushall	Crescent	71	Fitzroy North		249245	Not contributory	1850-1890
HO327	Rushall	Crescent	73	Fitzroy North		249250	Contributory	1850-1890
HO327	Rushall	Crescent	81/1	Fitzroy North	Canty's Flats	249255	Individually Significant	1940
HO327	Rushall	Crescent	81/2	Fitzroy North	Canty's Flats	249260	Individually Significant	1940
HO327	Rushall	Crescent	81/3	Fitzroy North	unit	249265	Unknown	Unknown
HO327	Rushall	Crescent	83	Fitzroy North		249270	Contributory	1900-1915
HO327	Rushall	Crescent	85	Fitzroy North		249275	Contributory	1880-1890
HO327	Rushall	Crescent	87	Fitzroy North		249280	Contributory	1880-1890
HO327	Rushall	Crescent	89	Fitzroy North		249285	Contributory	1880-1890
HO327	Rushall	Crescent	91	Fitzroy North		249290	Contributory	1880-1890
HO327	Rushall	Crescent	93	Fitzroy North		249295	Not contributory	1850-1890
HO327	Rushall	Crescent	95	Fitzroy North		249300	Not contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Rushall	Crescent	97	Fitzroy North		249305	Contributory	1880-1890
HO327	Rushall	Crescent	103	Fitzroy North		249310	Contributory	1880-1890
HO327	Rushall	Crescent	105	Fitzroy North	Milroy	249315	Contributory	1880-1890
HO327	Rushall	Crescent	107-109	Fitzroy North		249320	Contributory	1880-1890
HO327	Rushall	Crescent	111	Fitzroy North	Units	249325	Not contributory	1950-1990
HO327	Rushall	Crescent	113	Fitzroy North		249350	Contributory	1900-1915
HO327	Rushall	Crescent	117	Fitzroy North	Flats	249355	Not contributory	1960-1980
HO327	Rushall	Crescent	119	Fitzroy North	Rushall Mews flats	249395	Not contributory	1970-1980
HO327	Rushall	Crescent	121	Fitzroy North		249445	Contributory	1900-1915
HO327	Rushall	Crescent	123	Fitzroy North		249450	Contributory	1900-1915
HO327	Rushall	Crescent	125	Fitzroy North	Flats	249455	Not contributory	1970-1980
HO327	Scotchmer	Street	2	Fitzroy North		235460	Contributory	1850-1890
HO327	Scotchmer	Street	4	Fitzroy North		235465	Contributory	1900-1915?
HO327	Scotchmer	Street	6	Fitzroy North		235470	Contributory	1900-1915
HO327	Scotchmer	Street	8	Fitzroy North		235475	Contributory	1900-1915
HO327	Scotchmer	Street	10	Fitzroy North		235480	Contributory	1900-1915
HO327	Scotchmer	Street	12	Fitzroy North		235485	Contributory	1900-1915
HO327	Scotchmer	Street	22	Fitzroy North	Townhouse	235490	Not contributory	1990-2000
HO327	Scotchmer	Street	24	Fitzroy North	Apartment	291875	Not contributory	1990-2000
HO327	Scotchmer	Street	26	Fitzroy North	Apartment	291880	Not contributory	1990-2000
HO327	Scotchmer	Street	28	Fitzroy North		235495	Contributory	1900-1915
HO327	Scotchmer	Street	30	Fitzroy North		235500	Contributory	1900-1915
HO327	Scotchmer	Street	32	Fitzroy North	House	338330	Not contributory	2005
HO327	Scotchmer	Street	34	Fitzroy North		235505	Contributory	1850-1890
HO327	Scotchmer	Street	36	Fitzroy North		235510	Contributory	1850-1890
HO327	Scotchmer	Street	38	Fitzroy North		235515	Contributory	1850-1890
HO327	Scotchmer	Street	40	Fitzroy North	Dunell R & Sons Dairy, later All Nations Dairy	235520	Individually Significant	1936
HO327	Scotchmer	Street	42	Fitzroy North		235525	Contributory	1900-1915
HO327	Scotchmer	Street	44	Fitzroy North		235530	Contributory	1880-1890
HO327	Scotchmer	Street	46	Fitzroy North		235535	Not contributory	1850-1890
HO327	Scotchmer	Street	54	Fitzroy North		235540	Contributory	1900-1915
HO327	Scotchmer	Street	55	Fitzroy North	Office	317140	Not contributory	1990-2000
HO327	Scotchmer	Street	56	Fitzroy North		235545	Contributory	1900-1915
HO327	Scotchmer	Street	57	Fitzroy North	Shop & residence	317140	Not contributory	Unknown
HO327	Scotchmer	Street	58	Fitzroy North		235550	Contributory	1900-1915
HO327	Scotchmer	Street	59	Fitzroy North	St Luke's Anglican Church	235315	Not contributory	1970-1980
HO327	Scotchmer	Street	60	Fitzroy North		235555	Contributory	1850-1890
HO327	Scotchmer	Street	62	Fitzroy North		235560	Contributory	1850-1890
HO327	Scotchmer	Street	63	Fitzroy North		235320	Contributory	1880-1890
HO327	Scotchmer	Street	64	Fitzroy North		235565	Contributory	1880-1890
HO327	Scotchmer	Street	65	Fitzroy North		235325	Contributory	1915-1925
HO327	Scotchmer	Street	66	Fitzroy North		235570	Contributory	1880-1890
HO327	Scotchmer	Street	67	Fitzroy North		235330	Contributory	1850-1890
HO327	Scotchmer	Street	68	Fitzroy North		235575	Contributory	1900-1915
HO327	Scotchmer	Street	69	Fitzroy North	Shop & residence	235335	Contributory	1880-1890
HO327	Scotchmer	Street	70	Fitzroy North		235580	Contributory	1900-1915
HO327	Scotchmer	Street	71	Fitzroy North	Shop & residence	235340	Contributory	1850-1890
HO327	Scotchmer	Street	73	Fitzroy North	Shop & residence	235340	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Scotchmer	Street	75	Fitzroy North	Fitzroy Buildings shop & residence	235345	Contributory	1850-1890
HO327	Scotchmer	Street	76	Fitzroy North	Nyora	235585	Contributory	1900-1915
HO327	Scotchmer	Street	77	Fitzroy North	Fitzroy Buildings (Shop & residence, former)	235350	Contributory	1850-1890
HO327	Scotchmer	Street	78	Fitzroy North	Shop & residence	235590	Contributory	1850-1890
HO327	Scotchmer	Street	79	Fitzroy North	Fitzroy Buildings (Shop & residence, former)	235355	Contributory	1850-1890
HO327	Scotchmer	Street	80	Fitzroy North		235595	Contributory	1900-1915
HO327	Scotchmer	Street	81	Fitzroy North	Fitzroy Buildings (Shop & residence, former)	235360	Contributory	1850-1890
HO327	Scotchmer	Street	82	Fitzroy North		235600	Contributory	1900-1915
HO327	Scotchmer	Street	83	Fitzroy North		235365	Contributory	1900-1915
HO327	Scotchmer	Street	85	Fitzroy North		235370	Contributory	1900-1915
HO327	Scotchmer	Street	87	Fitzroy North		235375	Contributory	1900-1915
HO327	Scotchmer	Street	89	Fitzroy North		235380	Not contributory	1850-1890
HO327	Scotchmer	Street	90	Fitzroy North		235605	Contributory	1900-1915
HO327	Scotchmer	Street	91	Fitzroy North		235385	Contributory	1900-1915
HO327	Scotchmer	Street	92	Fitzroy North		235610	Contributory	1880-1900
HO327	Scotchmer	Street	93	Fitzroy North		235390	Contributory	1900-1915
HO327	Scotchmer	Street	94	Fitzroy North		235615	Contributory	1850-1890
HO327	Scotchmer	Street	95	Fitzroy North		235395	Contributory	1900-1915
HO327	Scotchmer	Street	96	Fitzroy North	Beaconsfield	235620	Contributory	1880-1890
HO327	Scotchmer	Street	97	Fitzroy North		235400	Contributory	1850-1890
HO327	Scotchmer	Street	98	Fitzroy North	Ennis Tymon Bakery, Shop & residence	235625	Individually Significant	1880-1890
HO327	Scotchmer	Street	100	Fitzroy North	Ennis Tymon Bakery, Shop & residence	235630	Individually Significant	1880-1890
HO327	Scotchmer	Street	101	Fitzroy North	Factory, former- now Sortino Social Club	235405	Contributory	1915-1925
HO327	Scotchmer	Street	102-106	Fitzroy North	Shop & residences	235635	Contributory	1900-1915
HO327	Scotchmer	Street	105	Fitzroy North	Bond's Buildings, shop & residence	235410	Contributory	1880-1890
HO327	Scotchmer	Street	107	Fitzroy North	Bond's Buildings, shop & residence	235415	Contributory	1880-1890
HO327	Scotchmer	Street	108	Fitzroy North	Shop & residence	235640	Contributory	1880-1890
HO327	Scotchmer	Street	109	Fitzroy North	Bond's Buildings, shop & residence	235420	Contributory	1880-1890
HO327	Scotchmer	Street	110	Fitzroy North	Shop & residence	235645	Contributory	1880-1890
HO327	Scotchmer	Street	111	Fitzroy North	Bond's Buildings, shop & residence	235425	Contributory	1880-1890
HO327	Scotchmer	Street	112	Fitzroy North	Shop & residence, former	235650	Contributory	1880-1890
HO327	Scotchmer	Street	113	Fitzroy North		235430	Contributory	1850-1890
HO327	Scotchmer	Street	114	Fitzroy North	Shop & residence, former	235655	Contributory	1880-1890
HO327	Scotchmer	Street	115	Fitzroy North		235430	Contributory	1880-1890
HO327	Scotchmer	Street	117	Fitzroy North	Shop & residence	235430	Contributory	1880-1890
HO327	Scotchmer	Street	119	Fitzroy North	Motor garage	235435	Not contributory	1930-1940?
HO327	Scotchmer	Street	121	Fitzroy North	Shop & residence	235440	Contributory	1880-1890
HO327	Scotchmer	Street	123	Fitzroy North	Shop & residence	235445	Contributory	1891
HO327	Scotchmer	Street	125-127	Fitzroy North	Birmacley Products Pty Ltd. Margarine factory, later Colvan P/L	235450	Individually Significant	1939
HO327	Scotchmer	Street	131-137	Fitzroy North	Park View Hotel	235455	Individually Significant	1870-1890
HO327	Scotchmer	Street	146	Fitzroy North	Shop & residence	249760	Contributory	1870-1890
HO327	Scotchmer	Street	148	Fitzroy North	Shop & residence	249765	Contributory	1870-1890
HO327	Scotchmer	Street	150	Fitzroy North	Shop & residence	249770	Contributory	1870-1890
HO327	Scotchmer	Street	152	Fitzroy North	Shop & residence	249775	Contributory	1870-1890
HO327	Scotchmer	Street	154	Fitzroy North		249780	Individually Significant	1900-1915
HO327	Scotchmer	Street	156	Fitzroy North		249785	Individually Significant	1900-1915
HO327	Scotchmer	Street	158	Fitzroy North		249790	Not contributory	1950-1960
HO327	Scotchmer	Street	160-162	Fitzroy North		249795	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Scotchmer	Street	161	Fitzroy North	Liverpool Buildings, shop & residence	249555	Contributory	1880-1890
HO327	Scotchmer	Street	163	Fitzroy North	Liverpool Buildings, shop & residence	249560	Contributory	1880-1890
HO327	Scotchmer	Street	165	Fitzroy North	Liverpool Buildings, shop & residence	249565	Contributory	1880-1890
HO327	Scotchmer	Street	167	Fitzroy North		249570	Contributory	1880-1890
HO327	Scotchmer	Street	168	Fitzroy North		249800	Contributory	1900-1915
HO327	Scotchmer	Street	169	Fitzroy North		249575	Contributory	1900-1915
HO327	Scotchmer	Street	170	Fitzroy North		249805	Contributory	1900-1915
HO327	Scotchmer	Street	171	Fitzroy North		249580	Contributory	1900-1915?
HO327	Scotchmer	Street	172	Fitzroy North		249810	Contributory	1900-1915
HO327	Scotchmer	Street	173	Fitzroy North		249585	Not contributory	1970-1980
HO327	Scotchmer	Street	174	Fitzroy North		249815	Contributory	1900-1915
HO327	Scotchmer	Street	175	Fitzroy North	Units	249590	Not contributory	1970-1980
HO327	Scotchmer	Street	176	Fitzroy North		249820	Contributory	1900-1915
HO327	Scotchmer	Street	177	Fitzroy North	Units	249595	Not contributory	1970-1980
HO327	Scotchmer	Street	178	Fitzroy North		249825	Contributory	1900-1915
HO327	Scotchmer	Street	179	Fitzroy North	Units	249600	Not contributory	1970-1980
HO327	Scotchmer	Street	181	Fitzroy North		249605	Contributory	1850-1890
HO327	Scotchmer	Street	182	Fitzroy North		249830	Individually Significant	1915-1925
HO327	Scotchmer	Street	183	Fitzroy North		249610	Not contributory	1850-1890
HO327	Scotchmer	Street	185	Fitzroy North		249615	Contributory	1850-1890
HO327	Scotchmer	Street	186	Fitzroy North		249835	Not contributory	1980-1990
HO327	Scotchmer	Street	187	Fitzroy North	Lorndale Cottage	249620	Contributory	1850-1890
HO327	Scotchmer	Street	189	Fitzroy North		249625	Contributory	1880-1890
HO327	Scotchmer	Street	191	Fitzroy North	Florence	249630	Contributory	1880-1890
HO327	Scotchmer	Street	192	Fitzroy North	Lumeah	249840	Contributory	1900-1915
HO327	Scotchmer	Street	193	Fitzroy North		249635	Not contributory	1950-1960
HO327	Scotchmer	Street	194	Fitzroy North		249845	Contributory	1900-1915
HO327	Scotchmer	Street	195	Fitzroy North	Sydney House	249640	Contributory	1880-1890
HO327	Scotchmer	Street	196	Fitzroy North		249850	Contributory	1900-1915
HO327	Scotchmer	Street	197	Fitzroy North		249645	Contributory	1880-1890
HO327	Scotchmer	Street	198	Fitzroy North		249855	Contributory	1900-1915
HO327	Scotchmer	Street	199	Fitzroy North		249650	Contributory	1880-1890
HO327	Scotchmer	Street	200-202	Fitzroy North		249860	Not contributory	1980-1990?
HO327	Scotchmer	Street	201	Fitzroy North		249655	Contributory	1880-1890
HO327	Scotchmer	Street	203	Fitzroy North	Brisbane House	249660	Contributory	1880-1890
HO327	Scotchmer	Street	204	Fitzroy North		249865	Contributory	1880-1910
HO327	Scotchmer	Street	205	Fitzroy North	Shoe factory, former	249665	Contributory	1898
HO327	Scotchmer	Street	208	Fitzroy North		249870	Contributory	1880-1890
HO327	Scotchmer	Street	209	Fitzroy North	Leeuwin	249670	Contributory	1900-1915
HO327	Scotchmer	Street	210	Fitzroy North		249875	Contributory	1880-1890
HO327	Scotchmer	Street	211	Fitzroy North	Leyton	249675	Contributory	1900-1915
HO327	Scotchmer	Street	213	Fitzroy North	Leonora	249680	Contributory	1900-1915
HO327	Scotchmer	Street	214	Fitzroy North	Shop & residence	249880	Contributory	1880-1890
HO327	Scotchmer	Street	220	Fitzroy North		249885	Contributory	1900-1915
HO327	Scotchmer	Street	221	Fitzroy North		249685	Contributory	1900-1915
HO327	Scotchmer	Street	223	Fitzroy North		249690	Contributory	1900-1915
HO327	Scotchmer	Street	223A	Fitzroy North		249695	Contributory	1900-1915
HO327	Scotchmer	Street	224	Fitzroy North		249890	Not contributory	1850-1890?

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Scotchmer	Street	225	Fitzroy North		249700	Not contributory	1960-1970
HO327	Scotchmer	Street	226	Fitzroy North		249895	Contributory	1880-1890
HO327	Scotchmer	Street	227	Fitzroy North		249705	Contributory	1900-1915
HO327	Scotchmer	Street	229	Fitzroy North		249710	Contributory	1900-1915
HO327	Scotchmer	Street	231	Fitzroy North		249715	Contributory	1900-1915
HO327	Scotchmer	Street	232	Fitzroy North		249900	Contributory	1880-1890
HO327	Scotchmer	Street	234	Fitzroy North		249905	Contributory	1880-1890
HO327	Scotchmer	Street	240	Fitzroy North		249910	Not contributory	1970-1980
HO327	Scotchmer	Street	242	Fitzroy North	Carlyon (?)	249915	Individually Significant	1880-1890
HO327	Scotchmer	Street	244	Fitzroy North	Carnsworth	249920	Not contributory	1880-1890
HO327	Scotchmer	Street	245	Fitzroy North	Vacant land	286380	Not contributory	Unknown
HO327	Scotchmer	Street	246	Fitzroy North		249925	Not contributory	Unknown
HO327	Scotchmer	Street	247	Fitzroy North	Deeping House	249720	Individually Significant	1880-1890
HO327	Scotchmer	Street	248	Fitzroy North		249930	Not contributory	1880-1925
HO327	Scotchmer	Street	249	Fitzroy North	Leicester House	249725	Individually Significant	1880-1890
HO327	Scotchmer	Street	250	Fitzroy North		249935	Contributory	1850-1890
HO327	Scotchmer	Street	251	Fitzroy North		249730	Individually Significant	1880-1890
HO327	Scotchmer	Street	253	Fitzroy North		249735	Individually Significant	1880-1890
HO327	Scotchmer	Street	255	Fitzroy North	The Leigh	249740	Individually Significant	1880-1890
HO327	Scotchmer	Street	257	Fitzroy North		249745	Contributory	1880-1890
HO327	Scotchmer	Street	259	Fitzroy North	Monkey Grip House	249750	Individually Significant	1900-1915
HO327	Scotchmer	Street	263	Fitzroy North		249755	Contributory	1870-1890
HO327	Seacombe	Street	1	Fitzroy North		235660	Contributory	1850-1890
HO327	Seacombe	Street	3	Fitzroy North		235665	Contributory	1850-1890
HO327	Seacombe	Street	5	Fitzroy North		235670	Not contributory	1850-1890
HO327	Seacombe	Street	9	Fitzroy North		235675	Contributory	1850-1890
HO327	Seacombe	Street	11	Fitzroy North		235680	Contributory	1850-1890
HO327	Seacombe	Street	13	Fitzroy North		235685	Contributory	1880-1905?
HO327	Seacombe	Street	15	Fitzroy North		235690	Contributory	1850-1890
HO327	Seacombe	Street	17	Fitzroy North		235695	Contributory	1850-1890
HO327	Seacombe	Street	19	Fitzroy North		235700	Contributory	1850-1890
HO327	Seacombe	Street	23	Fitzroy North		235705	Contributory	1850-1890
HO327	Seacombe	Street	25	Fitzroy North		235710	Contributory	1850-1890
HO327	Seacombe	Street	29	Fitzroy North		235715	Contributory	1915-1925
HO327	Seacombe	Street	31	Fitzroy North		235720	Not contributory	1930-1940
HO327	Seacombe	Street	33	Fitzroy North		235725	Not contributory	1980-2000
HO327	Seacombe	Street	41	Fitzroy North		235735	Contributory	1850-1890
HO327	Seacombe	Street	43	Fitzroy North	Alma	235740	Contributory	1850-1890
HO327	Seacombe	Street	45	Fitzroy North		235745	Contributory	1850-1890
HO327	Seacombe	Street	47	Fitzroy North		235750	Contributory	1850-1890
HO327	Seacombe	Street	49	Fitzroy North		235755	Contributory	1850-1890
HO327	Seacombe	Street	51	Fitzroy North		235760	Contributory	1850-1890
HO327	Seacombe	Street	53	Fitzroy North		235765	Contributory	1850-1890
HO327	Seacombe	Street	55	Fitzroy North		235770	Contributory	1850-1890
HO327	Seacombe	Street	57	Fitzroy North		235775	Contributory	1850-1890
HO327	Seacombe	Street	59	Fitzroy North	Factory	235780	Contributory	1915-1925
HO327	Seacombe	Street	65	Fitzroy North		235785	Contributory	1850-1890
HO327	Seacombe	Street	67	Fitzroy North		235790	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Seacombe	Street	69	Fitzroy North		235795	Contributory	1850-1890
HO327	Seacombe	Street	71	Fitzroy North		235800	Contributory	1850-1890
HO327	Seacombe	Street	73	Fitzroy North		235805	Contributory	1850-1890
HO327	Seacombe	Street	75	Fitzroy North		235810	Contributory	1850-1890
HO327	Seacombe	Street	77	Fitzroy North		235815	Not contributory	1980-1990
HO327	St Georges	Court	3	Fitzroy North	Townhouses	250155	Not contributory	1990-2000
HO327	St Georges	Court	4	Fitzroy North	Townhouses	250190	Not contributory	1980-1990
HO327	St Georges	Road	2	Fitzroy North	Motor garage	236460	Not contributory	1950-1965
HO327	St Georges	Road	6	Fitzroy North		236465	Not contributory	1950-1960
HO327	St Georges	Road	8	Fitzroy North	House & palm	236470	Contributory	1880-1890
HO327	St Georges	Road	10	Fitzroy North		236475	Contributory	1880-1890
HO327	St Georges	Road	12	Fitzroy North		236480	Contributory	1880-1890
HO327	St Georges	Road	14	Fitzroy North		236485	Contributory	1880-1890
HO327	St Georges	Road	16	Fitzroy North		236490	Contributory	1880-1890
HO327	St Georges	Road	18	Fitzroy North		236495	Not contributory	1850-1890?
HO327	St Georges	Road	20	Fitzroy North		236500	Contributory	1900-1915
HO327	St Georges	Road	21	Fitzroy North		235825	Individually Significant	1850-1890
HO327	St Georges	Road	22	Fitzroy North		236505	Not contributory	1850-1890?
HO327	St Georges	Road	23	Fitzroy North		235830	Contributory	1880-1890
HO327	St Georges	Road	24	Fitzroy North		236510	Contributory	1880-1890
HO327	St Georges	Road	25	Fitzroy North		235835	Contributory	1880-1890
HO327	St Georges	Road	26	Fitzroy North		236515	Contributory	1880-1890
HO327	St Georges	Road	27	Fitzroy North	Shop & residence	235840	Contributory	1850-1890
HO327	St Georges	Road	28	Fitzroy North		236520	Contributory	1850-1890
HO327	St Georges	Road	30	Fitzroy North		236525	Contributory	1850-1890
HO327	St Georges	Road	35	Fitzroy North		235845	Contributory	1880-1890
HO327	St Georges	Road	37	Fitzroy North		235850	Not contributory	1850-1890
HO327	St Georges	Road	38	Fitzroy North	Essex Villa	236535	Contributory	1880-1890
HO327	St Georges	Road	39	Fitzroy North		235855	Not contributory	Unknown
HO327	St Georges	Road	40	Fitzroy North		236540	Contributory	1880-1890
HO327	St Georges	Road	41	Fitzroy North	Fernville	235860	Contributory	1880-1890
HO327	St Georges	Road	42	Fitzroy North	Ferngrov..	236545	Contributory	1880-1890
HO327	St Georges	Road	43	Fitzroy North		235865	Contributory	1850-1890
HO327	St Georges	Road	44	Fitzroy North		236550	Contributory	1850-1890
HO327	St Georges	Road	45	Fitzroy North		235870	Not contributory	1850-1890
HO327	St Georges	Road	46	Fitzroy North		236555	Contributory	1850-1890
HO327	St Georges	Road	49	Fitzroy North		235875	Not contributory	1850-1890
HO327	St Georges	Road	50	Fitzroy North		236560	Contributory	1880-1890
HO327	St Georges	Road	53	Fitzroy North		235880	Contributory	1880-1890
HO327	St Georges	Road	55	Fitzroy North		235885	Contributory	1880-1890
HO327	St Georges	Road	57	Fitzroy North		235890	Contributory	1900-1915
HO327	St Georges	Road	59	Fitzroy North		235895	Contributory	1890-1900
HO327	St Georges	Road	63	Fitzroy North		235900	Contributory	1900-1915
HO327	St Georges	Road	65	Fitzroy North		235905	Not contributory	1850-1890
HO327	St Georges	Road	67	Fitzroy North		235910	Not contributory	1850-1890
HO327	St Georges	Road	69	Fitzroy North		235915	Contributory	1850-1890
HO327	St Georges	Road	73-71	Fitzroy North		235915	Not contributory	1990-2000
HO327	St Georges	Road	107	Fitzroy North		235925	Individually Significant	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	St Georges	Road	111	Fitzroy North		235930	Not contributory	1990-2000
HO327	St Georges	Road	113	Fitzroy North	Hyde Park Cottage	235935	Contributory	1880-1890
HO327	St Georges	Road	115	Fitzroy North		235940	Contributory	1880-1900
HO327	St Georges	Road	117	Fitzroy North		235945	Individually Significant	1880-1890
HO327	St Georges	Road	121	Fitzroy North	St Luke's Church of England & seminary	235955	Individually Significant	1879-1910
HO327	St Georges	Road	121A	Fitzroy North	St Luke's Church residence	1	Not contributory	1970-1980?
HO327	St Georges	Road	123	Fitzroy North	St Luke's Church of England parish hall; later Hungarian Centre	235995	Individually Significant	1900-1915
HO327	St Georges	Road	131	Fitzroy North	York House	236000	Victorian Heritage Register	1877
HO327	St Georges	Road	133	Fitzroy North		236010	Contributory	1880-1890
HO327	St Georges	Road	135	Fitzroy North		236015	Not contributory	1990-2000
HO327	St Georges	Road	137	Fitzroy North		236020	Contributory	1850-1890
HO327	St Georges	Road	139	Fitzroy North	Tulka	236025	Individually Significant	1890-1900
HO327	St Georges	Road	141	Fitzroy North	Boot Factory, former	236030	Contributory	1850-1890
HO327	St Georges	Road	145	Fitzroy North	Church of Christ, later Christian Chapel, former	290800	Individually Significant	1887
HO327	St Georges	Road	147	Fitzroy North	Shop & residence	236040	Contributory	1900-1915
HO327	St Georges	Road	151	Fitzroy North	Shop & residence	236045	Individually Significant	1850-1890
HO327	St Georges	Road	153	Fitzroy North	Shop & residence	236050	Individually Significant	1886
HO327	St Georges	Road	155	Fitzroy North	Shop & residence	236055	Contributory	1880-1890
HO327	St Georges	Road	159	Fitzroy North	Factory, former	236060	Not contributory	1925-1930?
HO327	St Georges	Road	161-163	Fitzroy North	Factory	236065	Not contributory	1930-1940?
HO327	St Georges	Road	165	Fitzroy North	Shop & residence	236070	Contributory	1880-1890
HO327	St Georges	Road	167	Fitzroy North	Shop & residence	236075	Contributory	1880-1890
HO327	St Georges	Road	169	Fitzroy North	Gladstone Buildings, Shop & residence	236080	Individually Significant	1888
HO327	St Georges	Road	171	Fitzroy North	Gladstone Buildings, Shop & residence	236080	Individually Significant	1888
HO327	St Georges	Road	173	Fitzroy North	Gladstone Buildings, Shop & residence	236080	Individually Significant	1888
HO327	St Georges	Road	175	Fitzroy North	Gladstone Buildings, Shop & residence	236085	Individually Significant	1888
HO327	St Georges	Road	176	Fitzroy North	Substation?	250275	Not contributory	1925-1930?
HO327	St Georges	Road	177	Fitzroy North	Gladstone Buildings, Shop & residence	236090	Individually Significant	1888
HO327	St Georges	Road	179	Fitzroy North	Gladstone Buildings, Shop & residence	236095	Individually Significant	1888
HO327	St Georges	Road	180	Fitzroy North		250285	Not contributory	1960-1970
HO327	St Georges	Road	181	Fitzroy North	Gladstone Buildings, Shop & residence	236100	Individually Significant	1888
HO327	St Georges	Road	182	Fitzroy North		250290	Not contributory	1850-1890
HO327	St Georges	Road	183	Fitzroy North	Gladstone Buildings, Shop & residence	236105	Individually Significant	1888
HO327	St Georges	Road	185	Fitzroy North	Gladstone Buildings, Shop & residence	236110	Individually Significant	1888
HO327	St Georges	Road	186	Fitzroy North	Vacant site	250295	Not contributory	Unknown
HO327	St Georges	Road	187	Fitzroy North	Gladstone Buildings, Shop & residence	236115	Individually Significant	1888
HO327	St Georges	Road	189	Fitzroy North	Shop & residence	236120	Contributory	1880-1890
HO327	St Georges	Road	191	Fitzroy North	Shop & residence	236125	Contributory	1880-1890
HO327	St Georges	Road	191A	Fitzroy North	Shop & residence	236125	Contributory	1880-1890
HO327	St Georges	Road	193-195	Fitzroy North	Shop	236125	Not contributory	Unknown
HO327	St Georges	Road	197	Fitzroy North	Garage	236130	Not contributory	Unknown
HO327	St Georges	Road	207	Fitzroy North	Shop & residence	236140	Contributory	1900-1915
HO327	St Georges	Road	209	Fitzroy North	Shop & residence	236145	Individually Significant	1900-1915
HO327	St Georges	Road	212	Fitzroy North	Shop & residence	250300	Contributory	1850-1890
HO327	St Georges	Road	213	Fitzroy North	Shop	281180	Not contributory	Unknown
HO327	St Georges	Road	214	Fitzroy North	Shop & residence	250305	Contributory	1850-1890
HO327	St Georges	Road	215-215A	Fitzroy North	Shop & residence	281185	Contributory	1890-1900
HO327	St Georges	Road	216	Fitzroy North	Shop & residence	250310	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	St Georges	Road	217	Fitzroy North	Shop & residence	236155	Contributory	1880-1890
HO327	St Georges	Road	218	Fitzroy North	Shop & residence	250315	Contributory	1880-1890
HO327	St Georges	Road	220	Fitzroy North	Shop & residence	250325	Contributory	1880-1890
HO327	St Georges	Road	222	Fitzroy North	Shop & residence	250330	Contributory	1880-1890
HO327	St Georges	Road	224	Fitzroy North	Shop & residence	250335	Not contributory	Unknown
HO327	St Georges	Road	226	Fitzroy North	Shop & residence	250340	Not contributory	Unknown
HO327	St Georges	Road	230	Fitzroy North	Factory, former	250345	Not contributory	1915-1925?
HO327	St Georges	Road	232	Fitzroy North	Factory, former	250345	Not contributory	1915-1925?
HO327	St Georges	Road	240	Fitzroy North	Factory, former	250350	Not contributory	1915-1925?
HO327	St Georges	Road	244	Fitzroy North	Nth Fitzroy Library	250355	Not contributory	1970-1980?
HO327	St Georges	Road	246	Fitzroy North	Shop & residence	250360	Contributory	1900-1915
HO327	St Georges	Road	248-250	Fitzroy North	Narollah, Shops & residences	250365	Individually Significant	1912
HO327	St Georges	Road	251	Fitzroy North	Rogers estate agency & land office, later North Fitzroy Post Office, former	236160	Victorian Heritage Register	1887
HO327	St Georges	Road	252-260	Fitzroy North	Shops, offices	250370	Not contributory	1960-1970
HO327	St Georges	Road	257-261	Fitzroy North	Nursery	236165	Not contributory	Unknown
HO327	St Georges	Road	262	Fitzroy North	Service Station	250410	Not contributory	1970-1980
HO327	St Georges	Road	267	Fitzroy North	Service Station	250410	Not contributory	1990-2000
HO327	St Georges	Road	284	Fitzroy North	Units	250415	Not contributory	2000-2010
HO327	St Georges	Road	288	Fitzroy North		250420	Contributory	1850-1890
HO327	St Georges	Road	290	Fitzroy North		250425	Contributory	1880-1890
HO327	St Georges	Road	292	Fitzroy North	Shop & residence, former	250430	Contributory	1880-1890
HO327	St Georges	Road	294-302	Fitzroy North	Apartments	250435	Not contributory	1990-2000
HO327	St Georges	Road	301	Fitzroy North	Metropolitan Fire Brigade Station, Fitzroy former	283520	Individually Significant	1912
HO327	St Georges	Road	301A	Fitzroy North	Electrical substation	0	Contributory	1915-1925
HO327	St Georges	Road	305-307	Fitzroy North	Shops, offices	236180	Not contributory	1970-1980
HO327	St Georges	Road	308	Fitzroy North		250460	Not contributory	1950-1960
HO327	St Georges	Road	309	Fitzroy North	Shop & residence	236185	Contributory	1900-1915
HO327	St Georges	Road	310	Fitzroy North		250465	Not contributory	1950-1960
HO327	St Georges	Road	312	Fitzroy North		250470	Not contributory	1950-1960
HO327	St Georges	Road	313-317	Fitzroy North	Shops, flats	236195	Not contributory	1960-1970
HO327	St Georges	Road	314	Fitzroy North		250475	Not contributory	1950-1960
HO327	St Georges	Road	316	Fitzroy North	Shop & residence	250480	Contributory	1900-1915
HO327	St Georges	Road	318	Fitzroy North	Shop & residence	250485	Contributory	1900-1915
HO327	St Georges	Road	319	Fitzroy North	Showroom, offices	236240	Not contributory	1970-1980
HO327	St Georges	Road	320	Fitzroy North	Shop & residence	250490	Contributory	1880-1890
HO327	St Georges	Road	321	Fitzroy North	Shop & residence	236245	Contributory	1900-1915
HO327	St Georges	Road	322	Fitzroy North	Apartments	293525	Not contributory	1990-2000
HO327	St Georges	Road	323	Fitzroy North	The Block, shops	236250	Contributory	1915-1925
HO327	St Georges	Road	324	Fitzroy North	Aberdeen Hotel	1	Individually Significant	1889
HO327	St Georges	Road	325	Fitzroy North	The Block, shops	236250	Contributory	1915-1925
HO327	St Georges	Road	327	Fitzroy North	The Block, shops	236250	Contributory	1915-1925
HO327	St Georges	Road	329	Fitzroy North	The Block, shops	236255	Contributory	1915-1925
HO327	St Georges	Road	331	Fitzroy North	The Block, shops & offices	236260	Contributory	1915-1925
HO327	St Georges	Road	332	Fitzroy North	Shop & residence	236565	Contributory	1915-1925
HO327	St Georges	Road	334	Fitzroy North	Shop & residence	236570	Contributory	1915-1925
HO327	St Georges	Road	336-340	Fitzroy North	Factory, showroom	236575	Not contributory	1940-1950
HO327	St Georges	Road	337-345	Fitzroy North	Dr Hollow's shops & flats	236285	Individually Significant	1938-1939
HO327	St Georges	Road	342	Fitzroy North	Office, former shop?	236580	Not contributory	1915-1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	St Georges	Road	344	Fitzroy North	Shop & Residence, later Office	236585	Contributory	1915-1925
HO327	St Georges	Road	346	Fitzroy North	shop	236590	Not contributory	1950-1960
HO327	St Georges	Road	347	Fitzroy North	Shop & residence	337370	Contributory	1925-1935
HO327	St Georges	Road	348	Fitzroy North	Shop	236595	Contributory	1915-1925
HO327	St Georges	Road	350	Fitzroy North	Shop	236600	Contributory	1915-1925
HO327	St Georges	Road	352	Fitzroy North	Shop	236605	Contributory	1915-1925
HO327	St Georges	Road	353	Fitzroy North	Shops & flats	236305	Not contributory	1930-1940
HO327	St Georges	Road	354	Fitzroy North	Shop & residence	236610	Contributory	1915-1925
HO327	St Georges	Road	355	Fitzroy North	Shops & flats	236320	Not contributory	1930-1940
HO327	St Georges	Road	356	Fitzroy North	Shop & residence	236615	Contributory	1915-1925
HO327	St Georges	Road	357	Fitzroy North	Shops & flats	236330	Not contributory	1930-1940
HO327	St Georges	Road	358-360	Fitzroy North		236620	Contributory	1915-1925
HO327	St Georges	Road	359	Fitzroy North	Shop	236335	Not contributory	1925-1930
HO327	St Georges	Road	363	Fitzroy North	Shop	236345	Not contributory	1925-1930
HO327	St Georges	Road	364	Fitzroy North	Shop, office	236625	Not contributory	1925-1930?
HO327	St Georges	Road	365-367	Fitzroy North	Shops & residences	236350	Contributory	1900-1915
HO327	St Georges	Road	365A	Fitzroy North	Shops & residences	236350	Contributory	1930-1940
HO327	St Georges	Road	366	Fitzroy North	Shop	236630	Not contributory	1925-1930
HO327	St Georges	Road	368	Fitzroy North	Shop	236635	Not contributory	1925-1930
HO327	St Georges	Road	369	Fitzroy North	Shop	1	Not contributory	1950-1960
HO327	St Georges	Road	370	Fitzroy North	State Savings Bank, former	236640	Individually Significant	1927
HO327	St Georges	Road	371A	Fitzroy North		236360	Not contributory	1950-1960
HO327	St Georges	Road	373-375	Fitzroy North	Shops, offices	236370	Not contributory	1970-1980
HO327	St Georges	Road	376	Fitzroy North	Shop	236645	Contributory	1915-1925
HO327	St Georges	Road	377	Fitzroy North		236375	Not contributory	1980-1990
HO327	St Georges	Road	379-381	Fitzroy North	Shop & residence	236380	Contributory	1900-1915
HO327	St Georges	Road	382-390	Fitzroy North	Showroom, offices	236650	Not contributory	1960-1970
HO327	St Georges	Road	387	Fitzroy North	Offices	236385	Not contributory	1980-1990
HO327	St Georges	Road	389	Fitzroy North	Shop & residence, former	236390	Not contributory	1915-1925
HO327	St Georges	Road	391	Fitzroy North	Shops & residences	236395	Contributory	1915-1925
HO327	St Georges	Road	391A	Fitzroy North	Shops & residences	236400	Contributory	1915-1925
HO327	St Georges	Road	392	Fitzroy North	Merri Picture Theatre, former -later showroom	236655	Contributory	1926
HO327	St Georges	Road	393	Fitzroy North	Shops & residences	343850	Contributory	1900-1915
HO327	St Georges	Road	395	Fitzroy North	Shops & residences	343850	Contributory	1900-1915
HO327	St Georges	Road	397	Fitzroy North		236425	Contributory	1900-1915
HO327	St Georges	Road	399	Fitzroy North		236430	Contributory	1900-1915
HO327	Tait	Street	1	Fitzroy North	Islay Cottage	250500	Contributory	1880-1890
HO327	Tait	Street	2	Fitzroy North	Town house	250610	Not contributory	1970-1980
HO327	Tait	Street	3	Fitzroy North		250505	Contributory	1880-1890
HO327	Tait	Street	4	Fitzroy North	Town house	250615	Not contributory	1970-1980
HO327	Tait	Street	5	Fitzroy North		250510	Contributory	1880-1890
HO327	Tait	Street	7	Fitzroy North		250515	Contributory	1880-1890
HO327	Tait	Street	9	Fitzroy North	Townhouse	250520	Not contributory	2000-2010
HO327	Tait	Street	11	Fitzroy North		250525	Contributory	1880-1890
HO327	Tait	Street	13	Fitzroy North		250530	Contributory	1900-1915
HO327	Tait	Street	14	Fitzroy North		250620	Contributory	1880-1890
HO327	Tait	Street	16	Fitzroy North		250625	Not contributory	1970-1980
HO327	Tait	Street	22	Fitzroy North		250630	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Tait	Street	23	Fitzroy North		250535	Not contributory	1880-1890
HO327	Tait	Street	24	Fitzroy North		250635	Contributory	1850-1890
HO327	Tait	Street	25	Fitzroy North		250540	Not contributory	1990-2000?
HO327	Tait	Street	26	Fitzroy North		250640	Contributory	1850-1890
HO327	Tait	Street	27	Fitzroy North		250545	Not contributory	1980-1990
HO327	Tait	Street	28	Fitzroy North		250645	Contributory	1850-1890
HO327	Tait	Street	29	Fitzroy North		250550	Contributory	1880-1890
HO327	Tait	Street	30	Fitzroy North		250650	Contributory	1850-1890
HO327	Tait	Street	31	Fitzroy North		250555	Contributory	1880-1890
HO327	Tait	Street	32	Fitzroy North		250655	Contributory	1850-1890
HO327	Tait	Street	33	Fitzroy North		250560	Contributory	1850-1890
HO327	Tait	Street	34	Fitzroy North		250660	Contributory	1850-1890
HO327	Tait	Street	35	Fitzroy North		250565	Not contributory	1980-1990
HO327	Tait	Street	37	Fitzroy North		250570	Not contributory	1980-1990?
HO327	Tait	Street	39	Fitzroy North		250575	Contributory	1850-1890
HO327	Tait	Street	41	Fitzroy North		250580	Contributory	1850-1890
HO327	Tait	Street	43-45	Fitzroy North		250585	Not contributory	1960-1970
HO327	Tait	Street	47	Fitzroy North		250590	Contributory	1880-1890
HO327	Tait	Street	49	Fitzroy North		250595	Contributory	1880-1890
HO327	Tait	Street	51	Fitzroy North		250600	Contributory	1880-1890
HO327	Tait	Street	53	Fitzroy North		250605	Contributory	1880-1890
HO327	Taplin	Street	10-22	Fitzroy North	Apartments	236660	Not contributory	2000-2010
HO327	Taplin	Street	22	Fitzroy North	Factory/warehouse	236665	Not contributory	1960-1970
HO327	Taplin	Street	24	Fitzroy North	Factory/warehouse	236670	Not contributory	1960-1970
HO327	Taplin	Street	28-40	Fitzroy North	Apartments	236680	Not contributory	1990-2000
HO327	Taplin	Street	44	Fitzroy North	Factory/warehouse	236690	Not contributory	1960-1970
HO327	Taplin	Street	52	Fitzroy North	Factory/warehouse	236695	Not contributory	1960-1970
HO327	Taplin	Street	56-62	Fitzroy North	Apartments	325080	Not contributory	1990-2000
HO327	Taplin	Street	63-75	Fitzroy North	Apartments	279840	Not contributory	1980-1990
HO327	Taylor	Street	1	Fitzroy North	Flats?	10330855	Not contributory	1970-1980
HO327	Taylor	Street	2	Fitzroy North		236760	Contributory	1900-1915
HO327	Taylor	Street	3	Fitzroy North		236730	Contributory	1900-1915
HO327	Taylor	Street	4	Fitzroy North		236765	Contributory	1900-1915
HO327	Taylor	Street	5	Fitzroy North		236735	Not contributory	1900-1915
HO327	Taylor	Street	6	Fitzroy North		236770	Contributory	1900-1915
HO327	Taylor	Street	7	Fitzroy North		236740	Contributory	1900-1915
HO327	Taylor	Street	8	Fitzroy North		236775	Contributory	1900-1915
HO327	Taylor	Street	9	Fitzroy North		236745	Not contributory	1950-1960
HO327	Taylor	Street	10	Fitzroy North		236780	Contributory	1900-1915
HO327	Taylor	Street	12	Fitzroy North		236785	Contributory	1900-1915
HO327	Taylor	Street	14	Fitzroy North		236790	Contributory	1900-1915
HO327	Taylor	Street	15	Fitzroy North		236750	Not contributory	1925-1930
HO327	Taylor	Street	16	Fitzroy North		236795	Contributory	1900-1915
HO327	Taylor	Street	17	Fitzroy North		236755	Not contributory	1900-1915
HO327	Taylor	Street	18	Fitzroy North		236800	Contributory	1900-1915
HO327	Tranmere	Street	3	Fitzroy North		236815	Contributory	1900-1915
HO327	Tranmere	Street	4	Fitzroy North		236845	Not contributory	1970-1980
HO327	Tranmere	Street	5	Fitzroy North	Elford Patent Portable House	236820	Individually Significant	1850-1870

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Tranmere	Street	6	Fitzroy North		236850	Not contributory	1980-1990
HO327	Tranmere	Street	7	Fitzroy North	Shop & residence	236825	Contributory	1850-1890
HO327	Tranmere	Street	8	Fitzroy North		236855	Not contributory	1900-1915
HO327	Tranmere	Street	9	Fitzroy North	Avon Cottages	236830	Contributory	1850-1890
HO327	Tranmere	Street	11	Fitzroy North	Avon Cottages	236835	Contributory	1850-1890
HO327	Tranmere	Street	12	Fitzroy North		236860	Not contributory	1980-1990
HO327	Tranmere	Street	13	Fitzroy North	Avon Cottages	236840	Contributory	1850-1890
HO327	Tucker	Place	5	Fitzroy North	Factory, later apartments?	287565	Not contributory	1925-1945
HO327	Tucker	Place	7	Fitzroy North	Factory, later apartments?	309240	Not contributory	1925-1945
HO327	Tucker	Place	9	Fitzroy North	Factory, later apartments?	309250	Not contributory	1925-1945
HO327	Tucker	Place	11	Fitzroy North	Factory, later apartments?	308380	Not contributory	1915-1935
HO327	White	Street	2	Fitzroy North		236985	Not contributory	1960-1970
HO327	White	Street	3	Fitzroy North		236955	Contributory	1900-1915
HO327	White	Street	4	Fitzroy North		236990	Contributory	1915-1925
HO327	White	Street	5	Fitzroy North		236960	Not contributory	1960-1970
HO327	White	Street	6	Fitzroy North		236995	Contributory	1915-1925
HO327	White	Street	7	Fitzroy North		236965	Contributory	1900-1915
HO327	White	Street	8	Fitzroy North		237000	Contributory	1915-1925
HO327	White	Street	9	Fitzroy North		236970	Contributory	1900-1915
HO327	White	Street	10	Fitzroy North		237005	Contributory	1900-1915
HO327	White	Street	11	Fitzroy North		236975	Contributory	1900-1915
HO327	White	Street	13	Fitzroy North		236980	Contributory	1900-1915
HO327	Woodhead	Street	1	Fitzroy North		251180	Contributory	1925-1930
HO327	Woodhead	Street	3	Fitzroy North		251185	Contributory	1850-1890
HO327	Woodhead	Street	5	Fitzroy North		251190	Contributory	1850-1890
HO327	Woodhead	Street	7	Fitzroy North		251195	Contributory	1850-1890
HO327	Woodhead	Street	9	Fitzroy North		251200	Contributory	1850-1890
HO327	Woodhead	Street	11	Fitzroy North		251205	Contributory	1850-1890
HO327	Woodhead	Street	13	Fitzroy North		251210	Contributory	1850-1890
HO327	Woodhead	Street	15	Fitzroy North		251215	Contributory	1850-1890
HO327	Woodhead	Street	16	Fitzroy North		251250	Contributory	1900-1915
HO327	Woodhead	Street	17	Fitzroy North		251220	Contributory	1880-1890
HO327	Woodhead	Street	18	Fitzroy North		251255	Contributory	1880-1920?
HO327	Woodhead	Street	20	Fitzroy North		251260	Not contributory	1990-2000
HO327	Woodhead	Street	21	Fitzroy North		251225	Contributory	1880-1890
HO327	Woodhead	Street	23	Fitzroy North		251230	Contributory	1900-1915
HO327	Woodhead	Street	24	Fitzroy North		251265	Contributory	1880-1900
HO327	Woodhead	Street	25	Fitzroy North		251235	Contributory	1850-1890
HO327	Woodhead	Street	26	Fitzroy North		251270	Contributory	1880-1900
HO327	Woodhead	Street	27	Fitzroy North		251240	Contributory	1850-1890
HO327	Woodhead	Street	28	Fitzroy North		251275	Contributory	1880-1890
HO327	Woodhead	Street	29	Fitzroy North		251245	Contributory	1850-1890
HO327	Woodhead	Street	29 (rear)	Fitzroy North		269245	Not contributory	2001
HO327	Woodhead	Street	30	Fitzroy North		251280	Not contributory	1980-2000
HO327	Woodhead	Street	32	Fitzroy North		251285	Unknown	Unknown
HO327	Woodside	Street	1	Fitzroy North		251290	Contributory	1880-1890
HO327	Woodside	Street	2	Fitzroy North		251395	Contributory	1880-1890
HO327	Woodside	Street	3	Fitzroy North		251295	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	Woodside	Street	4	Fitzroy North		251400	Not contributory	1850-1890?
HO327	Woodside	Street	5	Fitzroy North		251300	Contributory	1880-1890
HO327	Woodside	Street	6	Fitzroy North		251405	Contributory	1850-1890
HO327	Woodside	Street	7	Fitzroy North		251305	Contributory	1880-1890
HO327	Woodside	Street	8	Fitzroy North		251410	Contributory	1880-1890
HO327	Woodside	Street	9	Fitzroy North	Townhouse	283345	Not contributory	1990-2000
HO327	Woodside	Street	9-21	Fitzroy North	Apartments	283350	Not contributory	1970-1980
HO327	Woodside	Street	10	Fitzroy North		251415	Contributory	1880-1890
HO327	Woodside	Street	12	Fitzroy North		251420	Contributory	1880-1890
HO327	Woodside	Street	14	Fitzroy North		251425	Contributory	1880-1890
HO327	Woodside	Street	18	Fitzroy North		251430	Not contributory	1850-1890
HO327	Woodside	Street	20	Fitzroy North		251435	Contributory	1880-1890
HO327	Woodside	Street	21	Fitzroy North	Fashoda	283365	Contributory	1890-1900
HO327	Woodside	Street	22	Fitzroy North		251440	Contributory	1850-1890
HO327	Woodside	Street	23	Fitzroy North	Grocer's shop, former	251320	Contributory	1850-1890
HO327	Woodside	Street	24	Fitzroy North		251445	Contributory	1880-1890
HO327	Woodside	Street	25	Fitzroy North		251325	Contributory	1880-1900
HO327	Woodside	Street	26	Fitzroy North		251450	Contributory	1880-1890
HO327	Woodside	Street	27	Fitzroy North		251330	Contributory	1900-1915
HO327	Woodside	Street	28	Fitzroy North		251455	Contributory	1880-1890
HO327	Woodside	Street	29	Fitzroy North		251335	Contributory	1900-1915
HO327	Woodside	Street	30	Fitzroy North		251460	Contributory	1880-1890
HO327	Woodside	Street	32	Fitzroy North		251465	Contributory	1900-1915
HO327	Woodside	Street	33	Fitzroy North		251340	Contributory	1900-1915
HO327	Woodside	Street	34	Fitzroy North		251470	Not contributory	1900-1915
HO327	Woodside	Street	37	Fitzroy North		251345	Contributory	1850-1890
HO327	Woodside	Street	38	Fitzroy North		251475	Contributory	1880-1890
HO327	Woodside	Street	39	Fitzroy North		251350	Contributory	1850-1890
HO327	Woodside	Street	40	Fitzroy North		251480	Contributory	1880-1890
HO327	Woodside	Street	41	Fitzroy North		251355	Contributory	1880-1890
HO327	Woodside	Street	42	Fitzroy North		251485	Contributory	1880-1890
HO327	Woodside	Street	43	Fitzroy North		251360	Contributory	1880-1890
HO327	Woodside	Street	44	Fitzroy North		251490	Not contributory	1880-1890
HO327	Woodside	Street	45	Fitzroy North		251365	Contributory	1880-1890
HO327	Woodside	Street	46	Fitzroy North		251495	Contributory	1880-1890
HO327	Woodside	Street	47	Fitzroy North		251370	Contributory	1880-1890
HO327	Woodside	Street	49	Fitzroy North		251375	Contributory	1880-1890
HO327	Woodside	Street	50	Fitzroy North		251500	Not contributory	1880-1960?
HO327	Woodside	Street	51	Fitzroy North		251380	Contributory	1850-1890
HO327	Woodside	Street	52	Fitzroy North		251505	Not contributory	1915-1925
HO327	Woodside	Street	53	Fitzroy North		251385	Contributory	1850-1890
HO327	Woodside	Street	55	Fitzroy North		251390	Contributory	1850-1890
HO327	York	Street	9-11	Fitzroy North	Flats	237050	Not contributory	1960-1970
HO327	York	Street	17	Fitzroy North		237065	Contributory	1900-1915
HO327	York	Street	19	Fitzroy North	Townhouse	237070	Not contributory	1990-2000
HO327	York	Street	23	Fitzroy North		237075	Contributory	1880-1890
HO327	York	Street	25	Fitzroy North		237080	Contributory	1880-1890
HO327	York	Street	27	Fitzroy North		237085	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO327	York	Street	29	Fitzroy North		237090	Contributory	1880-1890
HO327	York	Street	31	Fitzroy North		237095	Contributory	1880-1890
HO327	York	Street	33	Fitzroy North		237100	Contributory	1880-1890
HO327	York	Street	35	Fitzroy North		296590	Contributory	1880-1890
HO327	York	Street	37	Fitzroy North		237110	Not contributory	1880-1890
HO327	York	Street	38-42	Fitzroy North	Flats	237240	Not contributory	1950-1960
HO327	York	Street	39	Fitzroy North		237115	Contributory	1850-1890
HO327	York	Street	41	Fitzroy North		237120	Individually Significant	1850-1890
HO327	York	Street	43	Fitzroy North		237125	Contributory	1880-1890
HO327	York	Street	44	Fitzroy North		237270	Not contributory	1850-1890
HO327	York	Street	45	Fitzroy North		237130	Contributory	1880-1890
HO327	York	Street	46	Fitzroy North		237275	Not contributory	1850-1890
HO327	York	Street	47	Fitzroy North		237135	Not contributory	1980-1990?
HO327	York	Street	48	Fitzroy North		237280	Not contributory	1850-1890
HO327	York	Street	49	Fitzroy North		237140	Contributory	1900-1915
HO327	York	Street	52	Fitzroy North		237285	Not contributory	1970-1980
HO327	York	Street	54	Fitzroy North		237290	Contributory	1880-1890
HO327	York	Street	55-59	Fitzroy North	Mondronne (?) Apartments	237145	Not contributory	1990-2000
HO327	York	Street	56	Fitzroy North		237295	Contributory	1880-1890
HO327	York	Street	58	Fitzroy North		237300	Contributory	1880-1890
HO327	York	Street	61	Fitzroy North		237235	Individually Significant	1850-1890
HO327	York	Street	62	Fitzroy North		237305	Contributory	1850-1890
HO327	York	Street	64	Fitzroy North		237310	Contributory	1880-1890
HO327	York	Street	66	Fitzroy North		237315	Individually significant	1850-1890
HO328 - Park Crescent Precinct, Alphington								
HO328	Alphington	Street	18	Alphington	Studley Villa	272760	Individually Significant	1913
HO328	Alphington	Street	21	Alphington		272880	Contributory	1900-1915
HO328	Alphington	Street	23	Alphington		272885	Not contributory	1990-2000
HO328	Alphington	Street	25	Alphington	The Nook	272890	Individually Significant	1893-1901
HO328	Alphington	Street	27	Alphington		272895	Contributory	1900-1915
HO328	Alphington	Street	29	Alphington		272900	Contributory	1925-1930
HO328	Alphington	Street	31	Alphington		272905	Contributory	1915-1925
HO328	Alphington	Street	33	Alphington		272910	Individually Significant	1900-1915
HO328	Alphington	Street	34	Alphington		272765	Not contributory	1960-1980
HO328	Alphington	Street	36	Alphington		272770	Contributory	1880-1890
HO328	Arthur	Street	4	Fairfield		272995	Contributory	1915-1925
HO328	Arthur	Street	5	Fairfield		273295	Contributory	1915-1925
HO328	Arthur	Street	7	Fairfield		273305	Contributory	1915-1925
HO328	Austin	Street	1	Fairfield		273690	Contributory	1900-1915
HO328	Austin	Street	2	Fairfield		273630	Contributory	1900-1915
HO328	Austin	Street	4	Fairfield		273635	Contributory	1900-1915
HO328	Austin	Street	5	Fairfield		273695	Not contributory	1940-1960
HO328	Austin	Street	7	Fairfield	House & Canary Island palms (2)	273700	Contributory	1880-1890
HO328	Park	Crescent	36	Fairfield		273180	Contributory	1850-1890
HO328	Park	Crescent	38	Fairfield		273185	Contributory	1900-1915
HO328	Park	Crescent	40	Fairfield		273190	Not contributory	1915-1925
HO328	Park	Crescent	41	Fairfield	Hadley Wold	273565	Individually Significant	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO328	Park	Crescent	42	Fairfield		273195	Contributory	1915-1925
HO328	Park	Crescent	43	Fairfield		273570	Contributory	1915-1925
HO328	Park	Crescent	44	Fairfield	Ontario, later Grandel	273200	Individually Significant	1903
HO328	Park	Crescent	46	Fairfield	STRANHAER, Garden	273205	Individually Significant	1903
HO328	Park	Crescent	47	Fairfield		273575	Contributory	1915-1925
HO328	Park	Crescent	48	Fairfield		273210	Contributory	1915-1925
HO328	Park	Crescent	49	Fairfield		273580	Contributory	1915-1925
HO328	Park	Crescent	51	Fairfield		273585	Not contributory	1930-1940?
HO328	Park	Crescent	52	Fairfield		273215	Not contributory	1990-2000
HO328	Park	Crescent	54	Fairfield		273220	Contributory	1915-1925
HO328	Park	Crescent	55	Fairfield		273590	Not contributory	1880-1890
HO328	Park	Crescent	56	Fairfield		273225	Not contributory	1930-1950
HO328	Park	Crescent	57	Fairfield		273595	Contributory	1915-1925
HO328	Park	Crescent	58	Fairfield		273230	Not contributory	1930-1950
HO328	Park	Crescent	59	Fairfield		273600	Contributory	1925-1935
HO328	Park	Crescent	60	Fairfield		273235	Not contributory	1950-1960
HO328	Park	Crescent	60A	Fairfield		273240	Not contributory	1930-1950
HO328	Park	Crescent	61	Alphington		273605	Not contributory	1990-2000
HO328	Park	Crescent	62	Alphington		273245	Contributory	1900-1915
HO328	The	Esplanade	14	Fairfield		270210	Contributory	1925-1930
HO329 - Princes Hill Precinct								
HO329	Arnold	Street	1	Princes Hill		205045	Individually Significant	1900-1915
HO329	Arnold	Street	2	Princes Hill		205560	Contributory	1870-1890
HO329	Arnold	Street	4	Princes Hill		205555	Contributory	1924
HO329	Arnold	Street	5	Princes Hill		205050	Contributory	1900-1915
HO329	Arnold	Street	6	Princes Hill		205550	Contributory	1900-1915
HO329	Arnold	Street	9	Princes Hill		205055	Individually Significant	1870-1890
HO329	Arnold	Street	10	Princes Hill	Flats	278075	Contributory	1935-50
HO329	Arnold	Street	11	Princes Hill		205060	Contributory	1870-1890
HO329	Arnold	Street	12	Princes Hill		205545	Not contributory	1870-1890
HO329	Arnold	Street	13	Princes Hill		205065	Contributory	1870-1890
HO329	Arnold	Street	14	Princes Hill		205540	Individually Significant	1870-1890
HO329	Arnold	Street	15	Princes Hill		205070	Contributory	1870-1890
HO329	Arnold	Street	16	Princes Hill		205535	Individually Significant	1870-1890
HO329	Arnold	Street	16 (rear)	Princes Hill	Factory/warehouse, former (now Community Centre)	205530	Individually Significant	1900-1915
HO329	Arnold	Street	20	Princes Hill		205525	Individually Significant	1870-1890
HO329	Arnold	Street	21	Princes Hill	Claride	205075	Individually Significant	1870-1890
HO329	Arnold	Street	22	Princes Hill		292385	Contributory	1870-1890
HO329	Arnold	Street	22 (rear)	Princes Hill		292390	Not contributory	2000-2010
HO329	Arnold	Street	23	Princes Hill	Esperance	205080	Individually Significant	1870-1890
HO329	Arnold	Street	24	Princes Hill		205515	Contributory	1900-1915
HO329	Arnold	Street	25	Princes Hill	Monaghan	205085	Contributory	1870-1890
HO329	Arnold	Street	26	Princes Hill		205510	Contributory	1900-1915
HO329	Arnold	Street	27	Princes Hill		205090	Contributory	1870-1890
HO329	Arnold	Street	28	Princes Hill		205505	Contributory	1870-1890
HO329	Arnold	Street	29	Princes Hill	Quilton Cottage	205095	Contributory	1870-1890
HO329	Arnold	Street	30	Princes Hill		205500	Contributory	1870-1890

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HO329	Arnold	Street	31	Princes Hill		205100	Contributory	1915-1925
HO329	Arnold	Street	32	Princes Hill		205495	Contributory	1870-1890
HO329	Arnold	Street	33	Princes Hill		205105	Contributory	1870-1890
HO329	Arnold	Street	36	Princes Hill		205490	Contributory	1870-1890
HO329	Arnold	Street	37	Princes Hill		205110	Individually Significant	1870-1890
HO329	Arnold	Street	38	Princes Hill		205485	Contributory	1870-1890
HO329	Arnold	Street	39	Princes Hill		205115	Individually Significant	1870-1890
HO329	Arnold	Street	40	Princes Hill		205480	Contributory	1870-1890
HO329	Arnold	Street	41	Princes Hill		205120	Individually Significant	1870-1890
HO329	Arnold	Street	42	Princes Hill		205475	Contributory	1870-1890
HO329	Arnold	Street	43	Princes Hill		205125	Individually Significant	1870-1890
HO329	Arnold	Street	44	Princes Hill	Church of England residence	205470	Individually Significant	1909
HO329	Arnold	Street	46	Princes Hill		205465	Individually Significant	1900-1915
HO329	Arnold	Street	47	Princes Hill	Princes Hill High School, former	205130	Individually Significant	1973-
HO329	Arnold	Street	48	Princes Hill		205460	Contributory	1900-1915
HO329	Arnold	Street	50	Princes Hill		205455	Not contributory	1900-1915
HO329	Arnold	Street	60	Princes Hill		205450	Contributory	1900-1915
HO329	Arnold	Street	72	Princes Hill		205445	Contributory	1900-1915
HO329	Arnold	Street	74	Princes Hill		205440	Contributory	1900-1915
HO329	Arnold	Street	76	Princes Hill		205435	Contributory	1900-1915
HO329	Arnold	Street	78	Princes Hill	Shop & residence	205425	Contributory	1900-1915
HO329	Arnold	Street	80	Princes Hill		205420	Contributory	1870-1890
HO329	Arnold	Street	82	Princes Hill		205415	Contributory	1870-1890
HO329	Arnold	Street	82 (rear)	Princes Hill		297190	Not contributory	1990-2000
HO329	Arnold	Street	84	Princes Hill		205410	Contributory	1870-1890
HO329	Arnold	Street	86	Princes Hill		205405	Contributory	1870-1890
HO329	Arnold	Street	108	Princes Hill		205395	Contributory	1870-1890
HO329	Arnold	Street	109	Princes Hill		205135	Contributory	1870-1890
HO329	Arnold	Street	110	Princes Hill		205390	Contributory	1870-1890
HO329	Arnold	Street	111	Princes Hill		205140	Contributory	1870-1890
HO329	Arnold	Street	112	Princes Hill		205385	Individually Significant	1900-1915
HO329	Arnold	Street	114	Princes Hill		205380	Individually Significant	1900-1915
HO329	Arnold	Street	115-113	Princes Hill		205145	Contributory	1900-1915
HO329	Arnold	Street	116	Princes Hill		205375	Contributory	1900-1915
HO329	Arnold	Street	117	Princes Hill		205150	Individually Significant	1870-1890
HO329	Arnold	Street	118	Princes Hill		205370	Individually Significant	1900-1915
HO329	Arnold	Street	119	Princes Hill		205155	Individually Significant	1870-1890
HO329	Arnold	Street	120	Princes Hill		205365	Contributory	1918
HO329	Arnold	Street	121	Princes Hill	Flats, stable?	205160	Contributory	1900-1915
HO329	Arnold	Street	123-125	Princes Hill	Fence, garden	205165	Contributory	1900-1915
HO329	Arnold	Street	126	Princes Hill		205360	Contributory	1870-1890
HO329	Arnold	Street	131	Princes Hill		205165	Contributory	1900-1915
HO329	Arnold	Street	133	Princes Hill		205170	Contributory	1900-1915
HO329	Arnold	Street	152	Princes Hill	Housing Commission Flats	205340	Not contributory	1950-1960
HO329	Arnold	Street	155	Princes Hill		205175	Contributory	1918
HO329	Arnold	Street	157	Princes Hill		205180	Not contributory	1900-1915
HO329	Arnold	Street	159	Princes Hill		205185	Contributory	1919
HO329	Arnold	Street	161	Princes Hill		205190	Not contributory	1900-1915

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HO329	Arnold	Street	162	Princes Hill	Housing Commission Flats	205280	Not contributory	1950-1960
HO329	Arnold	Street	163	Princes Hill		205195	Contributory	1900-1915
HO329	Arnold	Street	165	Princes Hill		205200	Contributory	1900-1915
HO329	Arnold	Street	166	Princes Hill	Housing Commission Flats	205240	Not contributory	1950-1960
HO329	Arnold	Street	167	Princes Hill		205205	Contributory	1900-1915
HO329	Bougainville	Place	1	Princes Hill	Townhouse	216415	Not contributory	1990-2000
HO329	Bougainville	Place	14	Princes Hill	Townhouse	290725	Not contributory	1990-2000
HO329	Bougainville	Place	26	Princes Hill	Townhouse	284765	Not contributory	1990-2000
HO329	Bougainville	Place	28	Princes Hill	Townhouse	284770	Not contributory	1990-2000
HO329	Bowen	Crescent	2	Princes Hill		205730	Individually Significant	1915-1925
HO329	Bowen	Crescent	2 (rear)	Princes Hill		205730	Contributory	1870-1890
HO329	Bowen	Crescent	10	Princes Hill		205725	Contributory	1900-1915
HO329	Bowen	Crescent	12	Princes Hill		205720	Contributory	1900-1915
HO329	Bowen	Crescent	14	Princes Hill		205715	Contributory	1900-1915
HO329	Bowen	Crescent	16	Princes Hill		205710	Contributory	1900-1915
HO329	Bowen	Crescent	18	Princes Hill	Spartels' flats	205700	Individually Significant	1937
HO329	Bowen	Crescent	20	Princes Hill		205695	Contributory	1900-1915
HO329	Bowen	Crescent	22	Princes Hill		205690	Contributory	1900-1915
HO329	Bowen	Crescent	26	Princes Hill		205685	Contributory	1900-1915
HO329	Bowen	Crescent	28	Princes Hill		205680	Contributory	1900-1915
HO329	Bowen	Crescent	32	Princes Hill		205675	Contributory	1900-1915
HO329	Bowen	Crescent	34	Princes Hill	Reaburn's flats	333140	Individually Significant	1937
HO329	Bowen	Crescent	36	Princes Hill		205665	Contributory	1900-1915
HO329	Bowen	Crescent	38	Princes Hill		205660	Individually Significant	1900-1915
HO329	Bowen	Crescent	42	Princes Hill		205655	Individually Significant	1900-1915
HO329	Bowen	Crescent	46	Princes Hill		205650	Individually Significant	1900-1915
HO329	Bowen	Crescent	54	Princes Hill		205645	Individually Significant	1911
HO329	Bowen	Crescent	58	Princes Hill		205640	Individually Significant	1870-1890
HO329	Bowen	Crescent	64	Princes Hill	Corio	205635	Contributory	1880-1930
HO329	Bowen	Crescent	68	Princes Hill		205630	Contributory	1900-1915
HO329	Bowen	Crescent	70	Princes Hill	Gate House (Inner Circle Railway Gate Keeper's Cottage)	205625	Individually Significant	1888-
HO329	Bowen	Crescent	72	Princes Hill	Vacant Land (Part Railway reserve)	281335	Not contributory	Unknown
HO329	Bowen	Crescent	72A	Princes Hill	Vacant Land (Part Railway reserve)	281340	Not contributory	Unknown
HO329	Bowen	Crescent	74	Princes Hill		205620	Contributory	1910-1925
HO329	Bowen	Crescent	76	Princes Hill		205615	Individually Significant	1880-1890
HO329	Bowen	Crescent	84	Princes Hill		205610	Contributory	1927
HO329	Bowen	Crescent	86	Princes Hill		205605	Individually Significant	1870-1890
HO329	Bowen	Crescent	96	Princes Hill	Beavan house	205600	Individually Significant	1936
HO329	Bowen	Crescent	104	Princes Hill	McGinley house	205595	Individually Significant	1927
HO329	Bowen	Crescent	106	Princes Hill		205590	Contributory	1900-1915
HO329	Bowen	Crescent	110	Princes Hill		205585	Contributory	1900-1915
HO329	Cassar	Place	2	Princes Hill		288350	Not contributory	1990-2000
HO329	Cassar	Place	4	Princes Hill		288355	Not contributory	1990-2000
HO329	Cassar	Place	6	Princes Hill		288360	Not contributory	1990-2000
HO329	Cassar	Place	8	Princes Hill		288365	Not contributory	1990-2000
HO329	Cassar	Place	10	Princes Hill		288370	Not contributory	1990-2000
HO329	Cassar	Place	12	Princes Hill		288375	Not contributory	1990-2000
HO329	Cassar	Place	14	Princes Hill		288380	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO329	Cassar	Place	16	Princes Hill		288385	Not contributory	1990-2000
HO329	Garton	Street	2	Princes Hill		211355	Contributory	1900-1915
HO329	Garton	Street	6	Princes Hill		211350	Contributory	1900-1915
HO329	Garton	Street	8	Princes Hill		211345	Contributory	1900-1915
HO329	Garton	Street	12	Princes Hill	Flats	211245	Not contributory	1970-1980
HO329	Garton	Street	25-35	Princes Hill		210840	Contributory	1870-1890
HO329	Garton	Street	26	Princes Hill	Flats	211140	Not contributory	1950-1960
HO329	Garton	Street	28	Princes Hill		211135	Contributory	1870-1890
HO329	Garton	Street	30	Princes Hill		211130	Contributory	1870-1890
HO329	Garton	Street	32	Princes Hill		211125	Contributory	1870-1890
HO329	Garton	Street	34	Princes Hill		211120	Contributory	1870-1890
HO329	Garton	Street	36	Princes Hill		211115	Contributory	1870-1890
HO329	Garton	Street	38	Princes Hill		211110	Contributory	1900-1915
HO329	Garton	Street	40	Princes Hill	Cheltenham	211105	Individually Significant	1887
HO329	Garton	Street	50	Princes Hill		211100	Individually Significant	1890-1910
HO329	Garton	Street	52	Princes Hill	Erona	211095	Individually Significant	1870-1890
HO329	Garton	Street	54	Princes Hill		211090	Contributory	1870-1890
HO329	Garton	Street	56	Princes Hill		211085	Contributory	1870-1890
HO329	Garton	Street	58	Princes Hill	Maelstrom	323200	Individually Significant	1870-1890
HO329	Garton	Street	58 (rear)	Princes Hill	Stable	323210	Contributory	1870-1890
HO329	Garton	Street	60	Princes Hill	Clenduart	211075	Contributory	1870-1890
HO329	Garton	Street	62	Princes Hill		211070	Contributory	1870-1890
HO329	Garton	Street	64	Princes Hill		211065	Contributory	1870-1890
HO329	Garton	Street	65	Princes Hill	Flats	210845	Not contributory	1930-1940
HO329	Garton	Street	66	Princes Hill		211060	Individually Significant	1870-1890
HO329	Garton	Street	67	Princes Hill		210875	Individually Significant	1870-1890
HO329	Garton	Street	68	Princes Hill		211055	Individually Significant	1870-1890
HO329	Garton	Street	69	Princes Hill		210880	Individually Significant	1870-1890
HO329	Garton	Street	70	Princes Hill		211050	Contributory	1900-1915
HO329	Garton	Street	72	Princes Hill	Parkview House	211045	Contributory	1870-1890
HO329	Garton	Street	73	Princes Hill		210890	Not contributory	1970-1980
HO329	Garton	Street	76	Princes Hill		211040	Individually Significant	1870-1890
HO329	Garton	Street	78	Princes Hill		211035	Contributory	1900-1915
HO329	Garton	Street	80	Princes Hill		211030	Contributory	1900-1915
HO329	Garton	Street	81	Princes Hill	Units	210895	Not contributory	1970-1980
HO329	Garton	Street	82	Princes Hill		211025	Contributory	1900-1915
HO329	Garton	Street	83	Princes Hill	Units	210900	Not contributory	1970-1980
HO329	Garton	Street	84	Princes Hill		211020	Contributory	1900-1915
HO329	Garton	Street	85	Princes Hill	Units	210905	Not contributory	1970-1980
HO329	Garton	Street	86	Princes Hill		211015	Not contributory	1925-1935, 1900-10
HO329	Garton	Street	87	Princes Hill	Units	210910	Not contributory	1970-1980
HO329	Garton	Street	89	Princes Hill	Units	210915	Not contributory	1970-1980
HO329	Garton	Street	91	Princes Hill	Units	210920	Not contributory	1970-1980
HO329	Garton	Street	93	Princes Hill	Units	210925	Not contributory	1970-1980
HO329	Garton	Street	96	Princes Hill		211010	Contributory	1870-1890
HO329	Garton	Street	100	Princes Hill		211005	Contributory	1900-1915
HO329	Garton	Street	102	Princes Hill		211000	Contributory	1900-1915
HO329	Garton	Street	104	Princes Hill		210995	Contributory	1890-1905

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO329	Garton	Street	106	Princes Hill		210990	Contributory	1900-1915
HO329	Garton	Street	108	Princes Hill		210985	Contributory	1900-1915
HO329	Garton	Street	110	Princes Hill	Bird house	210980	Individually Significant	1924
HO329	Garton	Street	114	Princes Hill	Parkwood	210975	Contributory	1870-1890
HO329	Garton	Street	118	Princes Hill	Wagin	210970	Contributory	1870-1890
HO329	Garton	Street	120	Princes Hill		210965	Contributory	1870-1890
HO329	Garton	Street	122	Princes Hill	Waverley	210960	Contributory	1870-1890
HO329	Garton	Street	124	Princes Hill	Parkview	210955	Contributory	1870-1890
HO329	Garton	Street	126	Princes Hill	Flats	210950	Not contributory	1970-1980
HO329	Garton	Street	138	Princes Hill		210945	Contributory	1900-1915
HO329	Garton	Street	140	Princes Hill		210940	Contributory	1900-1915
HO329	Garton	Street	144	Princes Hill		210935	Contributory	1900-1915
HO329	Garton	Street	150	Princes Hill		210930	Contributory	1900-1915
HO329	Holtom	Street	0	Princes Hill	Hardy-Gallagher Reserve	0	Contributory	Unknown
HO329	Holtom	Street	4	Princes Hill	Factory, former	286745	Not contributory	1915-1925
HO329	Holtom	Street	6	Princes Hill	Factory, former	286740	Not contributory	1915-1925
HO329	Holtom	Street	8	Princes Hill	Factory, former	286735	Not contributory	1915-1925
HO329	Holtom	Street	10	Princes Hill	Factory, former	286730	Not contributory	1915-1925
HO329	Holtom	Street	12	Princes Hill	Factory, former	286750	Not contributory	1915-1925
HO329	Holtom	Street	14-18	Princes Hill	Fetter Mills Pty Ltd., Factory/warehouse	211555	Individually Significant	1917, 1929
HO329	Holtom	Street	15	Princes Hill		315200	Not contributory	1990-2000
HO329	Holtom	Street	17	Princes Hill		211450	Contributory	1900-1915
HO329	Holtom	Street	20	Princes Hill	Wagner	211550	Contributory	1900-1915
HO329	Holtom	Street	22	Princes Hill		211545	Contributory	1926
HO329	Holtom	Street	23	Princes Hill	Flats	211455	Not contributory	1960-1970
HO329	Holtom	Street	24	Princes Hill		211540	Contributory	1926
HO329	Holtom	Street	29	Princes Hill		211460	Contributory	1900-1915
HO329	Holtom	Street	35	Princes Hill		211465	Contributory	1900-1915
HO329	Holtom	Street	71	Princes Hill		211475	Not contributory	1928
HO329	Holtom	Street	73	Princes Hill		211480	Contributory	1928
HO329	Holtom	Street	75	Princes Hill		211485	Contributory	1900-1915
HO329	Holtom	Street	81	Princes Hill		211490	Contributory	1880-1910
HO329	Holtom	Street	83	Princes Hill		211495	Contributory	1880-1910
HO329	Holtom	Street	85	Princes Hill		211500	Contributory	1870-1890
HO329	Holtom	Street	87	Princes Hill		211505	Contributory	1870-1890
HO329	Holtom	Street	89	Princes Hill		211510	Contributory	1900-1905
HO329	Holtom	Street	91	Princes Hill		211515	Contributory	1870-1890
HO329	Holtom	Street	93	Princes Hill		211520	Individually Significant	1870-1890
HO329	Holtom	Street	95	Princes Hill		211525	Contributory	1900-1915
HO329	Holtom	Street	97	Princes Hill		211530	Not contributory	1970-1980
HO329	Holtom	Street	101	Princes Hill		211535	Contributory	1900-1915
HO329	Keeley	Lane	2	Princes Hill	Stable?	214585	Not contributory	1925-1930?
HO329	Keeley	Lane	3	Princes Hill	Unit	319830	Not contributory	1990-2000
HO329	Keeley	Lane	9	Princes Hill		309870	Not contributory	1990-2000
HO329	Keeley	Lane	12	Princes Hill	Stable, former ?	275865	Contributory	1870-1890
HO329	Keeley	Lane	15	Princes Hill		289155	Not contributory	2000-2010
HO329	Keeley	Lane	21	Princes Hill	Stable, former	10176157	Contributory	1870-1890
HO329	Keeley	Lane	24	Princes Hill	Townhouse	275455	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO329	Keeley	Lane	26	Princes Hill	Townhouse	275460	Not contributory	1990-2000
HO329	Keeley	Lane	41	Princes Hill	Townhouse	276130	Not contributory	1990-2000
HO329	Keeley	Lane	43	Princes Hill	Townhouse	276135	Not contributory	1990-2000
HO329	Keeley	Lane	45	Princes Hill		276140	Not contributory	1990-2000
HO329	Keeley	Lane	46	Princes Hill		331970	Not contributory	1990-2000
HO329	Keeley	Lane	47	Princes Hill	Units	307900	Not contributory	1990-2000
HO329	Keeley	Lane	49	Princes Hill	Units	348480	Not contributory	1990-2000
HO329	Keeley	Lane	68	Princes Hill		307880	Not contributory	1980-1990
HO329	Keeley	Lane	80	Princes Hill	Warehouse, former (units)	286755	Not contributory	1914-1940?
HO329	Keeley	Lane	100	Princes Hill	Land	341340	Not contributory	Unknown
HO329	Lang	Street	9	Princes Hill		138310	Not contributory	1970-1980
HO329	Lang	Street	11	Princes Hill		211605	Contributory	1927
HO329	Lang	Street	13	Princes Hill		211610	Not contributory	1870-1890
HO329	Lang	Street	15	Princes Hill		211615	Contributory	1915-1925
HO329	Lang	Street	17	Princes Hill		211620	Contributory	1917
HO329	Lang	Street	19	Princes Hill	Flats	211625	Not contributory	1960-1970
HO329	Lang	Street	54	Princes Hill	Flats	211670	Contributory	1935-1950
HO329	Lang	Street	56	Princes Hill		211665	Contributory	1900-1915
HO329	Lang	Street	60	Princes Hill		211660	Not contributory	1870-1890
HO329	Lang	Street	64	Princes Hill		211655	Contributory	1870-1890
HO329	Lang	Street	66	Princes Hill		211650	Not contributory	1870-1890
HO329	Lang	Street	74	Princes Hill		211645	Not contributory	1970-1980
HO329	Lang	Street	82	Princes Hill		211640	Individually Significant	1870-1890
HO329	Lang	Street	86	Princes Hill		211635	Individually Significant	1870-1890
HO329	Lang	Street	90	Princes Hill		211630	Contributory	1870-1890
HO329	Lygon	Street	471-475	Princes Hill	Ridgeway house or Ratho	212120	Individually Significant	1926
HO329	Lygon	Street	477	Princes Hill	Orr house	212125	Individually Significant	1923
HO329	Lygon	Street	479	Princes Hill		212130	Individually Significant	1870-1890
HO329	Lygon	Street	481	Princes Hill	Woodburn	212135	Individually Significant	1870-1890
HO329	Lygon	Street	483	Princes Hill	Armadale	212140	Individually Significant	1870-1890
HO329	Lygon	Street	485	Princes Hill		212145	Not contributory	1870-1890
HO329	Lygon	Street	487	Princes Hill	Shop & residence	212150	Contributory	1900-1915
HO329	Lygon	Street	491-489	Princes Hill	Shop & residence	212160	Contributory	1870-1890
HO329	Lygon	Street	495-493	Princes Hill	Shop & residence, former	212165	Contributory	1860-1880?
HO329	Lygon	Street	497	Princes Hill	Shop & residence	212170	Contributory	1870-1890
HO329	Lygon	Street	499-501	Princes Hill	Shop & residence	212175	Contributory	1870-1890
HO329	Lygon	Street	501	Princes Hill	Shop & residence	212175	Contributory	1870-1890
HO329	Lygon	Street	505	Princes Hill		212190	Contributory	1900-1915
HO329	Lygon	Street	507	Princes Hill		212195	Contributory	1900-1915
HO329	Lygon	Street	513	Princes Hill		212200	Contributory	1900-1915
HO329	Lygon	Street	515	Princes Hill		212205	Contributory	1870-1890
HO329	Lygon	Street	517	Princes Hill	Sunnyside	212210	Contributory	1870-1890
HO329	Lygon	Street	519	Princes Hill		212215	Contributory	1870-1890
HO329	Lygon	Street	521	Princes Hill		212220	Contributory	1870-1890
HO329	Lygon	Street	523	Princes Hill		212225	Not contributory	Unknown
HO329	Lygon	Street	525	Princes Hill	Newtonheath	212230	Contributory	1870-1890
HO329	Lygon	Street	527	Princes Hill	Bridge of Allan	212235	Individually Significant	1885-87
HO329	Lygon	Street	531	Princes Hill	Thomana	212240	Individually Significant	1885-87

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO329	Lygon	Street	537	Princes Hill		212245	Individually Significant	1885-87
HO329	Lygon	Street	543-551	Princes Hill	Princes Hill Roman Catholic School	212245	Individually Significant	1935
HO329	Lygon	Street	569	Princes Hill	Shop & residence	212255	Individually Significant	1888
HO329	Lygon	Street	571	Princes Hill	Shop & residence	212260	Individually Significant	1888
HO329	Lygon	Street	573	Princes Hill	Shop & residence	212265	Individually Significant	1888
HO329	Lygon	Street	575	Princes Hill	Shop & residence	212270	Individually Significant	1888
HO329	Lygon	Street	577	Princes Hill	Shop & residence	212275	Individually Significant	1888
HO329	Lygon	Street	579	Princes Hill	Shop & residence	212280	Individually Significant	1888
HO329	Lygon	Street	581	Princes Hill	Shop & residence	212285	Individually Significant	1888
HO329	Lygon	Street	583	Princes Hill	Shop & residence	212290	Individually Significant	1888
HO329	Lygon	Street	585	Princes Hill		212300	Contributory	1900-1915
HO329	Lygon	Street	587	Princes Hill		212305	Contributory	1900-1915
HO329	Lygon	Street	589	Princes Hill		212310	Contributory	1900-1915
HO329	Lygon	Street	591	Princes Hill		212315	Contributory	1900-1915
HO329	Lygon	Street	593	Princes Hill		212320	Contributory	1870-1890
HO329	Lygon	Street	595	Princes Hill		212325	Contributory	1870-1890
HO329	Lygon	Street	597	Princes Hill		212330	Contributory	1870-1890
HO329	Lygon	Street	599	Princes Hill		212335	Contributory	1870-1890
HO329	Lygon	Street	603	Princes Hill	Units	280555	Not contributory	1990-2000
HO329	Lygon	Street	603A	Princes Hill	Shop & residence, former	212340	Contributory	1870-1890
HO329	Lygon	Street	607	Princes Hill	Shop & residence	212345	Not contributory	1915-1925
HO329	Lygon	Street	609-615	Princes Hill	Dr Chambers house & surgery	212350	Individually Significant	1926
HO329	Lygon	Street	631	Princes Hill		212355	Contributory	1918
HO329	Lygon	Street	633	Princes Hill		212360	Contributory	1915
HO329	Lygon	Street	635	Princes Hill	Immigrant's home	212365	Contributory	1915-1955?
HO329	Lygon	Street	637	Princes Hill	Immigrant's home	212370	Contributory	1915-1955
HO329	Lygon	Street	639	Princes Hill		315170	Contributory	1916
HO329	Lygon	Street	639 (rear)	Princes Hill	Townhouse	315180	Not contributory	1990-2000
HO329	Lygon	Street	643	Princes Hill		315190	Individually Significant	1917
HO329	Lygon	Street	653	Princes Hill		212385	Contributory	1900-1915
HO329	Lygon	Street	663	Princes Hill		286765	Not contributory	1914-
HO329	Lygon	Street	665	Princes Hill		286760	Not contributory	1914-
HO329	Lygon	Street	669	Princes Hill		212395	Not contributory	Unknown
HO329	Lygon	Street	671	Princes Hill		212400	Contributory	1900-1915
HO329	Lygon	Street	673-691	Princes Hill		212405	Contributory	1900-1915
HO329	Lygon	Street	693	Princes Hill		212410	Contributory	1914
HO329	Lygon	Street	695	Princes Hill		212415	Contributory	1914
HO329	Lygon	Street	697	Princes Hill		212420	Contributory	1916
HO329	Lygon	Street	701	Princes Hill		212425	Individually Significant	1917
HO329	Macpherson	Street	210	Princes Hill	Flats	212110	Contributory	1934
HO329	Macpherson	Street	212	Princes Hill		214595	Not contributory	1900-1915
HO329	Macpherson	Street	214	Princes Hill		214590	Not contributory	1900-1915
HO329	Macpherson	Street	214A	Princes Hill		214590	Not contributory	Unknown
HO329	Macpherson	Street	216	Princes Hill		214580	Not contributory	1885-
HO329	Macpherson	Street	216 (rear)	Princes Hill	Stable	214580	Contributory	1870-1890
HO329	Macpherson	Street	218	Princes Hill	Williams house	214575	Individually Significant	1926 (1886 core)
HO329	Macpherson	Street	220	Princes Hill	St Michaels Church	214565	Individually Significant	1885
HO329	Macpherson	Street	220	Princes Hill	St Michaels Church Hall & Sunday School	214565	Individually Significant	1891, 1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO329	Macpherson	Street	252	Princes Hill		214570	Contributory	1890
HO329	Macpherson	Street	254	Princes Hill	Maboondah	214560	Individually Significant	1887
HO329	Macpherson	Street	256	Princes Hill	Dunbean	214555	Contributory	1890
HO329	Macpherson	Street	258	Princes Hill		214550	Not contributory	1889
HO329	Macpherson	Street	260	Princes Hill		214545	Contributory	1900-1915
HO329	Macpherson	Street	262	Princes Hill		214540	Contributory	1900-1915
HO329	Macpherson	Street	266	Princes Hill		214535	Contributory	1891
HO329	Macpherson	Street	268	Princes Hill		214530	Contributory	1908
HO329	Macpherson	Street	270	Princes Hill		214525	Contributory	1910
HO329	Macpherson	Street	272	Princes Hill		214520	Contributory	1910
HO329	Macpherson	Street	298	Princes Hill	Laugier house	214515	Individually Significant	1923
HO329	Macpherson	Street	326	Princes Hill		214510	Individually Significant	1900-1915
HO329	Macpherson	Street	328	Princes Hill	Townhouse	275470	Not contributory	1980-1990
HO329	Macpherson	Street	330	Princes Hill	Townhouse	275465	Not contributory	1980-1990
HO329	Mcilwraith	Street	1	Princes Hill		213750	Contributory	1870-1890
HO329	Mcilwraith	Street	5	Princes Hill		213755	Individually Significant	1870-1890
HO329	Mcilwraith	Street	7	Princes Hill	Myrtleville	213760	Individually Significant	1870-1890
HO329	Mcilwraith	Street	9	Princes Hill		213765	Individually Significant	1870-1890
HO329	Mcilwraith	Street	11	Princes Hill		213770	Individually Significant	1870-1890
HO329	Mcilwraith	Street	15	Princes Hill		213775	Contributory	1870-1890
HO329	Mcilwraith	Street	15A	Princes Hill	Store/stable?	213780	Contributory	1900-1915
HO329	Mcilwraith	Street	18	Princes Hill		214365	Contributory	1900-1915
HO329	Mcilwraith	Street	19	Princes Hill	Flats	213785	Not contributory	1960-1970
HO329	Mcilwraith	Street	20	Princes Hill		214360	Contributory	1900-1915
HO329	Mcilwraith	Street	22	Princes Hill	Caledonia	214355	Contributory	1870-1890
HO329	Mcilwraith	Street	24	Princes Hill		214350	Not contributory	1870-1890?
HO329	Mcilwraith	Street	26	Princes Hill	Aberfeldy & stables	214345	Contributory	1870-1890
HO329	Mcilwraith	Street	27	Princes Hill	Degenhardt's duplex	213875	Individually Significant	1936
HO329	Mcilwraith	Street	28	Princes Hill	Benlomond & stable	214340	Contributory	1870-1890
HO329	Mcilwraith	Street	29	Princes Hill	Degenhardt's duplex	213880	Individually Significant	1936
HO329	Mcilwraith	Street	30	Princes Hill		214335	Contributory	1900-1915
HO329	Mcilwraith	Street	33	Princes Hill		213885	Contributory	1870-1890
HO329	Mcilwraith	Street	35	Princes Hill		213890	Individually Significant	1870-1890
HO329	Mcilwraith	Street	37	Princes Hill	Eldon	213895	Contributory	1870-1890
HO329	Mcilwraith	Street	39	Princes Hill	Ellerslie	213900	Contributory	1870-1890
HO329	Mcilwraith	Street	41	Princes Hill	Waverley	213905	Contributory	1870-1890
HO329	Mcilwraith	Street	44	Princes Hill	St. Edmonds	214330	Contributory	1870-1890
HO329	Mcilwraith	Street	45	Princes Hill		213910	Contributory	1870-1890
HO329	Mcilwraith	Street	46	Princes Hill		214325	Contributory	1870-1890
HO329	Mcilwraith	Street	48	Princes Hill	Elm Grove	214320	Contributory	1870-1890
HO329	Mcilwraith	Street	49	Princes Hill	House & stable	213915	Contributory	1870-1890
HO329	Mcilwraith	Street	50	Princes Hill	Pine Grove	214315	Contributory	1870-1890
HO329	Mcilwraith	Street	51	Princes Hill		213920	Individually Significant	1900-1915
HO329	Mcilwraith	Street	52	Princes Hill	Woodbine	214310	Contributory	1870-1890
HO329	Mcilwraith	Street	53	Princes Hill		213925	Individually Significant	1900-1915
HO329	Mcilwraith	Street	54	Princes Hill	Fernside	214305	Contributory	1870-1890
HO329	Mcilwraith	Street	55	Princes Hill		213930	Individually Significant	1900-1915
HO329	Mcilwraith	Street	56	Princes Hill	Washington	214300	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO329	Mcilwraith	Street	57	Princes Hill		213935	Individually Significant	1900-1915
HO329	Mcilwraith	Street	58	Princes Hill	Brooklyn	214295	Contributory	1870-1890
HO329	Mcilwraith	Street	59	Princes Hill		213940	Individually Significant	1900-1915
HO329	Mcilwraith	Street	60	Princes Hill		214290	Contributory	1870-1890
HO329	Mcilwraith	Street	61	Princes Hill		213945	Individually Significant	1900-1915
HO329	Mcilwraith	Street	62	Princes Hill		214285	Contributory	1870-1890
HO329	Mcilwraith	Street	64	Princes Hill	Myrtle Cottage	214280	Contributory	1870-1890
HO329	Mcilwraith	Street	66	Princes Hill	Daphne Cottage	309860	Contributory	1870-1890
HO329	Mcilwraith	Street	68	Princes Hill		214270	Contributory	1870-1890
HO329	Mcilwraith	Street	70	Princes Hill		214265	Contributory	1870-1890
HO329	Mcilwraith	Street	71	Princes Hill		213950	Contributory	1870-1890
HO329	Mcilwraith	Street	72	Princes Hill	Stanley	214260	Contributory	1870-1890
HO329	Mcilwraith	Street	73	Princes Hill	Auburn	213955	Contributory	1870-1890
HO329	Mcilwraith	Street	74	Princes Hill	Gordon	214255	Contributory	1870-1890
HO329	Mcilwraith	Street	75	Princes Hill	Wavertree	213960	Contributory	1888 apprx
HO329	Mcilwraith	Street	76	Princes Hill		214250	Contributory	1900-1915
HO329	Mcilwraith	Street	77	Princes Hill	Mona Cottage	213965	Contributory	1870-1890
HO329	Mcilwraith	Street	79	Princes Hill	Camborne Cottage	213970	Contributory	1870-1890
HO329	Mcilwraith	Street	80	Princes Hill		214245	Contributory	1900-1915
HO329	Mcilwraith	Street	81	Princes Hill		213975	Contributory	1870-1890
HO329	Mcilwraith	Street	82	Princes Hill		214240	Contributory	1900-1915
HO329	Mcilwraith	Street	83	Princes Hill		213980	Contributory	1870-1890
HO329	Mcilwraith	Street	84	Princes Hill		214235	Contributory	1900-1915
HO329	Mcilwraith	Street	85	Princes Hill		213985	Contributory	1870-1890
HO329	Mcilwraith	Street	87	Princes Hill		213990	Contributory	1870-1890
HO329	Mcilwraith	Street	88	Princes Hill		214230	Contributory	1900-1915
HO329	Mcilwraith	Street	89	Princes Hill		213995	Contributory	1870-1890
HO329	Mcilwraith	Street	91	Princes Hill		214000	Contributory	1870-1890
HO329	Mcilwraith	Street	94	Princes Hill		214225	Contributory	1870-1890
HO329	Mcilwraith	Street	96	Princes Hill		214220	Contributory	1870-1890
HO329	Mcilwraith	Street	98	Princes Hill		214215	Contributory	1870-1890
HO329	Mcilwraith	Street	99	Princes Hill		214005	Contributory	1900-1915
HO329	Mcilwraith	Street	100	Princes Hill		214210	Contributory	1870-1890
HO329	Mcilwraith	Street	102	Princes Hill	Fairleigh	10176157	Contributory	1870-1890
HO329	Mcilwraith	Street	104	Princes Hill	Hadleigh Cottage	214195	Contributory	1870-1890
HO329	Mcilwraith	Street	105	Princes Hill		214010	Contributory	1900-1915
HO329	Mcilwraith	Street	106	Princes Hill	Northgate	214190	Contributory	1870-1890
HO329	Mcilwraith	Street	107	Princes Hill		214015	Contributory	1900-1915
HO329	Mcilwraith	Street	108	Princes Hill	Cembrook	214185	Contributory	1870-1890
HO329	Mcilwraith	Street	109	Princes Hill		214020	Contributory	1900-1915
HO329	Mcilwraith	Street	110	Princes Hill		214180	Contributory	1870-1890
HO329	Mcilwraith	Street	112	Princes Hill		214175	Contributory	1870-1890
HO329	Mcilwraith	Street	114	Princes Hill		214170	Contributory	1870-1890
HO329	Mcilwraith	Street	116	Princes Hill		214165	Contributory	1870-1890
HO329	Mcilwraith	Street	117	Princes Hill		214025	Contributory	1900-1915
HO329	Mcilwraith	Street	118	Princes Hill		214160	Contributory	1870-1890
HO329	Mcilwraith	Street	119	Princes Hill		214030	Contributory	1900-1915
HO329	Mcilwraith	Street	120	Princes Hill		214155	Contributory	1860-1880

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HO329	Mcilwraith	Street	121	Princes Hill	Hillside Terrace	214035	Contributory	1870-1890
HO329	Mcilwraith	Street	122	Princes Hill		214150	Contributory	1900-1915
HO329	Mcilwraith	Street	123	Princes Hill	Hillside Terrace	214040	Contributory	1870-1890
HO329	Mcilwraith	Street	125	Princes Hill	Hillside Terrace	214045	Contributory	1870-1890
HO329	Mcilwraith	Street	127	Princes Hill	Hillside Terrace	214050	Contributory	1870-1890
HO329	Mcilwraith	Street	129	Princes Hill		214055	Contributory	1870-1890
HO329	Mcilwraith	Street	130	Princes Hill		214145	Contributory	1870-1890
HO329	Mcilwraith	Street	131	Princes Hill	Inverleigh Cottage	214060	Contributory	1870-1890
HO329	Mcilwraith	Street	131 (rear)	Princes Hill	Factory/warehouse, former	214065	Contributory	1870-1900
HO329	Mcilwraith	Street	132	Princes Hill		214140	Not contributory	Unknown
HO329	Mcilwraith	Street	133	Princes Hill		275850	Not contributory	1990-2000
HO329	Mcilwraith	Street	136	Princes Hill		214135	Contributory	1900-1915
HO329	Mcilwraith	Street	138	Princes Hill		214130	Contributory	1900-1915
HO329	Mcilwraith	Street	150-154	Princes Hill		214125	Not contributory	1950-1960
HO329	Mcilwraith	Street	156	Princes Hill		214120	Contributory	1900-1915
HO329	Mcilwraith	Street	158	Princes Hill		214115	Contributory	1900-1915
HO329	Mcilwraith	Street	160	Princes Hill		214110	Contributory	1900-1915
HO329	Mcilwraith	Street	168	Princes Hill		214100	Not contributory	1980-1990?
HO329	Mcilwraith	Street	182	Princes Hill	H. & N. Simons Cap. Manuf, former (Units)	214105	Contributory	1915-1925
HO329	Mcilwraith	Street	184	Princes Hill	H. & N. Simons Cap. Manuf, former (Units)	214095	Contributory	1915-1925
HO329	Mcilwraith	Street	190	Princes Hill		214090	Contributory	1900-1915
HO329	Mcilwraith	Street	192	Princes Hill		214085	Contributory	1900-1915
HO329	Mcilwraith	Street	198	Princes Hill		214080	Not contributory	1950-1960
HO329	Mcilwraith	Street	201	Princes Hill	Townhouse	288345	Not contributory	1990-2000
HO329	Mcilwraith	Street	202	Princes Hill		214075	Contributory	1900-1915
HO329	Mcilwraith	Street	203	Princes Hill	Townhouse	288340	Not contributory	1990-2000
HO329	Mcilwraith	Street	205	Princes Hill	Townhouse	288335	Not contributory	1990-2000
HO329	Mcilwraith	Street	206	Princes Hill		214070	Contributory	1900-1915
HO329	Mcilwraith	Street	207	Princes Hill	Townhouse	288330	Not contributory	1990-2000
HO329	Mcilwraith	Street	209	Princes Hill	Townhouse	288325	Not contributory	1990-2000
HO329	Mcilwraith	Street	211	Princes Hill	Townhouse	288320	Not contributory	1990-2000
HO329	Mcilwraith	Street	213	Princes Hill	Townhouse	288315	Not contributory	1990-2000
HO329	Mcilwraith	Street	215	Princes Hill	Townhouse	288310	Not contributory	1990-2000
HO329	Mcilwraith	Street	217	Princes Hill	Townhouse	288305	Not contributory	1990-2000
HO329	Mcilwraith	Street	219	Princes Hill	Townhouse	288300	Not contributory	1990-2000
HO329	Park	Street	494	Princes Hill		284760	Contributory	1913
HO329	Park	Street	498-500	Princes Hill		216445	Not contributory	1922
HO329	Park	Street	504	Princes Hill		216440	Contributory	1890
HO329	Park	Street	508	Princes Hill		216435	Contributory	1890
HO329	Park	Street	510	Princes Hill	Townhouse	290720	Not contributory	1990-2000
HO329	Park	Street	512	Princes Hill		290720	Contributory	1912
HO329	Park	Street	516	Princes Hill		216420	Contributory	1912
HO329	Park	Street	520-522	Princes Hill		216415	Contributory	1913
HO329	Park	Street	524	Princes Hill	Townhouse	288295	Not contributory	1990-2000
HO329	Park	Street	526	Princes Hill	Townhouse	288290	Not contributory	1990-2000
HO329	Park	Street	528	Princes Hill	Townhouse	288285	Not contributory	1990-2000
HO329	Park	Street	530	Princes Hill	Townhouse	288280	Not contributory	1990-2000
HO329	Park	Street	532	Princes Hill	Townhouse	288275	Not contributory	1990-2000

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HO329	Park	Street	534	Princes Hill	Townhouse	288270	Not contributory	1990-2000
HO329	Park	Street	536	Princes Hill	Townhouse	288265	Not contributory	1990-2000
HO329	Park	Street	538	Princes Hill	Townhouse	288260	Not contributory	1990-2000
HO329	Park	Street	540	Princes Hill	Townhouse	288255	Not contributory	1990-2000
HO329	Park	Street	542	Princes Hill	Townhouse	288250	Not contributory	1990-2000
HO329	Park	Street	544	Princes Hill	Townhouse	288245	Not contributory	1990-2000
HO329	Park	Street	550-556	Princes Hill		216405	Not contributory	1925
HO329	Park	Street	560	Princes Hill		216400	Contributory	1911
HO329	Park	Street	564	Princes Hill		216395	Contributory	1914
HO329	Park	Street	566	Princes Hill		216390	Contributory	1914
HO329	Park	Street	568	Princes Hill		216385	Individually Significant	1911
HO329	Park	Street	570	Princes Hill		216380	Not contributory	1911
HO329	Park	Street	574	Princes Hill		216375	Contributory	1910
HO329	Park	Street	576	Princes Hill		216370	Contributory	1910
HO329	Park	Street	578-582	Princes Hill		216365	Contributory	1903
HO329	Park	Street	584	Princes Hill		216360	Individually Significant	1906
HO329	Park	Street	586	Princes Hill		216355	Individually Significant	1906
HO329	Park	Street	590	Princes Hill		216350	Contributory	1904
HO329	Park	Street	592	Princes Hill		216345	Contributory	1904
HO329	Park	Street	604-606	Princes Hill		216340	Individually Significant	1907
HO329	Park	Street	608-610	Princes Hill		216335	Individually Significant	1907
HO329	Park	Street	612-614	Princes Hill		216330	Contributory	1887
HO329	Park	Street	618-620	Princes Hill		216325	Not contributory	1885
HO329	Park	Street	622	Princes Hill		216320	Contributory	1906
HO329	Park	Street	624	Princes Hill		216315	Contributory	1906
HO329	Park	Street	626	Princes Hill		216310	Contributory	1887
HO329	Park	Street	628-634	Princes Hill		216305	Contributory	1915
HO329	Park	Street	636-638	Princes Hill		216300	Contributory	1891
HO329	Park	Street	640-642	Princes Hill		216295	Contributory	1891
HO329	Park	Street	646-648	Princes Hill		216290	Contributory	1884
HO329	Park	Street	650-652	Princes Hill		216285	Contributory	1884
HO329	Park	Street	654-656	Princes Hill		216280	Contributory	1913
HO329	Paterson	Street	12	Princes Hill		216795	Contributory	1870-1890
HO329	Paterson	Street	14	Princes Hill		216790	Contributory	1870-1890
HO329	Paterson	Street	16	Princes Hill		216785	Contributory	1870-1890
HO329	Paterson	Street	18	Princes Hill		216780	Contributory	1870-1890
HO329	Paterson	Street	20	Princes Hill		216775	Contributory	1870-1890
HO329	Paterson	Street	22	Princes Hill		216770	Contributory	1870-1890
HO329	Paterson	Street	24	Princes Hill		216765	Contributory	1870-1890
HO329	Paterson	Street	26	Princes Hill		216760	Contributory	1870-1890
HO329	Paterson	Street	28	Princes Hill		216755	Contributory	1870-1890
HO329	Paterson	Street	54	Princes Hill		216750	Contributory	1870-1890
HO329	Paterson	Street	55	Princes Hill		216575	Contributory	1870-1890
HO329	Paterson	Street	56	Princes Hill		216745	Contributory	1870-1890
HO329	Paterson	Street	57	Princes Hill		216580	Contributory	1870-1890
HO329	Paterson	Street	59	Princes Hill		216585	Contributory	1870-1890
HO329	Paterson	Street	60	Princes Hill		216740	Not contributory	1900-1915
HO329	Paterson	Street	63	Princes Hill		216590	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO329	Paterson	Street	64	Princes Hill		216735	Contributory	1870-1890
HO329	Paterson	Street	65	Princes Hill		216595	Contributory	1870-1890
HO329	Paterson	Street	66	Princes Hill		216730	Contributory	1870-1890
HO329	Paterson	Street	67	Princes Hill		216600	Contributory	1870-1890
HO329	Paterson	Street	68	Princes Hill	Elizadell	216725	Contributory	1870-1890
HO329	Paterson	Street	69	Princes Hill		216605	Contributory	1880-1900
HO329	Paterson	Street	70	Princes Hill		216720	Contributory	1900-1915
HO329	Paterson	Street	72	Princes Hill		216715	Contributory	1900-1915
HO329	Paterson	Street	74	Princes Hill	Saskinhouse	216710	Contributory	1870-1890
HO329	Paterson	Street	100	Princes Hill	Terrace	216705	Victorian Heritage Register	1911
HO329	Paterson	Street	101	Princes Hill		216610	Contributory	1870-1890
HO329	Paterson	Street	102	Princes Hill	Terrace	216700	Victorian Heritage Register	1889-1894
HO329	Paterson	Street	103	Princes Hill		216615	Contributory	1870-1890
HO329	Paterson	Street	104	Princes Hill	Terrace	216695	Victorian Heritage Register	1889-1894
HO329	Paterson	Street	106	Princes Hill	Terrace	216690	Victorian Heritage Register	1889-1894
HO329	Paterson	Street	107	Princes Hill		205400	Contributory	1930-1940
HO329	Paterson	Street	108	Princes Hill	Terrace	216685	Victorian Heritage Register	1889-1894
HO329	Paterson	Street	110	Princes Hill	Terrace	216680	Victorian Heritage Register	1889-1894
HO329	Paterson	Street	112	Princes Hill	Terrace	216675	Victorian Heritage Register	1889-1894
HO329	Paterson	Street	114	Princes Hill	Terrace	216670	Victorian Heritage Register	1889-1894
HO329	Paterson	Street	116	Princes Hill	Terrace	216665	Victorian Heritage Register	1889-1894
HO329	Paterson	Street	118	Princes Hill	Terrace	216660	Victorian Heritage Register	1889-1894
HO329	Paterson	Street	126	Princes Hill		216655	Contributory	1930-1940
HO329	Paterson	Street	128	Princes Hill		216650	Contributory	1930-1940
HO329	Paterson	Street	130	Princes Hill		216645	Contributory	1930-1940
HO329	Paterson	Street	132	Princes Hill		216640	Contributory	1930-1940
HO329	Paterson	Street	135	Princes Hill		216620	Not contributory	1900-1915
HO329	Paterson	Street	136	Princes Hill		216635	Not contributory	1925-1935
HO329	Paterson	Street	140	Princes Hill		216630	Contributory	1900-1915
HO329	Paterson	Street	142	Princes Hill		216625	Contributory	1900-1915
HO329	Pigdon	Street	206	Princes Hill		217300	Contributory	1908
HO329	Pigdon	Street	207	Princes Hill	Sharpe house	216945	Individually Significant	1928-29
HO329	Pigdon	Street	208	Princes Hill	House, tree	217295	Contributory	1905
HO329	Pigdon	Street	209	Princes Hill		216950	Contributory	1889
HO329	Pigdon	Street	210	Princes Hill		217290	Contributory	1900-1915
HO329	Pigdon	Street	211	Princes Hill		216955	Contributory	1889
HO329	Pigdon	Street	212	Princes Hill		217285	Contributory	1900-1915
HO329	Pigdon	Street	213	Princes Hill		216960	Contributory	1860-1880
HO329	Pigdon	Street	214	Princes Hill		217280	Contributory	1900-1915
HO329	Pigdon	Street	216	Princes Hill		217275	Contributory	1900-1915
HO329	Pigdon	Street	218-270	Princes Hill	Princes Hill State School, former	217270	Individually Significant	1915-1925
HO329	Pigdon	Street	221	Princes Hill		216965	Contributory	1919
HO329	Pigdon	Street	223	Princes Hill		216970	Contributory	1919
HO329	Pigdon	Street	227	Princes Hill		216975	Contributory	1920
HO329	Pigdon	Street	231	Princes Hill		216980	Contributory	1920-
HO329	Pigdon	Street	247	Princes Hill		216985	Contributory	1886
HO329	Pigdon	Street	249	Princes Hill		216990	Contributory	1911
HO329	Pigdon	Street	251	Princes Hill		216995	Contributory	1911

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HO329	Pigdon	Street	253	Princes Hill	Townhouse	217000	Not contributory	1980-1990
HO329	Pigdon	Street	255	Princes Hill	Edina	217005	Contributory	1886
HO329	Pigdon	Street	257	Princes Hill		217010	Contributory	1890
HO329	Pigdon	Street	259	Princes Hill		217015	Not contributory	1960-1970
HO329	Pigdon	Street	261	Princes Hill		217020	Individually Significant	1910
HO329	Pigdon	Street	263	Princes Hill		217025	Individually Significant	1910
HO329	Pigdon	Street	265	Princes Hill	Lime's Grove	217030	Individually Significant	1891
HO329	Pigdon	Street	267	Princes Hill		217035	Contributory	1925-1930
HO329	Pigdon	Street	295	Princes Hill	Clyrenelton or Clare Nelton Flats	217040	Individually Significant	1936
HO329	Pigdon	Street	297	Princes Hill	Clyrenelton or Clare Nelton Flats	217045	Contributory	1936
HO329	Pigdon	Street	299	Princes Hill	Ormuz	217050	Individually Significant	1899-1900
HO329	Pigdon	Street	300	Princes Hill	Princes Hill Village, aged care, trees	318380	Individually Significant	1960
HO329	Pigdon	Street	301	Princes Hill	Orotava	217055	Individually Significant	1899-1900
HO329	Pigdon	Street	303	Princes Hill	Oruba	217060	Individually Significant	1899-1900
HO329	Pigdon	Street	305	Princes Hill	Piermont	217065	Individually Significant	1890
HO329	Pigdon	Street	307	Princes Hill	Clearmont	217070	Individually Significant	1890
HO329	Pigdon	Street	309	Princes Hill	Belmont	217075	Individually Significant	1890
HO329	Pigdon	Street	311	Princes Hill	Rosh-Pinah, Flats	217080	Individually Significant	1940
HO329	Pigdon	Street	313	Princes Hill		217115	Not contributory	1915-1925
HO329	Pigdon	Street	315	Princes Hill		217120	Not contributory	1920-1930
HO329	Pigdon	Street	317	Princes Hill		217125	Not contributory	1919
HO329	Pigdon	Street	319	Princes Hill		217130	Not contributory	1919
HO329	Pigdon	Street	324	Princes Hill	Edelstein house	217255	Individually Significant	1936
HO329	Pigdon	Street	326	Princes Hill		217250	Contributory	1919
HO329	Pigdon	Street	334	Princes Hill		217245	Contributory	1891
HO329	Pigdon	Street	336	Princes Hill		217240	Contributory	1891
HO329	Pigdon	Street	338	Princes Hill		217235	Contributory	1891
HO329	Pigdon	Street	340	Princes Hill		217230	Contributory	1891
HO329	Pigdon	Street	342	Princes Hill		217225	Contributory	1891
HO329	Pigdon	Street	344	Princes Hill		217220	Contributory	1891
HO329	Pigdon	Street	346	Princes Hill		217215	Contributory	1891
HO329	Pigdon	Street	348	Princes Hill		217210	Contributory	1891
HO329	Pigdon	Street	350	Princes Hill		217205	Contributory	1891
HO329	Pigdon	Street	354	Princes Hill	Roslyn	217200	Contributory	1892
HO329	Pigdon	Street	356	Princes Hill	Trinity	217195	Contributory	1892
HO329	Pigdon	Street	357	Princes Hill		217135	Contributory	1921
HO329	Pigdon	Street	358	Princes Hill	Montrose	217190	Contributory	1892
HO329	Pigdon	Street	359	Princes Hill		217140	Contributory	1916
HO329	Pigdon	Street	360	Princes Hill	Park View	217185	Contributory	1892
HO329	Pigdon	Street	361	Princes Hill		217145	Contributory	1885
HO329	Pigdon	Street	362	Princes Hill		217180	Contributory	1913
HO329	Pigdon	Street	363	Princes Hill		217150	Contributory	1891
HO329	Pigdon	Street	364	Princes Hill		217175	Contributory	1912
HO329	Pigdon	Street	365	Princes Hill		217155	Contributory	1906
HO329	Pigdon	Street	366	Princes Hill		217170	Contributory	1912
HO329	Pigdon	Street	368	Princes Hill		217165	Contributory	1912
HO329	Pigdon	Street	370-372	Princes Hill	Flats, HCV?	217160	Contributory	1935-1940
HO329	Richardson	Street	197	Princes Hill		220180	Contributory	1885

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HO329	Richardson	Street	199	Princes Hill		220185	Contributory	1885
HO329	Richardson	Street	200	Princes Hill		220420	Contributory	1884
HO329	Richardson	Street	201	Princes Hill		220190	Contributory	1885
HO329	Richardson	Street	202	Princes Hill		220415	Contributory	1884
HO329	Richardson	Street	203	Princes Hill		220195	Contributory	1885
HO329	Richardson	Street	204	Princes Hill		220410	Contributory	1884
HO329	Richardson	Street	205	Princes Hill		220200	Contributory	1877
HO329	Richardson	Street	206	Princes Hill		220405	Contributory	1886
HO329	Richardson	Street	207	Princes Hill		220205	Contributory	1877
HO329	Richardson	Street	208	Princes Hill		220400	Contributory	1886
HO329	Richardson	Street	209	Princes Hill		220210	Contributory	1877
HO329	Richardson	Street	210	Princes Hill		220395	Contributory	1886
HO329	Richardson	Street	211	Princes Hill		220215	Contributory	1877
HO329	Richardson	Street	212	Princes Hill		220390	Contributory	1886
HO329	Richardson	Street	213	Princes Hill		220220	Contributory	1877
HO329	Richardson	Street	215	Princes Hill		220225	Contributory	1877
HO329	Richardson	Street	217	Princes Hill		220230	Contributory	1884
HO329	Richardson	Street	219	Princes Hill		220235	Contributory	1884
HO329	Richardson	Street	221	Princes Hill		220240	Contributory	1884
HO329	Richardson	Street	223	Princes Hill		220245	Contributory	1884
HO329	Richardson	Street	225	Princes Hill	Shop & residence	220250	Contributory	1885
HO329	Richardson	Street	241	Princes Hill	Fernshaw	220255	Contributory	1891
HO329	Richardson	Street	243	Princes Hill		220260	Not contributory	1870-1890
HO329	Richardson	Street	245	Princes Hill		220265	Not contributory	1870-1890
HO329	Richardson	Street	245A	Princes Hill		220270	Not contributory	1990-2000?
HO329	Richardson	Street	246	Princes Hill	Shop & residence	220385	Individually Significant	1890
HO329	Richardson	Street	247	Princes Hill		220280	Contributory	1870-1890
HO329	Richardson	Street	247A	Princes Hill		220275	Not contributory	1870-1890
HO329	Richardson	Street	248	Princes Hill	Carissima	220380	Contributory	1888
HO329	Richardson	Street	249	Princes Hill		220285	Contributory	1870-1890
HO329	Richardson	Street	250	Princes Hill		220375	Contributory	1889
HO329	Richardson	Street	251	Princes Hill		220290	Contributory	1870-1890
HO329	Richardson	Street	255	Princes Hill		220295	Contributory	1889
HO329	Richardson	Street	275	Princes Hill		220300	Contributory	1888
HO329	Richardson	Street	277	Princes Hill		220305	Contributory	1888
HO329	Richardson	Street	279	Princes Hill		220310	Contributory	1888
HO329	Richardson	Street	285	Princes Hill		220315	Contributory	1888
HO329	Richardson	Street	287	Princes Hill		220320	Contributory	1888c
HO329	Richardson	Street	288	Princes Hill		220370	Contributory	1891
HO329	Richardson	Street	289	Princes Hill		220325	Contributory	1888
HO329	Richardson	Street	290	Princes Hill		220365	Contributory	1891
HO329	Richardson	Street	291	Princes Hill		220330	Contributory	1888
HO329	Richardson	Street	293	Princes Hill		220335	Contributory	1888
HO329	Richardson	Street	319	Princes Hill		220340	Contributory	1889
HO329	Richardson	Street	323	Princes Hill		220345	Contributory	1889
HO329	Richardson	Street	327	Princes Hill		220350	Contributory	1889
HO329	Richardson	Street	329	Princes Hill		220355	Contributory	1889
HO329	Richardson	Street	331	Princes Hill	Lorna Doon	220360	Contributory	1889

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO329	Solly	Avenue	5	Princes Hill	Housing Commission Flats	220510	Not contributory	1950-1960
HO329	Solly	Avenue	20	Princes Hill	North Carlton Railway Station, former, Inner Circle Railway	274830	Individually Significant	1888
HO329	Solly	Avenue	21	Princes Hill	Housing Commission Flats	220570	Not contributory	1950-1960
HO329	Wilson	Street	1	Princes Hill		222575	Contributory	1900-1915
HO329	Wilson	Street	2-4	Princes Hill	Evans house	223195	Individually Significant	1920
HO329	Wilson	Street	3	Princes Hill		222580	Contributory	1900-1915
HO329	Wilson	Street	5	Princes Hill	Eva House	222585	Individually Significant	1880-1890
HO329	Wilson	Street	6	Princes Hill	Carrog	223190	Individually Significant	1870-1890
HO329	Wilson	Street	7	Princes Hill		222590	Contributory	1900-1915
HO329	Wilson	Street	8	Princes Hill		223185	Individually Significant	1870-1890
HO329	Wilson	Street	9	Princes Hill	Eaton? Villa	222595	Contributory	1870-1890
HO329	Wilson	Street	10	Princes Hill		223180	Contributory	1870-1890
HO329	Wilson	Street	11	Princes Hill	Mansfield Villa	222600	Contributory	1870-1890
HO329	Wilson	Street	12-12A	Princes Hill		223175	Contributory	1870-1890
HO329	Wilson	Street	13	Princes Hill	Sherwood Villa	222605	Contributory	1870-1890
HO329	Wilson	Street	13A	Princes Hill	Unit, former Garage	222610	Not contributory	1990-2000, 1900-1920?
HO329	Wilson	Street	14A	Princes Hill	Evan Evans Pty. Ltd, Dyeing & Waterproofing works, former	223170	Individually Significant	1900-1915
HO329	Wilson	Street	20	Princes Hill		325090	Contributory	1900-1915
HO329	Wilson	Street	20 (rear)	Princes Hill	Townhouse	329100	Not contributory	2000-2010
HO329	Wilson	Street	26	Princes Hill		223160	Contributory	1900-1915
HO329	Wilson	Street	26 (rear)	Princes Hill	Townhouse	223160	Not contributory	2000-2010
HO329	Wilson	Street	27	Princes Hill		222615	Individually Significant	1892-93
HO329	Wilson	Street	28	Princes Hill		223155	Contributory	1870-1890
HO329	Wilson	Street	29	Princes Hill	Aveley	222620	Individually Significant	1880-1890
HO329	Wilson	Street	30	Princes Hill		223150	Contributory	1870-1890
HO329	Wilson	Street	31	Princes Hill		222625	Individually Significant	1880-1900
HO329	Wilson	Street	32	Princes Hill	Hawthorn Cottage	223145	Contributory	1870-1890
HO329	Wilson	Street	33	Princes Hill		222630	Individually Significant	1870-1890
HO329	Wilson	Street	34	Princes Hill		223140	Contributory	1900-1915
HO329	Wilson	Street	35	Princes Hill		222635	Individually Significant	1870-1890
HO329	Wilson	Street	36	Princes Hill		223135	Contributory	1870-1890
HO329	Wilson	Street	37	Princes Hill		222640	Individually Significant	1870-1890
HO329	Wilson	Street	38	Princes Hill		223130	Contributory	1870-1890
HO329	Wilson	Street	39	Princes Hill		222645	Individually Significant	1870-1890
HO329	Wilson	Street	40	Princes Hill		223125	Contributory	1870-1890
HO329	Wilson	Street	48	Princes Hill		223120	Contributory	1870-1890
HO329	Wilson	Street	49	Princes Hill		222650	Contributory	1900-1915
HO329	Wilson	Street	50	Princes Hill		223115	Contributory	1870-1890
HO329	Wilson	Street	51	Princes Hill		222655	Contributory	1900-1915
HO329	Wilson	Street	52	Princes Hill		223110	Contributory	1870-1890
HO329	Wilson	Street	53	Princes Hill		222660	Not contributory	1970-1980
HO329	Wilson	Street	54	Princes Hill		223105	Not contributory	1870-1890
HO329	Wilson	Street	56	Princes Hill	Ingle Nook	223100	Contributory	1870-1890
HO329	Wilson	Street	57	Princes Hill		222665	Contributory	1870-1890
HO329	Wilson	Street	58	Princes Hill		223095	Contributory	1870-1890
HO329	Wilson	Street	60	Princes Hill	Victoria Terrace	223090	Contributory	1870-1890
HO329	Wilson	Street	61	Princes Hill		222670	Not contributory	1870-1930
HO329	Wilson	Street	62	Princes Hill	Victoria Terrace	223085	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO329	Wilson	Street	64	Princes Hill	Victoria Terrace	223080	Contributory	1870-1890
HO329	Wilson	Street	65	Princes Hill		222675	Contributory	1870-1890
HO329	Wilson	Street	66	Princes Hill	Victoria Terrace	223075	Contributory	1870-1890
HO329	Wilson	Street	68	Princes Hill	Victoria Terrace	223070	Contributory	1870-1890
HO329	Wilson	Street	69	Princes Hill		222680	Contributory	1870-1890
HO329	Wilson	Street	70	Princes Hill	Victoria Terrace	223065	Contributory	1870-1890
HO329	Wilson	Street	71	Princes Hill		222685	Contributory	1870-1890
HO329	Wilson	Street	72	Princes Hill	Victoria Terrace	223060	Contributory	1870-1890
HO329	Wilson	Street	73	Princes Hill		222690	Contributory	1870-1890
HO329	Wilson	Street	74	Princes Hill	Victoria Terrace	223055	Contributory	1870-1890
HO329	Wilson	Street	75	Princes Hill		222695	Contributory	1870-1890
HO329	Wilson	Street	76-78	Princes Hill		223050	Contributory	1870-1890
HO329	Wilson	Street	77	Princes Hill	Cairloch	222700	Contributory	1870-1890
HO329	Wilson	Street	79	Princes Hill		222705	Individually Significant	1900-1915
HO329	Wilson	Street	80	Princes Hill		223045	Contributory	1900-1915
HO329	Wilson	Street	81	Princes Hill		222710	Contributory	1900-1915
HO329	Wilson	Street	82	Princes Hill		223040	Contributory	1900-1915
HO329	Wilson	Street	84	Princes Hill		223035	Contributory	1900-1915
HO329	Wilson	Street	86	Princes Hill		223030	Contributory	1900-1915
HO329	Wilson	Street	88	Princes Hill	Shop & residence	223025	Contributory	1900-1915
HO329	Wilson	Street	90	Princes Hill	Shop & residence	223020	Contributory	1900-1915
HO329	Wilson	Street	97	Princes Hill		222715	Individually Significant	1900-1915
HO329	Wilson	Street	98-100	Princes Hill		223010	Contributory	1900-1915
HO329	Wilson	Street	99	Princes Hill		222720	Contributory	1900-1915
HO329	Wilson	Street	101	Princes Hill	Creenock	222725	Contributory	1870-1890
HO329	Wilson	Street	102	Princes Hill		223005	Contributory	1900-1915
HO329	Wilson	Street	103	Princes Hill		222730	Contributory	1870-1890
HO329	Wilson	Street	104	Princes Hill		223000	Contributory	1900-1915
HO329	Wilson	Street	105	Princes Hill	Rockhester	222735	Contributory	1870-1890
HO329	Wilson	Street	106	Princes Hill	Flats	222970	Not contributory	1970-1980
HO329	Wilson	Street	107	Princes Hill		292650	Not contributory	1990-2000?
HO329	Wilson	Street	109	Princes Hill	Princes Lodge, Flats	222740	Not contributory	1970-1980
HO329	Wilson	Street	110	Princes Hill		222965	Contributory	1900-1915
HO329	Wilson	Street	112	Princes Hill		222960	Contributory	1870-1890
HO329	Wilson	Street	117	Princes Hill		222815	Contributory	1880-1890
HO329	Wilson	Street	121	Princes Hill		222820	Contributory	1900-1915
HO329	Wilson	Street	125	Princes Hill		222825	Individually Significant	1870-1890
HO329	Wilson	Street	151	Princes Hill	Housing Commission Flats	222830	Not contributory	1950-1960
HO329	Wilson	Street	161	Princes Hill	Housing Commission Flats	222890	Not contributory	1950-1960
HO329	Wilson	Street	167	Princes Hill	Housing Commission Flats	222895	Not contributory	1960-1970
HO329	Wilson	Street	175	Princes Hill	Housing Commission Flats	222955	Not contributory	1960-1970
HO329	Wilson	Street	200	Princes Hill	Townhouse	288225	Not contributory	1990-2000
HO329	Wilson	Street	202	Princes Hill	Townhouse	288230	Not contributory	1990-2000
HO329	Wilson	Street	204	Princes Hill	Townhouse	288235	Not contributory	1990-2000
HO329	Wilson	Street	206	Princes Hill	Townhouse	288240	Not contributory	1990-2000
HO330 - Queens Parade Precinct, North Fitzroy/Clifton Hill								
HO330	Brennand	Street	12	Fitzroy North	Sherwood Flats	238970	Not contributory	1960-1970

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO330	Brennand	Street	14	Fitzroy North	Flats, now units	239030	Not contributory	1960-1970
HO330	Dummett	Crescent	10-12	Clifton Hill	Factory/warehouse	132215	Not contributory	1950-1960
HO330	Queens	Parade	65	Clifton Hill	St John The Baptist Catholic Church	131950	Individually Significant	1876-1907
HO330	Queens	Parade	65	Clifton Hill	St John's Catholic Primary School, part St John The Baptist Catholic Church complex	131950	Individually Significant	1903
HO330	Queens	Parade	83-87	Clifton Hill	Clifton Hall & Clifton Picture Theatre, later Cinema Italia	131965	Individually Significant	1918
HO330	Queens	Parade	89	Clifton Hill	Clifton Hill Hotel	131970	Individually Significant	1884
HO330	Queens	Parade	97-99	Clifton Hill	Melbourne Savings Bank, later State Savings Bank	131975	Individually Significant	1889
HO330	Queens	Parade	101	Clifton Hill	Shop	131980	Contributory	1915-1925
HO330	Queens	Parade	105	Clifton Hill	House, also doctor's surgery	131985	Individually Significant	1900-1915
HO330	Queens	Parade	107	Clifton Hill		131990	Contributory	1900-1915
HO330	Queens	Parade	109	Clifton Hill		131995	Contributory	1880-1890
HO330	Queens	Parade	111	Clifton Hill	Shop & residence	247615	Contributory	1870-1890
HO330	Queens	Parade	113-115	Clifton Hill	Factory/warehouse	132005	Contributory	1850-1890
HO330	Queens	Parade	117	Clifton Hill	Shop & residence	132010	Contributory	1850-1890
HO330	Queens	Parade	121	Clifton Hill	Shop & residence	132015	Contributory	1850-1890
HO330	Queens	Parade	123	Clifton Hill	Shop & residence	132020	Contributory	1850-1890
HO330	Queens	Parade	127-129	Clifton Hill	Albert Hall, also Masonic Hall, later Samian Social Club	132025	Individually Significant	1885, 1927
HO330	Queens	Parade	133	Clifton Hill		132030	Not contributory	1980-1990
HO330	Queens	Parade	139	Clifton Hill	Daintons Family Hotel , later Normanby Hotel	132035	Individually Significant	1875
HO330	Queens	Parade	141	Clifton Hill	Clifton Hill Post Office, former	132040	Individually Significant	1870-1890
HO330	Queens	Parade	149	Clifton Hill	Campi's Buildings shop & residence	132045	Individually Significant	1880-1890
HO330	Queens	Parade	151	Clifton Hill	Campi's Buildings shop & residence	132050	Individually Significant	1880-1890
HO330	Queens	Parade	153	Clifton Hill	Campi's Buildings shop & residence	132055	Individually Significant	1880-1890
HO330	Queens	Parade	157	Clifton Hill	Campi's Buildings shop & residence	132060	Individually Significant	1880-1890
HO330	Queens	Parade	159	Clifton Hill	Campi's Buildings shop & residence	132065	Individually Significant	1880-1890
HO330	Queens	Parade	163	Clifton Hill	Campi's Buildings shop & residence	132070	Individually Significant	1880-1890
HO330	Queens	Parade	167	Clifton Hill	Campi's Buildings shop & residence	132075	Individually Significant	1880-1890
HO330	Queens	Parade	169	Clifton Hill		310540	Not contributory	2000-2010
HO330	Queens	Parade	171	Clifton Hill		310560	Not contributory	2000-2010
HO330	Queens	Parade	173-175	Clifton Hill	Office/Shop	138305	Not contributory	2000-2010
HO330	Queens	Parade	177	Clifton Hill		132100	Contributory	1890-1900
HO330	Queens	Parade	181	Clifton Hill	Clifton Hill Post Office (2nd?)	132105	Contributory	1900-1915
HO330	Queens	Parade	187-185	Clifton Hill	Raven, WG Undertaker, later Raven's Funerals	132110	Individually Significant	1915-1920
HO330	Queens	Parade	191	Clifton Hill		132120	Contributory	1850-1890
HO330	Queens	Parade	193	Clifton Hill		132130	Contributory	1850-1890
HO330	Queens	Parade	197	Clifton Hill	Garage	132135	Not contributory	1950-1960
HO330	Queens	Parade	201-203	Clifton Hill		132150	Not contributory	1925-35
HO330	Queens	Parade	213	Clifton Hill	Factory/warehouse	132160	Not contributory	Unknown
HO330	Queens	Parade	217	Clifton Hill	Factory/warehouse	132165	Not contributory	1950-1960
HO330	Queens	Parade	264	Fitzroy North	Surgery & residence	247965	Individually Significant	1900-1915
HO330	Queens	Parade	266	Fitzroy North	Medical Centre	247975	Not contributory	1925-1935
HO330	Queens	Parade	270	Fitzroy North	National Bank of Australasia, former	247980	Individually Significant	1886
HO330	Queens	Parade	274	Fitzroy North	Shop & residence	247985	Individually Significant	1915-1925
HO330	Queens	Parade	276	Fitzroy North	Shop & residence	247995	Individually Significant	1915-1925
HO330	Queens	Parade	278	Fitzroy North	Shop & residence	248000	Contributory	1870-1890
HO330	Queens	Parade	280	Fitzroy North	Shop & residence	248005	Contributory	1870-1890
HO330	Queens	Parade	282	Fitzroy North	Shop & residence	248010	Contributory	1883
HO330	Queens	Parade	284	Fitzroy North	Shop & residence	248015	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO330	Queens	Parade	286	Fitzroy North	Shop & residence	248020	Contributory	1900-1915?
HO330	Queens	Parade	288	Fitzroy North	Shop & residence	248025	Contributory	1900-1915
HO330	Queens	Parade	290	Fitzroy North	Shop & residence	248030	Contributory	1880-1900
HO330	Queens	Parade	294-292	Fitzroy North	Shop & residence	248035	Contributory	1870-1890
HO330	Queens	Parade	296	Fitzroy North	Shop & residence	248040	Contributory	1870-1890
HO330	Queens	Parade	298	Fitzroy North	Shop & residence	248045	Contributory	1870-1890
HO330	Queens	Parade	300	Fitzroy North	Shop, offices	248050	Not contributory	1980-1990
HO330	Queens	Parade	302	Fitzroy North	Shop, offices	248055	Not contributory	1970-1980
HO330	Queens	Parade	302A	Fitzroy North	Office	248060	Not contributory	1970-1980
HO330	Queens	Parade	304	Fitzroy North	Shop	248070	Not contributory	1970-1980
HO330	Queens	Parade	306	Fitzroy North	Shop	248075	Not contributory	1970-1980
HO330	Queens	Parade	308	Fitzroy North	Shop & residence	248080	Contributory	1870-1890
HO330	Queens	Parade	310	Fitzroy North	Shop & residence	248085	Contributory	1870-1890
HO330	Queens	Parade	312	Fitzroy North	Shop & residence	248090	Contributory	1870-1890
HO330	Queens	Parade	314	Fitzroy North	Ryans Buildings, Shop & residence	248095	Individually Significant	1884
HO330	Queens	Parade	316	Fitzroy North	Shop & residence	248100	Contributory	1870-1890
HO330	Queens	Parade	318	Fitzroy North	Shop & residence	248115	Contributory	1870-1890
HO330	Queens	Parade	320	Fitzroy North	Shop & residence	248120	Contributory	1870-1890
HO330	Queens	Parade	322	Fitzroy North	Shop & residence	248125	Contributory	1870-1890
HO330	Queens	Parade	324	Fitzroy North	Shop	248130	Not contributory	Unknown
HO330	Queens	Parade	326-328	Fitzroy North	Commonwealth Bank	248135	Not contributory	1970-1980
HO330	Queens	Parade	330	Fitzroy North	Shop & residence	248140	Contributory	1870-1890
HO330	Queens	Parade	336	Fitzroy North	Shop & residence	248145	Individually Significant	1870-1890
HO330	Queens	Parade	338	Fitzroy North	Shop & residence	248150	Individually Significant	1870-1890
HO330	Queens	Parade	340	Fitzroy North	Shop & residence	248155	Contributory	1870-1890
HO330	Queens	Parade	342	Fitzroy North	Shop & residence	248160	Contributory	1880-1900
HO330	Queens	Parade	344	Fitzroy North	Shop & residence	248165	Contributory	1870-1890
HO330	Queens	Parade	346	Fitzroy North	Shop & residence	248170	Contributory	1870-1890
HO330	Queens	Parade	348	Fitzroy North	Shop & residence	248175	Contributory	1870-1890
HO330	Queens	Parade	352	Fitzroy North	Shop & residence	248185	Contributory	1870-1890
HO330	Queens	Parade	354	Fitzroy North	Shop & residence	248190	Contributory	1870-1890
HO330	Queens	Parade	356	Fitzroy North	Shop & residence	248195	Contributory	1870-1890
HO330	Queens	Parade	360	Fitzroy North	Shop	248200	Not contributory	1950-1960
HO330	Queens	Parade	362	Fitzroy North	Shop & residence	248205	Contributory	1870-1890
HO330	Queens	Parade	364-366	Fitzroy North	Shop	248210	Not contributory	1950-1960
HO330	Queens	Parade	370-374	Fitzroy North	London Bank of Australasia, later the ANZ Bank, later shop & residence	248215	Victorian Heritage Register	1889
HO330	Queens	Parade	376	Fitzroy North	Kingdom Cycle Works & residence	248220	Contributory	1904
HO330	Queens	Parade	382	Fitzroy North	Shop & residence	248235	Contributory	1870-1890
HO330	Queens	Parade	386	Fitzroy North	Shop & residence	248255	Contributory	1900-1915
HO330	Queens	Parade	388	Fitzroy North	Shop & residence	248250	Contributory	1900-1915
HO330	Queens	Parade	390	Fitzroy North	Shop & residence	248225	Contributory	1900-1915
HO330	Queens	Parade	392	Fitzroy North	Shop & residence	248260	Contributory	1870-1890
HO330	Queens	Parade	394	Fitzroy North	Shop & residence	248265	Contributory	1900-1915
HO330	Queens	Parade	396	Fitzroy North	Shop & residence	248270	Contributory	1900-1915
HO330	Queens	Parade	398	Fitzroy North	Thomas J Dowd & Co Tailors	248275	Contributory	1900-1915
HO330	Queens	Parade	402	Fitzroy North	Shop & residence	248280	Contributory	1925-1935
HO330	Queens	Parade	404	Fitzroy North	Brooks Buildings	248285	Contributory	1870-1890
HO330	Queens	Parade	406	Fitzroy North	Brooks Buildings	248290	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO330	Queens	Parade	408	Fitzroy North	Shop	248295	Not contributory	Unknown
HO330	Queens	Parade	410	Fitzroy North	Shop & residence	248300	Contributory	1870-1890
HO330	Queens	Parade	416-418	Fitzroy North		248305	Contributory	1870-1890
HO330	Queens	Parade	420	Fitzroy North	House	248310	Individually Significant	1905-1920
HO330	Queens	Parade	424	Fitzroy North		248320	Individually Significant	1915-1925
HO330	Queens	Parade	426	Fitzroy North		248325	Contributory	1900-1915
HO330	Queens	Parade	428	Fitzroy North		248330	Individually Significant	1900-1915
HO330	Queens	Parade	434	Fitzroy North	Shop & residence	248335	Individually Significant	1857-
HO330	Queens	Parade	436	Fitzroy North	Shop & residence	248340	Individually Significant	1857-
HO330	Queens	Parade	438	Fitzroy North		248345	Individually Significant	1857-
HO330	Queens	Parade	440	Fitzroy North	Shop & residence	248350	Individually Significant	1870-1890
HO330	Queens	Parade	442	Fitzroy North	Shop & residence	248355	Individually Significant	1870-1890
HO330	Queens	Parade	446	Fitzroy North		248360	Contributory	1915-1925
HO330	Queens	Parade	450	Fitzroy North		248365	Contributory	1870-1890
HO330	Queens	Parade	452	Fitzroy North		248370	Contributory	1870-1890
HO330	Queens	Parade	454-456	Fitzroy North		248375	Individually Significant	1900-1915
HO330	Queens	Parade	460	Fitzroy North		248380	Individually Significant	1900-1915
HO330	Queens	Parade	462	Fitzroy North		248385	Contributory	1900-1915
HO330	Queens	Parade	464	Fitzroy North		248390	Contributory	1900-1915
HO330	Queens	Parade	468	Fitzroy North		248395	Contributory	1900-1915
HO330	Queens	Parade	470-474	Fitzroy North	Clifton Hill & Northcote United Friendly Societies Dispensary	248400	Individually Significant	1914
HO330	Queens	Parade	476-476A	Fitzroy North	Melbourne Tramways & Omnibus & Company Office, part	269195	Individually Significant	1887-
HO330	Queens	Parade	486	Fitzroy North	Shop	248410	Contributory	1915-1925
HO330	Queens	Parade	488	Fitzroy North	Shop	248415	Contributory	1915-1925
HO330	Queens	Parade	492	Fitzroy North	Scotch Thistle, later Terminus Hotel (two-storey stone section only)	248420	Individually Significant	1854
HO330	Rushall	Crescent	2	Fitzroy North		249500	Contributory	1900-1915
HO331 - Racecourse Precinct, Richmond								
HO331	Bridge	Road	618	Burnley		169025	Contributory	1941
HO331	Bridge	Road	620	Burnley		169020	Contributory	1941
HO331	Bridge	Road	622	Burnley		169015	Contributory	1941
HO331	Bridge	Road	624	Burnley		169010	Contributory	1941
HO331	Bridge	Road	626	Burnley		169005	Contributory	1941
HO331	Bridge	Road	628	Burnley		169000	Contributory	1941
HO331	Bridge	Road	630	Burnley		168995	Contributory	1941
HO331	Bridge	Road	632	Burnley		168990	Contributory	1941
HO331	Bridge	Road	634	Burnley		168985	Contributory	1941
HO331	Bridge	Road	636	Burnley		168980	Contributory	1941
HO331	Bridge	Road	638	Burnley		168975	Contributory	1941
HO331	Bridge	Road	640	Burnley		168970	Contributory	1941
HO331	Jackson	Street	1	Burnley		172450	Contributory	1941
HO331	Jackson	Street	2	Burnley		172455	Contributory	1941
HO331	Jackson	Street	3	Burnley		172445	Contributory	1941
HO331	Jackson	Street	4	Burnley		172460	Contributory	1941
HO331	Jackson	Street	5	Burnley		172440	Contributory	1941
HO331	Jackson	Street	6	Burnley		172465	Contributory	1941
HO331	Jackson	Street	7	Burnley		172435	Contributory	1941
HO331	Jackson	Street	8	Burnley		172470	Contributory	1941

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO331	Jackson	Street	9	Burnley		172430	Contributory	1941
HO331	Jackson	Street	10	Burnley		172475	Contributory	1941
HO331	Jackson	Street	11	Burnley		172425	Contributory	1941
HO331	Jackson	Street	12	Burnley		172480	Contributory	1941
HO331	Lightfoot	Street	1	Burnley		172390	Contributory	1941
HO331	Lightfoot	Street	2	Burnley		172395	Not contributory	1990-2000
HO331	Lightfoot	Street	3	Burnley		172385	Contributory	1941
HO331	Lightfoot	Street	4	Burnley		172400	Contributory	1941
HO331	Lightfoot	Street	5	Burnley		172380	Contributory	1941
HO331	Lightfoot	Street	6	Burnley		172405	Contributory	1941
HO331	Lightfoot	Street	7	Burnley		172375	Contributory	1941
HO331	Lightfoot	Street	8	Burnley		172410	Contributory	1941
HO331	Lightfoot	Street	9	Burnley		172370	Contributory	1941
HO331	Lightfoot	Street	10	Burnley		172415	Contributory	1941
HO331	Lightfoot	Street	11	Burnley		172365	Contributory	1941
HO331	Lightfoot	Street	12	Burnley		172420	Contributory	1941
HO331	Longfield	Street	1	Burnley		172330	Contributory	1941
HO331	Longfield	Street	2	Burnley		172335	Contributory	1941
HO331	Longfield	Street	3	Burnley		172325	Contributory	1941
HO331	Longfield	Street	4	Burnley		172340	Contributory	1941
HO331	Longfield	Street	5	Burnley		172320	Contributory	1941
HO331	Longfield	Street	6	Burnley		172345	Contributory	1941
HO331	Longfield	Street	7	Burnley		172315	Contributory	1941
HO331	Longfield	Street	8	Burnley		172350	Contributory	1941
HO331	Longfield	Street	9	Burnley		172310	Contributory	1941
HO331	Longfield	Street	10	Burnley		172355	Contributory	1941
HO331	Longfield	Street	11	Burnley		172305	Contributory	1941
HO331	Longfield	Street	12	Burnley		172360	Contributory	1941
HO331	Oconnell	Street	1	Burnley		172270	Contributory	1941
HO331	Oconnell	Street	2	Burnley		172275	Contributory	1941
HO331	Oconnell	Street	3	Burnley		172265	Contributory	1941
HO331	Oconnell	Street	4	Burnley		172280	Contributory	1941
HO331	Oconnell	Street	5	Burnley		172260	Contributory	1941
HO331	Oconnell	Street	6	Burnley		172285	Contributory	1941
HO331	Oconnell	Street	7	Burnley		172255	Contributory	1941
HO331	Oconnell	Street	8	Burnley		172290	Contributory	1941
HO331	Oconnell	Street	9	Burnley		172250	Contributory	1941
HO331	Oconnell	Street	10	Burnley		172295	Contributory	1941
HO331	Oconnell	Street	11	Burnley		172245	Contributory	1941
HO331	Oconnell	Street	12	Burnley		172300	Contributory	1941
HO331	Tudor	Street	1	Burnley		172240	Contributory	1941
HO331	Tudor	Street	2	Burnley		172025	Contributory	1941
HO331	Tudor	Street	3	Burnley		172235	Contributory	1941
HO331	Tudor	Street	4	Burnley		172030	Contributory	1941
HO331	Tudor	Street	5	Burnley		172225	Contributory	1941
HO331	Tudor	Street	6	Burnley		172035	Contributory	1941
HO331	Tudor	Street	7	Burnley		172220	Contributory	1941
HO331	Tudor	Street	8	Burnley		172040	Contributory	1941

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO331	Tudor	Street	9	Burnley		172215	Contributory	1941
HO331	Tudor	Street	10	Burnley		172045	Contributory	1941
HO331	Tudor	Street	11	Burnley		172210	Contributory	1941
HO331	Tudor	Street	12	Burnley		172050	Contributory	1941
HO331	Tudor	Street	13	Burnley		172205	Contributory	1941
HO331	Tudor	Street	14	Burnley		172055	Contributory	1941
HO331	Tudor	Street	15	Burnley		172200	Contributory	1941
HO331	Tudor	Street	16	Burnley		172060	Contributory	1941
HO331	Tudor	Street	17	Burnley		172195	Contributory	1941
HO331	Tudor	Street	18	Burnley		172065	Contributory	1941
HO331	Tudor	Street	19	Burnley		172190	Contributory	1941
HO331	Tudor	Street	20	Burnley		172070	Contributory	1941
HO331	Tudor	Street	21	Burnley		172185	Contributory	1941
HO331	Tudor	Street	22	Burnley		172075	Contributory	1941
HO331	Tudor	Street	23	Burnley		172180	Contributory	1941
HO331	Tudor	Street	24	Burnley		172080	Contributory	1941
HO331	Tudor	Street	25	Burnley		172175	Contributory	1941
HO331	Tudor	Street	26	Burnley		172085	Contributory	1941
HO331	Tudor	Street	27	Burnley		172170	Contributory	1941
HO331	Tudor	Street	28	Burnley		172090	Contributory	1941
HO331	Tudor	Street	29	Burnley		172165	Contributory	1941
HO331	Tudor	Street	30	Burnley		172095	Contributory	1941
HO331	Tudor	Street	31	Burnley		172160	Contributory	1941
HO331	Tudor	Street	32	Burnley		172100	Contributory	1941
HO331	Tudor	Street	33	Burnley		172155	Contributory	1941
HO331	Tudor	Street	34	Burnley		172105	Contributory	1941
HO331	Tudor	Street	35	Burnley		172150	Contributory	1941
HO331	Tudor	Street	36	Burnley		172110	Contributory	1941
HO331	Tudor	Street	37	Burnley		172145	Contributory	1941
HO331	Tudor	Street	39	Burnley		172140	Contributory	1941
HO331	Tudor	Street	41	Burnley		172135	Contributory	1941
HO331	Tudor	Street	43	Burnley		172130	Contributory	1941
HO331	Tudor	Street	45	Burnley		172125	Contributory	1941
HO331	Tudor	Street	47	Burnley		172120	Contributory	1941
HO331	Vesper	Street	1	Burnley		172510	Contributory	1941
HO331	Vesper	Street	2	Burnley		172515	Contributory	1941
HO331	Vesper	Street	3	Burnley		172505	Contributory	1941
HO331	Vesper	Street	4	Burnley		172520	Contributory	1941
HO331	Vesper	Street	5	Burnley		172500	Contributory	1941
HO331	Vesper	Street	6	Burnley		172525	Contributory	1941
HO331	Vesper	Street	7	Burnley		172495	Contributory	1941
HO331	Vesper	Street	8	Burnley		172530	Contributory	1941
HO331	Vesper	Street	9	Burnley		172490	Contributory	1941
HO331	Vesper	Street	10	Burnley		172535	Contributory	1941
HO331	Vesper	Street	11	Burnley		172485	Contributory	1941
HO331	Vesper	Street	12	Burnley		172540	Contributory	1941
HO331	Westbank	Terrace	2	Burnley		173010	Contributory	1941
HO331	Westbank	Terrace	4	Burnley		173005	Contributory	1941

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO331	Westbank	Terrace	6	Burnley		173000	Contributory	1941
HO331	Westbank	Terrace	8	Burnley		172995	Contributory	1941
HO331	Westbank	Terrace	10	Burnley		172990	Contributory	1941
HO331	Westbank	Terrace	12	Burnley		172985	Contributory	1941
HO331	Westbank	Terrace	14	Burnley		172980	Contributory	1941
HO331	Westbank	Terrace	16	Burnley		172975	Contributory	1941
HO331	Westbank	Terrace	18	Burnley		172970	Contributory	1941
HO331	Westbank	Terrace	20	Burnley		172965	Contributory	1941
HO331	Westbank	Terrace	22	Burnley		172960	Contributory	1941
HO331	Westbank	Terrace	24	Burnley		172955	Contributory	1941
HO331	Westbank	Terrace	26	Burnley		172950	Contributory	1941
HO331	Westbank	Terrace	28	Burnley		172945	Contributory	1941
HO331	Westbank	Terrace	30	Burnley		172940	Contributory	1941
HO331	Westbank	Terrace	32	Burnley		172935	Contributory	1941
HO331	Westbank	Terrace	34	Burnley		172930	Contributory	1941
HO331	Westbank	Terrace	36	Burnley		172925	Contributory	1941
HO331	Westbank	Terrace	38	Burnley		172920	Contributory	1941
HO331	Westbank	Terrace	40	Burnley		172915	Contributory	1941
HO331	Westbank	Terrace	42	Burnley		172910	Contributory	1941
HO331	Westbank	Terrace	44	Burnley		172905	Contributory	1941
HO331	Westbank	Terrace	46	Burnley		172900	Contributory	1941
HO331	Westbank	Terrace	48	Burnley		172895	Contributory	1941
HO331	Westbank	Terrace	50	Burnley	Neighbourhood House	172890	Not contributory	1950-1960
HO332 - Richmond Hill Precinct								
HO332	Alban	Street	2	Richmond		189515	Not contributory	1990-2000
HO332	Alban	Street	4	Richmond		189520	Not contributory	1990-2000
HO332	Alfred	Street	1	Richmond		185180	Contributory	1890-1910
HO332	Alfred	Street	2	Richmond		185250	Contributory	1860-1880
HO332	Alfred	Street	4	Richmond		185245	Contributory	1890-1910
HO332	Alfred	Street	5	Richmond		185185	Contributory	1870-1890
HO332	Alfred	Street	6	Richmond		185240	Contributory	1890-1910
HO332	Alfred	Street	7	Richmond		185190	Contributory	1870-1890
HO332	Alfred	Street	8	Richmond		185235	Contributory	1860-1880
HO332	Alfred	Street	9	Richmond		185195	Contributory	1900-1915
HO332	Alfred	Street	10	Richmond		185230	Not contributory	1970-1980
HO332	Alfred	Street	11	Richmond		185200	Contributory	1900-1915
HO332	Alfred	Street	12	Richmond		185225	Contributory	1850-1890
HO332	Alfred	Street	13	Richmond		185205	Contributory	1900-1915
HO332	Alfred	Street	14	Richmond		185210	Contributory	1870-1890
HO332	Alfred	Street	15	Richmond		291945	Not contributory	1990-2000
HO332	Alfred	Street	16	Richmond		275710	Not contributory	1990-2000
HO332	Alfred	Street	17	Richmond	Townhouse	291950	Not contributory	1990-2000
HO332	Alfred	Street	18	Richmond		275715	Not contributory	1990-2000
HO332	Alfred	Street	19	Richmond		291955	Not contributory	1990-2000
HO332	Alfred	Street	20	Richmond		275720	Not contributory	1990-2000
HO332	Alfred	Street	24	Richmond		275725	Not contributory	1990-2000
HO332	Allowah	Terrace	1	Richmond	Factory/warehouse	182350	Not contributory	1960-1970

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO332	Allowah	Terrace	2	Richmond		182345	Contributory	1915-1925
HO332	Allowah	Terrace	4	Richmond		182340	Contributory	1915-1925
HO332	Allowah	Terrace	6	Richmond		182335	Not contributory	1915-1925
HO332	Allowah	Terrace	8A	Richmond		289345	Not contributory	1990-2000
HO332	Allowah	Terrace	8B	Richmond		289340	Not contributory	1990-2000
HO332	Allowah	Terrace	10A	Richmond	Townhouse	289355	Not contributory	1990-2000
HO332	Allowah	Terrace	10B	Richmond		289350	Not contributory	1990-2000
HO332	Berry	Street	1	Richmond		189360	Not contributory	1870-1890
HO332	Berry	Street	2	Richmond		189490	Not contributory	1980-2000
HO332	Berry	Street	3	Richmond		189365	Contributory	1850-1890
HO332	Berry	Street	4	Richmond		189485	Contributory	1850-1890
HO332	Berry	Street	5	Richmond		189370	Contributory	1850-1890
HO332	Berry	Street	6	Richmond		189480	Contributory	1850-1890
HO332	Berry	Street	7	Richmond		189375	Contributory	1850-1890
HO332	Berry	Street	8	Richmond		189475	Contributory	1850-1890
HO332	Berry	Street	9	Richmond		189380	Contributory	1900-1915
HO332	Berry	Street	10	Richmond		189470	Contributory	1850-1890
HO332	Berry	Street	11	Richmond		285565	Not contributory	1990-2000
HO332	Berry	Street	12	Richmond		189465	Contributory	1850-1890
HO332	Berry	Street	13	Richmond		285570	Not contributory	1990-2000
HO332	Berry	Street	14	Richmond		189460	Contributory	1850-1890
HO332	Berry	Street	15	Richmond		189390	Not contributory	1950-1960
HO332	Berry	Street	16	Richmond		189455	Contributory	1850-1890
HO332	Berry	Street	18	Richmond	Frencham house	189450	Victorian Heritage Register	1886
HO332	Berry	Street	20	Richmond		189445	Contributory	1850-1890
HO332	Berry	Street	21	Richmond		189395	Not contributory	1900-1915
HO332	Berry	Street	22	Richmond		189440	Contributory	1850-1890
HO332	Berry	Street	23	Richmond		189400	Contributory	1850-1890
HO332	Berry	Street	24	Richmond		189435	Contributory	1870-1890
HO332	Berry	Street	25	Richmond		189405	Contributory	1870-1910
HO332	Berry	Street	26	Richmond		291075	Contributory	1870-1890
HO332	Berry	Street	28	Richmond		135280	Contributory	1870-1890
HO332	Berry	Street	29	Richmond		189410	Contributory	1850-1890
HO332	Berry	Street	30-34	Richmond	Alexander Reserve	189415	Not contributory	Unknown
HO332	Botherambo	Street	1	Richmond		187105	Contributory	1860-1880
HO332	Botherambo	Street	8	Richmond		187130	Not contributory	1850-1880
HO332	Botherambo	Street	10	Richmond		187125	Not contributory	1950-1960
HO332	Botherambo	Street	12	Richmond		187120	Not contributory	1970-1980
HO332	Botherambo	Street	14	Richmond		187115	Not contributory	1970-1980
HO332	Botherambo	Street	19	Richmond		187110	Individually Significant	1850-1880
HO332	Botherambo	Street	21	Richmond	vacant land	203920	Not contributory	Unknown
HO332	Brock	Place	15	Richmond		306310	Not contributory	1990-2005
HO332	Carroll	Street	2	Richmond		187190	Not contributory	1870-1890?
HO332	Carroll	Street	3	Richmond		187295	Contributory	1860-1870
HO332	Carroll	Street	6	Richmond		187195	Not contributory	1925-1935
HO332	Carroll	Street	7	Richmond		187290	Not contributory	1920-1940
HO332	Carroll	Street	8	Richmond		187200	Not contributory	1920-1930
HO332	Carroll	Street	9	Richmond		187285	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO332	Carroll	Street	10-14	Richmond	Flats	187205	Not contributory	1960-1970
HO332	Carroll	Street	11	Richmond		187280	Not contributory	1925-1935
HO332	Carroll	Street	16-20	Richmond	Townhouses	322080	Not contributory	1990-2000
HO332	Carroll	Street	17	Richmond	Townhouse	294035	Not contributory	1990-2000
HO332	Carroll	Street	19	Richmond	Townhouse	294040	Not contributory	1990-2000
HO332	Carroll	Street	21	Richmond	Townhouse	282775	Not contributory	1990-2000
HO332	Carroll	Street	22-24	Richmond	Flats	187255	Not contributory	1950-1960
HO332	Carroll	Street	23	Richmond	Townhouse	282780	Not contributory	1990-2000
HO332	Carroll	Street	46	Richmond	Townhouse	300050	Not contributory	1990-2000
HO332	Carroll	Street	48	Richmond	Townhouse	300045	Not contributory	1990-2000
HO332	Clifton	Street	1	Richmond		187950	Not contributory	1970-1980
HO332	Clifton	Street	2	Richmond		187595	Contributory	1870-1890
HO332	Clifton	Street	3	Richmond		187945	Contributory	1870-1890
HO332	Clifton	Street	4	Richmond		187600	Contributory	1870-1890
HO332	Clifton	Street	5	Richmond		187940	Not contributory	1850-1890
HO332	Clifton	Street	6	Richmond		187605	Contributory	1870-1890
HO332	Clifton	Street	7	Richmond		187935	Contributory	1870-1890
HO332	Clifton	Street	8	Richmond		187610	Contributory	1870-1890
HO332	Clifton	Street	9	Richmond	Offices	187930	Not contributory	1900-1915?
HO332	Clifton	Street	9A	Richmond	Factory/warehouse?	187925	Contributory	1910-1925?
HO332	Clifton	Street	10	Richmond		187615	Individually Significant	1860-1880
HO332	Clifton	Street	11	Richmond	Granby Terrace, part	187920	Individually Significant	1880
HO332	Clifton	Street	12	Richmond		187620	Individually Significant	1860-1880
HO332	Clifton	Street	13	Richmond	Granby Terrace, part	187915	Individually Significant	1880
HO332	Clifton	Street	14	Richmond		187625	Individually Significant	1860-1880
HO332	Clifton	Street	15	Richmond	Granby Terrace, part	187910	Individually Significant	1880
HO332	Clifton	Street	16	Richmond		187630	Individually Significant	1860-1880
HO332	Clifton	Street	17-17A	Richmond		187905	Contributory	1870-1890
HO332	Clifton	Street	18	Richmond		187635	Contributory	1870-1890
HO332	Clifton	Street	19	Richmond		187900	Contributory	1870-1890
HO332	Clifton	Street	20	Richmond		187640	Not contributory	1970-1990
HO332	Clifton	Street	22-24	Richmond	Flats	332100	Not contributory	Unknown
HO332	Clifton	Street	23	Richmond		187895	Contributory	1850-1890?
HO332	Clifton	Street	25	Richmond		187890	Not contributory	1960-1970
HO332	Clifton	Street	26	Richmond		187705	Individually Significant	1850-1860
HO332	Clifton	Street	27	Richmond		187885	Contributory	1870-1915
HO332	Clifton	Street	28	Richmond	Vacant site	187710	Not contributory	Unknown
HO332	Clifton	Street	28A	Richmond		187715	Contributory	1900-1915
HO332	Clifton	Street	29	Richmond	Brick Residence	187880	Individually Significant	1910-1915
HO332	Clifton	Street	30	Richmond		187720	Contributory	1870-1890
HO332	Clifton	Street	31	Richmond		187875	Contributory	1870-1890
HO332	Clifton	Street	32	Richmond		187725	Contributory	1870-1890
HO332	Clifton	Street	33	Richmond		187870	Contributory	1870-1890
HO332	Clifton	Street	34	Richmond		187730	Individually Significant	1870-1890
HO332	Clifton	Street	35	Richmond		187865	Contributory	1870-1890
HO332	Clifton	Street	36	Richmond		187735	Contributory	1860-1880
HO332	Clifton	Street	37	Richmond		187860	Contributory	1870-1890
HO332	Clifton	Street	38	Richmond		187740	Contributory	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO332	Clifton	Street	39	Richmond		187855	Contributory	1870-1890
HO332	Clifton	Street	40	Richmond		187745	Contributory	1870-1890
HO332	Clifton	Street	41	Richmond		187850	Contributory	1870-1890
HO332	Clifton	Street	42	Richmond		187750	Contributory	1870-1890
HO332	Clifton	Street	43	Richmond		187845	Not contributory	Unknown
HO332	Clifton	Street	44	Richmond		187755	Contributory	1870-1890
HO332	Clifton	Street	46	Richmond		187760	Contributory	1870-1890
HO332	Clifton	Street	48	Richmond		187765	Not contributory	1950-1960
HO332	Clifton	Street	50	Richmond		187770	Contributory	1870-1890
HO332	Clifton	Street	52	Richmond	Flats	187775	Not contributory	1960-1970
HO332	Clifton	Street	54	Richmond		187805	Contributory	1870-1890
HO332	Clifton	Street	54A	Richmond		187810	Contributory	1900-1915
HO332	Clifton	Street	56	Richmond		187815	Not contributory	1870-1890
HO332	Clifton	Street	58	Richmond		187820	Not contributory	1870-1890
HO332	Clifton	Street	60	Richmond		187825	Contributory	1850-1890
HO332	Clifton	Street	62	Richmond		187830	Contributory	1870-1890
HO332	Clifton	Street	64	Richmond		187835	Contributory	1870-1890
HO332	Clifton	Street	66	Richmond	Clifton House	187840	Contributory	1907
HO332	Dando	Street	2	Richmond		187585	Contributory	1860-1880
HO332	Dando	Street	2A	Richmond	Townhouse	301260	Not contributory	1990-2000
HO332	Dando	Street	4	Richmond		301140	Not contributory	1990-2000
HO332	Dando	Street	6	Richmond		187590	Not contributory	1990-2000
HO332	Dando	Street	10	Richmond	Townhouse	293620	Not contributory	1990-2000
HO332	Dando	Street	41	Richmond	Townhouse	293295	Not contributory	1990-2000
HO332	Dando	Street	45	Richmond	Townhouse	305350	Not contributory	1990-2000
HO332	Darlington	Parade	1	Richmond		189020	Contributory	1880-1910
HO332	Darlington	Parade	3	Richmond		189015	Contributory	1870-1890
HO332	Darlington	Parade	5	Richmond	Townhouse	189010	Not contributory	1980-1990
HO332	Darlington	Parade	7	Richmond		189005	Not contributory	1950-1960
HO332	Darlington	Parade	9	Richmond		189000	Not contributory	1930-1940
HO332	Darlington	Parade	11	Richmond		188995	Contributory	1870-1890
HO332	Darlington	Parade	13	Richmond		188990	Contributory	1870-1890
HO332	Darlington	Parade	15	Richmond		188985	Contributory	1870-1890
HO332	Darlington	Parade	18	Richmond	Vaucluse College- FCJ Convent	188975	Victorian Heritage Register	1901
HO332	Darlington	Parade	20A	Richmond	Vaucluse College, FCJ Convent	188970	Victorian Heritage Register	1897-1904
HO332	Darlington	Parade	20B	Richmond	Eurolie, Vaucluse College-	188970	Victorian Heritage Register	1874-1882
HO332	Derby	Street	4	Richmond		185255	Contributory	1860-1880
HO332	Derby	Street	6	Richmond		185260	Contributory	1925-1930
HO332	Derby	Street	8	Richmond		185265	Contributory	1925-1930
HO332	Derby	Street	10	Richmond		185270	Contributory	1925-1930
HO332	Derby	Street	12	Richmond		185275	Contributory	1925-1930
HO332	Derby	Street	14	Richmond		185280	Contributory	1925-1930
HO332	Derby	Street	16	Richmond		307780	Not contributory	1970-1980
HO332	Dickmann	Street	12	Richmond		188510	Contributory	1860-1880
HO332	Dickmann	Street	14	Richmond		188505	Contributory	1850-1860
HO332	Dickmann	Street	16	Richmond		188500	Not contributory	1850-1890?
HO332	Dickmann	Street	18	Richmond		188495	Not contributory	1960-1970
HO332	Dickmann	Street	24	Richmond		188490	Not contributory	1950-1960

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HO332	Dickmann	Street	26	Richmond	Townhouse	277425	Not contributory	1990-2000
HO332	Dickmann	Street	26A	Richmond	Townhouse	289785	Not contributory	1990-2000
HO332	Dickmann	Street	28	Richmond	Townhouse	277430	Not contributory	1990-2000
HO332	Dickmann	Street	30	Richmond	Offices	310060	Not contributory	1980-1990
HO332	Docker	Street	2-6	Richmond	Units	188160	Not contributory	1980-1990
HO332	Docker	Street	5-3	Richmond	St Stephens Anglican Church flats, part complex	188255	Not contributory	1990-2000
HO332	Docker	Street	7	Richmond	Flats	188285	Not contributory	1980-1990
HO332	Docker	Street	8	Richmond		188155	Contributory	1900-1915
HO332	Docker	Street	10	Richmond		188150	Contributory	1900-1915
HO332	Docker	Street	12	Richmond		188145	Contributory	1900-1915
HO332	Docker	Street	14	Richmond		188140	Contributory	1900-1915
HO332	Docker	Street	16	Richmond		188135	Contributory	1860-1880
HO332	Docker	Street	17	Richmond		188365	Contributory	1900-1915
HO332	Docker	Street	18	Richmond		188130	Contributory	1860-1880
HO332	Docker	Street	19	Richmond		188370	Contributory	1900-1915
HO332	Docker	Street	20-26	Richmond	Flats, now Units	188090	Contributory	1930-1940
HO332	Docker	Street	21	Richmond		188375	Contributory	1900-1915
HO332	Docker	Street	23	Richmond		188380	Contributory	1900-1915
HO332	Docker	Street	25-27	Richmond	Vicarage, Former	188385	Individually Significant	1915-1925
HO332	Docker	Street	28	Richmond		188085	Contributory	1860-1880
HO332	Docker	Street	29	Richmond		188390	Contributory	1900-1915
HO332	Docker	Street	31	Richmond		188395	Contributory	1900-1915
HO332	Docker	Street	33	Richmond	Townhouse	188400	Not contributory	2000-2010
HO332	Docker	Street	34	Richmond		188080	Not contributory	Unknown
HO332	Docker	Street	37	Richmond	Howlands or Alexander's house	188405	Individually Significant	1889
HO332	Docker	Street	38	Richmond		188075	Contributory	1860-1880
HO332	Docker	Street	40	Richmond		188070	Not contributory	1915-1925?
HO332	Docker	Street	41-39	Richmond		188410	Not contributory	1990-2000
HO332	Docker	Street	42	Richmond		188065	Contributory	1860-1930
HO332	Docker	Street	43	Richmond		188415	Not contributory	1970-1980
HO332	Docker	Street	44	Richmond		188060	Contributory	1890-1910
HO332	Docker	Street	45	Richmond		188420	Contributory	1860-1880
HO332	Docker	Street	46	Richmond	Townhouse	292620	Not contributory	1990-2000
HO332	Docker	Street	46A	Richmond	Townhouse	292615	Not contributory	1990-2000
HO332	Docker	Street	47	Richmond	Lumsden house	188425	Individually Significant	1854-1864
HO332	Docker	Street	48	Richmond		188050	Contributory	1900-1915
HO332	Docker	Street	49	Richmond		188430	Not contributory	1940-1960?
HO332	Docker	Street	50	Richmond		188045	Not contributory	1900-1915?
HO332	Docker	Street	51	Richmond		188435	Not contributory	1850-1860
HO332	Docker	Street	52	Richmond	Townhouse	203915	Not contributory	1990-2000
HO332	Docker	Street	53	Richmond		188440	Not contributory	1930-1950
HO332	Docker	Street	54	Richmond	Townhouse	188040	Not contributory	1990-2000
HO332	Docker	Street	55	Richmond		188445	Individually Significant	1853-1860
HO332	Docker	Street	57	Richmond		188450	Individually Significant	1860-1880
HO332	Docker	Street	62	Richmond		188035	Contributory	1860-1880
HO332	Docker	Street	63	Richmond		188455	Contributory	1900-1915
HO332	Docker	Street	64	Richmond		188030	Individually Significant	1870-1890
HO332	Docker	Street	65	Richmond		188460	Not contributory	1850-1890

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HO332	Docker	Street	66	Richmond	Townhouse	289800	Not contributory	1990-2000
HO332	Docker	Street	67	Richmond		188465	Contributory	1850-1890
HO332	Docker	Street	68	Richmond	Townhouse	289805	Not contributory	1990-2000
HO332	Docker	Street	69-75	Richmond	Carpark, toilet block	188470	Not contributory	Unknown
HO332	Docker	Street	72	Richmond		188020	Contributory	1870-1890
HO332	Docker	Street	74	Richmond		188015	Contributory	1850-1890
HO332	Docker	Street	78	Richmond	Offices (Polarity)	299570	Not contributory	1980-1990
HO332	Eucalyptus	Street	1	Richmond		189495	Contributory	1850-1890
HO332	Eucalyptus	Street	2	Richmond		189510	Contributory	1900-1915?
HO332	Eucalyptus	Street	3	Richmond		189500	Contributory	1850-1890
HO332	Eucalyptus	Street	4	Richmond		189390	Not contributory	1960-1970
HO332	Eucalyptus	Street	5	Richmond		189505	Contributory	1850-1890
HO332	Fear	Street	4	Richmond		185130	Not contributory	1970-1980
HO332	Fear	Street	6	Richmond		185135	Not contributory	1970-1980
HO332	Firebell	Lane	51	Richmond	Townhouse	292330	Not contributory	1990-2000
HO332	Firebell	Lane	53	Richmond	Townhouse	292335	Not contributory	1990-2000
HO332	Firebell	Lane	75	Richmond	Townhouse	299455	Not contributory	2000-2010
HO332	Fordham	Court	1	Richmond		183725	Contributory	1939
HO332	Fordham	Court	2A	Richmond		183795	Contributory	1939
HO332	Fordham	Court	3	Richmond		183730	Contributory	1939
HO332	Fordham	Court	4	Richmond		183785	Contributory	1939
HO332	Fordham	Court	5	Richmond		183735	Contributory	1939
HO332	Fordham	Court	6	Richmond		183780	Contributory	1939
HO332	Fordham	Court	7	Richmond		183740	Contributory	1939
HO332	Fordham	Court	8	Richmond		183775	Contributory	1939
HO332	Fordham	Court	9	Richmond		183745	Contributory	1939
HO332	Fordham	Court	10	Richmond		183770	Contributory	1939
HO332	Fordham	Court	11	Richmond		183750	Contributory	1939
HO332	Fordham	Court	12	Richmond		183765	Contributory	1939
HO332	Fordham	Court	13	Richmond		183755	Contributory	1939
HO332	Fordham	Court	14	Richmond		183760	Contributory	1939
HO332	Gipps	Street	2	Richmond		188615	Contributory	1900-1915
HO332	Gipps	Street	2A/1	Richmond	Townhouse	300005	Not contributory	1990-2000
HO332	Gipps	Street	2A/2	Richmond	Townhouse	300010	Not contributory	1990-2000
HO332	Gipps	Street	2A/3	Richmond	Townhouse	300015	Not contributory	1990-2000
HO332	Gipps	Street	2A/4	Richmond	Townhouse	300020	Not contributory	1990-2000
HO332	Gipps	Street	3	Richmond	Shop & residence	188620	Not contributory	1870-1920
HO332	Gipps	Street	5	Richmond		188625	Not contributory	1850-1890
HO332	Gipps	Street	7	Richmond		188630	Contributory	1850-1890
HO332	Gipps	Street	8	Richmond		188610	Contributory	1870-1890
HO332	Gipps	Street	9	Richmond	Factory/warehouse later Townhouses	290065	Not contributory	1915-1925? 1990-2000
HO332	Gipps	Street	9A	Richmond	Townhouse	290070	Not contributory	1990-2000
HO332	Gipps	Street	10	Richmond		188605	Contributory	1870-1890
HO332	Gipps	Street	11	Richmond		188640	Contributory	1870-1890
HO332	Gipps	Street	12	Richmond		188600	Contributory	1870-1890
HO332	Gipps	Street	12A	Richmond		188595	Contributory	1850-1890
HO332	Gipps	Street	14	Richmond		188590	Contributory	1870-1890
HO332	Gipps	Street	15	Richmond		188645	Contributory	1860-1880

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HO332	Gipps	Street	16	Richmond		188585	Contributory	1870-1890
HO332	Gipps	Street	17	Richmond		188650	Contributory	1860-1880
HO332	Gipps	Street	18	Richmond	Flats	188565	Not contributory	1950-1960
HO332	Gipps	Street	18	Richmond	Flats	188570	Not contributory	1950-1960
HO332	Gipps	Street	19	Richmond		188655	Contributory	1860-1880
HO332	Gipps	Street	21	Richmond		188660	Contributory	1860-1880
HO332	Gipps	Street	24	Richmond	Richmond Orderly Room, later Drill Hall	290560	Victorian Heritage Register	1867-1891
HO332	Gipps	Street	26	Richmond	Richmond Orderly Room, later Drill Hall	290565	Victorian Heritage Register	1867-1891
HO332	Gipps	Street	27	Richmond	Factory/warehouse, later Christine Abrahams Gallery	188670	Not contributory	1930-1950
HO332	Gipps	Street	28	Richmond	Richmond Orderly Room, later Drill Hall	290570	Victorian Heritage Register	1867-1891
HO332	Gipps	Street	29	Richmond	Braeside, Former Factory/warehouse	276850	Individually Significant	1880-1890
HO332	Gipps	Street	31	Richmond		188690	Contributory	1870-1890
HO332	Gipps	Street	33	Richmond		188695	Contributory	1870-1890
HO332	Gipps	Street	35	Richmond		188700	Individually Significant	1870-1890
HO332	Gipps	Street	37	Richmond		188705	Individually Significant	1870-1890
HO332	Gipps	Street	39	Richmond		188710	Individually Significant	1870-1890
HO332	Gipps	Street	43	Richmond		188715	Contributory	1870-1890
HO332	Gipps	Street	45	Richmond		188720	Contributory	1900-1915
HO332	Gipps	Street	47	Richmond		188725	Not contributory	1930-1940?
HO332	Goodwood	Street	1	Richmond		183720	Not contributory	1850-1890
HO332	Goodwood	Street	2	Richmond		183295	Contributory	1860-1880
HO332	Goodwood	Street	3	Richmond		183715	Contributory	1915-1925
HO332	Goodwood	Street	4	Richmond		183300	Contributory	1860-1880
HO332	Goodwood	Street	5	Richmond	Units	10472458	Not contributory	1990-2000
HO332	Goodwood	Street	5A	Richmond	Units	10472458	Not contributory	1990-2000
HO332	Goodwood	Street	6	Richmond		183305	Contributory	1915-1925
HO332	Goodwood	Street	7	Richmond		183705	Contributory	1900-1915
HO332	Goodwood	Street	8	Richmond		183310	Contributory	1870-1890
HO332	Goodwood	Street	9	Richmond	Units	183645	Not contributory	Unknown
HO332	Goodwood	Street	10	Richmond		183315	Contributory	1870-1890
HO332	Goodwood	Street	11	Richmond	Factory/warehouse, former?	183640	Contributory	1905-1915
HO332	Goodwood	Street	12	Richmond		183320	Contributory	1870-1890
HO332	Goodwood	Street	13	Richmond		183635	Contributory	1900-1910
HO332	Goodwood	Street	14	Richmond		183325	Contributory	1870-1890
HO332	Goodwood	Street	15	Richmond		183630	Contributory	1900-1915
HO332	Goodwood	Street	16	Richmond	Units	183330	Not contributory	1970-1980
HO332	Goodwood	Street	17	Richmond	Stable, later SEC Transformer	183625	Individually Significant	1870-1890
HO332	Goodwood	Street	17A	Richmond		300250	Not contributory	1980-1990
HO332	Goodwood	Street	18	Richmond	Madame Melba Kindergarten, later Dame Nellie Melba Kindergarten	183470	Individually Significant	1929
HO332	Goodwood	Street	18A	Richmond	Stable, later Townhouse	290980	Contributory	1870-1890
HO332	Goodwood	Street	20	Richmond		183475	Contributory	1939
HO332	Goodwood	Street	21-31	Richmond	Pelaco Factory (& Sign), Former	316820	Individually Significant	1928
HO332	Goodwood	Street	22	Richmond		183480	Contributory	1939
HO332	Goodwood	Street	22A	Richmond		183485	Contributory	1939
HO332	Goodwood	Street	24	Richmond		183490	Contributory	1939
HO332	Goodwood	Street	24A	Richmond		183495	Contributory	1939
HO332	Goodwood	Street	26	Richmond		183500	Contributory	1939
HO332	Goodwood	Street	26A	Richmond		183505	Contributory	1939

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HO332	Goodwood	Street	28	Richmond		183510	Contributory	1939
HO332	Goodwood	Street	28A	Richmond		183515	Contributory	1939
HO332	Goodwood	Street	30	Richmond		183520	Contributory	1939
HO332	Goodwood	Street	32	Richmond		183525	Contributory	1915-1925
HO332	Goodwood	Street	33	Richmond	Flats	183550	Not contributory	1960-1970
HO332	Goodwood	Street	34	Richmond		183530	Contributory	1915-1925
HO332	Goodwood	Street	35	Richmond		183545	Contributory	1925-1930
HO332	Goodwood	Street	36	Richmond		183535	Contributory	1915-1925
HO332	Goodwood	Street	37	Richmond		183540	Contributory	1915-1925
HO332	Goodwood	Street	39	Richmond	Townhouse	316420	Not contributory	1990-2000
HO332	Goodwood	Street	41	Richmond	Townhouse	316430	Not contributory	1990-2000
HO332	Grattan	Place	2	Richmond		184945	Individually Significant	1850-1860
HO332	Grattan	Place	4	Richmond		184950	Contributory	1870-1890
HO332	Grattan	Place	5	Richmond		185020	Not contributory	Unknown
HO332	Grattan	Place	6	Richmond	Weatherboard Cottage	184955	Individually Significant	1860-1880
HO332	Grattan	Place	7	Richmond		185015	Contributory	1870-1890
HO332	Grattan	Place	8	Richmond		184960	Contributory	1870-1890
HO332	Grattan	Place	9	Richmond		185010	Contributory	1870-1890
HO332	Grattan	Place	10	Richmond		184965	Contributory	1870-1890
HO332	Grattan	Place	11	Richmond	House & palm	185005	Individually Significant	1860-1880
HO332	Grattan	Place	12	Richmond		177385	Not contributory	Unknown
HO332	Grattan	Place	13	Richmond		185000	Individually Significant	1860-1880
HO332	Grattan	Place	15	Richmond		184995	Individually Significant	1850-1890
HO332	Grattan	Place	15A	Richmond		184990	Contributory	1850-1890
HO332	Grattan	Place	17	Richmond		184985	Contributory	1860-1880
HO332	Grattan	Place	18	Richmond	Park Villa	183470	Not contributory	Unknown
HO332	Grattan	Place	19	Richmond		184980	Contributory	1870-1890
HO332	Grattan	Place	20	Richmond		183475	Unknown	Unknown
HO332	Grattan	Place	21	Richmond		184975	Contributory	1860-1880
HO332	Grattan	Place	22	Richmond	Palm Court, palm	183480	Not contributory	Unknown
HO332	Grattan	Place	23	Richmond		184970	Contributory	1860-1880
HO332	Hodgson	Terrace	1	Richmond		189600	Contributory	1870-1890
HO332	Hodgson	Terrace	2	Richmond	Townhouse	189605	Not contributory	1980-1990
HO332	Hodgson	Terrace	3	Richmond		189595	Contributory	1870-1890
HO332	Hodgson	Terrace	4	Richmond	Townhouse	189610	Not contributory	1990-2000
HO332	Hodgson	Terrace	5	Richmond		189590	Contributory	1870-1890
HO332	Hodgson	Terrace	6	Richmond		189615	Contributory	1870-1890
HO332	Hodgson	Terrace	7	Richmond		189585	Contributory	1870-1890
HO332	Hodgson	Terrace	8	Richmond		189620	Contributory	1870-1890
HO332	Hodgson	Terrace	9	Richmond		189580	Contributory	1870-1890
HO332	Hodgson	Terrace	10	Richmond		189625	Contributory	1870-1890
HO332	Hodgson	Terrace	11	Richmond		189575	Contributory	1870-1890
HO332	Hodgson	Terrace	12	Richmond		189630	Contributory	1870-1890
HO332	Hodgson	Terrace	13	Richmond		189575	Contributory	1870-1890
HO332	Hodgson	Terrace	14	Richmond		189635	Contributory	1870-1890
HO332	Hodgson	Terrace	15	Richmond		189570	Not contributory	1980-1990
HO332	Hodgson	Terrace	16	Richmond		189640	Contributory	1870-1890
HO332	Hodgson	Terrace	17	Richmond		189565	Not contributory	1980-1990

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HO332	Hodgson	Terrace	18	Richmond		189645	Contributory	1870-1890
HO332	Hodgson	Terrace	19	Richmond		189560	Not contributory	1850-1890
HO332	Hodgson	Terrace	21A	Richmond		189550	Not contributory	1980-1990
HO332	Hodgson	Terrace	21B	Richmond		189555	Not contributory	1980-1990
HO332	Hodgson	Terrace	23	Richmond		189545	Contributory	1860-1880
HO332	Hodgson	Terrace	25	Richmond		189540	Contributory	1860-1880
HO332	Hodgson	Terrace	27	Richmond		189535	Contributory	1850-1890
HO332	Hodgson	Terrace	29	Richmond	Park	189530	Not contributory	Unknown
HO332	Hodgson	Terrace	31	Richmond	Park	189525	Not contributory	Unknown
HO332	King	Street	1	Richmond		186255	Contributory	1870-1890
HO332	King	Street	3	Richmond		186260	Contributory	1870-1890
HO332	King	Street	5	Richmond		186265	Contributory	1870-1890
HO332	King	Street	7	Richmond		186270	Contributory	1870-1890
HO332	King	Street	9	Richmond		291820	Not contributory	2000-2010
HO332	King	Street	11	Richmond		291825	Not contributory	2000-2010
HO332	King	Street	13	Richmond		186280	Contributory	1870-1890
HO332	King	Street	15	Richmond		186285	Contributory	1870-1890
HO332	King	Street	17	Richmond		186290	Contributory	1870-1890
HO332	King	Street	19	Richmond		186295	Not contributory	1870-1880
HO332	King	Street	21	Richmond		186300	Not contributory	1850-1890
HO332	King	Street	23	Richmond		186305	Contributory	1890-1900
HO332	Lennox	Street	172	Richmond		179790	Not contributory	1980-1990
HO332	Lennox	Street	174	Richmond	Herbert King & Sons Funeral Directors	179785	Individually Significant	1900-1915?
HO332	Lennox	Street	176-178	Richmond	Kingsleigh Flats	299010	Individually Significant	1934
HO332	Lennox	Street	180	Richmond	Flats, palm	179665	Contributory	1930-1940
HO332	Lennox	Street	180A	Richmond	Factory/workshop	179660	Not contributory	Unknown
HO332	Lennox	Street	182	Richmond	Rehilla	179655	Individually Significant	1870-1910
HO332	Lennox	Street	184	Richmond		179650	Individually Significant	1870-1890
HO332	Lennox	Street	186	Richmond		179645	Contributory	1870-1910
HO332	Lennox	Street	188	Richmond		179640	Contributory	1870-1830
HO332	Lennox	Street	190	Richmond	Townhouses	290880	Not contributory	1990-2000
HO332	Lennox	Street	193	Richmond	Shop	178350	Contributory	1900-1915
HO332	Lennox	Street	193A	Richmond	Offices	178355	Not contributory	1970-1980
HO332	Lennox	Street	195	Richmond	Tas Pickett P/L Tobacco Factory, former (later Tract offices)	178390	Contributory	1925-1930
HO332	Lennox	Street	196-194	Richmond	Goodwood Lodge Flats, later Units	179570	Contributory	1925-1935
HO332	Lennox	Street	197	Richmond	Flats, later Units	178410	Not contributory	1970-1980
HO332	Lennox	Street	198	Richmond		179565	Individually Significant	1870-1890
HO332	Lennox	Street	199	Richmond	Devon Flats	178470	Contributory	1930-1940
HO332	Lennox	Street	199A	Richmond	Devon Flats	178510	Contributory	1930-1940
HO332	Lennox	Street	200	Richmond	Flats	179505	Contributory	1930-1940
HO332	Lennox	Street	201	Richmond	Flats	178550	Not contributory	1960-1970
HO332	Lennox	Street	202	Richmond	Flats	179465	Not contributory	1960-1970
HO332	Lennox	Street	203	Richmond		178625	Individually Significant	1900-1915
HO332	Lennox	Street	204	Richmond		179460	Contributory	1850-1890
HO332	Lennox	Street	205	Richmond		178630	Individually Significant	1900-1915
HO332	Lennox	Street	206	Richmond		179455	Contributory	1850-1890
HO332	Lennox	Street	207	Richmond	Brick Villa	178635	Individually Significant	1855-1861
HO332	Lennox	Street	208	Richmond	Shop & residence	179450	Contributory	1878

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO332	Lennox	Street	214	Richmond		179445	Not contributory	1930-1940
HO332	Lennox	Street	215	Richmond	Flats	178640	Not contributory	1960-1970
HO332	Lennox	Street	216	Richmond		179440	Contributory	1850-1890
HO332	Lennox	Street	217	Richmond		178690	Individually Significant	1870-1890
HO332	Lennox	Street	218	Richmond	Flats	179375	Not contributory	1970-1980
HO332	Lennox	Street	219	Richmond	Rowena Gardens flats	178695	Not contributory	1970-1980?
HO332	Lennox	Street	220	Richmond		179365	Contributory	1850-1890
HO332	Lennox	Street	220A	Richmond		179370	Contributory	1850-1890
HO332	Lennox	Street	221	Richmond	Orwell Cottage	178720	Individually Significant	1848-
HO332	Lennox	Street	222	Richmond		179360	Contributory	1870-1910?
HO332	Lennox	Street	223	Richmond		178725	Not contributory	1850-1890
HO332	Lennox	Street	225	Richmond		178730	Not contributory	Unknown
HO332	Lennox	Street	226	Richmond	Shop & residence?	179355	Not contributory	Unknown
HO332	Lennox	Street	227	Richmond		178735	Individually Significant	1900-1915
HO332	Lennox	Street	229	Richmond		178740	Individually Significant	1887-
HO332	Lennox	Street	230	Richmond		179350	Not contributory	1850-1890?
HO332	Lennox	Street	232	Richmond	J. Devine Shop & residence	179345	Contributory	1870-1890
HO332	Lennox	Street	234	Richmond	J. Devine Shop & residence	179340	Contributory	1870-1890
HO332	Lennox	Street	236	Richmond	J. Devine Shop & residence	179335	Contributory	1870-1890
HO332	Lennox	Street	236A	Richmond		179330	Unknown	1900-1915
HO332	Lennox	Street	238-240	Richmond	The London Tavern Hotel	179325	Individually Significant	1921
HO332	Lennox	Street	239	Richmond	Flats	178745	Not contributory	1960-1970
HO332	Lennox	Street	242-248	Richmond	Factory/warehouse	179320	Not contributory	1970-1980
HO332	Lennox	Street	245	Richmond		178825	Contributory	1870-1890
HO332	Lennox	Street	247	Richmond		178830	Contributory	1870-1890
HO332	Lennox	Street	249-251	Richmond	Flats	178835	Not contributory	1960-1970
HO332	Lennox	Street	250	Richmond	Shop & residence	179315	Contributory	1860-1880
HO332	Lennox	Street	252	Richmond	Shop & residence	179315	Contributory	1860-1880
HO332	Lennox	Street	253-255	Richmond	Shop & residence?	178865	Not contributory	Unknown
HO332	Lennox	Street	254	Richmond	Warehouse, former	179305	Individually Significant	1860-1880
HO332	Lennox	Street	256	Richmond	Shop & residence	179300	Contributory	1850-1880
HO332	Lennox	Street	257	Richmond	Shops/offices	178870	Not contributory	1990-2000
HO332	Lennox	Street	258	Richmond		179295	Contributory	1850-1880
HO332	Lennox	Street	259	Richmond	Shops/offices	178880	Not contributory	1990-2000
HO332	Lennox	Street	260	Richmond		179290	Contributory	1870-1890
HO332	Lennox	Street	262	Richmond		179285	Contributory	1860-1880
HO332	Lennox	Street	263-265	Richmond	Flats	178885	Not contributory	1970-1980
HO332	Lennox	Street	264	Richmond		179280	Contributory	1860-1880
HO332	Lennox	Street	266	Richmond	Shop & residence, former?	179275	Contributory	1860-1880
HO332	Lennox	Street	267-269	Richmond	Flats	178940	Not contributory	1970-1980
HO332	Lennox	Street	268	Richmond		179270	Contributory	1860-1880
HO332	Lennox	Street	270	Richmond	Dalbrae	179265	Individually Significant	1870-1890
HO332	Lennox	Street	271-273	Richmond	Flats	178980	Not contributory	1970-1980
HO332	Lennox	Street	274	Richmond		179260	Not contributory	1850-1890?
HO332	Lennox	Street	275	Richmond	Townhouses	322050	Not contributory	1990-2000
HO332	Lennox	Street	276	Richmond		179255	Contributory	1900-1915
HO332	Lennox	Street	276A	Richmond		179250	Contributory	1900-1915
HO332	Lennox	Street	277	Richmond	Townhouse	179020	Not contributory	1990-2000

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HO332	Lennox	Street	278	Richmond		179245	Contributory	1860-1880
HO332	Lennox	Street	279	Richmond	Townhouse	322070	Not contributory	1990-2000
HO332	Lennox	Street	280	Richmond		179240	Contributory	1860-1880
HO332	Lennox	Street	282	Richmond		179235	Contributory	1850-1890
HO332	Lennox	Street	284	Richmond		179230	Contributory	1860-1880
HO332	Lennox	Street	285	Richmond	Factory/warehouse, former church?	179025	Not contributory	1870-1940?
HO332	Lennox	Street	285A	Richmond	Factory/warehouse	179020	Not contributory	1870-1940?
HO332	Lennox	Street	286	Richmond		179225	Contributory	1860-1880
HO332	Lennox	Street	288	Richmond		179220	Contributory	1870-1890
HO332	Lennox	Street	290	Richmond		179215	Contributory	1870-1890
HO332	Lennox	Street	291	Richmond	Townhouse	300025	Not contributory	1990-2000
HO332	Lennox	Street	292	Richmond		179210	Contributory	1870-1890
HO332	Lennox	Street	293	Richmond	Townhouse	300030	Not contributory	1990-2000
HO332	Lennox	Street	294	Richmond		179205	Contributory	1870-1890
HO332	Lennox	Street	295	Richmond	Townhouse	300035	Not contributory	1990-2000
HO332	Lennox	Street	296	Richmond		179200	Contributory	1870-1890
HO332	Lennox	Street	297	Richmond	Townhouse	300040	Not contributory	1990-2000
HO332	Lennox	Street	298	Richmond		179195	Contributory	1870-1890
HO332	Lennox	Street	299	Richmond		179035	Contributory	1870-1890
HO332	Lennox	Street	300	Richmond		179190	Contributory	1870-1890
HO332	Lennox	Street	301	Richmond		179040	Contributory	1870-1890
HO332	Lennox	Street	302	Richmond		179185	Contributory	1870-1890
HO332	Lennox	Street	303	Richmond		179045	Contributory	1860-1880
HO332	Lennox	Street	304	Richmond		179180	Contributory	1870-1890
HO332	Lennox	Street	305	Richmond		179050	Not contributory	1850-1870
HO332	Lennox	Street	306	Richmond	Birmingham Terrace	179175	Contributory	1870-1890
HO332	Lennox	Street	307	Richmond		179055	Contributory	1850-1890
HO332	Lennox	Street	308	Richmond	Birmingham Terrace	179170	Contributory	1870-1890
HO332	Lennox	Street	309	Richmond		179060	Not contributory	1850-1890?
HO332	Lennox	Street	310	Richmond	Birmingham Terrace	179165	Contributory	1870-1890
HO332	Lennox	Street	311	Richmond		179065	Contributory	1870-1890
HO332	Lennox	Street	312	Richmond	Shop & residence?	179160	Not contributory	Unknown
HO332	Lennox	Street	314	Richmond		179155	Contributory	1870-1890
HO332	Lennox	Street	315	Richmond		179070	Contributory	1870-1890
HO332	Lennox	Street	316	Richmond		179150	Contributory	1870-1890
HO332	Lennox	Street	317	Richmond		179075	Contributory	1870-1890
HO332	Lennox	Street	318	Richmond		179145	Contributory	1860-1880
HO332	Lennox	Street	319	Richmond	Shop & residence	179080	Contributory	1900-1915
HO332	Lennox	Street	320	Richmond		179140	Contributory	1860-1880
HO332	Lennox	Street	321	Richmond	Shop & residence	179085	Contributory	1870-1890
HO332	Lennox	Street	322-324	Richmond	Shops & residences	179135	Contributory	1900-1915
HO332	Lennox	Street	323	Richmond	Shop & residence	179090	Contributory	1870-1890
HO332	Lennox	Street	325	Richmond	Shop & residence	179095	Contributory	1870-1890
HO332	Lennox	Street	327	Richmond	Shop & residence	179100	Contributory	1870-1890
HO332	Lennox	Street	329	Richmond	Shop/office	179105	Not contributory	Unknown
HO332	Lennox	Street	331	Richmond	Shop & residence	179110	Contributory	1860-1880
HO332	Lennox	Street	333	Richmond	Shop/office	179115	Not contributory	1970-1980
HO332	Lennox	Street	335	Richmond	Shop/office	179120	Not contributory	1970-1980

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HO332	Lennox	Street	337	Richmond	Shop/office	179125	Not contributory	1970-1980
HO332	Lennox	Street	337A	Richmond	Shop/office	179130	Not contributory	1970-1980
HO332	Little Alfred	Street	4	Richmond	Townhouse	185215	Not contributory	1980-1990
HO332	Little Alfred	Street	6	Richmond	Townhouse	185220	Not contributory	1980-1990
HO332	Loughnan	Street	1	Richmond		185150	Contributory	1870-1890
HO332	Loughnan	Street	2	Richmond		185155	Contributory	1860-1880
HO332	Loughnan	Street	4	Richmond		185160	Not contributory	1850-1890
HO332	Loughnan	Street	5	Richmond		185145	Not contributory	1980-1990
HO332	Loughnan	Street	6	Richmond		185165	Contributory	1870-1890
HO332	Loughnan	Street	7	Richmond		185140	Not contributory	1970-1980?
HO332	Loughnan	Street	8	Richmond		185170	Contributory	1850-1890
HO332	Loughnan	Street	10	Richmond		293970	Not contributory	Unknown
HO332	Loughnan	Street	12	Richmond		185175	Contributory	1850-1870
HO332	Margaret	Street	1	Richmond	Warehouse apartments	320820	Not contributory	1920-2010
HO332	Miles	Street	2	Richmond		183860	Contributory	1870-1890
HO332	Miles	Street	3	Richmond		183800	Contributory	1900-1915
HO332	Miles	Street	4	Richmond		183855	Contributory	1870-1890
HO332	Miles	Street	6	Richmond		183850	Contributory	1870-1890
HO332	Miles	Street	7	Richmond		183805	Not contributory	1950-1960
HO332	Miles	Street	8	Richmond		183845	Contributory	1870-1890
HO332	Miles	Street	10	Richmond		183840	Contributory	1870-1890
HO332	Miles	Street	11	Richmond		183810	Contributory	1890-1910
HO332	Miles	Street	12	Richmond		183835	Contributory	1870-1890
HO332	Miles	Street	14	Richmond		183830	Contributory	1870-1890
HO332	Miles	Street	15	Richmond		183815	Contributory	1890-1910
HO332	Miles	Street	16	Richmond		183825	Contributory	1870-1890
HO332	Miles	Street	18	Richmond		183820	Contributory	1870-1890
HO332	Miller	Street	1	Richmond		185125	Not contributory	1960-1970
HO332	Miller	Street	2	Richmond	Avalon	185025	Individually Significant	1881
HO332	Miller	Street	3	Richmond		185115	Contributory	1900-1915
HO332	Miller	Street	8	Richmond		185030	Not contributory	1960-1970
HO332	Miller	Street	9	Richmond		185110	Not contributory	1970-1980
HO332	Miller	Street	10	Richmond		185035	Contributory	1850-1890
HO332	Miller	Street	11	Richmond		185105	Not contributory	Unknown
HO332	Miller	Street	12-14	Richmond		185040	Not contributory	1850-1890
HO332	Miller	Street	13	Richmond		185100	Contributory	1870-1890
HO332	Miller	Street	15	Richmond		185095	Contributory	1870-1890
HO332	Miller	Street	16	Richmond		185045	Contributory	1870-1890
HO332	Miller	Street	17	Richmond		185090	Not contributory	1850-1890?
HO332	Miller	Street	18	Richmond		185050	Contributory	1870-1890
HO332	Miller	Street	19	Richmond		185085	Not contributory	Unknown
HO332	Miller	Street	20	Richmond		185055	Contributory	1870-1890
HO332	Miller	Street	21	Richmond		185080	Contributory	1890-1910
HO332	Miller	Street	22	Richmond		185060	Individually Significant	1870-1890
HO332	Miller	Street	24	Richmond		185065	Contributory	1915-1925
HO332	Miller	Street	25	Richmond		185075	Contributory	1870-1890
HO332	Miller	Street	27	Richmond		185070	Contributory	1870-1890
HO332	Miller	Street	29	Richmond		333190	Not contributory	1990-2000

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HO332	Montgomery	Street	1	Richmond		187170	Contributory	1850-1890
HO332	Montgomery	Street	2	Richmond		187180	Not contributory	1850-1890
HO332	Montgomery	Street	3	Richmond		187165	Contributory	1850-1890
HO332	Montgomery	Street	4	Richmond		187185	Contributory	1850-1860
HO332	Montgomery	Street	5	Richmond		187160	Contributory	1850-1870
HO332	Montgomery	Street	6	Richmond		305390	Not contributory	1990-2000
HO332	Montgomery	Street	9	Richmond		187155	Not contributory	1980-1990
HO332	Montgomery	Street	11	Richmond		187150	Not contributory	1990-2000
HO332	Montgomery	Street	17	Richmond		187145	Contributory	1880-1890, 1925-1930
HO332	Montgomery	Street	19	Richmond		187140	Not contributory	1990-2000
HO332	Montgomery	Street	21	Richmond		187135	Not contributory	1990-2000
HO332	Mulberry	Street	3	Richmond		183275	Individually Significant	1850-1870
HO332	Mulberry	Street	5	Richmond		183280	Contributory	1850-1890
HO332	Mulberry	Street	7	Richmond		183285	Not contributory	1960-1970
HO332	Mulberry	Street	8	Richmond		183270	Contributory	1890-1900
HO332	Mulberry	Street	9	Richmond		183290	Not contributory	Unknown
HO332	Mulberry	Street	10	Richmond		183265	Contributory	1870-1890
HO332	Mulberry	Street	12	Richmond		183260	Contributory	1870-1890
HO332	Mulberry	Street	14	Richmond		183255	Contributory	1870-1890
HO332	Portland	Street	2	Richmond		185425	Contributory	1855-
HO332	Portland	Street	3	Richmond	Robert Russell house, former	185445	Individually Significant	1855, pre
HO332	Portland	Street	3A	Richmond	Unit	185450	Not contributory	1990-2000
HO332	Portland	Street	4	Richmond		185430	Not contributory	1960-1970
HO332	Portland	Street	5	Richmond		294050	Not contributory	1990-2000
HO332	Portland	Street	6	Richmond		185435	Contributory	1930-1940
HO332	Portland	Street	8	Richmond	Vacant Site	185440	Not contributory	Unknown
HO332	Punt	Road	195-199	Richmond	Walancon Flats, part	177055	Individually Significant	1958c
HO332	Punt	Road	201	Richmond	Walancon Flats, part	177115	Individually Significant	1958c
HO332	Punt	Road	203	Richmond	Yarraview Flats	177160	Not contributory	1970-1980
HO332	Punt	Road	205	Richmond		177215	Not contributory	1850-1890
HO332	Punt	Road	207	Richmond		177220	Contributory	1870-1890
HO332	Punt	Road	209	Richmond	Blanche Cottage	177225	Contributory	1870-1890
HO332	Punt	Road	211	Richmond		177230	Contributory	1870-1890
HO332	Punt	Road	213-215	Richmond	Lancaster Lodge Flats	177235	Individually Significant	1935
HO332	Punt	Road	217	Richmond		177250	Contributory	1870-1890
HO332	Punt	Road	219	Richmond		177260	Contributory	1870-1890
HO332	Punt	Road	221	Richmond	Charnwood	177265	Contributory	1870-1890
HO332	Punt	Road	223	Richmond		177270	Contributory	1900-1915
HO332	Punt	Road	227	Richmond		177275	Contributory	1870-1890
HO332	Punt	Road	229	Richmond		177280	Contributory	1900-1915
HO332	Punt	Road	231-233	Richmond	Apolistic Church, former	177285	Individually Significant	1939
HO332	Punt	Road	235	Richmond		177290	Individually Significant	1850-1890
HO332	Punt	Road	237	Richmond		177295	Individually Significant	1850-1890
HO332	Punt	Road	239	Richmond		177300	Individually Significant	1850-1890
HO332	Punt	Road	241		Richmond	177315	Not contributory	Unknown
HO332	Punt	Road	243	Richmond		177320	Contributory	1900-1915
HO332	Punt	Road	245	Richmond	Niagara Galleries	177320	Contributory	1870-1890
HO332	Punt	Road	247	Richmond		177325	Individually Significant	1900-1915

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HO332	Punt	Road	249	Richmond	Oxham	177330	Contributory	1870-1890
HO332	Punt	Road	251	Richmond		177335	Contributory	1900-1915
HO332	Punt	Road	253	Richmond		177340	Contributory	1915-1925
HO332	Punt	Road	255	Richmond		177345	Not contributory	1915-1925
HO332	Punt	Road	263	Richmond	McMullen house	177350	Individually Significant	1931
HO332	Punt	Road	265	Richmond		177355	Contributory	1900-1915
HO332	Punt	Road	267	Richmond		177360	Contributory	1900-1915
HO332	Punt	Road	269	Richmond		177365	Not contributory	1960-1970
HO332	Punt	Road	273	Richmond	Celle	177385	Contributory	1860-1880
HO332	Punt	Road	275	Richmond		177390	Contributory	1860-1880
HO332	Punt	Road	277	Richmond	Park Villas	177395	Contributory	1850-1890
HO332	Punt	Road	279	Richmond	Park Villas	177400	Contributory	1850-1890
HO332	Punt	Road	281	Richmond	Park Villas	177405	Contributory	1850-1890
HO332	Punt	Road	283	Richmond		177410	Contributory	1870-1890
HO332	Punt	Road	285	Richmond	Flats	177415	Not contributory	1970-1980
HO332	Punt	Road	287	Richmond	Royal Hotel	177475	Individually Significant	1939
HO332	Punt	Road	293	Richmond		177480	Contributory	1900-1915
HO332	Punt	Road	295	Richmond		177485	Contributory	1850-1890
HO332	Punt	Road	297	Richmond		177490	Not contributory	1960-1970
HO332	Punt	Road	299	Richmond	Sithney	177495	Contributory	1900-1915
HO332	Punt	Road	301	Richmond		177500	Individually Significant	1900-1915
HO332	Punt	Road	303	Richmond		177505	Individually Significant	1900-1915
HO332	Punt	Road	307	Richmond		177510	Contributory	1900-1915
HO332	Punt	Road	309	Richmond	Devonshire Terrace	177515	Individually Significant	1860-1880
HO332	Punt	Road	311	Richmond	Devonshire Terrace	177520	Individually Significant	1860-1880
HO332	Punt	Road	313	Richmond	Devonshire Terrace	177525	Contributory	1860-1880
HO332	Punt	Road	315	Richmond		177530	Contributory	1860-1880
HO332	Punt	Road	317	Richmond		177535	Contributory	1860-1880
HO332	Punt	Road	319	Richmond		177540	Contributory	1860-1880
HO332	Punt	Road	321	Richmond		177545	Contributory	1860-1880
HO332	Punt	Road	323	Richmond		177550	Contributory	1870-1890
HO332	Punt	Road	325	Richmond		177555	Contributory	1870-1890
HO332	Punt	Road	327	Richmond	Cricketers Arms Hotel	177560	Individually Significant	1860-1880
HO332	Punt	Road	329	Richmond	Shakespeare Terrace	177565	Individually Significant	1889
HO332	Punt	Road	331	Richmond	Shakespeare Terrace	177570	Individually Significant	1889
HO332	Punt	Road	333	Richmond	Shakespeare Terrace	177575	Individually Significant	1889
HO332	Punt	Road	335	Richmond	Shakespeare Terrace	177580	Individually Significant	1889
HO332	Punt	Road	337	Richmond	Shakespeare Terrace	177585	Individually Significant	1889
HO332	Punt	Road	339	Richmond	Shakespeare Terrace	177590	Individually Significant	1889
HO332	Punt	Road	341	Richmond	Shakespeare Terrace	177595	Individually Significant	1889
HO332	Punt	Road	343	Richmond	Shakespeare Terrace	177600	Individually Significant	1889
HO332	Punt	Road	345	Richmond		177605	Not contributory	1930-1940
HO332	Richmond	Terrace	2	Richmond		186250	Contributory	1870-1890
HO332	Richmond	Terrace	3	Richmond		185460	Contributory	1850-1890
HO332	Richmond	Terrace	4	Richmond		186245	Contributory	1870-1890
HO332	Richmond	Terrace	5	Richmond		185465	Individually Significant	1850-1870
HO332	Richmond	Terrace	6	Richmond		186240	Contributory	1870-1890
HO332	Richmond	Terrace	8	Richmond		186235	Contributory	1870-1890

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HO332	Richmond	Terrace	9	Richmond		185470	Not contributory	1900-1915
HO332	Richmond	Terrace	10	Richmond		186230	Contributory	1870-1890
HO332	Richmond	Terrace	11	Richmond		185475	Contributory	1915-1925
HO332	Richmond	Terrace	12	Richmond		186225	Contributory	1870-1890
HO332	Richmond	Terrace	13	Richmond		185480	Contributory	1915-1925
HO332	Richmond	Terrace	14	Richmond		186220	Contributory	1870-1890
HO332	Richmond	Terrace	15	Richmond		185485	Contributory	1915-1925
HO332	Richmond	Terrace	16	Richmond		186215	Not contributory	1870-1890
HO332	Richmond	Terrace	17	Richmond		333180	Not contributory	1990-2000
HO332	Richmond	Terrace	18	Richmond		186210	Contributory	1850-1890
HO332	Richmond	Terrace	19	Richmond		185495	Contributory	1870-1890
HO332	Richmond	Terrace	19A	Richmond	Townhouse	276855	Not contributory	1990-2000
HO332	Richmond	Terrace	20	Richmond		186205	Contributory	1900-1915
HO332	Richmond	Terrace	21	Richmond		185500	Not contributory	1970-1980
HO332	Richmond	Terrace	22	Richmond		186200	Contributory	1900-1915
HO332	Richmond	Terrace	23	Richmond		185505	Not contributory	1870-1890
HO332	Richmond	Terrace	24	Richmond		186195	Contributory	1860-1880
HO332	Richmond	Terrace	25	Richmond		185510	Contributory	1900-1915
HO332	Richmond	Terrace	26	Richmond		186190	Contributory	1860-1880
HO332	Richmond	Terrace	28	Richmond		186185	Contributory	1850-1890
HO332	Richmond	Terrace	30	Richmond		186180	Contributory	1870-1890
HO332	Richmond	Terrace	31	Richmond		185515	Not contributory	1990-2000
HO332	Richmond	Terrace	32	Richmond		186175	Contributory	1870-1890
HO332	Richmond	Terrace	34	Richmond		186170	Contributory	1870-1890
HO332	Richmond	Terrace	35	Richmond		291960	Not contributory	1990-2000
HO332	Richmond	Terrace	36	Richmond		186165	Contributory	1860-1880
HO332	Richmond	Terrace	37	Richmond		185525	Contributory	1925-1935
HO332	Richmond	Terrace	38	Richmond		186160	Contributory	1870-1890
HO332	Richmond	Terrace	39	Richmond		185530	Contributory	1925-1935
HO332	Richmond	Terrace	41	Richmond		185535	Contributory	1870-1890
HO332	Richmond	Terrace	42	Richmond		186155	Not contributory	1990-2000
HO332	Richmond	Terrace	43	Richmond		185540	Contributory	1870-1890
HO332	Richmond	Terrace	44	Richmond		186150	Not contributory	1990-2000
HO332	Richmond	Terrace	45	Richmond		185545	Contributory	1860-1880
HO332	Richmond	Terrace	47	Richmond	Factory, former	185550	Individually Significant	1900-1915
HO332	Richmond	Terrace	48	Richmond		186145	Contributory	1850-1890
HO332	Richmond	Terrace	49	Richmond		185555	Individually Significant	1900-1915
HO332	Richmond	Terrace	51	Richmond		185560	Individually Significant	1870-1890
HO332	Richmond	Terrace	52	Richmond		186140	Contributory	1870-1890
HO332	Richmond	Terrace	53	Richmond		185565	Not contributory	1990-2000
HO332	Richmond	Terrace	54	Richmond		186135	Contributory	1870-1890
HO332	Richmond	Terrace	55	Richmond		185570	Individually Significant	1850-1890
HO332	Richmond	Terrace	56	Richmond		186130	Contributory	1870-1890
HO332	Richmond	Terrace	57	Richmond	Stucco Terrace House	185575	Contributory	1870-1880
HO332	Richmond	Terrace	58	Richmond		186125	Contributory	1870-1890
HO332	Richmond	Terrace	59	Richmond		185580	Contributory	1860-1880
HO332	Richmond	Terrace	60	Richmond		186120	Contributory	1870-1890
HO332	Richmond	Terrace	62	Richmond		186115	Not contributory	1960-1970

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HO332	Richmond	Terrace	63-65	Richmond	Flats	185585	Not contributory	1970-1980
HO332	Richmond	Terrace	64	Richmond		186110	Contributory	1850-1890
HO332	Richmond	Terrace	68	Richmond		186105	Not contributory	1960-1970
HO332	Richmond	Terrace	69	Richmond		185690	Not contributory	1990-2000?
HO332	Richmond	Terrace	70	Richmond		186100	Not contributory	1915-1925
HO332	Richmond	Terrace	71	Richmond		185695	Not contributory	1990-2000?
HO332	Richmond	Terrace	72	Richmond		186095	Not contributory	1870-2000?
HO332	Richmond	Terrace	74	Richmond		186090	Contributory	1870-1890
HO332	Richmond	Terrace	75	Richmond		185730	Contributory	1860-1880
HO332	Richmond	Terrace	76	Richmond		186085	Individually Significant	1870-1890
HO332	Richmond	Terrace	77	Richmond		185735	Not contributory	1960-1970
HO332	Richmond	Terrace	78	Richmond		186080	Individually Significant	1870-1890
HO332	Richmond	Terrace	79/1	Richmond		185740	Not contributory	1970-1980
HO332	Richmond	Terrace	79/2	Richmond		185745	Not contributory	1970-1980
HO332	Richmond	Terrace	79/3	Richmond		185750	Not contributory	1970-1980
HO332	Richmond	Terrace	79/4	Richmond		185755	Not contributory	1970-1980
HO332	Richmond	Terrace	79/5	Richmond		185760	Not contributory	1970-1980
HO332	Richmond	Terrace	80	Richmond		186075	Contributory	1850-1890
HO332	Richmond	Terrace	82	Richmond		186070	Contributory	1850-1890
HO332	Richmond	Terrace	83	Richmond		185765	Individually Significant	1870-1890
HO332	Richmond	Terrace	84	Richmond		186065	Contributory	1850-1890
HO332	Richmond	Terrace	85/1	Richmond		185770	Not contributory	1990-2000
HO332	Richmond	Terrace	85/2	Richmond		185775	Not contributory	1990-2000
HO332	Richmond	Terrace	85/3	Richmond		185780	Not contributory	1990-2000
HO332	Richmond	Terrace	86	Richmond		186060	Contributory	1850-1890
HO332	Richmond	Terrace	87	Richmond		185785	Contributory	1870-1890
HO332	Richmond	Terrace	88-90	Richmond	Flats	186000	Not contributory	1970-1980
HO332	Richmond	Terrace	89	Richmond		185790	Not contributory	1970-1980
HO332	Richmond	Terrace	91	Richmond	Townhouse	185795	Not contributory	1980-1990
HO332	Richmond	Terrace	92	Richmond	Sweetman house	185995	Individually Significant	1927
HO332	Richmond	Terrace	93	Richmond		185800	Contributory	1870-1890
HO332	Richmond	Terrace	95	Richmond		185805	Contributory	1870-1890
HO332	Richmond	Terrace	96	Richmond		185990	Contributory	1870-1890
HO332	Richmond	Terrace	97	Richmond		185810	Not contributory	1930-1950?
HO332	Richmond	Terrace	98	Richmond		185985	Contributory	1870-1890
HO332	Richmond	Terrace	99	Richmond		185815	Not contributory	1950-1960
HO332	Richmond	Terrace	100	Richmond		185980	Not contributory	1960-1970
HO332	Richmond	Terrace	101	Richmond		185820	Not contributory	1950-1960
HO332	Richmond	Terrace	102	Richmond		185975	Not contributory	1850-1890
HO332	Richmond	Terrace	103	Richmond		185825	Contributory	1900-1915
HO332	Richmond	Terrace	104	Richmond	Richmond Terrace	185970	Contributory	1882
HO332	Richmond	Terrace	105	Richmond		185830	Contributory	1900-1915
HO332	Richmond	Terrace	106	Richmond		185965	Individually Significant	1850-1890
HO332	Richmond	Terrace	107	Richmond		185835	Contributory	1930-1940
HO332	Richmond	Terrace	108	Richmond		185960	Contributory	1850-1890
HO332	Richmond	Terrace	109	Richmond		185850	Individually Significant	1900-1915
HO332	Richmond	Terrace	110	Richmond		185955	Contributory	1850-1890
HO332	Richmond	Terrace	111	Richmond		185855	Individually Significant	1870-1890

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HO332	Richmond	Terrace	112	Richmond		185950	Contributory	1860-1880
HO332	Richmond	Terrace	113	Richmond		185860	Contributory	1850-1890
HO332	Richmond	Terrace	113A	Richmond		185865	Contributory	1930-1940
HO332	Richmond	Terrace	114	Richmond		185945	Contributory	1870-1890
HO332	Richmond	Terrace	115	Richmond		185870	Contributory	1870-1890
HO332	Richmond	Terrace	116	Richmond		185940	Contributory	1870-1890
HO332	Richmond	Terrace	117	Richmond		185875	Contributory	1850-1890
HO332	Richmond	Terrace	118	Richmond		185935	Contributory	1870-1890
HO332	Richmond	Terrace	119	Richmond		185880	Contributory	1850-1890
HO332	Richmond	Terrace	120	Richmond		185930	Contributory	1870-1890
HO332	Richmond	Terrace	121	Richmond	Fire Station, former now Richmond Angling Club	185885	Individually Significant	1850-1890
HO332	Richmond	Terrace	122	Richmond		185925	Contributory	1850-1890?
HO332	Richmond	Terrace	123	Richmond		185890	Not contributory	1970-1980
HO332	Richmond	Terrace	124	Richmond		185920	Contributory	1850-1890
HO332	Richmond	Terrace	125	Richmond		185895	Contributory	1900-1915
HO332	Richmond	Terrace	126	Richmond		185910	Contributory	1870-1890
HO332	Richmond	Terrace	127	Richmond		185900	Contributory	1900-1915
HO332	Rogers	Street	1	Richmond		185420	Not contributory	1980-1990
HO332	Rogers	Street	2	Richmond		185355	Not contributory	1960-1970
HO332	Rogers	Street	3	Richmond		185415	Individually Significant	1850-1870
HO332	Rogers	Street	4	Richmond	House and Trees	185360	Not contributory	1900-1915
HO332	Rogers	Street	5	Richmond		185410	Contributory	1850-1870
HO332	Rogers	Street	7	Richmond		185405	Contributory	1850-1870
HO332	Rogers	Street	8	Richmond		185365	Contributory	1860-1880
HO332	Rogers	Street	9	Richmond		185400	Contributory	1860-1880
HO332	Rogers	Street	10	Richmond		185370	Not contributory	1960-1970
HO332	Rogers	Street	11	Richmond	Flats	185375	Not contributory	1960-1970
HO332	Rotherwood	Street	2	Richmond	Flats	183025	Not contributory	1960-1970
HO332	Rotherwood	Street	3	Richmond		182660	Not contributory	1990-2000
HO332	Rotherwood	Street	5	Richmond	Vacant site	182665	Not contributory	Unknown
HO332	Rotherwood	Street	7	Richmond		182670	Individually Significant	1861
HO332	Rotherwood	Street	8	Richmond		183020	Not contributory	1960-1970
HO332	Rotherwood	Street	9	Richmond	Townhouse	182680	Not contributory	1990-2000
HO332	Rotherwood	Street	9A	Richmond	Townhouse	182675	Not contributory	1990-2000
HO332	Rotherwood	Street	10	Richmond		183015	Contributory	1890-1900
HO332	Rotherwood	Street	11	Richmond		182685	Contributory	1870-1890
HO332	Rotherwood	Street	13	Richmond		182690	Contributory	1870-1890
HO332	Rotherwood	Street	14	Richmond		183010	Not contributory	1850-1890
HO332	Rotherwood	Street	15	Richmond		182695	Contributory	1870-1890
HO332	Rotherwood	Street	17	Richmond		182700	Contributory	1850-1890
HO332	Rotherwood	Street	19	Richmond		182705	Individually Significant	1900-1915
HO332	Rotherwood	Street	20	Richmond		183005	Contributory	1870-1890
HO332	Rotherwood	Street	21	Richmond		182710	Individually Significant	1900-1915
HO332	Rotherwood	Street	23	Richmond		182715	Individually Significant	1900-1915
HO332	Rotherwood	Street	25	Richmond	Flats	18720	Not contributory	1960-1970
HO332	Rotherwood	Street	26	Richmond	Flats	182945	Not contributory	1960-1970
HO332	Rotherwood	Street	27/1	Richmond	Townhouse	285550	Not contributory	1990-2000
HO332	Rotherwood	Street	27/2	Richmond	Townhouse	285555	Not contributory	1990-2000

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HO332	Rotherwood	Street	27/3	Richmond	Townhouse	285560	Not contributory	1990-2000
HO332	Rotherwood	Street	30	Richmond		182940	Contributory	1870-1890
HO332	Rotherwood	Street	30A	Richmond		182935	Contributory	1870-1890
HO332	Rotherwood	Street	31	Richmond	Flats	182785	Not contributory	1960-1970
HO332	Rotherwood	Street	32	Richmond	General Store, former	182930	Contributory	1870-1890
HO332	Rotherwood	Street	33	Richmond	Rotherwood	182840	Individually Significant	1861 pre
HO332	Rotherwood	Street	34	Richmond		182925	Individually Significant	1870-1890
HO332	Rotherwood	Street	36	Richmond	Hanree Cottage	182920	Contributory	1870-1890
HO332	Rotherwood	Street	37	Richmond		182845	Individually Significant	1850-1860
HO332	Rotherwood	Street	38	Richmond		182915	Contributory	1870-1890
HO332	Rotherwood	Street	39	Richmond		182850	Contributory	1850-1860
HO332	Rotherwood	Street	40	Richmond		182905	Contributory	1900-1915
HO332	Rotherwood	Street	40A	Richmond		182910	Contributory	1900-1915
HO332	Rotherwood	Street	41	Richmond		182855	Contributory	1870-1890
HO332	Rotherwood	Street	42	Richmond		182900	Contributory	1870-1890
HO332	Rotherwood	Street	43	Richmond		182860	Contributory	1870-1890
HO332	Rotherwood	Street	44	Richmond		182895	Not contributory	1990-2000
HO332	Rotherwood	Street	45	Richmond		182865	Contributory	1870-1890
HO332	Rotherwood	Street	46	Richmond		182890	Not contributory	Unknown
HO332	Rotherwood	Street	47	Richmond		182870	Contributory	1870-1890
HO332	Rotherwood	Street	48	Richmond		182885	Individually Significant	1850-1870
HO332	Rotherwood	Street	49	Richmond		182875	Contributory	1870-1890
HO332	Rotherwood	Street	50	Richmond		182880	Individually Significant	1850-1870
HO332	Rowena	Parade	1-3	Richmond	Flats	184015	Not contributory	1960-1970
HO332	Rowena	Parade	4	Richmond		184940	Contributory	1900-1915
HO332	Rowena	Parade	5	Richmond		184055	Contributory	1900-1915
HO332	Rowena	Parade	6	Richmond		184935	Contributory	1870-1890
HO332	Rowena	Parade	7	Richmond		184060	Contributory	1870-1890
HO332	Rowena	Parade	8	Richmond	Rebecca House	184930	Contributory	1870-1890
HO332	Rowena	Parade	9	Richmond	Armley House	184065	Contributory	1870-1890
HO332	Rowena	Parade	10	Richmond	Rowena House	184925	Contributory	1850-1890
HO332	Rowena	Parade	11	Richmond		184070	Not contributory	1850-1890
HO332	Rowena	Parade	12	Richmond	Alma House	184920	Contributory	1850-1890
HO332	Rowena	Parade	13	Richmond		184075	Contributory	1900-1915
HO332	Rowena	Parade	14	Richmond		184915	Contributory	1850-1870
HO332	Rowena	Parade	15	Richmond		184080	Contributory	1900-1915
HO332	Rowena	Parade	16	Richmond	Rowena Terraces	184855	Not contributory	1970-1980
HO332	Rowena	Parade	17	Richmond		184085	Contributory	1850-1870
HO332	Rowena	Parade	18	Richmond		184850	Contributory	1850-1890
HO332	Rowena	Parade	19	Richmond	Flats	184090	Not contributory	1970-1980
HO332	Rowena	Parade	20	Richmond		184845	Not contributory	1850-1890?
HO332	Rowena	Parade	21	Richmond		184120	Contributory	1850-1880
HO332	Rowena	Parade	21A	Richmond		184125	Contributory	1850-1890
HO332	Rowena	Parade	22	Richmond		184840	Not contributory	1850-1890?
HO332	Rowena	Parade	23	Richmond	Buxton Terrace	184130	Contributory	1860-1880
HO332	Rowena	Parade	24	Richmond		184835	Not contributory	1850-1890
HO332	Rowena	Parade	25	Richmond	Buxton Terrace	184135	Contributory	1860-1880
HO332	Rowena	Parade	26	Richmond		184830	Not contributory	1850-1890

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HO332	Rowena	Parade	27	Richmond	Buxton Terrace	184140	Contributory	1860-1880
HO332	Rowena	Parade	28	Richmond		184825	Contributory	1925-1940
HO332	Rowena	Parade	29	Richmond	Buxton Terrace	184145	Contributory	1860-1880
HO332	Rowena	Parade	30	Richmond		184820	Not contributory	1850-1890
HO332	Rowena	Parade	31	Richmond		184150	Contributory	1850-1890
HO332	Rowena	Parade	32	Richmond		184815	Contributory	1850-1890
HO332	Rowena	Parade	34	Richmond		184810	Contributory	1850-1890
HO332	Rowena	Parade	35-37	Richmond	Flats, tree	184155	Not contributory	1960-1970
HO332	Rowena	Parade	36	Richmond		184805	Individually Significant	1850-1880
HO332	Rowena	Parade	38	Richmond		184800	Contributory	1870-1890
HO332	Rowena	Parade	40	Richmond		184795	Not contributory	1920-1990
HO332	Rowena	Parade	41-39	Richmond	Townhouse	184185	Not contributory	1990-2000
HO332	Rowena	Parade	42	Richmond		184790	Not contributory	1920-1990
HO332	Rowena	Parade	44	Richmond	Shop	184785	Not contributory	1930-1940
HO332	Rowena	Parade	45-47	Richmond	Flats	184190	Not contributory	1970-1980
HO332	Rowena	Parade	46	Richmond	Shop, former	184780	Contributory	1870-1890
HO332	Rowena	Parade	48	Richmond		184775	Contributory	1890-1900?
HO332	Rowena	Parade	49	Richmond	Flats	184240	Not contributory	1960-1970
HO332	Rowena	Parade	50	Richmond		184770	Individually Significant	1870-1890
HO332	Rowena	Parade	52	Richmond		184765	Contributory	1850-1910
HO332	Rowena	Parade	53	Richmond		184270	Contributory	1900-1915
HO332	Rowena	Parade	54	Richmond		184760	Contributory	1850-1880
HO332	Rowena	Parade	56	Richmond		184755	Individually Significant	1870-1890
HO332	Rowena	Parade	57	Richmond		184275	Contributory	1870-1890
HO332	Rowena	Parade	58	Richmond		184750	Individually Significant	1900-1915
HO332	Rowena	Parade	59	Richmond		184280	Contributory	1870-1890
HO332	Rowena	Parade	60	Richmond	Flats	184720	Not contributory	1960-1970
HO332	Rowena	Parade	61	Richmond	Marybone Villas	184285	Contributory	1850-1890
HO332	Rowena	Parade	63	Richmond	Marybone Villas	184290	Contributory	1850-1890
HO332	Rowena	Parade	64	Richmond		184715	Contributory	1900-1915
HO332	Rowena	Parade	65	Richmond		184295	Contributory	1900-1915
HO332	Rowena	Parade	66	Richmond		184710	Contributory	1850-1890
HO332	Rowena	Parade	67	Richmond	Hanley	184305	Contributory	1925-1930
HO332	Rowena	Parade	67A	Richmond		184305	Not contributory	1980-1990?
HO332	Rowena	Parade	68	Richmond	Townhouse	291965	Not contributory	1990-2000
HO332	Rowena	Parade	69	Richmond	Capewell house	184310	Individually Significant	1931
HO332	Rowena	Parade	71	Richmond	Flats	184300	Not contributory	1980-1990
HO332	Rowena	Parade	74	Richmond		184700	Contributory	1850-1870
HO332	Rowena	Parade	75	Richmond	Flats	184315	Not contributory	1970-1980
HO332	Rowena	Parade	76	Richmond		184695	Contributory	1850-1880
HO332	Rowena	Parade	77	Richmond		184355	Contributory	1870-1890
HO332	Rowena	Parade	78	Richmond		184690	Contributory	1850-1880
HO332	Rowena	Parade	79	Richmond		184360	Contributory	1870-1890
HO332	Rowena	Parade	79A	Richmond		184365	Not contributory	Unknown
HO332	Rowena	Parade	80	Richmond		184685	Contributory	1850-1880
HO332	Rowena	Parade	81	Richmond		317110	Contributory	1870-1890
HO332	Rowena	Parade	82	Richmond		184680	Contributory	1850-1870
HO332	Rowena	Parade	83	Richmond		184390	Contributory	1870-1890

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HO332	Rowena	Parade	84	Richmond		184675	Contributory	1850-1870
HO332	Rowena	Parade	85	Richmond		184395	Contributory	1870-1890
HO332	Rowena	Parade	86	Richmond		184670	Not contributory	1850-1890?
HO332	Rowena	Parade	87	Richmond		184400	Contributory	1870-1890
HO332	Rowena	Parade	88	Richmond		184660	Contributory	1900-1915
HO332	Rowena	Parade	88A	Richmond		184665	Contributory	1850-1890
HO332	Rowena	Parade	89	Richmond		184405	Not contributory	1925-1930,1870-
HO332	Rowena	Parade	90	Richmond		184655	Individually Significant	1870-1890
HO332	Rowena	Parade	91	Richmond		184410	Not contributory	1925-1930,1870-
HO332	Rowena	Parade	92	Richmond		184650	Individually Significant	1870-1890
HO332	Rowena	Parade	93	Richmond		184415	Not contributory	1850-1870
HO332	Rowena	Parade	94	Richmond		184645	Individually Significant	1870-1890
HO332	Rowena	Parade	95	Richmond		184420	Not contributory	1850-1890?
HO332	Rowena	Parade	96	Richmond		184640	Not contributory	1960-1970
HO332	Rowena	Parade	97	Richmond		184425	Individually Significant	1850-1870
HO332	Rowena	Parade	99	Richmond		184430	Contributory	1900-1915
HO332	Rowena	Parade	100	Richmond	Rowena Heights, Flats	184555	Not contributory	1960-1970
HO332	Rowena	Parade	101	Richmond		184435	Contributory	1900-1915
HO332	Rowena	Parade	102	Richmond	Finbar	299485	Individually Significant	1860-1880
HO332	Rowena	Parade	103	Richmond	Turnbull house	184440	Individually Significant	1931
HO332	Rowena	Parade	104	Richmond	Vaucluse Heights	184460	Not contributory	1980-1990?
HO332	Rowena	Parade	105	Richmond		184445	Contributory	1900-1915
HO332	Rowena	Parade	107	Richmond		184450	Contributory	1900-1915
HO332	Rowena	Parade	109	Richmond	Trowbridge house	184455	Individually Significant	1927
HO332	Sherwood	Street	1	Richmond		182390	Contributory	1850-1890
HO332	Sherwood	Street	2	Richmond		182595	Contributory	1850-1870
HO332	Sherwood	Street	3	Richmond		182395	Individually Significant	1840-1860
HO332	Sherwood	Street	4	Richmond		182590	Individually Significant	1850-1870
HO332	Sherwood	Street	5	Richmond	Townhouse	318710	Not contributory	2000-2010
HO332	Sherwood	Street	5A	Richmond	Townhouse	318720	Not contributory	2000-2010
HO332	Sherwood	Street	6	Richmond		182585	Individually Significant	1860-1880
HO332	Sherwood	Street	7	Richmond		182405	Contributory	1850-1890
HO332	Sherwood	Street	8	Richmond		182580	Contributory	1850-1890
HO332	Sherwood	Street	9	Richmond		182410	Contributory	1850-1890
HO332	Sherwood	Street	10-12	Richmond		182575	Not contributory	1980-1990?
HO332	Sherwood	Street	11	Richmond		182415	Contributory	1860-1880
HO332	Sherwood	Street	13	Richmond	Vacant Site	182420	Not contributory	Unknown
HO332	Sherwood	Street	15	Richmond	Flats	182425	Not contributory	1970-1980
HO332	Sherwood	Street	18	Richmond	Royal Melbourne Tennis Club	182570	Not contributory	1970-1980
HO332	Sherwood	Street	21	Richmond		182485	Contributory	1870-1890
HO332	Sherwood	Street	23	Richmond		182490	Contributory	1870-1890
HO332	Sherwood	Street	24	Richmond		182565	Contributory	1900-1915
HO332	Sherwood	Street	25	Richmond		182495	Not contributory	1850-1890?
HO332	Sherwood	Street	26	Richmond		182560	Contributory	1900-1915
HO332	Sherwood	Street	27	Richmond	Flats	182500	Not contributory	1970-1980
HO332	Stanley	Street	2	Richmond		187300	Contributory	1860-1880
HO332	Stanley	Street	3	Richmond		187580	Contributory	1900-1915
HO332	Stanley	Street	4	Richmond		187305	Contributory	1860-1880

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HO332	Stanley	Street	5	Richmond		187575	Not contributory	1870-1890
HO332	Stanley	Street	6	Richmond		187310	Contributory	1860-1880
HO332	Stanley	Street	7	Richmond		187570	Individually Significant	1900-1915
HO332	Stanley	Street	8	Richmond		187315	Contributory	1870-1890
HO332	Stanley	Street	9	Richmond		187565	Contributory	1850-1890
HO332	Stanley	Street	10	Richmond		187320	Not contributory	1960-1970
HO332	Stanley	Street	11	Richmond		187560	Contributory	1850-1890
HO332	Stanley	Street	12	Richmond		187325	Contributory	1900-1915
HO332	Stanley	Street	13	Richmond		187555	Contributory	1880-1915
HO332	Stanley	Street	14	Richmond		187330	Not contributory	Unknown
HO332	Stanley	Street	15	Richmond		187550	Not contributory	1850-1890
HO332	Stanley	Street	16	Richmond		187335	Contributory	1900-1915
HO332	Stanley	Street	17	Richmond		187545	Not contributory	1850-1890
HO332	Stanley	Street	18	Richmond		187340	Contributory	1900-1915
HO332	Stanley	Street	18A	Richmond	Hall	187345	Individually Significant	1915-1925
HO332	Stanley	Street	19	Richmond	Townhouse	303470	Not contributory	1990-2000
HO332	Stanley	Street	19A	Richmond	Townhouse	303490	Not contributory	1990-2000
HO332	Stanley	Street	20	Richmond	Townhouse	187350	Not contributory	1990-2000
HO332	Stanley	Street	20A	Richmond	Townhouse	280415	Not contributory	1990-2000
HO332	Stanley	Street	21	Richmond		187535	Contributory	1890-1905
HO332	Stanley	Street	22	Richmond		329140	Contributory	1860-1880
HO332	Stanley	Street	22A	Richmond		329130	Contributory	1860-1880
HO332	Stanley	Street	23	Richmond		187530	Contributory	1900-1915
HO332	Stanley	Street	25	Richmond		187525	Contributory	1870-1890
HO332	Stanley	Street	26	Richmond		187360	Contributory	1850-1890
HO332	Stanley	Street	27	Richmond		187520	Contributory	1900-1915
HO332	Stanley	Street	28	Richmond		187365	Contributory	1870-1890
HO332	Stanley	Street	29	Richmond		187515	Contributory	1870-1890
HO332	Stanley	Street	30	Richmond		187370	Contributory	1870-1890
HO332	Stanley	Street	31	Richmond		187510	Contributory	1850-1890
HO332	Stanley	Street	32	Richmond		187375	Contributory	1925-1930
HO332	Stanley	Street	33	Richmond		187505	Contributory	1850-1890
HO332	Stanley	Street	34	Richmond		187380	Contributory	1850-1870
HO332	Stanley	Street	35	Richmond		187500	Contributory	1870-1890
HO332	Stanley	Street	36	Richmond		187385	Contributory	1870-1890
HO332	Stanley	Street	37	Richmond		187495	Contributory	1870-1890
HO332	Stanley	Street	38	Richmond		187390	Contributory	1860-1880
HO332	Stanley	Street	39	Richmond	Beulah	187490	Contributory	1870-1890
HO332	Stanley	Street	40	Richmond		187395	Not contributory	1930-1940
HO332	Stanley	Street	41	Richmond		187485	Not contributory	1850-1890
HO332	Stanley	Street	42	Richmond		187400	Contributory	1870-1890
HO332	Stanley	Street	43	Richmond		187480	Contributory	1850-1890
HO332	Stanley	Street	44	Richmond		187405	Contributory	1870-1890
HO332	Stanley	Street	44A	Richmond		187410	Contributory	1870-1890
HO332	Stanley	Street	45	Richmond		187475	Contributory	1850-1890
HO332	Stanley	Street	46	Richmond		187415	Contributory	1850-1890
HO332	Stanley	Street	47	Richmond		187470	Not contributory	1850-1890
HO332	Stanley	Street	48	Richmond		187420	Contributory	1865-1870

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HO332	Stanley	Street	49	Richmond		187465	Contributory	1870-1890
HO332	Stanley	Street	50	Richmond		187425	Contributory	1865-1870
HO332	Stanley	Street	51	Richmond		187460	Contributory	1870-1890
HO332	Stanley	Street	52-54	Richmond	Tiger Gardens nursery	187430	Not contributory	Unknown
HO332	Stanley	Street	53	Richmond		187455	Contributory	1870-1890
HO332	Stanley	Street	55	Richmond	Units	293565	Not contributory	1990-2000
HO332	Stanley	Street	56	Richmond		187435	Contributory	1850-1890
HO332	Stanley	Street	58	Richmond		187440	Contributory	1850-1890
HO332	Stanley	Street	60	Richmond	Gibbons house	187445	Individually Significant	1878-
HO332	Stewart	Place	1	Richmond	Warehouse, former	294230	Contributory	1925-1935?
HO332	Stewart	Place	3	Richmond	Warehouse, former	294235	Contributory	1915-1925?
HO332	Stewart	Place	5	Richmond	Warehouse, former	294240	Contributory	1915-1925?
HO332	Stewart	Place	7	Richmond	Factory/warehouse, former	294245	Contributory	1915-1925?
HO332	Stewart	Street	5A	Richmond	Factory/warehouse	186820	Contributory	1900-1915
HO332	Stewart	Street	9	Richmond	Factory/warehouse	186825	Contributory	1915-1925
HO332	Stewart	Street	29	Richmond	Factory, former	186830	Contributory	1930-1940
HO332	Stewart	Street	33	Richmond	Factory, former (Australian Knitting Mills Ltd.)	186835	Contributory	1900-1915?
HO332	Stewart	Street	35	Richmond	Factory, former (Australian Knitting Mills Ltd.)	186835	Contributory	1900-1915
HO332	Stewart	Street	41-43	Richmond	Australian Knitting Mills Ltd. Knitted goods manufacturers factory, former	186920	Individually Significant	1922-4 (1899, 1912 part?)
HO332	Stewart	Street	49	Richmond	Henry Bucks factory, former	186935	Contributory	1930-1940
HO332	Stewart	Street	53	Richmond		186940	Not contributory	2000-2010
HO332	Stewart	Street	55	Richmond	Showroom/offices	186945	Not contributory	Unknown
HO332	Stewart	Street	57	Richmond		186950	Not contributory	Unknown
HO332	Stewart	Street	57A	Richmond	Stewart-Wangaratta SEC Substation	316750	Not contributory	1944
HO332	Stewart	Street	61	Richmond	Eastaugh Ltd, Shirt & hosiery manufacturers factory, later Mascot Mills Ltd	186955	Individually Significant	1920-1923, 1930s
HO332	Strode	Place	2	Richmond	Townhouse	276890	Not contributory	1990-2000
HO332	Strode	Place	4	Richmond	Townhouse	276895	Not contributory	1990-2000
HO332	Strode	Place	6	Richmond	Townhouse	276900	Not contributory	1990-2000
HO332	Strode	Place	8	Richmond	Townhouse	276905	Not contributory	1990-2000
HO332	Strode	Place	10	Richmond	Townhouse	276910	Not contributory	1990-2000
HO332	Strode	Place	12	Richmond	Townhouse	276915	Not contributory	1990-2000
HO332	Strode	Street	1	Richmond	Townhouse	182600	Not contributory	1980-1990
HO332	Strode	Street	2	Richmond		182655	Contributory	1870-1890
HO332	Strode	Street	3	Richmond	Townhouse	276875	Not contributory	1980-1990
HO332	Strode	Street	4	Richmond	The Shack	182650	Contributory	1870-1890
HO332	Strode	Street	5	Richmond		276880	Not contributory	1980-1990
HO332	Strode	Street	6	Richmond		182645	Contributory	1850-1890
HO332	Strode	Street	7	Richmond		276885	Contributory	1900-1915
HO332	Strode	Street	8	Richmond		182640	Contributory	1870-1890
HO332	Strode	Street	9	Richmond		182605	Contributory	1900-1915
HO332	Strode	Street	10	Richmond		182635	Contributory	1870-1890
HO332	Strode	Street	11	Richmond		182610	Contributory	1900-1915
HO332	Strode	Street	12	Richmond		182630	Contributory	1850-1890
HO332	Strode	Street	14	Richmond		182625	Contributory	1850-1890
HO332	Strode	Street	16	Richmond		182620	Contributory	1870-1890
HO332	Strode	Street	18/1	Richmond	Townhouse	291085	Not contributory	1998
HO332	Strode	Street	18/2	Richmond	Townhouse	291090	Not contributory	1998
HO332	Strode	Street	18/3	Richmond	Townhouse	291095	Not contributory	1998

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HO332	Sutton	Grove	1	Richmond		186455	Contributory	1900-1915
HO332	Sutton	Grove	2	Richmond	Townhouse	186450	Not contributory	1980-1990
HO332	Sutton	Grove	3	Richmond		186460	Contributory	1900-1915
HO332	Sutton	Grove	4	Richmond		186445	Contributory	1900-1915
HO332	Sutton	Grove	5	Richmond		186465	Not contributory	1999
HO332	Sutton	Grove	6	Richmond		186440	Contributory	1900-1915
HO332	Sutton	Grove	7	Richmond		186470	Contributory	1900-1915
HO332	Sutton	Grove	8	Richmond		186435	Contributory	1900-1915
HO332	Sutton	Grove	9	Richmond		186475	Not contributory	1930-1940
HO332	Sutton	Grove	9A	Richmond		186480	Not contributory	1930-1940
HO332	Sutton	Grove	10	Richmond		186430	Contributory	1890-1905
HO332	Sutton	Grove	11	Richmond		186485	Contributory	1900-1915
HO332	Sutton	Grove	12	Richmond		186425	Not contributory	1940-1950
HO332	Sutton	Grove	13	Richmond		186490	Contributory	1915-1925
HO332	Sutton	Grove	15	Richmond		187175	Not contributory	Unknown
HO332	Sutton	Grove	16	Richmond		186420	Not contributory	1925-1930
HO332	Sutton	Grove	18	Richmond		186415	Contributory	1925-1930
HO332	Sutton	Grove	20	Richmond		186410	Contributory	1925-1930
HO332	Sutton	Grove	24	Richmond		186405	Contributory	1870-1890
HO332	Sutton	Grove	26	Richmond		186400	Contributory	1870-1890
HO332	Sutton	Grove	28	Richmond		186395	Contributory	1870-1890
HO332	Sutton	Grove	30	Richmond		186390	Contributory	1850-1890
HO332	Sutton	Grove	32	Richmond		186385	Contributory	1850-1890
HO332	Swan	Street	57	Richmond	Corner Hotel	190660	Individually Significant	1950-1960?
HO332	Tanner	Street	1-3	Richmond		186580	Contributory	1850-1890
HO332	Tanner	Street	5	Richmond		186585	Contributory	1900-1915
HO332	Tanner	Street	6	Richmond	Factory/warehouse	186785	Not contributory	1970-1980
HO332	Tanner	Street	7/A	Richmond	Townhouse	186590	Not contributory	1980-1990
HO332	Tanner	Street	7/B	Richmond	Townhouse	186595	Not contributory	1980-1990
HO332	Tanner	Street	15	Richmond		186600	Not contributory	1960-1970
HO332	Tanner	Street	18	Richmond	Factory, former	321150	Not contributory	1915-1925
HO332	Tanner	Street	23	Richmond		186605	Not contributory	1850-1890
HO332	Tanner	Street	24	Richmond	Kookaburra Underwear Factory (west)	288630	Individually Significant	1915-1925
HO332	Tanner	Street	25-27	Richmond		186610	Not contributory	1850-1890
HO332	Tanner	Street	28	Richmond	Kayser, former factory/warehouse	295905	Individually Significant	1925-1930
HO332	Tanner	Street	29	Richmond		186615	Not contributory	1850-1920
HO332	Tanner	Street	30	Richmond	Factory/warehouse? Apartments	300055	Not contributory	1990-2000?
HO332	Tanner	Street	31	Richmond		186620	Contributory	1870-1890
HO332	Tanner	Street	33	Richmond		186625	Contributory	1850-1890
HO332	Tanner	Street	35	Richmond		186630	Contributory	1850-1890
HO332	Tanner	Street	37	Richmond		186635	Contributory	1880-1900
HO332	Tanner	Street	39	Richmond		186640	Not contributory	1850-1890
HO332	Tanner	Street	41	Richmond		186645	Contributory	1850-1890
HO332	Tanner	Street	43	Richmond		186650	Contributory	1850-1890
HO332	Tanner	Street	45	Richmond		186655	Contributory	1870-1900
HO332	Tanner	Street	51	Richmond		186660	Contributory	1870-1890
HO332	Tanner	Street	53	Richmond		186665	Contributory	1870-1890
HO332	Tanner	Street	55	Richmond		186670	Not contributory	1950-2000

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HO332	Tanner	Street	57	Richmond		186675	Contributory	1850-1870
HO332	Tanner	Street	59	Richmond		186680	Contributory	1860-1880
HO332	Tanner	Street	60	Richmond	Apartments	300260	Not contributory	2000-2010
HO332	Tanner	Street	61	Richmond	Tanner Manor	186685	Contributory	1850-1890
HO332	Tanner	Street	65	Richmond		186690	Contributory	1850-1890
HO332	Tanner	Street	67	Richmond		186695	Contributory	1850-1890
HO332	Tanner	Street	68	Richmond	Offices	186715	Not contributory	1990-2000
HO332	Tanner	Street	69	Richmond		186700	Contributory	1870-1890
HO332	Tanner	Street	71	Richmond		186705	Not contributory	1960-1970
HO332	Tanner	Street	73	Richmond		186710	Individually Significant	1850-1870
HO332	Tennyson	Street	9	Richmond	Factory/warehouse, now Apartments	308390	Not contributory	1925-2000
HO332	Tennyson	Street	16-18	Richmond	Gale Pty Ltd, Factory, former	186935	Contributory	1915-1925
HO332	Tennyson	Street	20	Richmond	Factory/warehouse	349180	Contributory	1930-1935
HO332	Tennyson	Street	22	Richmond	Factory/warehouse	349170	Contributory	1930-1935
HO332	Tennyson	Street	24	Richmond	Factory/warehouse	349160	Contributory	1930-1935
HO332	The	Crofts	1	Richmond		183945	Contributory	1850-1890
HO332	The	Crofts	2	Richmond	Townhouse	183940	Not contributory	1980-1990
HO332	The	Crofts	3	Richmond		183950	Contributory	1870-1890
HO332	The	Crofts	4	Richmond		183935	Individually Significant	1870-1890
HO332	The	Crofts	5	Richmond		183955	Contributory	1850-1890
HO332	The	Crofts	6	Richmond		183930	Contributory	1870-1890
HO332	The	Crofts	7	Richmond		183960	Contributory	1850-1900
HO332	The	Crofts	8	Richmond		183925	Contributory	1870-1890
HO332	The	Crofts	9	Richmond		183965	Contributory	1870-1900
HO332	The	Crofts	10	Richmond		183910	Contributory	1870-1890
HO332	The	Crofts	10A	Richmond	Townhouse	183915	Not contributory	1990-2000
HO332	The	Crofts	11	Richmond		183970	Contributory	1870-1890
HO332	The	Crofts	12A	Richmond	Townhouse	183920	Not contributory	1990-2000
HO332	The	Crofts	13	Richmond		183975	Individually Significant	1870-1890
HO332	The	Crofts	14	Richmond		183905	Contributory	1850-1890
HO332	The	Crofts	15	Richmond		183980	Individually Significant	1870-1890
HO332	The	Crofts	16	Richmond		183900	Contributory	1870-1890
HO332	The	Crofts	17	Richmond		183985	Individually Significant	1870-1890
HO332	The	Crofts	18	Richmond		183895	Contributory	1870-1890
HO332	The	Crofts	19	Richmond		183990	Individually Significant	1870-1890
HO332	The	Crofts	20	Richmond		183890	Contributory	1870-1890
HO332	The	Crofts	21	Richmond		183995	Individually Significant	1870-1890
HO332	The	Crofts	22	Richmond		183885	Contributory	1870-1890
HO332	The	Crofts	23	Richmond		184000	Individually Significant	1870-1890
HO332	The	Crofts	24	Richmond	Armley Cottage	183880	Contributory	1870-1890
HO332	The	Crofts	25	Richmond		184005	Individually Significant	1870-1890
HO332	The	Crofts	26	Richmond		183875	Contributory	1850-1890
HO332	The	Crofts	27	Richmond		184010	Contributory	1870-1890
HO332	The	Crofts	28	Richmond	Wandong	183870	Contributory	1870-1890
HO332	The	Crofts	30	Richmond		183865	Contributory	1870-1890
HO332	The	Vaucluse	1	Richmond		188920	Contributory	1925-1935
HO332	The	Vaucluse	2	Richmond	Units	188800	Not contributory	1980-1990
HO332	The	Vaucluse	3	Richmond		188925	Contributory	1925-1935

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HO332	The	Vaucluse	4	Richmond		188770	Not contributory	1980-1990
HO332	The	Vaucluse	5	Richmond	Wyoming	188930	Individually Significant	1850-1890
HO332	The	Vaucluse	6	Richmond	units	188755	Not contributory	1970-1980
HO332	The	Vaucluse	8	Richmond	Howden Lodge	188750	Contributory	1850-1890
HO332	The	Vaucluse	10	Richmond	Tobin's house or St Leonards	188745	Individually Significant	1877-1892
HO332	The	Vaucluse	12	Richmond	Brinsley Place or Tobin's row	188740	Individually Significant	1878
HO332	The	Vaucluse	14	Richmond	Brinsley Place or Tobin's row	188735	Individually Significant	1878
HO332	The	Vaucluse	16	Richmond	Lockington	188730	Individually Significant	1860-1880
HO332	Tyson	Street	1	Richmond		186310	Contributory	1850-1890
HO332	Tyson	Street	5-3	Richmond		186315	Contributory	1850-1870
HO332	Tyson	Street	6	Richmond		186380	Not contributory	1900-1915?
HO332	Tyson	Street	7	Richmond		186320	Contributory	1850-1870
HO332	Tyson	Street	8	Richmond	Vacant site	186375	Not contributory	Unknown
HO332	Tyson	Street	9	Richmond		186325	Contributory	1850-1870
HO332	Tyson	Street	10	Richmond		186370	Contributory	1870-1890
HO332	Tyson	Street	11	Richmond		186330	Not contributory	1850-1890
HO332	Tyson	Street	12	Richmond		186365	Not contributory	Unknown
HO332	Tyson	Street	13	Richmond		186335	Contributory	1900-1915
HO332	Tyson	Street	15	Richmond		186340	Not contributory	1950-1960
HO332	Tyson	Street	16	Richmond		186360	Not contributory	1850-1890
HO332	Tyson	Street	18	Richmond		186355	Not contributory	1850-1890
HO332	Tyson	Street	20	Richmond		186350	Not contributory	1950-1960
HO332	Tyson	Street	22	Richmond		186345	Not contributory	Unknown
HO332	Union	Street	1	Richmond		183250	Contributory	1900-1915
HO332	Union	Street	2/1	Richmond	Townhouse	183120	Not contributory	1980-1990
HO332	Union	Street	2/2	Richmond	Townhouse	183125	Not contributory	1980-1990
HO332	Union	Street	2/3	Richmond	Townhouse	183130	Not contributory	1980-1990
HO332	Union	Street	2/4	Richmond	Townhouse	183135	Not contributory	1980-1990
HO332	Union	Street	2/5	Richmond	Townhouse	183140	Not contributory	1980-1990
HO332	Union	Street	5	Richmond		183245	Contributory	1850-1890
HO332	Union	Street	7	Richmond		183240	Not contributory	1990-2000
HO332	Union	Street	8	Richmond		183145	Contributory	1900-1915
HO332	Union	Street	9	Richmond	Residence	183235	Individually Significant	1879c
HO332	Union	Street	11	Richmond	Rosemont	183230	Individually Significant	1870-1890
HO332	Union	Street	12	Richmond	Robertson's Bluestone Residence	183150	Individually Significant	1858-9
HO332	Union	Street	13	Richmond		183225	Individually Significant	1850-1890
HO332	Union	Street	14	Richmond		183155	Contributory	1850-1890
HO332	Union	Street	15-17	Richmond		183220	Not contributory	Unknown
HO332	Union	Street	16	Richmond		183160	Contributory	1850-1890
HO332	Union	Street	18	Richmond		183165	Contributory	1900-1915
HO332	Union	Street	19	Richmond		183215	Contributory	1850-1890
HO332	Union	Street	20	Richmond		183170	Contributory	1900-1915
HO332	Union	Street	21	Richmond		183210	Contributory	1850-1890
HO332	Union	Street	22	Richmond		183175	Contributory	1850-1870
HO332	Union	Street	23	Richmond		183205	Individually Significant	1900-1915
HO332	Union	Street	24	Richmond		183180	Contributory	1850-1870
HO332	Union	Street	25	Richmond		183200	Individually Significant	1900-1915
HO332	Union	Street	26	Richmond	Flats	183645	Not contributory	1960-1970

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HO332	Union	Street	27	Richmond		183195	Individually Significant	1900-1915
HO332	Union	Street	29	Richmond		183190	Individually Significant	1900-1915
HO332	Union	Street	31	Richmond		183185	Individually Significant	1900-1915
HO332	Verity	Street	2	Richmond	Carpark	183105	Not contributory	Unknown
HO332	Verity	Street	13	Richmond	Factory/warehouse, former	183110	Not contributory	Unknown
HO332	Verity	Street	14	Richmond		183100	Contributory	1870-1890
HO332	Verity	Street	16	Richmond	Townhouse	183085	Not contributory	1990-2000
HO332	Verity	Street	17	Richmond	Stable, former	183115	Contributory	1850-1890
HO332	Verity	Street	18	Richmond	Townhouse	183090	Not contributory	1990-2000
HO332	Verity	Street	20	Richmond	Townhouse	183095	Not contributory	1990-2000
HO332	Waltham	Place	9	Richmond	Uniting Manse	293625	Individually Significant	1990-2000
HO332	Waltham	Place	10	Richmond	Bedggood's Shoe Factory, former	322350	Individually Significant	1881-1890
HO332	Waltham	Place	11-17	Richmond	Uniting Church garden	293630	Not contributory	Unknown
HO332	Waltham	Place	12	Richmond	Bedggood Shoe Factory worker terrace houses	189685	Individually Significant	1890
HO332	Waltham	Place	14	Richmond	Bedggood Shoe Factory worker terrace houses	189680	Individually Significant	1890
HO332	Waltham	Place	16	Richmond	Bedggood Shoe Factory worker terrace houses	189675	Individually Significant	1890
HO332	Waltham	Place	18	Richmond	Bedggood Shoe Factory worker terrace houses	189670	Individually Significant	1890
HO332	Waltham	Place	20	Richmond	Bedggood Shoe Factory worker terrace houses	189665	Individually Significant	1890
HO332	Waltham	Place	22	Richmond	Bedggood Shoe Factory worker terrace houses	189660	Individually Significant	1890
HO332	Waltham	Place	24	Richmond	Bedggood Shoe Factory worker terrace houses	189655	Individually Significant	1890
HO332	Waltham	Street	1	Richmond		189240	Not contributory	1850-1890
HO332	Waltham	Street	2	Richmond		189250	Individually Significant	1900-1915
HO332	Waltham	Street	3	Richmond		189235	Contributory	1870-1890
HO332	Waltham	Street	4	Richmond		189255	Contributory	1900-1915
HO332	Waltham	Street	5	Richmond		189230	Contributory	1870-1890
HO332	Waltham	Street	6	Richmond	The Elms	189260	Individually Significant	1914
HO332	Waltham	Street	7	Richmond		189225	Contributory	1850-1880
HO332	Waltham	Street	8	Richmond	Telephone Exchange, Office and warehouse	189265	Not contributory	1940-1950
HO332	Waltham	Street	8 (rear)	Richmond		189265	Not contributory	Unknown
HO332	Waltham	Street	9	Richmond		189220	Contributory	1850-1890
HO332	Waltham	Street	10	Richmond		189270	Contributory	1925-1935
HO332	Waltham	Street	11	Richmond		189215	Contributory	1850-1890
HO332	Waltham	Street	12	Richmond		189275	Contributory	1925-1935
HO332	Waltham	Street	13	Richmond		189210	Contributory	1870-1890
HO332	Waltham	Street	14	Richmond		189280	Contributory	1925-1935
HO332	Waltham	Street	15	Richmond		189205	Contributory	1870-1890
HO332	Waltham	Street	16	Richmond	Jackson house	189285	Individually Significant	1930
HO332	Waltham	Street	17	Richmond		189200	Contributory	1870-1890
HO332	Waltham	Street	18	Richmond		316440	Not contributory	1915-1925
HO332	Waltham	Street	19	Richmond		189195	Contributory	1870-1890
HO332	Waltham	Street	20	Richmond		189295	Contributory	1925-1930
HO332	Waltham	Street	21	Richmond		189190	Contributory	1870-1890
HO332	Waltham	Street	22	Richmond		189300	Contributory	1925-1930
HO332	Waltham	Street	23	Richmond	Flats	189160	Not contributory	1960-1970
HO332	Waltham	Street	24	Richmond	Pittorino investment house, part duplex	189305	Individually Significant	1938
HO332	Waltham	Street	25	Richmond	Flats	189100	Not contributory	1970-1980
HO332	Waltham	Street	26	Richmond	Pittorino investment house, part duplex	189310	Individually Significant	1938
HO332	Waltham	Street	27	Richmond		189095	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO332	Waltham	Street	28	Richmond	Flats	189315	Contributory	1930-1940
HO332	Waltham	Street	29	Richmond		301370	Individually Significant	1870-1890
HO332	Waltham	Street	29A	Richmond	Townhouse	301380	Not contributory	2000-2010
HO332	Waltham	Street	31	Richmond		189085	Contributory	1870-1900
HO332	Waltham	Street	33	Richmond		189080	Contributory	1850-1900
HO332	Waltham	Street	35	Richmond	Flats	189040	Not contributory	1970-1980
HO332	Waltham	Street	37	Richmond		189035	Not contributory	1850-1890
HO332	Waltham	Street	39	Richmond		189030	Individually Significant	1870-1890
HO332	Waltham	Street	40	Richmond	Townhouse	189335	Not contributory	1990-2000
HO332	Waltham	Street	41	Richmond		189025	Individually Significant	1870-1890
HO332	Waltham	Street	42	Richmond	James Blackburn's house	189330	Individually Significant	1850-1860
HO332	Waltham	Street	44	Richmond	Boarding House, FCJ	189355	Not contributory	2005
HO332	Wangaratta	Street	1	Richmond	Townhouse	187030	Not contributory	1980-1990
HO332	Wangaratta	Street	2	Richmond	Units	305370	Not contributory	1990-2000
HO332	Wangaratta	Street	3	Richmond		187025	Not contributory	1970-1980
HO332	Wangaratta	Street	4	Richmond		187040	Not contributory	1970-1990
HO332	Wangaratta	Street	5	Richmond		187020	Not contributory	1850-1890
HO332	Wangaratta	Street	7	Richmond		187015	Not contributory	1850-1890
HO332	Wangaratta	Street	8	Richmond		187045	Not contributory	1870-1890
HO332	Wangaratta	Street	9	Richmond		187010	Not contributory	1960-1970
HO332	Wangaratta	Street	10	Richmond		187050	Contributory	1900-1915
HO332	Wangaratta	Street	11	Richmond		187005	Not contributory	1950-1960
HO332	Wangaratta	Street	12	Richmond		187055	Contributory	1850-1890
HO332	Wangaratta	Street	13-15	Richmond		187000	Not contributory	2000-2010
HO332	Wangaratta	Street	14	Richmond		187060	Contributory	1850-1890
HO332	Wangaratta	Street	16	Richmond		187065	Contributory	1870-1890
HO332	Wangaratta	Street	17-19	Richmond	Factory/warehouse	186995	Not contributory	1980-1990
HO332	Wangaratta	Street	18	Richmond	Townhouse	313900	Not contributory	2000-2010
HO332	Wangaratta	Street	20	Richmond	Townhouse	313910	Not contributory	2000-2010
HO332	Wangaratta	Street	21	Richmond	Factory/warehouse	186990	Not contributory	1970-1980
HO332	Wangaratta	Street	22	Richmond	Townhouse	313920	Not contributory	2000-2010
HO332	Wangaratta	Street	23	Richmond	Factory/warehouse	186980	Not contributory	1970-1980
HO332	Wangaratta	Street	24	Richmond	Townhouse	313930	Not contributory	2000-2010
HO332	Wangaratta	Street	25	Richmond	Gym	186975	Not contributory	1970-1980
HO332	Wangaratta	Street	26	Richmond	Townhouse	313940	Not contributory	2000-2010
HO332	Wangaratta	Street	28	Richmond	Townhouse	313950	Not contributory	2000-2010
HO332	Wangaratta	Street	30	Richmond	Factory/warehouse	187080	Not contributory	1935-1955
HO332	Wangaratta	Street	31-43	Richmond	Len Vogue Parapet/L Clothing manufacturer factory/warehouse	186970	Not contributory	1970c
HO332	Wangaratta	Street	32	Richmond	Factory/warehouse	187095	Not contributory	1935-1955
HO332	Wangaratta	Street	45-47	Richmond	Factory/warehouse	186960	Not contributory	1930-1950
HO332	Wangaratta	Street	51	Richmond		186965	Not contributory	Unknown
HO332	Waverley	Street	1	Richmond		187965	Contributory	1850-1860
HO332	Waverley	Street	3	Richmond		187970	Contributory	1850-1860
HO332	Waverley	Street	5	Richmond		187975	Contributory	1850-1860
HO332	Waverley	Street	7	Richmond		187980	Not contributory	1990-2000
HO332	Waverley	Street	7A	Richmond		284870	Not contributory	1990-2000
HO332	Waverley	Street	9	Richmond		288600	Not contributory	1990-2000
HO332	Waverley	Street	9A	Richmond		288605	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO332	Waverley	Street	11	Richmond	Demolished?	187990	Contributory	1850-1870
HO332	Waverley	Street	13	Richmond		292630	Not contributory	2000-2010
HO332	Waverley	Street	13A	Richmond		292625	Not contributory	2000-2010
HO332	Waverley	Street	15	Richmond		187995	Not contributory	1970-1980
HO332	Waverley	Street	17	Richmond		188000	Not contributory	2000-2010
HO332	Waverley	Street	25	Richmond		289810	Not contributory	2000-2010
HO332	Waverley	Street	27	Richmond		289815	Not contributory	2000-2010
HO332	Waverley	Street	31	Richmond	land	322740	Not contributory	Unknown
HO332	Waverley	Street	32	Richmond		187955	Contributory	1850-1870
HO332	Waverley	Street	33	Richmond	Factory/warehouse	3002200	Not contributory	1950-1960
HO332	Waverley	Street	34	Richmond	Vacant land	187960	Not contributory	Unknown
HO332	Woodlawn	Street	1	Richmond		186495	Not contributory	1950-1960
HO332	Woodlawn	Street	2	Richmond		186575	Contributory	1890-1910
HO332	Woodlawn	Street	3	Richmond		186500	Contributory	1900-1915
HO332	Woodlawn	Street	4	Richmond		186570	Contributory	1850-1890
HO332	Woodlawn	Street	5	Richmond		186505	Contributory	1900-1915
HO332	Woodlawn	Street	6	Richmond		186565	Contributory	1850-1870
HO332	Woodlawn	Street	7	Richmond		186510	Contributory	1870-1890
HO332	Woodlawn	Street	9	Richmond		186515	Contributory	1870-1890
HO332	Woodlawn	Street	10	Richmond		186560	Not contributory	1960-1970
HO332	Woodlawn	Street	11	Richmond		186520	Contributory	1850-1890
HO332	Woodlawn	Street	12-14	Richmond	Flats	186540	Contributory	1930-1940
HO332	Woodlawn	Street	13	Richmond		186525	Contributory	1850-1890
HO332	Woodlawn	Street	15	Richmond		186530	Not contributory	2000-2010
HO332	Woodlawn	Street	17	Richmond		186535	Contributory	1850-1890
HO333 - Smith Street Precinct, Fitzroy/Collingwood								
HO333	Argyle	Street	223	Fitzroy	Carpark	250010	Not contributory	Unknown
HO333	Johnston	Street	1	Collingwood	Shop	120625	Contributory	1915-1930
HO333	Johnston	Street	3	Collingwood	Shop	120630	Contributory	1915-1930
HO333	Johnston	Street	3A	Collingwood	Shop	120620	Contributory	1915-1930
HO333	Leicester	Street	180	Fitzroy	Factory/warehouse	312130	Contributory	1925-1930
HO333	Little Oxford	Street	61	Collingwood		308320	Not contributory	1990-2000
HO333	Little Oxford	Street	63-67	Collingwood	Factory/warehouse	101320	Not contributory	1960-1970
HO333	Little Oxford	Street	71	Collingwood	Factory/warehouse	277905	Not contributory	1950-1970
HO333	Little Oxford	Street	73-77	Collingwood	Factory/warehouse, former	101310	Contributory	1870-1890
HO333	Little Oxford	Street	75	Collingwood	Factory, former	101310	Contributory	1900-1915
HO333	Little Oxford	Street	77A	Collingwood	Apartments	338410	Not contributory	2000-2010
HO333	Little Oxford	Street	79	Collingwood		101305	Not contributory	1925-1930
HO333	Little Oxford	Street	83-85	Collingwood	Factory	101300	Not contributory	1980-1990?
HO333	Little Oxford	Street	87	Collingwood	Factory	101295	Not contributory	1980-1990?
HO333	Little Oxford	Street	101	Collingwood	Apartment	291060	Not contributory	1990-2000
HO333	Rose	Street	195	Fitzroy	MacRobertson complex, part	312160	Contributory	1910-1920
HO333	Smith	Street	64-66	Collingwood	Foresters Hall- Court Perseverance 2727	100105	Individually Significant	1868-
HO333	Smith	Street	70	Collingwood	Shop & residence	100110	Contributory	1880-1890
HO333	Smith	Street	72	Collingwood	Shop & residence	100115	Contributory	1880-1890
HO333	Smith	Street	74	Collingwood	Shop & residence	100120	Contributory	1850-1890
HO333	Smith	Street	76	Collingwood		100125	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO333	Smith	Street	78	Collingwood		100130	Contributory	1850-1890
HO333	Smith	Street	80	Collingwood		100135	Contributory	1850-1890
HO333	Smith	Street	82	Collingwood		100140	Contributory	1850-1890
HO333	Smith	Street	83	Fitzroy	Shops	266935	Not contributory	1960-1970
HO333	Smith	Street	84	Collingwood		100145	Contributory	1850-1890
HO333	Smith	Street	85	Fitzroy	Shops	266935	Not contributory	1960-1970
HO333	Smith	Street	86	Collingwood	Shop & residence	101340	Contributory	1872
HO333	Smith	Street	87	Fitzroy	Shops	266935	Not contributory	1960-1970
HO333	Smith	Street	87A	Fitzroy	Shops	266950	Not contributory	1960-1970
HO333	Smith	Street	88	Collingwood		101340	Not contributory	Unknown
HO333	Smith	Street	88A	Collingwood		101340	Not contributory	Unknown
HO333	Smith	Street	89	Fitzroy	Shop & residence	266955	Contributory	1880-1890
HO333	Smith	Street	90	Collingwood		101340	Not contributory	Unknown
HO333	Smith	Street	91	Fitzroy	Shop & residence	266960	Contributory	1880-1890
HO333	Smith	Street	92	Collingwood		101340	Not contributory	Unknown
HO333	Smith	Street	93	Fitzroy	Shop & residence	266965	Contributory	1880-1890
HO333	Smith	Street	94	Collingwood		100170	Individually Significant	1915-1925
HO333	Smith	Street	95-97	Fitzroy	Shop, offices (Morcombe's furniture warehouse site)	266980	Not contributory	1970-1980
HO333	Smith	Street	96	Collingwood		100175	Individually Significant	1915-1925
HO333	Smith	Street	98	Collingwood	Shop & residence	100180	Contributory	1880-1890
HO333	Smith	Street	99	Fitzroy	RH Brooks furniture, part	266985	Contributory	1850-1890
HO333	Smith	Street	100	Collingwood	Shop & residence	100185	Contributory	1850-1890
HO333	Smith	Street	101	Fitzroy	RH Brooks furniture, part	266985	Contributory	1850-1890
HO333	Smith	Street	102	Collingwood	Shop & residence	100190	Contributory	1850-1890
HO333	Smith	Street	103	Fitzroy	Brooks Building	266990	Individually Significant	1885
HO333	Smith	Street	104	Collingwood	Shop & residence	100195	Contributory	1850-1890
HO333	Smith	Street	106	Collingwood	Shop & residence	100200	Contributory	1850-1890
HO333	Smith	Street	107-109	Fitzroy	RH Brooks buildings, part	266995	Contributory	1900-1915
HO333	Smith	Street	108-108A	Collingwood	Shops, offices	100205	Not contributory	1940-1960
HO333	Smith	Street	110	Collingwood		100220	Not contributory	Unknown
HO333	Smith	Street	111-113	Fitzroy	Henry Ackman & Co shop, former	267000	Contributory	1850-1880
HO333	Smith	Street	112	Collingwood		100225	Not contributory	Unknown
HO333	Smith	Street	114	Collingwood	Grace Darling Hotel	100230	Victorian Heritage Register	1854-
HO333	Smith	Street	115	Fitzroy	Shop & residence	267005	Contributory	1850-1890
HO333	Smith	Street	117	Fitzroy	Shop & residence	267010	Contributory	1850-1890
HO333	Smith	Street	118	Collingwood	Shop & residence	100235	Contributory	1880-1890
HO333	Smith	Street	119	Fitzroy	STANFORD BLOCK	1	Individually Significant	1880-1890
HO333	Smith	Street	120	Collingwood	Shop & residence	100240	Contributory	1880-1890
HO333	Smith	Street	121	Fitzroy	STANFORD BLOCK	1	Individually Significant	1880-1890
HO333	Smith	Street	122	Collingwood	Shop & residence	100250	Contributory	1869
HO333	Smith	Street	123	Fitzroy	STANFORD BLOCK	267060	Individually Significant	1880-1890
HO333	Smith	Street	124	Collingwood	Shop & residence	100250	Contributory	1869
HO333	Smith	Street	125	Fitzroy	STANFORD BLOCK	267065	Individually Significant	1880-1890
HO333	Smith	Street	126	Collingwood	Shop & residence	100255	Contributory	1869
HO333	Smith	Street	127	Fitzroy	STANFORD BLOCK	267070	Individually Significant	1880-1890
HO333	Smith	Street	128	Collingwood	Shop & residence	101320	Contributory	1869
HO333	Smith	Street	129	Fitzroy	STANFORD BLOCK	267075	Individually Significant	1880-1890
HO333	Smith	Street	130-132	Collingwood	Foy & Gibson P/L stores, former part- shop (with tunnel or subway)	101320	Contributory	1886-1889

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO333	Smith	Street	130-132 (under)	Collingwood	Foy & Gibson P/L, former, tunnel or subway, under shop	101320	Contributory	1911
HO333	Smith	Street	131	Fitzroy		267100	Not contributory	Unknown
HO333	Smith	Street	133	Fitzroy		267100	Not contributory	Unknown
HO333	Smith	Street	134	Collingwood		101320	Not contributory	Unknown
HO333	Smith	Street	135	Fitzroy		267100	Not contributory	Unknown
HO333	Smith	Street	136	Collingwood	Foy & Gibson P/L stores, former part	101320	Not contributory	Unknown
HO333	Smith	Street	137	Fitzroy		267100	Not contributory	Unknown
HO333	Smith	Street	138	Collingwood		101320	Not contributory	Unknown
HO333	Smith	Street	139	Fitzroy		267100	Not contributory	Unknown
HO333	Smith	Street	140	Collingwood		101320	Not contributory	Unknown
HO333	Smith	Street	141	Fitzroy		267100	Not contributory	Unknown
HO333	Smith	Street	142	Collingwood		101320	Not contributory	Unknown
HO333	Smith	Street	143	Fitzroy		267490	Not contributory	Unknown
HO333	Smith	Street	144	Collingwood		101320	Not contributory	Unknown
HO333	Smith	Street	145	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	146	Collingwood		101320	Not contributory	Unknown
HO333	Smith	Street	147	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	148	Collingwood		101320	Not contributory	Unknown
HO333	Smith	Street	149	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	150-152	Collingwood		100295	Not contributory	Unknown
HO333	Smith	Street	151	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	153	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	154	Collingwood	Treadways Ltd stores, former part site, later Go-Lo	100300	Not contributory	Unknown
HO333	Smith	Street	155	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	157	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	159	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	160-162	Collingwood	Treadways Ltd, former part	100305	Unknown	Unknown
HO333	Smith	Street	161	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	163	Fitzroy	Foy & Gibson Stores, Ladies Store	267490	Individually Significant	1911c
HO333	Smith	Street	165-167	Fitzroy	Union Bank of Australia, Former	267115	Victorian Heritage Register	1889-90
HO333	Smith	Street	168	Collingwood	Caudle's Shop, part Mac's Hotel Building	100315	Contributory	1850-1865
HO333	Smith	Street	169-171	Fitzroy	National Bank of Australasia, part	267120	Individually Significant	1872c
HO333	Smith	Street	170-172	Collingwood	Coles G J & Co Ld, Fancy Goods & Drapers, Collingwood store former	100325	Individually Significant	1939
HO333	Smith	Street	171	Fitzroy	National Bank of Australasia, part (office)	267125	Individually Significant	1872c
HO333	Smith	Street	173-181	Fitzroy	Patersons Pty Ltd Home Furnishings	267125	Individually Significant	1911
HO333	Smith	Street	174	Collingwood	Collingwood Post Office, Former	333480	Victorian Heritage Register	1891-2
HO333	Smith	Street	182-184	Collingwood	Cash Converters	100330	Not contributory	1920-1940
HO333	Smith	Street	183	Fitzroy	Shop & residence	267140	Contributory	1850-1890
HO333	Smith	Street	185	Fitzroy	Shop & residence	267145	Contributory	1850-1890
HO333	Smith	Street	186-188	Collingwood		100340	Not contributory	1955-1970
HO333	Smith	Street	187	Fitzroy	Shop & residence	267150	Contributory	1850-1890
HO333	Smith	Street	189	Fitzroy	Shop & residence	267155	Contributory	1850-1910
HO333	Smith	Street	190-192	Collingwood	Shop & residence	100340	Contributory	1900-1915
HO333	Smith	Street	191	Fitzroy	Shop & residence	269260	Contributory	1850-1910
HO333	Smith	Street	193	Fitzroy	Victoria Buildings, Shop & residence	267170	Individually Significant	1889
HO333	Smith	Street	194-194A	Collingwood	Shop & residence	100340	Contributory	1900-1915
HO333	Smith	Street	195	Fitzroy	Victoria Buildings, Shop & residence	267175	Individually Significant	1889
HO333	Smith	Street	196	Collingwood	Shop & residence	338390	Individually Significant	1867

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO333	Smith	Street	197	Fitzroy	Victoria Buildings, Shop & residence	267180	Individually Significant	1889
HO333	Smith	Street	198	Collingwood	Shop & residence	338380	Individually Significant	1867
HO333	Smith	Street	199	Fitzroy	Victoria Buildings, Shop & residence	267185	Individually Significant	1889
HO333	Smith	Street	200	Collingwood		100360	Individually Significant	1900-1915
HO333	Smith	Street	201	Fitzroy	Victoria Buildings, Shop & residence	267190	Individually Significant	1889
HO333	Smith	Street	202	Collingwood		100365	Individually Significant	1900-1915
HO333	Smith	Street	203	Fitzroy	Victoria Buildings, Shop & residence	267195	Individually Significant	1889
HO333	Smith	Street	204	Collingwood	Shop & residence	100370	Contributory	1850-1890
HO333	Smith	Street	205	Fitzroy	Victoria Buildings, Shop & residence	267200	Individually Significant	1889
HO333	Smith	Street	206	Collingwood	Shop & residence	100370	Contributory	1850-1890
HO333	Smith	Street	207	Fitzroy	Victoria Buildings, Shop & residence	267205	Individually Significant	1889
HO333	Smith	Street	208	Collingwood	Shop & residence	100375	Contributory	1900-1915
HO333	Smith	Street	209	Fitzroy	Commonwealth Bank	267215	Not contributory	1970-1980
HO333	Smith	Street	211	Fitzroy	Commonwealth Bank	267215	Not contributory	1970-1980
HO333	Smith	Street	212	Collingwood		100380	Not contributory	1970-1980
HO333	Smith	Street	214	Collingwood		100385	Not contributory	1970-1980
HO333	Smith	Street	215	Fitzroy	Bank of Melbourne	267225	Not contributory	1970-1980
HO333	Smith	Street	216	Collingwood		100390	Not contributory	Unknown
HO333	Smith	Street	219	Fitzroy	Hannaford's Pianos & Organs	267230	Individually Significant	1900-1915
HO333	Smith	Street	220	Collingwood		100395	Not contributory	Unknown
HO333	Smith	Street	222	Collingwood		100400	Not contributory	Unknown
HO333	Smith	Street	223	Fitzroy	Shop & residence	269720	Contributory	1870-1890
HO333	Smith	Street	224	Collingwood	National Bank	101295	Not contributory	1990-2000
HO333	Smith	Street	226	Collingwood	National Bank	101295	Not contributory	1990-2000
HO333	Smith	Street	227	Fitzroy	Shop & residence	267240	Contributory	1850-1890
HO333	Smith	Street	228	Collingwood	National Bank	101295	Not contributory	1990-2000
HO333	Smith	Street	229	Fitzroy	ANZ Bank (site of Bank of Australasia)	267245	Not contributory	1970c
HO333	Smith	Street	230	Collingwood		100410	Individually Significant	1880-1890
HO333	Smith	Street	231	Fitzroy	Paterson. W. H., furniture warehouse	275385	Contributory	1900-1915
HO333	Smith	Street	232	Collingwood		100415	Individually Significant	1880-1890
HO333	Smith	Street	235	Fitzroy	Paterson. W. H., furniture warehouse	267270	Contributory	1900-1915
HO333	Smith	Street	236	Collingwood	Shop & residence	117280	Contributory	1850-1890
HO333	Smith	Street	237	Fitzroy	Tye & Co., shop & residence	267280	Contributory	1870-1890
HO333	Smith	Street	238	Collingwood	Shop & residence	117285	Contributory	1850-1890
HO333	Smith	Street	240	Collingwood	Shop & residence	117290	Contributory	1850-1890
HO333	Smith	Street	241	Fitzroy	Sydney Hotel	267290	Individually Significant	1900-1915
HO333	Smith	Street	242	Collingwood	Shop & residence	117300	Contributory	1850-1890
HO333	Smith	Street	243-247	Fitzroy	Ackman's Furniture Warehouse façade	267295	Individually Significant	1884
HO333	Smith	Street	244	Collingwood	Shop & residence	117305	Contributory	1880-1890
HO333	Smith	Street	248	Collingwood		117310	Individually Significant	1880-1890
HO333	Smith	Street	249-251	Fitzroy	Fitzroy Coffee Palace, former façade	267295	Individually Significant	1880
HO333	Smith	Street	250	Collingwood		117315	Individually Significant	1880-1890
HO333	Smith	Street	252	Collingwood	W..land Buildings	117325	Individually Significant	1875
HO333	Smith	Street	253-255	Fitzroy	Shepherds Arms Hotel, former façade	267295	Individually Significant	1870-1915
HO333	Smith	Street	254	Collingwood	W..land Buildings	117325	Individually Significant	1875
HO333	Smith	Street	256	Collingwood		117330	Individually Significant	1880-1890
HO333	Smith	Street	257	Fitzroy		267300	Individually Significant	1900-1915
HO333	Smith	Street	258	Collingwood		117335	Individually Significant	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO333	Smith	Street	259	Fitzroy	Shop & residence	267305	Contributory	1850-1890
HO333	Smith	Street	260	Collingwood	Shop & residence	117340	Contributory	1880-1890
HO333	Smith	Street	261	Fitzroy	Shop & residence	267310	Contributory	1850-1860
HO333	Smith	Street	261A	Fitzroy	Shop & residence	269265	Contributory	1850-1860
HO333	Smith	Street	263A	Fitzroy	Shop & residence	269265	Contributory	1850-1860
HO333	Smith	Street	264	Collingwood	Shop & residence	117345	Contributory	1880-1890
HO333	Smith	Street	265	Fitzroy		267320	Not contributory	1925-1930
HO333	Smith	Street	266	Collingwood	Shop & residence	117345	Contributory	1880-1890
HO333	Smith	Street	268	Collingwood	Shop & residence	117355	Contributory	1880-1890
HO333	Smith	Street	269	Fitzroy	Shop & residence	267325	Contributory	1900-1915
HO333	Smith	Street	270	Collingwood	Shop & residence	117360	Contributory	1850-1890
HO333	Smith	Street	271	Fitzroy	Shop & residence	267330	Contributory	1900-1915
HO333	Smith	Street	272	Collingwood	Commercial Bank, former	117365	Not contributory	1980-1990
HO333	Smith	Street	273	Fitzroy	Shop & residence	304840	Contributory	1900-1915
HO333	Smith	Street	274	Collingwood		117370	Not contributory	1950-1960
HO333	Smith	Street	277	Fitzroy	Shop & residence	267345	Contributory	1900-1915
HO333	Smith	Street	278	Collingwood	Shop & residence	117375	Not contributory	1930-1940
HO333	Smith	Street	279	Fitzroy	Moran & Cato, former	267345	Individually Significant	1900-1915
HO333	Smith	Street	280	Collingwood		117380	Contributory	1900-1915
HO333	Smith	Street	281	Fitzroy	Moran & Cato, former	267350	Individually Significant	1900-1915
HO333	Smith	Street	284	Collingwood	Shop & residence	117390	Individually Significant	1900-1915
HO333	Smith	Street	285	Fitzroy		267360	Individually Significant	1900-1915
HO333	Smith	Street	286	Collingwood	Shop & residence	117395	Contributory	1850-1890
HO333	Smith	Street	287	Fitzroy		267365	Individually Significant	1900-1915
HO333	Smith	Street	288	Collingwood	Shop	117400	Contributory	1900-1915
HO333	Smith	Street	289	Fitzroy		267370	Individually Significant	1900-1915
HO333	Smith	Street	290	Collingwood		117405	Not contributory	1850-1890?
HO333	Smith	Street	291	Fitzroy	Shop & residence	267380	Contributory	1850-1870
HO333	Smith	Street	292	Collingwood	Shop & residence	117410	Contributory	1880-1890
HO333	Smith	Street	293	Fitzroy	Shop & residence	267385	Contributory	1850-1870
HO333	Smith	Street	294	Collingwood	Shop & residence	117415	Contributory	1880-1890
HO333	Smith	Street	295	Fitzroy	Shop & residence	267390	Contributory	1850-1870
HO333	Smith	Street	296	Collingwood	Shop & residence	117420	Contributory	1880-1890
HO333	Smith	Street	297	Fitzroy		267390	Individually Significant	1900-1915
HO333	Smith	Street	298	Collingwood	Shop & residence	117425	Individually Significant	1880-1890
HO333	Smith	Street	299	Fitzroy	Shop & residence	267400	Individually Significant	1880-1890
HO333	Smith	Street	300	Collingwood		117430	Individually Significant	1880-1890
HO333	Smith	Street	301	Fitzroy		267400	Individually Significant	1880-1890
HO333	Smith	Street	302	Collingwood		117440	Individually Significant	1880-1890
HO333	Smith	Street	303	Fitzroy		267400	Individually Significant	1880-1890
HO333	Smith	Street	304	Collingwood		117445	Individually Significant	1880-1890
HO333	Smith	Street	305	Fitzroy		267420	Not contributory	Unknown
HO333	Smith	Street	306	Collingwood		117450	Individually Significant	1880-1890
HO333	Smith	Street	308	Collingwood		117455	Individually Significant	1880-1890
HO333	Smith	Street	310	Collingwood		117460	Individually Significant	1880-1890
HO333	Smith	Street	311	Fitzroy		267425	Not contributory	Unknown
HO333	Smith	Street	312	Collingwood		117465	Individually Significant	1880-1890
HO333	Smith	Street	313	Fitzroy	Shop & residence	267425	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO333	Smith	Street	314	Collingwood	Albion Hotel, former	117470	Individually Significant	1880-1890
HO333	Smith	Street	315	Fitzroy	Shop & residence	267435	Contributory	1850-1890
HO333	Smith	Street	316	Collingwood	Shop & residence	117475	Contributory	1880-1890
HO333	Smith	Street	317	Fitzroy	Shop & residence	267440	Contributory	1850-1890
HO333	Smith	Street	318	Collingwood	Shop & residence	117480	Contributory	1880-1890
HO333	Smith	Street	319	Fitzroy	Shop & residence	267445	Contributory	1850-1890
HO333	Smith	Street	320	Collingwood	Shop & residence	117480	Contributory	1880-1890
HO333	Smith	Street	321	Fitzroy	Shop & residence	267450	Contributory	1900-1915
HO333	Smith	Street	322	Collingwood	Shop & residence	117485	Contributory	1850-1890
HO333	Smith	Street	323	Fitzroy		267460	Individually Significant	1900-1915
HO333	Smith	Street	324	Collingwood	Shop & residence	117490	Contributory	1925-1930
HO333	Smith	Street	325	Fitzroy	Shop & residence	267465	Contributory	1850-1890
HO333	Smith	Street	326	Collingwood	Shop & residence	117505	Contributory	1925-1930
HO333	Smith	Street	327	Fitzroy	Shop & residence	267470	Contributory	1850-1890
HO333	Smith	Street	328	Collingwood	Shop & residence	117505	Contributory	1925-1930
HO333	Smith	Street	329	Fitzroy	Shop & residence	10271445	Contributory	1850-1890
HO333	Smith	Street	330	Collingwood	Shop & residence	117510	Contributory	1880-1890
HO333	Smith	Street	331	Fitzroy	Shop & residence	10271453	Contributory	1850-1890
HO333	Smith	Street	332	Collingwood	Shop & residence	117515	Contributory	1880-1890
HO333	Smith	Street	333	Fitzroy	Birmingham Hotel	267485	Individually Significant	1853-
HO333	Smith	Street	334	Collingwood	Shop & residence	117520	Contributory	1880-1890
HO333	Smith	Street	336	Collingwood	Shop & residence	117525	Contributory	1880-1890
HO333	Smith	Street	337	Fitzroy	Savings Bank, later State Savings Bank	249945	Individually Significant	1880
HO333	Smith	Street	338	Collingwood	Shop & residence	117530	Contributory	1880-1890
HO333	Smith	Street	339	Fitzroy		249955	Not contributory	1970-1980
HO333	Smith	Street	340	Collingwood	Shops & offices	117535	Not contributory	1960-2000
HO333	Smith	Street	342	Collingwood	Shop & residence	117540	Contributory	1880-1890
HO333	Smith	Street	343	Fitzroy	Shop & residence	249960	Contributory	1850-1890
HO333	Smith	Street	344	Collingwood	Shop & residence	117545	Contributory	1880-1890
HO333	Smith	Street	346	Collingwood	Shop & residence	117550	Contributory	1880-1890
HO333	Smith	Street	347	Fitzroy	Shop & residence	249965	Contributory	1900-1915
HO333	Smith	Street	348	Collingwood	Shop & residence	117555	Contributory	1880-1890
HO333	Smith	Street	350	Collingwood	Shop & residence	117560	Contributory	1850-1890
HO333	Smith	Street	351	Fitzroy	Shop & residence	249970	Contributory	1850-1890
HO333	Smith	Street	352	Collingwood	Shop & residence	117565	Contributory	1850-1890
HO333	Smith	Street	353	Fitzroy	Shop & residence	249975	Contributory	1850-1890
HO333	Smith	Street	354	Collingwood	Shop & residence	117570	Contributory	1850-1890
HO333	Smith	Street	355	Fitzroy	Shop & residence	249980	Contributory	1850-1890
HO333	Smith	Street	356	Collingwood	Shop & residence	117575	Contributory	1914
HO333	Smith	Street	357	Fitzroy	Shop & residence	249985	Contributory	1850-1890
HO333	Smith	Street	358	Collingwood	Shop & residence	117585	Contributory	1900-1915
HO333	Smith	Street	358A	Collingwood		117585	Not contributory	1930-1940
HO333	Smith	Street	359	Fitzroy	Shop & residence	249990	Contributory	1880-1890
HO333	Smith	Street	360	Collingwood		117590	Not contributory	1930-1940
HO333	Smith	Street	361	Fitzroy	Shop & residence	249995	Contributory	1880-1890
HO333	Smith	Street	363	Fitzroy	Shop & residence	250000	Contributory	1880-1890
HO333	Smith	Street	366	Collingwood	Shop & residence	117595	Contributory	1890-1900
HO333	Smith	Street	368	Collingwood	Shop & residence	117600	Contributory	1915-1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO333	Smith	Street	370	Collingwood	Shop & residence	117605	Contributory	1915-1925
HO333	Smith	Street	372	Collingwood	Shop & residence	117610	Contributory	1915-1925
HO333	Smith	Street	374	Collingwood	Shop & residence	117615	Contributory	1915-1925
HO333	Smith	Street	376	Collingwood	Hotel	117620	Individually Significant	1850-1890
HO333	Smith	Street	377	Fitzroy	MacRobertson factory complex, part	250015	Contributory	1916-
HO333	Smith	Street	378	Collingwood		319880	Individually Significant	1880-1890
HO333	Smith	Street	379	Fitzroy	MacRobertson factory complex, part	250015	Contributory	1916-
HO333	Smith	Street	380	Collingwood	Shop & residence	319890	Contributory	1915-1925
HO333	Smith	Street	381	Fitzroy	MacRobertson factory complex, part	250020	Contributory	1916-
HO333	Smith	Street	382	Collingwood	Shop & residence	117630	Contributory	1850-1890
HO333	Smith	Street	383	Fitzroy	MacRobertson factory complex, part	250025	Contributory	1916-
HO333	Smith	Street	384	Collingwood	vacant site	117635	Not contributory	Unknown
HO333	Smith	Street	385	Fitzroy	MacRobertson factory complex, part	1	Contributory	1916-
HO333	Smith	Street	386	Collingwood	Shop & residence	117640	Contributory	1850-1890
HO333	Smith	Street	387	Fitzroy		1	Contributory	1916-
HO333	Smith	Street	388	Collingwood	Shop & residence	117645	Contributory	1850-1890
HO333	Smith	Street	389	Fitzroy	MacRobertson factory complex, part	1	Contributory	1916-
HO333	Smith	Street	390	Collingwood	Shop & residence	117650	Contributory	1900-1915
HO333	Smith	Street	391	Fitzroy	MacRobertson factory complex, part	299225	Contributory	1913-
HO333	Smith	Street	396	Collingwood	Workshop	117655	Contributory	1900-1915
HO333	Smith	Street	397	Fitzroy		291265	Not contributory	Unknown
HO333	Smith	Street	398	Collingwood		117655	Not contributory	1980-1990
HO333	Smith	Street	400	Collingwood	Shop & residence	117665	Contributory	1915-1925
HO333	Smith	Street	401	Fitzroy	MacRobertson complex factory/warehouse, part	354160	Contributory	1900-1925
HO333	Smith	Street	402	Collingwood	Shop & residence	117665	Contributory	1915-1925
HO333	Smith	Street	403	Fitzroy	MacRobertson complex factory/warehouse, part	354170	Contributory	1900-1925
HO333	Smith	Street	404	Collingwood	Shop & residence	117680	Contributory	1880-1890
HO333	Smith	Street	405	Fitzroy	MacRobertson complex factory/warehouse, part	354180	Contributory	1900-1925
HO333	Smith	Street	406	Collingwood	Shop & residence	117685	Contributory	1880-1890
HO333	Smith	Street	407	Fitzroy	MacRobertson complex factory/warehouse, part	354190	Contributory	1900-1925
HO333	Smith	Street	408	Collingwood	Shop & residence	117690	Contributory	1880-1890
HO333	Smith	Street	410	Collingwood	Shop & residence	117695	Contributory	1880-1890
HO333	Smith	Street	412	Collingwood		117700	Not contributory	1960-1970
HO333	Smith	Street	416	Collingwood		117705	Not contributory	1980-1990
HO333	Smith	Street	421	Fitzroy	Factory/warehouse	312150	Contributory	1925-1930
HO333	Smith	Street	421A	Fitzroy	Factory/warehouse	312150	Contributory	1925-1930
HO333	Smith	Street	423	Fitzroy	Factory/warehouse	343530	Contributory	1925-1930
HO333	Smith	Street	424	Collingwood	Factory/warehouse	117710	Contributory	1900-1915
HO333	Smith	Street	425	Fitzroy	Factory/warehouse	343550	Contributory	1915-1925
HO333	Smith	Street	428	Collingwood	vacant site	117710	Not contributory	Unknown
HO333	Smith	Street	430	Collingwood	vacant site	117710	Not contributory	Unknown
HO333	Smith	Street	432	Collingwood		117725	Not contributory	1990-2000
HO333	Smith	Street	434	Collingwood		117730	Not contributory	1990-2000
HO333	Smith	Street	436	Collingwood		117735	Not contributory	1990-2000
HO333	St David	Street	101-109	Fitzroy	H Ackman & Company factory/warehouse, former, now Apartments	306410	Individually Significant	1918
HO333	St David	Street	111	Fitzroy		267570	Contributory	1860-1880
HO333	St David	Street	113	Fitzroy	House later factory/warehouse	267575	Contributory	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334 - South Fitzroy Precinct								
HO334	Alexandra	Parade	6	Fitzroy	offices	237380	Not contributory	1970-1980
HO334	Alexandra	Parade	10	Fitzroy		237385	Contributory	1900-1915
HO334	Alexandra	Parade	14	Fitzroy		237390	Not contributory	Unknown
HO334	Alexandra	Parade	18	Fitzroy		237395	Contributory	1900-1915
HO334	Alexandra	Parade	22	Fitzroy		237400	Contributory	1880-1890
HO334	Alexandra	Parade	24	Fitzroy	Shop, workshop?	237405	Contributory	1900-1915
HO334	Alexandra	Parade	28-32A	Fitzroy	Apartments	237410	Not contributory	1970-1980 1982
HO334	Alexandra	Parade	30	Fitzroy		237410	Contributory	1880-1890,
HO334	Alexandra	Parade	34	Fitzroy	Apartments	237430	Not contributory	1970-1980
HO334	Alexandra	Parade	36	Fitzroy		237445	Contributory	1900-1915
HO334	Alexandra	Parade	38	Fitzroy		237450	Contributory	1900-1915
HO334	Alexandra	Parade	40	Fitzroy	Rochford	237455	Contributory	1880-1890
HO334	Alexandra	Parade	42	Fitzroy	Invermay	237460	Contributory	1880-1890
HO334	Alexandra	Parade	48	Fitzroy		237465	Not contributory	1880-1890?
HO334	Alexandra	Parade	50	Fitzroy		237470	Contributory	1880-1890
HO334	Alexandra	Parade	52	Fitzroy		237475	Contributory	1900-1915
HO334	Alexandra	Parade	56	Fitzroy		237480	Individually Significant	1850-1890
HO334	Alexandra	Parade	58	Fitzroy		237485	Individually Significant	1850-1890
HO334	Alexandra	Parade	60	Fitzroy	Verona	237490	Contributory	1880-1890
HO334	Alexandra	Parade	62	Fitzroy	Ormond	237495	Contributory	1880-1890
HO334	Alexandra	Parade	64	Fitzroy		237500	Contributory	1850-1890
HO334	Alexandra	Parade	66	Fitzroy		237505	Contributory	1850-1890
HO334	Alexandra	Parade	68	Fitzroy		237510	Contributory	1850-1890
HO334	Alexandra	Parade	70	Fitzroy	Vacant site	237515	Not contributory	Unknown
HO334	Alexandra	Parade	72	Fitzroy		237520	Contributory	1880-1890
HO334	Alexandra	Parade	74	Fitzroy	La Freda	237525	Contributory	1930-1940
HO334	Alexandra	Parade	82	Fitzroy		237530	Contributory	1900-1915
HO334	Alexandra	Parade	84	Fitzroy		237535	Contributory	1850-1890
HO334	Alexandra	Parade	104	Fitzroy		237550	Contributory	1870-1890
HO334	Alexandra	Parade	106	Fitzroy		237555	Contributory	1870-1890
HO334	Alexandra	Parade	108	Fitzroy		237560	Contributory	1860-1880
HO334	Alexandra	Parade	110	Fitzroy		237565	Contributory	1860-1880
HO334	Alexandra	Parade	112	Fitzroy		237570	Contributory	1860-1880
HO334	Alexandra	Parade	114	Fitzroy		237575	Contributory	1860-1880
HO334	Alexandra	Parade	116	Fitzroy		237580	Contributory	1860-1880
HO334	Alexandra	Parade	118	Fitzroy		237585	Contributory	1860-1880
HO334	Alexandra	Parade	120	Fitzroy	Factory/warehouse	237590	Not contributory	1925-1935
HO334	Alexandra	Parade	160-122	Fitzroy	Aqua Profonda' sign wall sign, Fitzroy Swimming Pool	237595	Victorian Heritage Register	1908, 1953-4, 1990s
HO334	Alexandra	Parade	180	Fitzroy	Smith Reserve	237605	Not contributory	Unknown
HO334	Alexandra	Parade	200	Fitzroy	British United Shoe Machinery Co. Pty Ltd Factory	237610	Individually Significant	1932
HO334	Argyle	Street	10	Fitzroy		238220	Individually Significant	1850-1880
HO334	Argyle	Street	12	Fitzroy	Warehouse/workshop	238225	Contributory	1850-1890
HO334	Argyle	Street	16-14	Fitzroy	Jubilee	269250	Contributory	1870-1890
HO334	Argyle	Street	20-26	Fitzroy	W Baron & Son P/L, Warehouse/workshop	1	Contributory	1850-1890
HO334	Argyle	Street	25	Fitzroy	Warehouse/workshop, later Jenkins Hall offices,	283570	Contributory	1890-1910
HO334	Argyle	Street	27	Fitzroy	Warehouse/workshop	238070	Contributory	1890-1920
HO334	Argyle	Street	29-31	Fitzroy		238070	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Argyle	Street	30-34	Fitzroy	Apartments	238230	Not contributory	2000-2010
HO334	Argyle	Street	35-41	Fitzroy	Warehouse/workshop	238080	Contributory	1870-1910
HO334	Argyle	Street	36	Fitzroy		238235	Contributory	1880-1890
HO334	Argyle	Street	38-38A	Fitzroy	Union Hotel, former	238235	Contributory	1880-1890
HO334	Argyle	Street	38 (rear)	Fitzroy	Factory/warehouse/Stable?	299630	Contributory	1870-1890
HO334	Argyle	Street	40	Fitzroy	Warehouse/workshop	238240	Not contributory	Unknown
HO334	Argyle	Street	42	Fitzroy	Warehouse/workshop	238245	Not contributory	Unknown
HO334	Argyle	Street	43-47	Fitzroy	Factory, Vacant land	238080	Not contributory	1970-1980
HO334	Argyle	Street	44	Fitzroy	Warehouse/workshop	238245	Not contributory	Unknown
HO334	Argyle	Street	48	Fitzroy		238250	Contributory	1870-1890
HO334	Argyle	Street	50	Fitzroy		238255	Contributory	1870-1890
HO334	Argyle	Street	51-53	Fitzroy	Factory	238090	Not contributory	1970-1980
HO334	Argyle	Street	52	Fitzroy		238260	Contributory	1870-1890
HO334	Argyle	Street	54	Fitzroy	Factory	238265	Not contributory	1970-1980
HO334	Argyle	Street	55	Fitzroy	Exeter Cottages	238095	Contributory	1850-1890
HO334	Argyle	Street	56-60	Fitzroy	Apartments	289960	Not contributory	1990-2000
HO334	Argyle	Street	57	Fitzroy	Exeter Cottages	238100	Contributory	1850-1890
HO334	Argyle	Street	71	Fitzroy	Factory, Arthur Engineering Co.	238105	Individually Significant	1870-1890
HO334	Argyle	Street	73-75	Fitzroy	Vacant land	238105	Not contributory	Unknown
HO334	Argyle	Street	77	Fitzroy	Factory/offices	238110	Not contributory	1960-1970
HO334	Argyle	Street	81-83	Fitzroy	Factory/workshop	238115	Not contributory	1900-1915
HO334	Argyle	Street	99	Fitzroy		238125	Individually Significant	1870-1890
HO334	Argyle	Street	101-103	Fitzroy		238130	Contributory	1870-1890
HO334	Argyle	Street	105	Fitzroy	Vacant land	238135	Not contributory	Unknown
HO334	Argyle	Street	109	Fitzroy		238140	Contributory	1860-1880
HO334	Argyle	Street	110	Fitzroy	Factory/warehouse, former	323430	Contributory	1910-1925
HO334	Argyle	Street	111	Fitzroy		238145	Contributory	1860-1880
HO334	Argyle	Street	112	Fitzroy	Factory/warehouse, former	323440	Contributory	1910-1925
HO334	Argyle	Street	114	Fitzroy		238295	Individually Significant	1870-1890
HO334	Argyle	Street	115	Fitzroy		238150	Contributory	1860-1880
HO334	Argyle	Street	116	Fitzroy		238300	Individually Significant	1870-1890
HO334	Argyle	Street	117 (1-4)	Fitzroy	Townhouse	238155	Not contributory	1990-2000
HO334	Argyle	Street	118-120/3	Fitzroy	Factory/warehouse	238305	Contributory	1915-1925
HO334	Argyle	Street	143	Fitzroy		238335	Contributory	1860-1880
HO334	Argyle	Street	145	Fitzroy		238340	Contributory	1860-1880
HO334	Argyle	Street	146	Fitzroy	Factory/warehouse	238310	Not contributory	1935-1955
HO334	Argyle	Street	147	Fitzroy		238165	Contributory	1860-1880
HO334	Argyle	Street	149	Fitzroy		238170	Contributory	1860-1880
HO334	Argyle	Street	159	Fitzroy		238180	Contributory	1870-1890
HO334	Argyle	Street	160	Fitzroy	P Feiffer Engineering, Factory/warehouse	353320	Contributory	1930-1940
HO334	Argyle	Street	161	Fitzroy		238185	Contributory	1870-1890
HO334	Argyle	Street	162-164	Fitzroy	Row houses	238320	Contributory	1850-1870
HO334	Argyle	Street	163	Fitzroy		238190	Contributory	1860-1880
HO334	Argyle	Street	165	Fitzroy		238195	Contributory	1860-1880
HO334	Argyle	Street	167	Fitzroy		238200	Contributory	1860-1880
HO334	Argyle	Street	169	Fitzroy		238205	Contributory	1860-1880
HO334	Argyle	Street	171	Fitzroy		238210	Contributory	1860-1880
HO334	Argyle	Street	190	Fitzroy	Townhouse	243465	Not contributory	2000-2010

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Argyle	Street	193	Fitzroy	Factory/warehouse	354040	Not contributory	1960-1970
HO334	Argyle	Street	195	Fitzroy	Factory/warehouse	354050	Not contributory	1960-1970
HO334	Argyle	Street	198	Fitzroy	Factory/warehouse	243465	Not contributory	Unknown
HO334	Argyle	Street	201	Fitzroy	Service Station & Factory/warehouse	242330	Not contributory	1990-2000
HO334	Argyle	Street	211	Fitzroy	MacRobertson complex factory/warehouse	242330	Individually Significant	1880-1900
HO334	Argyle	Street	213	Fitzroy	MacRobertson complex factory/warehouse, former	279730	Individually Significant	1880-1900
HO334	Argyle	Street	214	Fitzroy	MacRobertson Pty Ltd, confectionary works offices, former	238330	Individually Significant	1937
HO334	Argyle	Street	215	Fitzroy		279735	Individually Significant	1880-1900
HO334	Argyle	Street	217	Fitzroy	MacRobertson complex factory/warehouse, former	279740	Individually Significant	1880-1900
HO334	Argyle	Street	219	Fitzroy	MacRobertson complex factory/warehouse	279745	Individually Significant	1880-1900
HO334	Argyle	Street	221	Fitzroy	MacRobertson complex factory/warehouse, former	279750	Individually Significant	1880-1900
HO334	Bach	Lane	1	Fitzroy	Stables	251560	Individually Significant	1870-1890
HO334	Bell	Street	6	Fitzroy	St Legar	251835	Contributory	1870-1890
HO334	Bell	Street	7	Fitzroy	Otto	251565	Contributory	1870-1890
HO334	Bell	Street	8	Fitzroy	Waiwera	251830	Contributory	1870-1890
HO334	Bell	Street	9	Fitzroy		251570	Contributory	1900-1915
HO334	Bell	Street	10	Fitzroy	Eversley	251825	Contributory	1870-1890
HO334	Bell	Street	12	Fitzroy		251815	Contributory	1870-1890
HO334	Bell	Street	14	Fitzroy	Elsinore	251810	Contributory	1885
HO334	Bell	Street	15	Fitzroy		197600	Contributory	1900-1915
HO334	Bell	Street	16	Fitzroy	Paxton	251805	Contributory	1870-1880
HO334	Bell	Street	17	Fitzroy	Exhibition High School Residence, Former	197605	Victorian Heritage Register	1870-1890
HO334	Bell	Street	18	Fitzroy		251800	Contributory	1870-1890
HO334	Bell	Street	19	Fitzroy	King Park, row houses	197610	Not contributory	1980-1990
HO334	Bell	Street	21	Fitzroy	King Park, row houses	197615	Not contributory	1980-1990
HO334	Bell	Street	22	Fitzroy		251795	Individually Significant	1860-1870
HO334	Bell	Street	23	Fitzroy	King Park, row houses	197620	Not contributory	1980-1990
HO334	Bell	Street	25	Fitzroy	King Park, row houses	197625	Not contributory	1980-1990
HO334	Bell	Street	27	Fitzroy	King Park, row houses	197630	Not contributory	1980-1990
HO334	Bell	Street	29	Fitzroy	King Park, row houses	197635	Not contributory	1980-1990
HO334	Bell	Street	31	Fitzroy		251585	Contributory	1870-1890
HO334	Bell	Street	33	Fitzroy		251590	Contributory	1870-1890
HO334	Bell	Street	34	Fitzroy		251790	Not contributory	1990-2000
HO334	Bell	Street	35	Fitzroy		251595	Contributory	1870-1890
HO334	Bell	Street	36	Fitzroy		280120	Not contributory	1990-2000
HO334	Bell	Street	37	Fitzroy		251600	Contributory	1870-1890
HO334	Bell	Street	38	Fitzroy		280125	Not contributory	1990-2000
HO334	Bell	Street	39	Fitzroy		251605	Contributory	1870-1890
HO334	Bell	Street	40	Fitzroy	National School, Former, & State School 111, part	280130	Victorian Heritage Register	1870-1890
HO334	Bell	Street	40-48	Fitzroy		280125	Victorian Heritage Register	1855-
HO334	Bell	Street	42	Fitzroy	National School, Former, & State School 111, part	280135	Victorian Heritage Register	1870-1890
HO334	Bell	Street	43	Fitzroy		251610	Contributory	1870-1890
HO334	Bell	Street	44	Fitzroy	National School, Former, & State School 111, part	280140	Victorian Heritage Register	1870-1890
HO334	Bell	Street	45	Fitzroy		251615	Contributory	1870-1890
HO334	Bell	Street	46	Fitzroy	National School, Former, & State School 111, part	280145	Victorian Heritage Register	1870-1890
HO334	Bell	Street	47	Fitzroy		251620	Contributory	1870-1890
HO334	Bell	Street	48	Fitzroy	National School, Former, & State School 111, part	280160	Victorian Heritage Register	1870-1890
HO334	Bell	Street	49	Fitzroy		251625	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Bell	Street	51	Fitzroy		251630	Contributory	1870-1890
HO334	Bell	Street	53	Fitzroy		251635	Contributory	1870-1890
HO334	Bell	Street	54	Fitzroy	Shop & residence, former	251785	Contributory	1850-1890
HO334	Bell	Street	55	Fitzroy		251640	Contributory	1870-1890
HO334	Bell	Street	56	Fitzroy		251780	Contributory	1880-1890
HO334	Bell	Street	57	Fitzroy		251645	Contributory	1870-1890
HO334	Bell	Street	58	Fitzroy		251775	Contributory	1880-1890
HO334	Bell	Street	59	Fitzroy		251650	Contributory	1880-1890
HO334	Bell	Street	60	Fitzroy		251770	Contributory	1880-1890
HO334	Bell	Street	61	Fitzroy		251655	Contributory	1880-1890
HO334	Bell	Street	62/1	Fitzroy	Boot Factory, former	251760	Individually Significant	1870-1890
HO334	Bell	Street	62/2	Fitzroy	Boot Factory, former	251765	Individually Significant	1870-1890
HO334	Bell	Street	63	Fitzroy		251660	Contributory	1880-1890
HO334	Bell	Street	65	Fitzroy		251665	Contributory	1880-1890
HO334	Bell	Street	67	Fitzroy	Ovoca Terrace	251670	Contributory	1870-1890
HO334	Bell	Street	68	Fitzroy		251755	Contributory	1870-1890
HO334	Bell	Street	69	Fitzroy	Ovoca Terrace (Eleki)	251675	Contributory	1870-1890
HO334	Bell	Street	70	Fitzroy		251750	Contributory	1870-1890
HO334	Bell	Street	71	Fitzroy	Ovoca Terrace	251680	Contributory	1870-1890
HO334	Bell	Street	72	Fitzroy		251745	Contributory	1870-1890
HO334	Bell	Street	73	Fitzroy	Ovoca Terrace	251685	Contributory	1870-1890
HO334	Bell	Street	74	Fitzroy		251740	Contributory	1870-1890
HO334	Bell	Street	75	Fitzroy	Ovoca Terrace	251690	Contributory	1870-1890
HO334	Bell	Street	76	Fitzroy		251735	Contributory	1870-1890
HO334	Bell	Street	77	Fitzroy	Ovoca Terrace	251695	Contributory	1870-1890
HO334	Bell	Street	78	Fitzroy		251730	Contributory	1870-1890
HO334	Bell	Street	79	Fitzroy	Ovoca Terrace	251700	Contributory	1870-1890
HO334	Bell	Street	80	Fitzroy		251725	Contributory	1870-1890
HO334	Bell	Street	81	Fitzroy	Ovoca Terrace	251705	Contributory	1870-1890
HO334	Bell	Street	82	Fitzroy	Workshop, offices former	251720	Individually Significant	1870-1890
HO334	Bell	Street	82A	Fitzroy		251715	Contributory	1850-1890
HO334	Bell	Street	82B	Fitzroy		251715	Not contributory	1850-1910
HO334	Bell	Street	83	Fitzroy	Ovoca Terrace	251710	Contributory	1870-1890
HO334	Brunswick	Place	2-12	Fitzroy	Vacant land	260335	Not contributory	Unknown
HO334	Brunswick	Place	3	Fitzroy		349070	Not contributory	Unknown
HO334	Brunswick	Place	4	Fitzroy	Shoe Warehouse	251845	Contributory	1920-1930
HO334	Brunswick	Place	5	Fitzroy		349080	Not contributory	Unknown
HO334	Brunswick	Place	7	Fitzroy		349090	Not contributory	Unknown
HO334	Brunswick	Place	9	Fitzroy		349100	Not contributory	Unknown
HO334	Brunswick	Place	11	Fitzroy		349110	Not contributory	Unknown
HO334	Brunswick	Street	5	Fitzroy		251850	Not contributory	1980-1990?
HO334	Brunswick	Street	4-9	Fitzroy	Dodgshun House, later Mary McKillop Centre	251855	Victorian Heritage Register	1866-1875-
HO334	Brunswick	Street	8-14	Fitzroy	Vacant land	254880	Not contributory	Unknown
HO334	Brunswick	Street	11	Fitzroy	Arbirlot	251860	Victorian Heritage Register	1891
HO334	Brunswick	Street	13	Fitzroy	MacInerney's shop & residence	251865	Victorian Heritage Register	1892
HO334	Brunswick	Street	15	Fitzroy		251870	Individually Significant	1903
HO334	Brunswick	Street	16-18	Fitzroy	Offices & vacant land	254885	Not contributory	1960-1970
HO334	Brunswick	Street	19-17	Fitzroy	Austrian Club, former	251875	Individually Significant	1890-1910

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Brunswick	Street	20-22	Fitzroy	Central Hall, later Cathedral Hall	254870	Victorian Heritage Register	18,731,913
HO334	Brunswick	Street	21	Fitzroy	Mononia	251880	Individually Significant	1851-
HO334	Brunswick	Street	23	Fitzroy		251890	Individually Significant	1900-1915
HO334	Brunswick	Street	24	Fitzroy		254865	Individually Significant	1870-1890
HO334	Brunswick	Street	26	Fitzroy	Showroom, offices	254860	Not contributory	1990-2000
HO334	Brunswick	Street	28-30	Fitzroy	Warehouse	254855	Contributory	1870-1890
HO334	Brunswick	Street	32	Fitzroy	Dental surgery & residence	254850	Individually Significant	1914
HO334	Brunswick	Street	34B	Fitzroy		254845	Contributory	1890-1910
HO334	Brunswick	Street	36	Fitzroy		254830	Contributory	1920-1930
HO334	Brunswick	Street	38-40	Fitzroy	Melbourne Veterinary College, Hospital for Horses later Melbourne Veterinary College, Former	254825	Victorian Heritage Register	1886
HO334	Brunswick	Street	39-49	Fitzroy	Royal Terrace, former	251925	Victorian Heritage Register	1850-1860
HO334	Brunswick	Street	39	Fitzroy	Royal Terrace, former	251925	Victorian Heritage Register	1858-1881
HO334	Brunswick	Street	41	Fitzroy	Royal Terrace, former	251930	Victorian Heritage Register	1858-1881
HO334	Brunswick	Street	43	Fitzroy	Royal Terrace, former	251935	Victorian Heritage Register	1858-1881
HO334	Brunswick	Street	44	Fitzroy	Metropolitan Hotel	289360	Not contributory	2000-2010
HO334	Brunswick	Street	45	Fitzroy	Royal Terrace, former	251940	Victorian Heritage Register	1858-1881
HO334	Brunswick	Street	47	Fitzroy	Royal Terrace, former	251945	Victorian Heritage Register	1858-1881
HO334	Brunswick	Street	49	Fitzroy	Royal Terrace, former	251950	Victorian Heritage Register	1858-1881
HO334	Brunswick	Street	54	Fitzroy	Champion Hotel	287125	Individually Significant	1911
HO334	Brunswick	Street	236-252 (part)	Fitzroy	Shops	332880	Victorian Heritage Register	1888
HO334	Brunswick	Street	238	Fitzroy	Shop & residence	332890	Victorian Heritage Register	1888
HO334	Brunswick	Street	240	Fitzroy	Shop & residence	332900	Victorian Heritage Register	1888
HO334	Brunswick	Street	242	Fitzroy	Shop & residence	332910	Victorian Heritage Register	1888
HO334	Brunswick	Street	244	Fitzroy	Shop & residence	332940	Victorian Heritage Register	1888
HO334	Brunswick	Street	246	Fitzroy	Shop & residence	332920	Victorian Heritage Register	1888
HO334	Brunswick	Street	248	Fitzroy	Shop & residence	332930	Victorian Heritage Register	1888
HO334	Brunswick	Street	250	Fitzroy	Shop & residence	252615	Victorian Heritage Register	1888
HO334	Brunswick	Street	252	Fitzroy	Shop & residence	252610	Victorian Heritage Register	1888
HO334	Cecil	Street	6	Fitzroy		240130	Contributory	1900-1915
HO334	Cecil	Street	7-11	Fitzroy	Warehouse, former now apartments	282450	Not contributory	1980-2000
HO334	Cecil	Street	8	Fitzroy		240135	Contributory	1900-1915
HO334	Cecil	Street	10	Fitzroy	Town house	275425	Not contributory	1980-1990
HO334	Cecil	Street	12	Fitzroy	Town house	240140	Not contributory	1980-1990
HO334	Cecil	Street	14	Fitzroy		240145	Contributory	1880-1890
HO334	Cecil	Street	15	Fitzroy		239950	Contributory	1870-1890
HO334	Cecil	Street	17	Fitzroy		239955	Contributory	1870-1890
HO334	Cecil	Street	18	Fitzroy		240150	Contributory	1870-1890
HO334	Cecil	Street	19	Fitzroy		239960	Contributory	1900-1915
HO334	Cecil	Street	20	Fitzroy		240155	Contributory	1870-1890
HO334	Cecil	Street	21	Fitzroy		239965	Contributory	1900-1915
HO334	Cecil	Street	22	Fitzroy		240160	Contributory	1870-1890
HO334	Cecil	Street	23	Fitzroy		239970	Contributory	1880-1890
HO334	Cecil	Street	24	Fitzroy		240165	Contributory	1870-1890
HO334	Cecil	Street	26	Fitzroy		240170	Contributory	1860-1870
HO334	Cecil	Street	27	Fitzroy		239975	Contributory	1860-1890
HO334	Cecil	Street	29	Fitzroy		239980	Contributory	1860-1890
HO334	Cecil	Street	30	Fitzroy	Townhouses	240175	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Cecil	Street	31	Fitzroy		239985	Contributory	1860-1890
HO334	Cecil	Street	32	Fitzroy	Townhouse	275420	Not contributory	1990-2000
HO334	Cecil	Street	33	Fitzroy		239990	Contributory	1860-1890
HO334	Cecil	Street	34	Fitzroy		240180	Contributory	1870-1890
HO334	Cecil	Street	36	Fitzroy		240185	Contributory	1870-1890
HO334	Cecil	Street	37-35	Fitzroy	Johnsville	239995	Contributory	1870-1890
HO334	Cecil	Street	38	Fitzroy		240190	Contributory	1870-1890
HO334	Cecil	Street	40	Fitzroy		240195	Contributory	1870-1890
HO334	Cecil	Street	42-48	Fitzroy	Flats	240200	Not contributory	1960-1970
HO334	Cecil	Street	43	Fitzroy		240000	Contributory	1880-1890
HO334	Cecil	Street	47	Fitzroy		240005	Contributory	1870-1890
HO334	Cecil	Street	49	Fitzroy		240010	Contributory	1870-1890
HO334	Cecil	Street	51	Fitzroy		240015	Contributory	1870-1890
HO334	Cecil	Street	52	Fitzroy		240240	Individually Significant	1860-1870
HO334	Cecil	Street	53	Fitzroy		240020	Contributory	1870-1890
HO334	Cecil	Street	54	Fitzroy		240245	Individually Significant	1860-1870
HO334	Cecil	Street	55	Fitzroy		291540	Not contributory	1990-2000
HO334	Cecil	Street	56	Fitzroy		240250	Individually Significant	1860-1870
HO334	Cecil	Street	57	Fitzroy		291545	Not contributory	1990-2000
HO334	Cecil	Street	59	Fitzroy		240030	Contributory	1870-1890
HO334	Cecil	Street	60	Fitzroy		240255	Contributory	1870-1890
HO334	Cecil	Street	61	Fitzroy		240035	Contributory	1870-1890
HO334	Cecil	Street	62	Fitzroy	Townhouse	240260	Not contributory	1990-2000
HO334	Cecil	Street	63	Fitzroy		240040	Contributory	1870-1890
HO334	Cecil	Street	64	Fitzroy	Townhouse	297895	Not contributory	1990-2000
HO334	Cecil	Street	65	Fitzroy		240045	Contributory	1870-1890
HO334	Cecil	Street	66	Fitzroy		240265	Not contributory	1940-1950
HO334	Cecil	Street	67	Fitzroy		240050	Contributory	1870-1890
HO334	Cecil	Street	69	Fitzroy		240055	Contributory	1870-1890
HO334	Cecil	Street	70	Fitzroy	Apartments	300565	Not contributory	1990-2000
HO334	Cecil	Street	71	Fitzroy		240060	Contributory	1900-1915
HO334	Cecil	Street	72	Fitzroy	Apartments	300560	Not contributory	1990-2000
HO334	Cecil	Street	73	Fitzroy		240065	Contributory	1900-1915
HO334	Cecil	Street	74	Fitzroy	Apartments	300555	Not contributory	1990-2000
HO334	Cecil	Street	76	Fitzroy		240270	Contributory	1870-1890
HO334	Cecil	Street	78	Fitzroy		240275	Contributory	1900-1915
HO334	Cecil	Street	79	Fitzroy		240070	Contributory	1870-1890
HO334	Cecil	Street	80	Fitzroy		240280	Contributory	1900-1915
HO334	Cecil	Street	81	Fitzroy		240075	Contributory	1870-1890
HO334	Cecil	Street	83	Fitzroy		240080	Contributory	1870-1890
HO334	Cecil	Street	85	Fitzroy		240085	Individually Significant	1870-1890
HO334	Cecil	Street	87	Fitzroy		240090	Individually Significant	1870-1890
HO334	Cecil	Street	88	Fitzroy		240285	Not contributory	1870-1890
HO334	Cecil	Street	101	Fitzroy	Tyon Cottage	240095	Contributory	1870-1890
HO334	Cecil	Street	102	Fitzroy		240290	Contributory	1880-1890
HO334	Cecil	Street	103	Fitzroy		240100	Contributory	1900-1915
HO334	Cecil	Street	104-108	Fitzroy	Townhouses	269190	Not contributory	1990-2000
HO334	Cecil	Street	105	Fitzroy	Brenchley Cottage	240105	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Cecil	Street	107	Fitzroy		240110	Contributory	1870-1890
HO334	Cecil	Street	109	Fitzroy		240115	Contributory	1880-1890
HO334	Cecil	Street	111	Fitzroy		240120	Contributory	1880-1890
HO334	Cecil	Street	113-117	Fitzroy	Factory, former	309300	Not contributory	1930-1950
HO334	Cecil	Street	124	Fitzroy	Townhouse	275435	Not contributory	1990-2000?
HO334	Cecil	Street	126	Fitzroy	Townhouse	275440	Not contributory	1990-2000
HO334	Cecil	Street	128	Fitzroy	Townhouse	275445	Not contributory	1990-2000
HO334	Cecil	Street	130	Fitzroy	Townhouse	275445	Not contributory	1990-2000
HO334	Cecil	Street	132	Fitzroy	Townhouse	275395	Not contributory	1990-2000?
HO334	Cecil	Street	134	Fitzroy		240295	Contributory	1900-1915
HO334	Cecil	Street	136	Fitzroy		240300	Contributory	1900-1915
HO334	Cecil	Street	138	Fitzroy		240305	Contributory	1900-1915
HO334	Cecil	Street	138A	Fitzroy		291920	Not contributory	Unknown
HO334	Cecil	Street	140	Fitzroy		240310	Contributory	1915-1925
HO334	Cecil	Street	142	Fitzroy		240315	Individually Significant	1915-1925
HO334	Cecil	Street	148	Fitzroy	Factory	276150	Not contributory	1970-1990
HO334	Chapel	Street	7	Fitzroy		254895	Contributory	1870-1890
HO334	Chapel	Street	9	Fitzroy		254900	Contributory	1870-1890
HO334	Chapel	Street	11	Fitzroy	Factory, warehouse	265170	Not contributory	1940-1955
HO334	Chapel	Street	23	Fitzroy		254905	Individually Significant	1860-1870
HO334	Chapel	Street	34	Fitzroy		254955	Contributory	1860-1870
HO334	Chapel	Street	35	Fitzroy		254910	Individually Significant	1870-1890
HO334	Chapel	Street	36	Fitzroy		254960	Contributory	1860-1870
HO334	Chapel	Street	37	Fitzroy		254915	Individually Significant	1860-1870
HO334	Chapel	Street	38	Fitzroy		254965	Not contributory	1990-2000
HO334	Chapel	Street	39	Fitzroy		254920	Individually Significant	1860-1870
HO334	Chapel	Street	40	Fitzroy	Factory, warehouse	290995	Not contributory	1915-1935
HO334	Chapel	Street	41	Fitzroy	Factory	254925	Not contributory	1950-1960
HO334	Chapel	Street	42	Fitzroy		258785	Not contributory	1990-2000
HO334	Chapel	Street	45-47	Fitzroy	Factory, offices	254930	Not contributory	1970-1980
HO334	Chapel	Street	49	Fitzroy	Factory, offices	254945	Not contributory	1970-1980
HO334	Charles	Place	1	Fitzroy	Town house	254970	Not contributory	1989
HO334	Charles	Place	2	Fitzroy	Town house	254975	Not contributory	1989
HO334	Charles	Place	3	Fitzroy	Town house	254980	Not contributory	1989
HO334	Charles	Street	39	Fitzroy		254985	Contributory	1870-1890
HO334	Charles	Street	41	Fitzroy		254990	Contributory	1860-1880
HO334	Charles	Street	43	Fitzroy		254995	Contributory	1860-1880
HO334	Charles	Street	47	Fitzroy	Albury Villa	255000	Contributory	1870-1890
HO334	Charles	Street	51	Fitzroy	Wodonga Villa	255005	Contributory	1870-1890
HO334	Charles	Street	52	Fitzroy	Ace Billiard Factory	255095	Individually Significant	1880-1900
HO334	Charles	Street	53	Fitzroy		255010	Contributory	1870-1890
HO334	Charles	Street	54	Fitzroy	Ace Billiard Factory, part	255100	Individually Significant	1880-1900
HO334	Charles	Street	56	Fitzroy	Townhouse	255105	Not contributory	1983
HO334	Charles	Street	61	Fitzroy	Wood-Lee Villas	255020	Contributory	1870-1890
HO334	Charles	Street	63	Fitzroy	Wood-Lee Villas	255025	Contributory	1870-1890
HO334	Charles	Street	65	Fitzroy	Wood-Lee Villas	255030	Contributory	1870-1890
HO334	Charles	Street	67	Fitzroy	Wood-Lee Villas	255035	Contributory	1870-1890
HO334	Charles	Street	69	Fitzroy	Wood-Lee Villas	255040	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Charles	Street	71	Fitzroy		255045	Contributory	1900-1915
HO334	Charles	Street	72	Fitzroy		255110	Contributory	1870-1890
HO334	Charles	Street	73	Fitzroy		255050	Contributory	1900-1915
HO334	Charles	Street	74	Fitzroy		255115	Contributory	1900-1915
HO334	Charles	Street	78	Fitzroy		255120	Contributory	1860-1880
HO334	Charles	Street	80	Fitzroy		295285	Contributory	1860-1880
HO334	Charles	Street	84	Fitzroy		255125	Contributory	1860-1870
HO334	Charles	Street	86	Fitzroy		255130	Contributory	1860-1870
HO334	Charles	Street	91	Fitzroy		255055	Contributory	1860-1870
HO334	Charles	Street	93	Fitzroy		255060	Individually Significant	1860-1870
HO334	Charles	Street	95	Fitzroy		255065	Individually Significant	1860-1870
HO334	Charles	Street	97	Fitzroy		255070	Individually Significant	1860-1870
HO334	Charles	Street	99	Fitzroy		255075	Individually Significant	1860-1870
HO334	Charles	Street	101	Fitzroy		255080	Individually Significant	1860-1870
HO334	Charles	Street	104	Fitzroy		255135	Contributory	1870-1890
HO334	Charles	Street	105	Fitzroy		255085	Contributory	1870-1890
HO334	Charles	Street	106	Fitzroy		255140	Contributory	1870-1890
HO334	Charles	Street	107	Fitzroy		255090	Contributory	1870-1890
HO334	Condell	Street	32	Fitzroy		255200	Individually Significant	1867
HO334	Condell	Street	34	Fitzroy		255205	Individually Significant	1867
HO334	Condell	Street	36	Fitzroy		255210	Individually Significant	1867
HO334	Condell	Street	38	Fitzroy		255215	Individually Significant	1867
HO334	Condell	Street	40	Fitzroy		255220	Individually Significant	1879
HO334	Condell	Street	42	Fitzroy		255225	Individually Significant	1879
HO334	Condell	Street	44	Fitzroy		255230	Contributory	1900-1915
HO334	Condell	Street	46	Fitzroy		255235	Contributory	1900-1915
HO334	Condell	Street	48	Fitzroy		255240	Contributory	1900-1915
HO334	Condell	Street	59	Fitzroy		255150	Individually Significant	1860-1870
HO334	Condell	Street	59 (rear)	Fitzroy	Stable, former	255150	Contributory	1900-1915?
HO334	Condell	Street	60	Fitzroy	HCV walk-up flats	255245	Not contributory	1960-1970
HO334	Condell	Street	61	Fitzroy		255155	Individually Significant	1860-1870
HO334	Condell	Street	63	Fitzroy		255160	Individually Significant	1860-1870
HO334	Condell	Street	65	Fitzroy		255165	Individually Significant	1860-1870
HO334	Condell	Street	67	Fitzroy		255170	Individually Significant	1860-1870
HO334	Condell	Street	69	Fitzroy		255175	Individually Significant	1860-1870
HO334	Condell	Street	89	Fitzroy	Factory, workshop	255180	Contributory	1910-1925
HO334	Condell	Street	91	Fitzroy	Marysville	255185	Contributory	1900-1915
HO334	Condell	Street	93	Fitzroy		255190	Contributory	1860-1880
HO334	Condell	Street	95-97	Fitzroy	Vacant site	255195	Not contributory	Unknown
HO334	Cremorne	Street	1	Fitzroy		255295	Individually Significant	1870-1880
HO334	Cremorne	Street	2	Fitzroy	Townhouse	262110	Not contributory	1980-1990
HO334	Cremorne	Street	3	Fitzroy		255300	Individually Significant	1870-1880
HO334	Cremorne	Street	4	Fitzroy	Townhouse	262125	Not contributory	1970-1980
HO334	Cremorne	Street	5	Fitzroy		255305	Individually Significant	1870-1880
HO334	Cremorne	Street	6	Fitzroy	Townhouse	262130	Not contributory	1980-1990
HO334	Cremorne	Street	7	Fitzroy		255310	Individually Significant	1870-1880
HO334	Cremorne	Street	8	Fitzroy	Townhouse	262120	Not contributory	1980-1990
HO334	Cremorne	Street	9	Fitzroy		255315	Individually Significant	1870-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Cremorne	Street	11	Fitzroy		1	Individually Significant	1870-1880
HO334	Cremorne	Street	12	Fitzroy	Townhouse	280165	Not contributory	1980-1990
HO334	Cremorne	Street	13	Fitzroy		255320	Individually Significant	1870-1880
HO334	Cremorne	Street	14	Fitzroy	Townhouse	280170	Not contributory	1970-1980
HO334	Cremorne	Street	15	Fitzroy		255325	Not contributory	1980-1990?
HO334	Cremorne	Street	16	Fitzroy	Townhouse	280175	Not contributory	1980-1990
HO334	Cremorne	Street	18	Fitzroy		280180	Not contributory	1990-2000
HO334	Elliot	Street	1	Fitzroy		255330	Contributory	1850-1890
HO334	Elliot	Street	3	Fitzroy		255335	Contributory	1850-1890
HO334	Fishers	Lane	2	Fitzroy	Carpark	262230	Not contributory	Unknown
HO334	Fishers	Lane	3	Fitzroy	Store/stable complex? (ABR Buildings Services)	262225	Contributory	1850-1890
HO334	Fitzroy	Street	34-38	Fitzroy	Devonshire Arms Hotel, Former	340810	Victorian Heritage Register	1844-
HO334	Fitzroy	Street	40-42	Fitzroy	Offices	340800	Not contributory	1990-2000
HO334	Fitzroy	Street	56-44	Fitzroy	Offices	340780	Not contributory	1990-2000
HO334	Fitzroy	Street	58	Fitzroy	Factory/warehouse later Facilities Engineering Building, St Vincent's Hospital	1	Contributory	1915-1925
HO334	Fitzroy	Street	70	Fitzroy	Rosephil Terrace	255560	Contributory	1890-1900
HO334	Fitzroy	Street	72	Fitzroy	Rosephil Terrace	255565	Contributory	1890-1900
HO334	Fitzroy	Street	74	Fitzroy	Rosephil Terrace	255570	Contributory	1890-1900
HO334	Fitzroy	Street	76	Fitzroy	Rosephil Terrace	255575	Contributory	1890-1900
HO334	Fitzroy	Street	78	Fitzroy	Rosephil Terrace	255580	Contributory	1890-1900
HO334	Fitzroy	Street	80	Fitzroy	Rosephil Terrace	255585	Contributory	1890-1900
HO334	Fitzroy	Street	82	Fitzroy	Rosephil Terrace	255590	Contributory	1890-1900
HO334	Fitzroy	Street	101	Fitzroy		341300	Not contributory	Unknown
HO334	Fitzroy	Street	111-119	Fitzroy		255340	Contributory	1870-1880
HO334	Fitzroy	Street	116	Fitzroy	Sidney Myer House	255595	Individually Significant	1900-1915
HO334	Fitzroy	Street	123	Fitzroy		255345	Not contributory	1940-1950
HO334	Fitzroy	Street	125	Fitzroy		255350	Contributory	1850-1890
HO334	Fitzroy	Street	126	Fitzroy		255605	Contributory	1870-1890
HO334	Fitzroy	Street	127-129	Fitzroy		255355	Contributory	1860-1880
HO334	Fitzroy	Street	128	Fitzroy	Housing?	255610	Not contributory	1990-2000
HO334	Fitzroy	Street	144-146	Fitzroy	Central Mosque	255615	Individually Significant	1960-1980?
HO334	Fitzroy	Street	148	Fitzroy	Townhouse	255620	Not contributory	1990-2000
HO334	Fitzroy	Street	150	Fitzroy	Townhouse	279810	Not contributory	1990-2000
HO334	Fitzroy	Street	154	Fitzroy		255625	Individually Significant	1870-1880
HO334	Fitzroy	Street	156	Fitzroy		255630	Individually Significant	1870-1880
HO334	Fitzroy	Street	158-160	Fitzroy	Townhouse	255635	Not contributory	1980-1990
HO334	Fitzroy	Street	161	Fitzroy	HCV Flats	255380	Not contributory	1950-1960
HO334	Fitzroy	Street	162	Fitzroy		255640	Individually Significant	1870-1880
HO334	Fitzroy	Street	163	Fitzroy		255385	Individually Significant	1870-1890
HO334	Fitzroy	Street	164	Fitzroy		255645	Contributory	1870-1880
HO334	Fitzroy	Street	165	Fitzroy		255390	Individually Significant	1870-1890
HO334	Fitzroy	Street	167-169	Fitzroy	Joseph Lyddy Polish Manufacturers factory	255400	Individually Significant	1923
HO334	Fitzroy	Street	170-176	Fitzroy	Flats	255650	Not contributory	1950-1960
HO334	Fitzroy	Street	175	Fitzroy	Cordial Factory/warehouse	275570	Individually Significant	1900-1910
HO334	Fitzroy	Street	178	Fitzroy		255695	Individually Significant	1860-1880
HO334	Fitzroy	Street	180	Fitzroy		255700	Individually Significant	1860-1880
HO334	Fitzroy	Street	181	Fitzroy	Christian Israelites Hall (part Christian Israelites Church complex)	255405	Individually Significant	1939
HO334	Fitzroy	Street	182-184	Fitzroy	Independent hall	255705	Individually Significant	1850-1860?

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Fitzroy	Street	185-193	Fitzroy	Christian Israelites Church	255405	Victorian Heritage Register	1861-
HO334	Fitzroy	Street	201	Fitzroy	House	255410	Not contributory	1960-1980
HO334	Fitzroy	Street	203-205	Fitzroy	House	255415	Not contributory	1960-1980
HO334	Fitzroy	Street	207	Fitzroy	HCV Flats	255420	Not contributory	1950-1960
HO334	Fitzroy	Street	214	Fitzroy		255710	Contributory	1870-1890
HO334	Fitzroy	Street	216	Fitzroy		255715	Contributory	1870-1890
HO334	Fitzroy	Street	218	Fitzroy		255720	Individually Significant	1860-1880
HO334	Fitzroy	Street	222	Fitzroy		255725	Individually Significant	1860-1880
HO334	Fitzroy	Street	224	Fitzroy		255730	Contributory	1860-1880
HO334	Fitzroy	Street	226	Fitzroy		255735	Contributory	1860-1880
HO334	Fitzroy	Street	249-251	Fitzroy	Substation	255440	Contributory	1915-1925
HO334	Fitzroy	Street	252	Fitzroy		255740	Not contributory	1950-1960
HO334	Fitzroy	Street	253	Fitzroy		255445	Not contributory	1970-1980
HO334	Fitzroy	Street	255	Fitzroy		255450	Not contributory	1970-1980
HO334	Fitzroy	Street	257	Fitzroy		255455	Not contributory	1970-1980
HO334	Fitzroy	Street	259	Fitzroy		255460	Contributory	1870-1880
HO334	Fitzroy	Street	265	Fitzroy		255465	Individually Significant	1850-1870
HO334	Fitzroy	Street	268	Fitzroy		255745	Not contributory	1990-2000
HO334	Fitzroy	Street	270	Fitzroy		255750	Contributory	1870-1880
HO334	Fitzroy	Street	271	Fitzroy		255470	Contributory	1870-1890
HO334	Fitzroy	Street	272	Fitzroy		255755	Individually Significant	1870-1890
HO334	Fitzroy	Street	273	Fitzroy		255475	Contributory	1870-1890
HO334	Fitzroy	Street	274	Fitzroy	Parkin & Co Engineers, workshop	255755	Contributory	1935-1955
HO334	Fitzroy	Street	275	Fitzroy		255480	Contributory	1870-1890
HO334	Fitzroy	Street	279	Fitzroy		255485	Contributory	1870-1890
HO334	Fitzroy	Street	281	Fitzroy		255490	Contributory	1870-1890
HO334	Fitzroy	Street	283	Fitzroy		255495	Contributory	1870-1890
HO334	Fitzroy	Street	288	Fitzroy	Industria Cottage	255765	Contributory	1870-1890
HO334	Fitzroy	Street	290	Fitzroy		255770	Contributory	1870-1890
HO334	Fitzroy	Street	292	Fitzroy		255775	Contributory	1870-1890
HO334	Fitzroy	Street	293	Fitzroy	Standard Hotel	255500	Individually Significant	1870-1925
HO334	Fitzroy	Street	294	Fitzroy		255780	Contributory	1870-1890
HO334	Fitzroy	Street	310	Fitzroy	Shop & residence?	255785	Contributory	1850-1890
HO334	Fitzroy	Street	311	Fitzroy		255505	Individually Significant	1871-1873
HO334	Fitzroy	Street	312	Fitzroy		255790	Individually Significant	1871-1873
HO334	Fitzroy	Street	313	Fitzroy		255510	Individually Significant	1871-1873
HO334	Fitzroy	Street	316	Fitzroy	Townhouse	255795	Not contributory	1980-1990
HO334	Fitzroy	Street	317	Fitzroy	Rowhouse, tree	255515	Contributory	1870-1890
HO334	Fitzroy	Street	318	Fitzroy	Townhouse	255800	Not contributory	1980-1990
HO334	Fitzroy	Street	319	Fitzroy	Rowhouse	255520	Contributory	1870-1890
HO334	Fitzroy	Street	320	Fitzroy	Townhouse	255805	Not contributory	1980-1990
HO334	Fitzroy	Street	321	Fitzroy	Rowhouse	255525	Contributory	1870-1890
HO334	Fitzroy	Street	322	Fitzroy	Townhouse	255810	Not contributory	1980-1990
HO334	Fitzroy	Street	347	Fitzroy		241720	Contributory	1870-1890
HO334	Fitzroy	Street	348	Fitzroy		241815	Contributory	1870-1890
HO334	Fitzroy	Street	349	Fitzroy		241725	Contributory	1870-1890
HO334	Fitzroy	Street	350	Fitzroy		241820	Contributory	1870-1890
HO334	Fitzroy	Street	351	Fitzroy		241730	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Fitzroy	Street	352	Fitzroy		241825	Contributory	1870-1890
HO334	Fitzroy	Street	353	Fitzroy		241735	Contributory	1870-1890
HO334	Fitzroy	Street	354	Fitzroy	Factory, workshop	241830	Contributory	1905-1915
HO334	Fitzroy	Street	355	Fitzroy		241740	Contributory	1870-1890
HO334	Fitzroy	Street	356	Fitzroy		289975	Not contributory	1990-2000
HO334	Fitzroy	Street	357	Fitzroy		241745	Contributory	1870-1890
HO334	Fitzroy	Street	359	Fitzroy		241750	Contributory	1870-1890
HO334	Fitzroy	Street	361	Fitzroy		241755	Contributory	1870-1890
HO334	Fitzroy	Street	363	Fitzroy		241760	Contributory	1870-1890
HO334	Fitzroy	Street	365	Fitzroy	Shop & residence	241765	Contributory	1850-1880
HO334	Fitzroy	Street	371-369	Fitzroy		241770	Contributory	1870-1890
HO334	Fitzroy	Street	373	Fitzroy		241775	Contributory	1870-1890
HO334	Fitzroy	Street	375-379	Fitzroy	Factory	241780	Not contributory	1990-2000
HO334	Fitzroy	Street	385-393	Fitzroy	West of England Hotel, former	241785	Individually Significant	1860-1890
HO334	Fitzroy	Street	403	Fitzroy		241790	Contributory	1850-1890
HO334	Fitzroy	Street	405	Fitzroy	Factory/workshop	241795	Contributory	1925-1935
HO334	Fitzroy	Street	406-408	Fitzroy	Wesleyan Church, former	241840	Individually Significant	1850-1870
HO334	Fitzroy	Street	443	Fitzroy	Apartment	311460	Not contributory	1990-2000
HO334	Fitzroy	Street	445	Fitzroy	Apartment	311470	Not contributory	1990-2000
HO334	Fitzroy	Street	447	Fitzroy	Apartment	311480	Not contributory	1990-2000
HO334	Fitzroy	Street	492	Fitzroy	Apartment	300595	Not contributory	1990-2000
HO334	Fitzroy	Street	494	Fitzroy	Apartment	300585	Not contributory	1990-2000
HO334	Fitzroy	Street	496	Fitzroy	Apartment	300615	Not contributory	1990-2000
HO334	Fitzroy	Street	498	Fitzroy	Apartment	300570	Not contributory	1990-2000
HO334	Garfield	Street	1	Fitzroy		256025	Individually Significant	1870-1890
HO334	Garfield	Street	2	Fitzroy		256065	Individually Significant	1870-1890
HO334	Garfield	Street	3	Fitzroy		256030	Individually Significant	1870-1890
HO334	Garfield	Street	4	Fitzroy		256070	Individually Significant	1870-1890
HO334	Garfield	Street	5	Fitzroy		256035	Individually Significant	1870-1890
HO334	Garfield	Street	6	Fitzroy		256075	Individually Significant	1870-1890
HO334	Garfield	Street	7	Fitzroy		256040	Individually Significant	1870-1890
HO334	Garfield	Street	8	Fitzroy		256080	Individually Significant	1870-1890
HO334	Garfield	Street	9	Fitzroy		256045	Individually Significant	1870-1890
HO334	Garfield	Street	10	Fitzroy		256085	Individually Significant	1870-1890
HO334	Garfield	Street	11	Fitzroy		256050	Individually Significant	1870-1890
HO334	Garfield	Street	12	Fitzroy		256090	Individually Significant	1870-1890
HO334	Garfield	Street	13	Fitzroy		256055	Individually Significant	1870-1890
HO334	Garfield	Street	14	Fitzroy		256095	Individually Significant	1870-1890
HO334	Garfield	Street	15	Fitzroy		256060	Contributory	1870-1890
HO334	Garfield	Street	15A	Fitzroy		256060	Contributory	1870-1890
HO334	Garfield	Street	16	Fitzroy		256100	Individually Significant	1870-1890
HO334	Garfield	Street	18	Fitzroy		256105	Individually Significant	1870-1890
HO334	Garfield	Street	20	Fitzroy		256110	Individually Significant	1870-1890
HO334	Garfield	Street	22	Fitzroy		256115	Individually Significant	1870-1890
HO334	George	Street	14	Fitzroy		256955	Not contributory	1850-1890
HO334	George	Street	16-26	Fitzroy	Drill Hall complex (29/22 Battalion), former	291580	Individually Significant	1936
HO334	George	Street	21-23	Fitzroy	Flats/Units	256120	Not contributory	1950-1960
HO334	George	Street	28	Fitzroy	Glandore	256965	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	George	Street	30	Fitzroy	Elsinore	256970	Contributory	1900-1915
HO334	George	Street	31-31A	Fitzroy	Apartment blocks	256320	Not contributory	1980-2000
HO334	George	Street	32	Fitzroy		256975	Contributory	1870-1890
HO334	George	Street	34	Fitzroy		256980	Contributory	1870-1890
HO334	George	Street	36	Fitzroy		256985	Contributory	1870-1890
HO334	George	Street	37	Fitzroy		256410	Contributory	1900-1915
HO334	George	Street	38	Fitzroy		256990	Contributory	1870-1890
HO334	George	Street	39	Fitzroy		256415	Contributory	1900-1915
HO334	George	Street	40	Fitzroy		256995	Contributory	1870-1890
HO334	George	Street	41-45	Fitzroy		256420	Contributory	1880-1890
HO334	George	Street	41 (rear)	Fitzroy	Buvelot's Studio	256420	Individually Significant	1864-5
HO334	George	Street	44	Fitzroy		257000	Contributory	1870-1890
HO334	George	Street	46	Fitzroy		257005	Contributory	1870-1890
HO334	George	Street	47	Fitzroy		256425	Contributory	1850-1890?
HO334	George	Street	49	Fitzroy		256430	Contributory	1850-1890?
HO334	George	Street	50	Fitzroy	Brooklyn	257010	Individually Significant	1870-1890
HO334	George	Street	51	Fitzroy		256435	Contributory	1850-1890
HO334	George	Street	52	Fitzroy		257015	Contributory	1870-1890
HO334	George	Street	53	Fitzroy		256440	Individually Significant	1850-1860
HO334	George	Street	54	Fitzroy		257020	Contributory	1870-1890
HO334	George	Street	55	Fitzroy		256445	Individually Significant	1850-1860
HO334	George	Street	56	Fitzroy		257020	Contributory	1870-1890
HO334	George	Street	57	Fitzroy		256450	Individually Significant	1850-1860
HO334	George	Street	58-62	Fitzroy	Apartments	306200	Not contributory	2000-2010
HO334	George	Street	59	Fitzroy		256455	Individually Significant	1850-1860
HO334	George	Street	61	Fitzroy		256460	Contributory	1900-1915
HO334	George	Street	65	Fitzroy	Flats	256465	Not contributory	1970-1980
HO334	George	Street	66	Fitzroy		257030	Individually Significant	1880-1890
HO334	George	Street	67	Fitzroy		256555	Individually Significant	1870-1890
HO334	George	Street	68	Fitzroy		257035	Individually Significant	1870-1890
HO334	George	Street	69	Fitzroy		256560	Individually Significant	1870-1890
HO334	George	Street	70	Fitzroy		257040	Contributory	1860-1890
HO334	George	Street	88	Fitzroy		257050	Contributory	1870-1890
HO334	George	Street	88 (rear)	Fitzroy		1	Not contributory	1990-2000
HO334	George	Street	89	Fitzroy	Trevena's Shop & residence	257760	Victorian Heritage Register	1850-1865
HO334	George	Street	90	Fitzroy		257055	Not contributory	1960-1970
HO334	George	Street	93-95	Fitzroy	Factory/warehouse	256565	Not contributory	1960-1970
HO334	George	Street	94	Fitzroy		257060	Contributory	1870-1890
HO334	George	Street	97	Fitzroy	Factory/warehouse	256570	Not contributory	1960-1970
HO334	George	Street	98-104	Fitzroy	Flats	257065	Not contributory	1970-1980
HO334	George	Street	99	Fitzroy	Factory/warehouse	287215	Not contributory	1915-1925
HO334	George	Street	103	Fitzroy		256580	Contributory	1880-1890
HO334	George	Street	105	Fitzroy		256585	Contributory	1880-1890
HO334	George	Street	106	Fitzroy		257125	Individually Significant	1850-1860
HO334	George	Street	107	Fitzroy		256590	Contributory	1870-1890
HO334	George	Street	108	Fitzroy		257130	Contributory	1870-1890
HO334	George	Street	109	Fitzroy		256595	Contributory	1870-1890
HO334	George	Street	110	Fitzroy		257135	Contributory	1870-1890

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HO334	George	Street	111-113 (rear)	Fitzroy	Factory/warehouse	256600	Contributory	1870-1900?
HO334	George	Street	112	Fitzroy		257140	Contributory	1850-1890
HO334	George	Street	114	Fitzroy		257145	Contributory	1850-1890
HO334	George	Street	115	Fitzroy		256605	Contributory	1900-1915
HO334	George	Street	116	Fitzroy		257150	Contributory	1870-1920?
HO334	George	Street	118	Fitzroy		257155	Contributory	1870-1920?
HO334	George	Street	119-117	Fitzroy	Boston Villa or Candy's house	256610	Individually Significant	1865
HO334	George	Street	120	Fitzroy		257160	Contributory	1880-1900
HO334	George	Street	121	Fitzroy	Letham's Buildings	256615	Individually Significant	1901-1902
HO334	George	Street	123	Fitzroy	Letham's Buildings	256620	Individually Significant	1901-1902
HO334	George	Street	124	Fitzroy		257165	Contributory	1900-1915
HO334	George	Street	125	Fitzroy	Letham's Buildings	256625	Individually Significant	1901-1902
HO334	George	Street	126	Fitzroy		257170	Contributory	1880-1890
HO334	George	Street	127	Fitzroy	Letham's Buildings	256630	Individually Significant	1901-1902
HO334	George	Street	128	Fitzroy		257175	Contributory	1860-1880
HO334	George	Street	130	Fitzroy		257180	Contributory	1860-1880
HO334	George	Street	131	Fitzroy		256635	Individually Significant	1900-1915
HO334	George	Street	132	Fitzroy	Rayle	257185	Contributory	1900-1915?
HO334	George	Street	133	Fitzroy		256640	Contributory	1900-1905
HO334	George	Street	134	Fitzroy	Truro	257190	Contributory	1900-1915?
HO334	George	Street	135	Fitzroy		256645	Contributory	1850-1890?
HO334	George	Street	138	Fitzroy		257195	Contributory	1850-1890
HO334	George	Street	139	Fitzroy		256650	Contributory	1870-1890
HO334	George	Street	140	Fitzroy		257200	Individually Significant	1890-1900
HO334	George	Street	141	Fitzroy		256655	Contributory	1900-1915
HO334	George	Street	142	Fitzroy		257205	Individually Significant	1890-1900
HO334	George	Street	143	Fitzroy		256660	Contributory	1900-1915
HO334	George	Street	145	Fitzroy		256665	Contributory	1850-1890
HO334	George	Street	147	Fitzroy		256670	Contributory	1850-1890
HO334	George	Street	149	Fitzroy		256675	Not contributory	Unknown
HO334	George	Street	153	Fitzroy	Federal Trolley Truck Company factory/workshop	256680	Individually Significant	1920
HO334	George	Street	156	Fitzroy	McLaren & Co Pty Ltd, carton makers factory/warehouse	299195	Individually Significant	1936
HO334	George	Street	157	Fitzroy		256685	Contributory	1850-1890
HO334	George	Street	159	Fitzroy		256690	Contributory	1850-1890
HO334	George	Street	161	Fitzroy	Stella	256695	Individually Significant	1900-1915
HO334	George	Street	163	Fitzroy	Loretto	256700	Individually Significant	1900-1915
HO334	George	Street	165	Fitzroy	March Store, Shop & residence	256705	Contributory	1850-1890
HO334	George	Street	168	Fitzroy		257215	Contributory	1860-1880
HO334	George	Street	170	Fitzroy		257220	Contributory	1860-1880
HO334	George	Street	171	Fitzroy	Electrical Substation	256710	Contributory	1915-1925
HO334	George	Street	172	Fitzroy		257225	Contributory	1860-1880
HO334	George	Street	173	Fitzroy		256715	Individually Significant	1870-1890
HO334	George	Street	174-178	Fitzroy		257230	Not contributory	1990-2000
HO334	George	Street	175	Fitzroy		256720	Contributory	1870-1890
HO334	George	Street	176 (part)	Fitzroy		257230	Contributory	1870-1890
HO334	George	Street	180	Fitzroy	Pioneer House	257250	Individually Significant	1900-1915
HO334	George	Street	183	Fitzroy		256725	Contributory	1870-1890
HO334	George	Street	184	Fitzroy	Tullamarine	257255	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	George	Street	186-188	Fitzroy	Margaret flats	257260	Individually Significant	1939
HO334	George	Street	187	Fitzroy		256735	Not contributory	1980-1990
HO334	George	Street	197	Fitzroy		256740	Contributory	1870-1890
HO334	George	Street	201	Fitzroy		256745	Individually Significant	1870-1890
HO334	George	Street	203-207	Fitzroy		256750	Not contributory	1950-1960
HO334	George	Street	209	Fitzroy		256755	Contributory	1880-1890
HO334	George	Street	210	Fitzroy	HCV walk-up flats	257280	Not contributory	1950-1960
HO334	George	Street	211	Fitzroy		256760	Individually Significant	1900-1915
HO334	George	Street	215	Fitzroy		256765	Contributory	1880-1890
HO334	George	Street	218 (rear)	Fitzroy		257310	Contributory	1850-1890
HO334	George	Street	226	Fitzroy		257330	Contributory	1870-1890
HO334	George	Street	227	Fitzroy	Factory/workshop	256770	Not contributory	1915-1925?
HO334	George	Street	228	Fitzroy		257335	Contributory	1870-1890
HO334	George	Street	230	Fitzroy		257340	Contributory	1870-1890
HO334	George	Street	231	Fitzroy		285185	Contributory	1850-1890
HO334	George	Street	233	Fitzroy		256775	Individually Significant	1850-1870
HO334	George	Street	234	Fitzroy		257345	Contributory	1900-1915
HO334	George	Street	235	Fitzroy		256780	Contributory	1900-1915
HO334	George	Street	236	Fitzroy		257350	Individually Significant	1870-1890
HO334	George	Street	237	Fitzroy		256785	Contributory	1900-1915
HO334	George	Street	238-240	Fitzroy	Shops & residences	257355	Contributory	1850-1880
HO334	George	Street	239	Fitzroy	Shop & residence	256790	Contributory	1900-1915
HO334	George	Street	241	Fitzroy		256800	Contributory	1850-1920?
HO334	George	Street	243	Fitzroy		256800	Contributory	1850-1920?
HO334	George	Street	245	Fitzroy	Myra Terrace	256805	Contributory	1880-1890
HO334	George	Street	247	Fitzroy	Myra Terrace	256810	Contributory	1880-1890
HO334	George	Street	249	Fitzroy	Myra Terrace	256815	Contributory	1880-1890
HO334	George	Street	251	Fitzroy	Myra Terrace	256820	Contributory	1880-1890
HO334	George	Street	253	Fitzroy	Myra Terrace	256825	Contributory	1880-1890
HO334	George	Street	255	Fitzroy	Myra Terrace	256830	Contributory	1880-1890
HO334	George	Street	257	Fitzroy		256835	Not contributory	1970-1980?
HO334	George	Street	259	Fitzroy		256840	Not contributory	1980-1990?
HO334	George	Street	261	Fitzroy		256845	Contributory	1900-1915
HO334	George	Street	263	Fitzroy		256850	Contributory	1900-1915
HO334	George	Street	268	Fitzroy	St Mark's Anglican Church	257365	Victorian Heritage Register	1853-
HO334	George	Street	268	Fitzroy	St Mark's residence?	257365	Individually Significant	1900-1910
HO334	George	Street	270 (hall)	Fitzroy	St Marks Church of England hall	257370	Individually Significant	1891
HO334	George	Street	272	Fitzroy		242020	Contributory	1890-1910
HO334	George	Street	274-276	Fitzroy	Townhouses	257380	Not contributory	1970-1980
HO334	George	Street	280	Fitzroy		257385	Contributory	1870-1890
HO334	George	Street	281	Fitzroy		256855	Contributory	1870-1890
HO334	George	Street	282	Fitzroy		257390	Contributory	1870-1890
HO334	George	Street	283	Fitzroy		256860	Contributory	1870-1890
HO334	George	Street	284	Fitzroy		257395	Contributory	1870-1890
HO334	George	Street	285	Fitzroy		256865	Contributory	1870-1890
HO334	George	Street	286	Fitzroy		257400	Contributory	1870-1890
HO334	George	Street	287	Fitzroy		256870	Contributory	1870-1890
HO334	George	Street	288	Fitzroy		257405	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	George	Street	289	Fitzroy		256875	Contributory	1870-1890
HO334	George	Street	290	Fitzroy		257410	Contributory	1870-1890
HO334	George	Street	291	Fitzroy		256880	Contributory	1870-1890
HO334	George	Street	292	Fitzroy	Sofia Cottages	257415	Contributory	1870-1890
HO334	George	Street	293	Fitzroy		256885	Contributory	1870-1890
HO334	George	Street	294	Fitzroy	Sofia Cottages	257420	Contributory	1870-1890
HO334	George	Street	295	Fitzroy		256890	Contributory	1870-1890
HO334	George	Street	296	Fitzroy	Maldon House	257425	Individually Significant	1877
HO334	George	Street	297	Fitzroy		256895	Contributory	1870-1890
HO334	George	Street	298	Fitzroy		257430	Contributory	1870-1890
HO334	George	Street	299	Fitzroy	Percival Cottages	256900	Contributory	1870-1890
HO334	George	Street	301	Fitzroy	Percival Cottages	256905	Contributory	1870-1890
HO334	George	Street	302	Fitzroy		257435	Contributory	1870-1890
HO334	George	Street	303	Fitzroy		256910	Contributory	1870-1890
HO334	George	Street	304	Fitzroy		257440	Contributory	1870-1890
HO334	George	Street	305	Fitzroy		256915	Contributory	1870-1890
HO334	George	Street	307	Fitzroy	Glendew Cottages	256920	Contributory	1878
HO334	George	Street	309	Fitzroy		256925	Contributory	1870-1890
HO334	George	Street	311	Fitzroy		256930	Contributory	1870-1890
HO334	George	Street	313	Fitzroy		256935	Contributory	1870-1890
HO334	George	Street	315	Fitzroy		256940	Contributory	1870-1890
HO334	George	Street	320	Fitzroy	Flats/Units	257445	Not contributory	1960-1970
HO334	George	Street	326	Fitzroy		257475	Not contributory	1990-2000
HO334	George	Street	332	Fitzroy	Charlemont Terrace, shop & residence	257485	Contributory	1860-1880
HO334	George	Street	334	Fitzroy	Charlemont Terrace	257490	Contributory	1860-1880
HO334	George	Street	336	Fitzroy	Charlemont Terrace	257495	Contributory	1860-1880
HO334	George	Street	338	Fitzroy	Charlemont Terrace	257500	Contributory	1860-1880
HO334	George	Street	340	Fitzroy	Charlemont Terrace	257505	Contributory	1860-1880
HO334	George	Street	341 part (341-347)	Fitzroy	Factory	256950	Contributory	1930-1940
HO334	George	Street	342	Fitzroy		257510	Contributory	1860-1880
HO334	George	Street	344	Fitzroy		257515	Contributory	1860-1880
HO334	George	Street	346	Fitzroy		257520	Contributory	1860-1880
HO334	George	Street	363	Fitzroy		241935	Not contributory	1990-2000
HO334	George	Street	366-368	Fitzroy	Offices	295790	Not contributory	1935-1950
HO334	George	Street	366/2-368	Fitzroy	Offices	295795	Not contributory	1935-1950
HO334	George	Street	366/3-368	Fitzroy	Offices	295800	Not contributory	1935-1950
HO334	George	Street	366/4-368	Fitzroy	Offices	295805	Not contributory	1935-1950
HO334	George	Street	371	Fitzroy	showroom/offices	241955	Not contributory	1970-1980
HO334	George	Street	375	Fitzroy	Factory	241960	Not contributory	1970-1980
HO334	George	Street	377-379	Fitzroy	Factory	241965	Not contributory	1960-1970
HO334	George	Street	384	Fitzroy	Factory/warehouse	242155	Not contributory	1970-1980
HO334	George	Street	387	Fitzroy	Factory/warehouse	241970	Not contributory	1960-1970
HO334	George	Street	389	Fitzroy	Factory/warehouse?	242155	Not contributory	1960-1970
HO334	George	Street	400-402	Fitzroy	Offices	242160	Not contributory	1980-1990
HO334	George	Street	403	Fitzroy		241980	Individually Significant	1900-1915
HO334	George	Street	404-410	Fitzroy	Offices/warehouse	242165	Not contributory	1980-1990
HO334	George	Street	409	Fitzroy	Townhouse	294765	Not contributory	1980-1990
HO334	George	Street	411	Fitzroy	Marquis of Lorne Hotel	294760	Individually Significant	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	George	Street	412	Fitzroy		242170	Individually Significant	1870-1890
HO334	George	Street	414	Fitzroy		242175	Contributory	1870-1890
HO334	George	Street	416	Fitzroy		242180	Contributory	1870-1890
HO334	George	Street	418	Fitzroy		242185	Contributory	1870-1890
HO334	George	Street	420	Fitzroy		242190	Contributory	1870-1890
HO334	George	Street	422	Fitzroy		242195	Not contributory	1850-1890
HO334	George	Street	427	Fitzroy	..orne House	241990	Contributory	1870-1890
HO334	George	Street	429	Fitzroy	Hunsdon House	241995	Contributory	1870-1890
HO334	George	Street	430-434	Fitzroy	Basalt walls only,part Factory/warehouse, former	241990	Contributory	1850-1870
HO334	George	Street	431	Fitzroy		242000	Contributory	1870-1890
HO334	George	Street	433	Fitzroy		242005	Contributory	1870-1890
HO334	George	Street	435	Fitzroy		242010	Contributory	1870-1890
HO334	George	Street	436	Fitzroy	Marina?	242205	Contributory	1880-1890
HO334	George	Street	438	Fitzroy		242210	Contributory	1900-1915
HO334	George	Street	439	Fitzroy	Townhouse	319960	Not contributory	1960-2000
HO334	George	Street	440	Fitzroy		242215	Contributory	1900-1915
HO334	George	Street	442	Fitzroy		242220	Contributory	1900-1915
HO334	George	Street	443	Fitzroy	Townhouse	304120	Not contributory	1970-1980
HO334	George	Street	444	Fitzroy		242225	Contributory	1900-1915
HO334	George	Street	445	Fitzroy		242025	Contributory	1900-1915
HO334	George	Street	446	Fitzroy		242230	Contributory	1900-1915
HO334	George	Street	447	Fitzroy		242030	Contributory	1900-1915
HO334	George	Street	448	Fitzroy		242235	Contributory	1900-1915
HO334	George	Street	449	Fitzroy		242035	Contributory	1900-1915
HO334	George	Street	450	Fitzroy		242240	Contributory	1900-1915
HO334	George	Street	451	Fitzroy		242040	Contributory	1900-1915
HO334	George	Street	452	Fitzroy		242245	Contributory	1900-1915
HO334	George	Street	453	Fitzroy		242045	Contributory	1900-1915
HO334	George	Street	454	Fitzroy		242250	Contributory	1900-1915
HO334	George	Street	455	Fitzroy		242050	Contributory	1900-1915
HO334	George	Street	456	Fitzroy		242255	Contributory	1900-1915
HO334	George	Street	467	Fitzroy		242055	Contributory	1900-1915
HO334	George	Street	469	Fitzroy		242060	Contributory	1900-1915
HO334	George	Street	471	Fitzroy		242065	Contributory	1900-1915
HO334	George	Street	473	Fitzroy		242070	Contributory	1900-1915
HO334	George	Street	474	Fitzroy		242260	Contributory	1900-1915
HO334	George	Street	475	Fitzroy		242075	Contributory	1870-1890
HO334	George	Street	477	Fitzroy		242080	Contributory	1870-1890
HO334	George	Street	478	Fitzroy		242265	Contributory	1900-1915
HO334	George	Street	479	Fitzroy		242085	Contributory	1870-1890
HO334	George	Street	480	Fitzroy		242270	Contributory	1900-1915
HO334	George	Street	481	Fitzroy		242090	Contributory	1870-1890
HO334	George	Street	482	Fitzroy		242275	Contributory	1900-1915
HO334	George	Street	483	Fitzroy		242095	Contributory	1870-1890
HO334	George	Street	484	Fitzroy		242280	Contributory	1900-1915
HO334	George	Street	485	Fitzroy	Vacant land	242100	Not contributory	Unknown
HO334	George	Street	486	Fitzroy		242285	Contributory	1900-1915
HO334	George	Street	487	Fitzroy		242105	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	George	Street	488	Fitzroy		242290	Contributory	1900-1915
HO334	George	Street	489	Fitzroy		242110	Contributory	1900-1915
HO334	George	Street	490	Fitzroy		242295	Contributory	1900-1915
HO334	George	Street	491	Fitzroy		242115	Contributory	1900-1915
HO334	George	Street	492	Fitzroy		242300	Contributory	1900-1915
HO334	George	Street	493	Fitzroy		242120	Contributory	1900-1915
HO334	George	Street	494	Fitzroy		242305	Contributory	1900-1915
HO334	George	Street	495	Fitzroy		242125	Contributory	1900-1915
HO334	George	Street	496	Fitzroy		242310	Contributory	1900-1915
HO334	George	Street	497	Fitzroy		242130	Contributory	1900-1915
HO334	George	Street	498	Fitzroy		242315	Contributory	1900-1915
HO334	George	Street	499	Fitzroy		242135	Not contributory	1900-1915
HO334	George	Street	500	Fitzroy		242320	Contributory	1925-1930
HO334	George	Street	502	Fitzroy	Bhutan cypress rows	237610	Contributory	1925-1935?
HO334	Gertrude	Street	64-78	Fitzroy	Glass Terrace	257935	Victorian Heritage Register	1854-1856
HO334	Gertrude	Street	65	Fitzroy	Gertrude Hotel	257640	Individually Significant	1873
HO334	Gertrude	Street	66	Fitzroy	Glass Terrace	257935	Victorian Heritage Register	1854-1856
HO334	Gertrude	Street	67	Fitzroy	Shop & residence	257645	Contributory	1873
HO334	Gertrude	Street	68	Fitzroy	Glass Terrace, part	257940	Victorian Heritage Register	1854-1856
HO334	Gertrude	Street	69	Fitzroy	Shop & residence	257650	Contributory	1873
HO334	Gertrude	Street	70	Fitzroy	Glass Terrace, part	257945	Victorian Heritage Register	1854-1856
HO334	Gertrude	Street	71	Fitzroy	Shop & residence	257655	Contributory	1873
HO334	Gertrude	Street	72	Fitzroy	Glass Terrace, part	257950	Victorian Heritage Register	1854-1856
HO334	Gertrude	Street	73	Fitzroy	Shop & residence	257660	Contributory	1873
HO334	Gertrude	Street	74	Fitzroy	Glass Terrace, part	257955	Victorian Heritage Register	1854-1856
HO334	Gertrude	Street	75	Fitzroy	Shop & residence	257665	Contributory	1870-1890
HO334	Gertrude	Street	76	Fitzroy	Glass Terrace, part	257960	Victorian Heritage Register	1854-1856
HO334	Gertrude	Street	77	Fitzroy	Shop & residence	329530	Contributory	1870-1890
HO334	Gertrude	Street	78	Fitzroy	Glass Terrace, part	257965	Victorian Heritage Register	1854-1856
HO334	Gertrude	Street	79	Fitzroy	Shop & residence	257670	Contributory	1870-1890
HO334	Gertrude	Street	81	Fitzroy	Shop & residence	257675	Contributory	1870-1890
HO334	Gertrude	Street	83	Fitzroy	Shop & residence	257680	Contributory	1870-1890
HO334	Gertrude	Street	94	Fitzroy	Shop & residence	257975	Individually Significant	1911
HO334	Gertrude	Street	96	Fitzroy	Shop & residence	257975	Individually Significant	1911
HO334	Gertrude	Street	98	Fitzroy	Shop & residence	257980	Individually Significant	1911
HO334	Gertrude	Street	100	Fitzroy	Shop & residence	257985	Individually Significant	1911
HO334	Gertrude	Street	102	Fitzroy	Shop & residence	257990	Contributory	1900-1915
HO334	Gertrude	Street	104	Fitzroy	Shop & residence	257990	Contributory	1900-1915
HO334	Gertrude	Street	108	Fitzroy	Shops & residences, offices, former	282510	Contributory	1880-1890
HO334	Gertrude	Street	110	Fitzroy	Shops & residences, offices, former	282515	Contributory	1880-1890
HO334	Gertrude	Street	114	Fitzroy	Shop & residence	258020	Contributory	1870-1890
HO334	Gertrude	Street	116	Fitzroy	Shop & residence	258025	Contributory	1860-1880
HO334	Gertrude	Street	118	Fitzroy	Shop & residence	258030	Contributory	1860-1880
HO334	Gertrude	Street	120	Fitzroy	Shop & residence	258035	Contributory	1860-1880
HO334	Gertrude	Street	122	Fitzroy	United Service Club Hotel, former	258040	Contributory	1860-1880
HO334	Gertrude	Street	122A	Fitzroy	United Service Club Hotel, former	258050	Contributory	1860-1880
HO334	Gertrude	Street	124	Fitzroy	Shop & residence	258055	Contributory	1860-1880
HO334	Gertrude	Street	126	Fitzroy	Shop & residence	258060	Contributory	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Gertrude	Street	128	Fitzroy	Shop & residence	258065	Contributory	1860-1880?
HO334	Gertrude	Street	130	Fitzroy	Shop & residence	258070	Contributory	1900-1915
HO334	Gertrude	Street	132-134	Fitzroy	Shops & residences	258075	Contributory	1860-1880
HO334	Gertrude	Street	136-138	Fitzroy	ES&A Bank, former	258090	Individually Significant	1860-1890
HO334	Gertrude	Street	142-144	Fitzroy	Offices	258100	Not contributory	1960-1970
HO334	Gertrude	Street	148-146	Fitzroy	Leviathan later Renown Hotel	258095	Contributory	1850-1870
HO334	Gertrude	Street	150-156	Fitzroy	Shops & residences	258105	Contributory	1860-1880
HO334	Gertrude	Street	153	Fitzroy	Shop & residence	257685	Individually Significant	1860-1880
HO334	Gertrude	Street	155	Fitzroy	Shop & residence	257690	Individually Significant	1860-1880
HO334	Gertrude	Street	157	Fitzroy	Shop & residence	257695	Individually Significant	1860-1880
HO334	Gertrude	Street	158	Fitzroy	Blackett's shop & residence row, part	258110	Individually Significant	1888
HO334	Gertrude	Street	159	Fitzroy	Shop & residence	257705	Individually Significant	1860-1880
HO334	Gertrude	Street	160	Fitzroy	Blackett's shop & residence row, part	258120	Individually Significant	1888
HO334	Gertrude	Street	161	Fitzroy	Shop & residence	257710	Contributory	1870-1890
HO334	Gertrude	Street	162	Fitzroy	Blackett's shop & residence row, part	258125	Individually Significant	1888
HO334	Gertrude	Street	163	Fitzroy	Shop & residence	257715	Contributory	1870-1890
HO334	Gertrude	Street	164	Fitzroy	Blackett's shop & residence row, part	258130	Individually Significant	1888
HO334	Gertrude	Street	165	Fitzroy	Shop & residence	257730	Contributory	1870-1890
HO334	Gertrude	Street	166-182	Fitzroy	Shops	258150	Not contributory	1980-1990
HO334	Gertrude	Street	167	Fitzroy	Shop & residence	257725	Contributory	1870-1890
HO334	Gertrude	Street	169-171	Fitzroy	Shop & residence	257735	Contributory	1870-1890
HO334	Gertrude	Street	173-175	Fitzroy	Shops & offices	257740	Contributory	1900-1915
HO334	Gertrude	Street	177	Fitzroy	Shop & residence	257745	Contributory	1860-1880
HO334	Gertrude	Street	179	Fitzroy	Shop & residence	257750	Contributory	1860-1880
HO334	Gertrude	Street	181-183	Fitzroy	Trevena's shop & residence	257755	Victorian Heritage Register	1850-1865
HO334	Gertrude	Street	181	Fitzroy	Trevena's shop & residence	257755	Victorian Heritage Register	1850-1865
HO334	Gertrude	Street	183	Fitzroy	Trevena's Shop & residence	257765	Victorian Heritage Register	1850-1865
HO334	Gertrude	Street	184-186	Fitzroy	Shop & residence	258155	Individually Significant	1870-1890
HO334	Gertrude	Street	187	Fitzroy	Royal Hotel, former	257770	Not contributory	1860-1880
HO334	Gertrude	Street	188-200	Fitzroy	Shop & residence	258160	Contributory	1870-1890
HO334	Gertrude	Street	189	Fitzroy	Shop & residence	257775	Contributory	1860-1870
HO334	Gertrude	Street	191	Fitzroy	Shop & residence	257780	Contributory	1860-1870
HO334	Gertrude	Street	193	Fitzroy	Shop & residence	257785	Contributory	1860-1870
HO334	Gertrude	Street	195	Fitzroy	Shop & residence	257790	Contributory	1860-1870
HO334	Gertrude	Street	197	Fitzroy	Shop & residence	257795	Contributory	1860-1870
HO334	Gertrude	Street	199	Fitzroy	Shop & residence	257800	Contributory	1860-1870
HO334	Gertrude	Street	201	Fitzroy		295240	Contributory	1860-1870
HO334	Gertrude	Street	202	Fitzroy	Shop & residence	258165	Individually Significant	1900-1915
HO334	Gertrude	Street	203	Fitzroy	Unit	299490	Not contributory	1990-2000
HO334	Gertrude	Street	204	Fitzroy	Johnston's Buildings, shop & residence	299675	Contributory	1880-1890
HO334	Gertrude	Street	205	Fitzroy	Shop	299510	Not contributory	1990-2000
HO334	Gertrude	Street	206-208	Fitzroy	Shop & residence	258170	Contributory	1870-1890
HO334	Gertrude	Street	207-209	Fitzroy	Shops & residences	306530	Contributory	1860-1880
HO334	Gertrude	Street	210-214	Fitzroy	Shops & residences	258175	Contributory	1860-1880
HO334	Gertrude	Street	211-217	Fitzroy	Builders Arms Hotel	257815	Individually Significant	1850-1870
HO334	Gertrude	Street	218-220	Fitzroy	Shops & residences	258180	Contributory	1860-1880
HO334	Gertrude	Street	219-227	Fitzroy	Shops, offices, units	257820	Not contributory	1990-2000
HO334	Gertrude	Street	222-224	Fitzroy	Shop & residence	258185	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Gertrude	Street	226	Fitzroy	Shop & residence	258195	Contributory	1860-1880
HO334	Gertrude	Street	228	Fitzroy	Shop	258200	Not contributory	1950-1970
HO334	Gertrude	Street	229	Fitzroy	Shop & residence	257825	Contributory	1870-1890
HO334	Gertrude	Street	230-232	Fitzroy	Factory/warehouse	258205	Not contributory	1960-1970
HO334	Gertrude	Street	231	Fitzroy	Shop & residence	257830	Contributory	1870-1890
HO334	Gertrude	Street	233	Fitzroy	Shop & residence	295660	Contributory	1860-1880
HO334	Gertrude	Street	234	Fitzroy	Shop	258210	Not contributory	1960-1970
HO334	Gertrude	Street	235	Fitzroy	Shop & residence	295665	Contributory	1860-1880
HO334	Gertrude	Street	236	Fitzroy	Shop	258215	Not contributory	1960-1970
HO334	Gertrude	Street	237	Fitzroy	Shop & residence	268775	Contributory	1915-1925
HO334	Gertrude	Street	238	Fitzroy	Shop	258220	Not contributory	1960-1970
HO334	Gertrude	Street	240	Fitzroy	Shop & residence	258225	Contributory	1860-1880
HO334	Gertrude	Street	242	Fitzroy	Shop & residence	258230	Contributory	1860-1880
HO334	Gertrude	Street	243	Fitzroy	Shop & residence	257840	Contributory	1860-1880
HO334	Gertrude	Street	244	Fitzroy	Shop & residence	258230	Contributory	1860-1880
HO334	Gertrude	Street	245	Fitzroy	Shop & residence	257840	Contributory	1860-1880
HO334	Gertrude	Street	247	Fitzroy	Shop & residence, now dental surgery	257845	Contributory	1860-1880
HO334	Gore	Street	4	Fitzroy	Apartments	258810	Not contributory	1970-1980
HO334	Gore	Street	6	Fitzroy	Apartments	258815	Not contributory	1970-1980
HO334	Gore	Street	8	Fitzroy	Apartments	258820	Not contributory	1970-1980
HO334	Gore	Street	10	Fitzroy	Apartments	258825	Not contributory	1970-1980
HO334	Gore	Street	11	Fitzroy	June	258245	Individually Significant	1900-1915
HO334	Gore	Street	12	Fitzroy		258830	Individually Significant	1869-72
HO334	Gore	Street	13	Fitzroy		258250	Individually Significant	1870-1890
HO334	Gore	Street	14	Fitzroy		258835	Individually Significant	1869-72
HO334	Gore	Street	15	Fitzroy		258255	Individually Significant	1870-1890
HO334	Gore	Street	16	Fitzroy		258840	Individually Significant	1869-72
HO334	Gore	Street	17	Fitzroy		258260	Individually Significant	1900-1915
HO334	Gore	Street	18	Fitzroy		258845	Individually Significant	1869-72
HO334	Gore	Street	20	Fitzroy		258850	Individually Significant	1869-72
HO334	Gore	Street	22	Fitzroy		258855	Individually Significant	1869-
HO334	Gore	Street	25	Fitzroy		258265	Contributory	1870-1890
HO334	Gore	Street	26	Fitzroy		258860	Individually Significant	1850-1870
HO334	Gore	Street	27	Fitzroy		258270	Individually Significant	1870-1890
HO334	Gore	Street	28	Fitzroy		258865	Individually Significant	1850-1870
HO334	Gore	Street	29	Fitzroy		258275	Individually Significant	1870-1890
HO334	Gore	Street	30	Fitzroy		258870	Individually Significant	1870-1890
HO334	Gore	Street	31	Fitzroy		258280	Individually Significant	1870-1890
HO334	Gore	Street	32	Fitzroy		258875	Individually Significant	1870-1890
HO334	Gore	Street	33	Fitzroy		258285	Individually Significant	1870-1890
HO334	Gore	Street	34	Fitzroy		258880	Individually Significant	1870-1890
HO334	Gore	Street	35	Fitzroy		258290	Not contributory	Unknown
HO334	Gore	Street	36	Fitzroy		258885	Individually Significant	1850-1860
HO334	Gore	Street	37	Fitzroy		258295	Contributory	1870-1900
HO334	Gore	Street	38	Fitzroy		258890	Contributory	1850-1860
HO334	Gore	Street	39	Fitzroy		258300	Contributory	1870-1900
HO334	Gore	Street	40	Fitzroy		258895	Contributory	1850-1860
HO334	Gore	Street	41	Fitzroy		258305	Contributory	1870-1900?

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HO334	Gore	Street	42	Fitzroy		258900	Individually Significant	1850-1860
HO334	Gore	Street	43	Fitzroy		258310	Individually Significant	1870-1890
HO334	Gore	Street	44	Fitzroy		258905	Individually Significant	1850-1860
HO334	Gore	Street	46	Fitzroy		258910	Individually Significant	1870-1890
HO334	Gore	Street	47	Fitzroy		258315	Contributory	1870-1900?
HO334	Gore	Street	48	Fitzroy		258915	Individually Significant	1850-1860
HO334	Gore	Street	49	Fitzroy		258320	Individually Significant	1870-1890
HO334	Gore	Street	50	Fitzroy		258920	Individually Significant	1850-1860
HO334	Gore	Street	51	Fitzroy		258325	Individually Significant	1870-1890
HO334	Gore	Street	52	Fitzroy		258925	Individually Significant	1860-1870
HO334	Gore	Street	53-75	Fitzroy	Vacant land	307060	Not contributory	Unknown
HO334	Gore	Street	54	Fitzroy	Fergie house	258930	Individually Significant	1860-1870
HO334	Gore	Street	56	Fitzroy		258935	Individually Significant	1870-1880
HO334	Gore	Street	58	Fitzroy		258940	Individually Significant	1870-1880
HO334	Gore	Street	60	Fitzroy		258945	Individually Significant	1870-1890
HO334	Gore	Street	62	Fitzroy		258950	Individually Significant	1870-1890
HO334	Gore	Street	64	Fitzroy		258955	Individually Significant	1870-1890
HO334	Gore	Street	66	Fitzroy		258960	Individually Significant	1870-1890
HO334	Gore	Street	68	Fitzroy		258965	Individually Significant	1850-1870
HO334	Gore	Street	70	Fitzroy		258970	Individually Significant	1850-1870
HO334	Gore	Street	72	Fitzroy		258975	Individually Significant	1860-1880
HO334	Gore	Street	74	Fitzroy	Apartment	300380	Not contributory	1990-2000
HO334	Gore	Street	76	Fitzroy	Apartment	300370	Not contributory	1990-2000
HO334	Gore	Street	78-78A	Fitzroy	Apartment	300355	Not contributory	1990-2000
HO334	Gore	Street	80	Fitzroy	Brooks Buildings	258980	Individually Significant	1870-1890
HO334	Gore	Street	82	Fitzroy	Brooks Buildings	258985	Individually Significant	1870-1890
HO334	Gore	Street	84-90	Fitzroy	Flats	258995	Not contributory	1960-1970
HO334	Gore	Street	87	Fitzroy		258335	Individually Significant	1870-1910
HO334	Gore	Street	89	Fitzroy		258340	Individually Significant	1870-1910
HO334	Gore	Street	91	Fitzroy		258345	Individually Significant	1870-1910
HO334	Gore	Street	92	Fitzroy		259020	Individually Significant	1870-1890
HO334	Gore	Street	93	Fitzroy		258350	Individually Significant	1860-1870
HO334	Gore	Street	94	Fitzroy		259025	Individually Significant	1870-1890
HO334	Gore	Street	95	Fitzroy		258355	Individually Significant	1860-1870
HO334	Gore	Street	96	Fitzroy		259030	Individually Significant	1870-1890
HO334	Gore	Street	97	Fitzroy		258360	Contributory	1900-1915
HO334	Gore	Street	98	Fitzroy		259035	Individually Significant	1870-1890
HO334	Gore	Street	100	Fitzroy	Factory/warehouse	259040	Contributory	1915-1925
HO334	Gore	Street	101	Fitzroy		258365	Individually Significant	1870-1910
HO334	Gore	Street	103	Fitzroy		258370	Contributory	1870-1890
HO334	Gore	Street	104-102	Fitzroy		259045	Contributory	1900-1915
HO334	Gore	Street	105	Fitzroy		258375	Contributory	1870-1890
HO334	Gore	Street	106	Fitzroy		258380	Individually Significant	1870-1890
HO334	Gore	Street	107	Fitzroy		258380	Contributory	1870-1890
HO334	Gore	Street	108	Fitzroy		259055	Individually Significant	1870-1890
HO334	Gore	Street	109	Fitzroy		258385	Contributory	1870-1890
HO334	Gore	Street	110	Fitzroy		259060	Contributory	1870-1890
HO334	Gore	Street	112	Fitzroy		259065	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Gore	Street	113	Fitzroy		258390	Contributory	1860-1880
HO334	Gore	Street	114	Fitzroy		259070	Contributory	1850-1880
HO334	Gore	Street	115	Fitzroy		258395	Contributory	1880-1890
HO334	Gore	Street	116	Fitzroy		259075	Contributory	1860-1920
HO334	Gore	Street	117	Fitzroy	Garfield House	258400	Individually Significant	1889
HO334	Gore	Street	119	Fitzroy		258405	Contributory	1870-1890
HO334	Gore	Street	119 (rear)	Fitzroy	Stable, former	258405	Contributory	1870-1890
HO334	Gore	Street	120	Fitzroy		259080	Contributory	1850-1890
HO334	Gore	Street	121	Fitzroy		258410	Contributory	1870-1890
HO334	Gore	Street	122	Fitzroy		259085	Contributory	1850-1890
HO334	Gore	Street	123	Fitzroy		258415	Contributory	1860-1880
HO334	Gore	Street	124	Fitzroy		259090	Not contributory	1970-1990
HO334	Gore	Street	124A	Fitzroy		259095	Not contributory	1970-1990
HO334	Gore	Street	125	Fitzroy		258420	Individually Significant	1850-1880
HO334	Gore	Street	126	Fitzroy	Town house	259100	Not contributory	1970-1990
HO334	Gore	Street	127	Fitzroy		258425	Individually Significant	1850-1860
HO334	Gore	Street	128	Fitzroy		259105	Contributory	1870-1890
HO334	Gore	Street	129	Fitzroy		258430	Contributory	1850-1890
HO334	Gore	Street	130	Fitzroy		259115	Contributory	1870-1890
HO334	Gore	Street	131	Fitzroy		258435	Not contributory	1990-2000
HO334	Gore	Street	132	Fitzroy		259120	Contributory	1860-1890
HO334	Gore	Street	132 (rear)	Fitzroy		259120	Not contributory	Unknown
HO334	Gore	Street	134	Fitzroy		259125	Contributory	1860-1890
HO334	Gore	Street	134 (rear)	Fitzroy		259125	Not contributory	Unknown
HO334	Gore	Street	136	Fitzroy		259130	Contributory	1900-1915
HO334	Gore	Street	137	Fitzroy	Edendell	258440	Contributory	1880-1890
HO334	Gore	Street	138	Fitzroy		259135	Contributory	1900-1915
HO334	Gore	Street	139	Fitzroy	Sunnycroft	258445	Contributory	1880-1890
HO334	Gore	Street	140	Fitzroy		259140	Contributory	1900-1915
HO334	Gore	Street	141	Fitzroy		258450	Contributory	1870-1890
HO334	Gore	Street	142	Fitzroy		259145	Contributory	1900-1915
HO334	Gore	Street	143	Fitzroy		258455	Contributory	1880-1890
HO334	Gore	Street	144	Fitzroy		259150	Contributory	1900-1915
HO334	Gore	Street	145	Fitzroy	Mount View Villa	258460	Contributory	1880-1900
HO334	Gore	Street	146	Fitzroy		259155	Contributory	1880-1890
HO334	Gore	Street	147	Fitzroy	Mount View Villa	258465	Contributory	1880-1900
HO334	Gore	Street	148	Fitzroy		259160	Contributory	1900-1915
HO334	Gore	Street	149	Fitzroy		258470	Contributory	1870-1890
HO334	Gore	Street	150	Fitzroy		259165	Contributory	1900-1915
HO334	Gore	Street	151	Fitzroy		258475	Contributory	1870-1890
HO334	Gore	Street	152	Fitzroy		259170	Contributory	1900-1915
HO334	Gore	Street	153	Fitzroy		258480	Contributory	1870-1890
HO334	Gore	Street	154	Fitzroy		259175	Contributory	1900-1915
HO334	Gore	Street	155	Fitzroy		258485	Contributory	1880-1900
HO334	Gore	Street	156	Fitzroy		259180	Contributory	1900-1915
HO334	Gore	Street	157	Fitzroy		258490	Contributory	1870-1890
HO334	Gore	Street	158	Fitzroy		1	Contributory	1900-1915
HO334	Gore	Street	159	Fitzroy		258495	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Gore	Street	161-163	Fitzroy	Vacant land	258500	Not contributory	Unknown
HO334	Gore	Street	165	Fitzroy	Shop & residence & yard	258500	Contributory	1860-1880
HO334	Gore	Street	166-182	Fitzroy	Vacant land	259185	Not contributory	Unknown
HO334	Gore	Street	167	Fitzroy	Townhouses	258505	Not contributory	1970-1980
HO334	Gore	Street	187	Fitzroy		258550	Individually Significant	1900-1915
HO334	Gore	Street	188	Fitzroy		1	Not contributory	Unknown
HO334	Gore	Street	189	Fitzroy		258555	Individually Significant	1870-1890
HO334	Gore	Street	190	Fitzroy		259190	Contributory	1870-1890
HO334	Gore	Street	191	Fitzroy		258560	Contributory	1870-1890
HO334	Gore	Street	192	Fitzroy		259195	Contributory	1870-1890
HO334	Gore	Street	194	Fitzroy		259200	Contributory	1870-1890
HO334	Gore	Street	196	Fitzroy		10293329	Contributory	1870-1890
HO334	Gore	Street	198	Fitzroy		10293310	Contributory	1870-1890
HO334	Gore	Street	201	Fitzroy		258565	Contributory	1870-1890
HO334	Gore	Street	202	Fitzroy	Dr Whitcombe's surgery & residence	259215	Individually Significant	1874
HO334	Gore	Street	203	Fitzroy		258570	Individually Significant	1870-1890
HO334	Gore	Street	209	Fitzroy	Cobden Terrace	258575	Victorian Heritage Register	1869-1875
HO334	Gore	Street	211	Fitzroy	Cobden Terrace	258580	Victorian Heritage Register	1869-1875
HO334	Gore	Street	213	Fitzroy	Cobden Terrace	258585	Victorian Heritage Register	1869-1875
HO334	Gore	Street	214	Fitzroy		259220	Not contributory	1950-1960
HO334	Gore	Street	215	Fitzroy	Cobden Terrace	258590	Victorian Heritage Register	1869-1875
HO334	Gore	Street	212-216	Fitzroy		259220	Not contributory	1950-1960
HO334	Gore	Street	217	Fitzroy	Cobden Terrace	258595	Victorian Heritage Register	1869-1875
HO334	Gore	Street	219	Fitzroy	Cobden Terrace	258600	Victorian Heritage Register	1869-1875
HO334	Gore	Street	220	Fitzroy		259225	Contributory	1900-1915
HO334	Gore	Street	221	Fitzroy	Cobden Terrace	258605	Victorian Heritage Register	1869-1875
HO334	Gore	Street	222	Fitzroy		259230	Contributory	1900-1915
HO334	Gore	Street	224	Fitzroy		259235	Contributory	1900-1915
HO334	Gore	Street	225	Fitzroy		258610	Not contributory	1960-1970
HO334	Gore	Street	233	Fitzroy		258615	Individually Significant	1870-1890
HO334	Gore	Street	235	Fitzroy		258620	Contributory	1870-1890
HO334	Gore	Street	239-241	Fitzroy	Ackmans Factory/warehouse	258625	Individually Significant	1900-1915
HO334	Gore	Street	243	Fitzroy		258630	Contributory	1870-1890
HO334	Gore	Street	245	Fitzroy		258635	Individually Significant	1870-1890
HO334	Gore	Street	247	Fitzroy		258640	Not contributory	1950-1960
HO334	Gore	Street	249	Fitzroy		258645	Not contributory	1950-1960
HO334	Gore	Street	250/1	Fitzroy	Offices	259240	Not contributory	1980-1990
HO334	Gore	Street	250/2	Fitzroy	Offices	259245	Not contributory	1980-1990
HO334	Gore	Street	250/3	Fitzroy	Offices	259250	Not contributory	1980-1990
HO334	Gore	Street	250/4	Fitzroy	Offices	259255	Not contributory	1930-1990
HO334	Gore	Street	250/5	Fitzroy		258650	Contributory	1870-1890
HO334	Gore	Street	258	Fitzroy	Bible Christian School	259260	Individually Significant	1860-1870
HO334	Gore	Street	259	Fitzroy		258655	Contributory	1870-1890
HO334	Gore	Street	260	Fitzroy		259265	Contributory	1870-1890
HO334	Gore	Street	263	Fitzroy		258660	Contributory	1870-1890
HO334	Gore	Street	264	Fitzroy		259270	Contributory	1870-1890
HO334	Gore	Street	265	Fitzroy		258665	Contributory	1870-1890
HO334	Gore	Street	266	Fitzroy		259275	Contributory	1880-1890

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HO334	Gore	Street	267	Fitzroy		258670	Contributory	1900-1915
HO334	Gore	Street	268	Fitzroy		259280	Individually Significant	1850-1870
HO334	Gore	Street	269	Fitzroy	Flats	258675	Not contributory	1960-1970
HO334	Gore	Street	270	Fitzroy		259285	Contributory	1870-1890
HO334	Gore	Street	272	Fitzroy		259290	Contributory	1870-1890
HO334	Gore	Street	274	Fitzroy		259295	Contributory	1870-1890
HO334	Gore	Street	276	Fitzroy		259300	Contributory	1870-1890
HO334	Gore	Street	278	Fitzroy	Bible Christian Chapel	259305	Individually Significant	1859
HO334	Gore	Street	281	Fitzroy	Eldorado	258705	Contributory	1880-1890
HO334	Gore	Street	283	Fitzroy	Jasmin Cottage	258710	Contributory	1880-1890
HO334	Gore	Street	285	Fitzroy	Roy Cottage	258715	Contributory	1880-1890
HO334	Gore	Street	293	Fitzroy		258725	Individually Significant	1870-1890
HO334	Gore	Street	295	Fitzroy		258725	Individually Significant	1870-1890
HO334	Gore	Street	299	Fitzroy		258730	Contributory	1870-1880
HO334	Gore	Street	300	Fitzroy	Gore House or The Captain's House	259310	Individually Significant	1862-
HO334	Gore	Street	301-305	Fitzroy	Apartments	258735	Not contributory	1990-2000
HO334	Gore	Street	302	Fitzroy		259315	Contributory	1870-1890
HO334	Gore	Street	304-310	Fitzroy	McCrohan's garage, later Filtration and Water Sifting Pty Ltd factory	259320	Individually Significant	1929
HO334	Gore	Street	307	Fitzroy		258750	Contributory	1900-1915
HO334	Gore	Street	309	Fitzroy	Factory/warehouse	258755	Contributory	1900-1915
HO334	Gore	Street	312	Fitzroy		259325	Contributory	1870-1890
HO334	Gore	Street	314	Fitzroy		259330	Contributory	1870-1890
HO334	Gore	Street	315	Fitzroy		258760	Contributory	1900-1915
HO334	Gore	Street	316	Fitzroy		259335	Contributory	1870-1890
HO334	Gore	Street	317	Fitzroy		258765	Contributory	1870-1890
HO334	Gore	Street	318	Fitzroy		259340	Contributory	1870-1890
HO334	Gore	Street	319	Fitzroy		258770	Contributory	1870-1890
HO334	Gore	Street	321	Fitzroy		258775	Contributory	1870-1890
HO334	Gore	Street	322	Fitzroy	Huntingdon House	299445	Contributory	1880-1890
HO334	Gore	Street	323	Fitzroy	Clifton Villa	258780	Contributory	1880-1890
HO334	Gore	Street	324	Fitzroy		259350	Contributory	1870-1890
HO334	Gore	Street	325-329	Fitzroy	Factory/warehouse	258785	Contributory	1900-1915
HO334	Gore	Street	326	Fitzroy		259355	Individually Significant	1870-1890
HO334	Gore	Street	328	Fitzroy		259360	Individually Significant	1870-1890
HO334	Gore	Street	330	Fitzroy		269225	Individually Significant	1870-1890
HO334	Gore	Street	331	Fitzroy	Holyrood Terrace	258790	Victorian Heritage Register	1874
HO334	Gore	Street	333	Fitzroy	Holyrood Terrace	258795	Victorian Heritage Register	1874
HO334	Gore	Street	334	Fitzroy		259365	Contributory	1870-1890
HO334	Gore	Street	335	Fitzroy	Holyrood Terrace	258800	Victorian Heritage Register	1874
HO334	Gore	Street	336	Fitzroy		259370	Contributory	1870-1890
HO334	Gore	Street	337	Fitzroy		258805	Not contributory	1900-1915?
HO334	Gore	Street	340	Fitzroy	MacRobertson's Confectionary Works factory/warehouse	322530	Individually Significant	1900-1920
HO334	Gore	Street	366-390	Fitzroy	MacRobertson's Confectionary Works factory/warehouse	279615	Individually Significant	1900-1920
HO334	Gore	Street	369	Fitzroy	Argyle Shirt factory, former	242325	Individually Significant	1880-1900
HO334	Gore	Street	389	Fitzroy	Linslade Terrace	242340	Contributory	1870-1890
HO334	Gore	Street	391	Fitzroy	Linslade Terrace	242345	Contributory	1870-1890
HO334	Gore	Street	393	Fitzroy	Linslade Terrace	242350	Contributory	1870-1890
HO334	Gore	Street	395-397	Fitzroy	Factory/warehouse	242355	Not contributory	1950-1960

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Gore	Street	399-407	Fitzroy	Factory/warehouse	242365	Contributory	1915-1925
HO334	Gore	Street	408-412	Fitzroy	MacRobertson's Confectionary Works Offices & Store rooms	242370	Contributory	1911-
HO334	Gore	Street	409-429	Fitzroy	Factory/warehouse	242370	Not contributory	1960-1970
HO334	Gore	Street	416-428	Fitzroy	MacRobertson's Confectionary Works factory/warehouse	242520	Individually Significant	1900-1920
HO334	Gore	Street	431	Fitzroy		242375	Contributory	1900-1915
HO334	Gore	Street	433	Fitzroy		242380	Contributory	1900-1915
HO334	Gore	Street	434	Fitzroy	Priest's Residence	242530	Individually Significant	1870-1890
HO334	Gore	Street	435	Fitzroy		242385	Contributory	1900-1915
HO334	Gore	Street	437	Fitzroy		242390	Contributory	1900-1915
HO334	Gore	Street	439	Fitzroy		242395	Contributory	1900-1915
HO334	Gore	Street	441	Fitzroy		242400	Contributory	1900-1915
HO334	Gore	Street	447	Fitzroy		242405	Contributory	1915-1925
HO334	Gore	Street	449	Fitzroy		242410	Contributory	1915-1925
HO334	Gore	Street	450	Fitzroy	Factory/warehouse	242535	Not contributory	1960-1970
HO334	Gore	Street	453	Fitzroy		242415	Contributory	1900-1915
HO334	Gore	Street	455	Fitzroy		242420	Contributory	1900-1915
HO334	Gore	Street	457	Fitzroy		242425	Contributory	1900-1915
HO334	Gore	Street	458	Fitzroy		242540	Contributory	1900-1915
HO334	Gore	Street	460	Fitzroy		242545	Contributory	1900-1915
HO334	Gore	Street	461	Fitzroy		242430	Contributory	1900-1915
HO334	Gore	Street	462	Fitzroy		242550	Individually Significant	1900-1915
HO334	Gore	Street	463	Fitzroy	Flats	242435	Not contributory	1960-1970
HO334	Gore	Street	464	Fitzroy		242555	Contributory	1900-1915
HO334	Gore	Street	469	Fitzroy		242485	Contributory	1900-1915
HO334	Gore	Street	471	Fitzroy		242490	Contributory	1900-1915
HO334	Gore	Street	473	Fitzroy		242495	Contributory	1900-1915
HO334	Gore	Street	475	Fitzroy		242500	Contributory	1915-1925
HO334	Gore	Street	476	Fitzroy		242560	Contributory	1900-1915
HO334	Gore	Street	478	Fitzroy		242565	Contributory	1900-1915
HO334	Gore	Street	480	Fitzroy		242570	Contributory	1900-1915
HO334	Gore	Street	481	Fitzroy		242505	Contributory	1900-1915
HO334	Gore	Street	483	Fitzroy		242510	Contributory	1900-1915
HO334	Gore	Street	485	Fitzroy		242515	Contributory	1900-1915
HO334	Graham	Street	3	Fitzroy	Factory/warehouse	259375	Contributory	1915-1925
HO334	Greeves	Street	1	Fitzroy		259380	Individually Significant	1870-1872
HO334	Greeves	Street	2	Fitzroy		259615	Individually Significant	1870-1872
HO334	Greeves	Street	3	Fitzroy		259385	Individually Significant	1870-1872
HO334	Greeves	Street	4	Fitzroy		259620	Individually Significant	1870-1872
HO334	Greeves	Street	5	Fitzroy		259390	Individually Significant	1870-1872
HO334	Greeves	Street	6	Fitzroy		259625	Individually Significant	1870-1872
HO334	Greeves	Street	7	Fitzroy		259395	Individually Significant	1870-1872
HO334	Greeves	Street	8	Fitzroy		259630	Individually Significant	1870-1872
HO334	Greeves	Street	9	Fitzroy		259400	Individually Significant	1870-1872
HO334	Greeves	Street	10	Fitzroy		259635	Individually Significant	1870-1872
HO334	Greeves	Street	11	Fitzroy		259405	Individually Significant	1870-1872
HO334	Greeves	Street	12	Fitzroy		259640	Individually Significant	1870-1872
HO334	Greeves	Street	13	Fitzroy		259410	Individually Significant	1870-1872
HO334	Greeves	Street	14	Fitzroy		259645	Individually Significant	1870-1872

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Greeves	Street	15	Fitzroy		259415	Individually Significant	1870-1872
HO334	Greeves	Street	16	Fitzroy		259650	Individually Significant	1870-1872
HO334	Greeves	Street	17	Fitzroy		259420	Individually Significant	1870-1872
HO334	Greeves	Street	18	Fitzroy		259655	Contributory	1870-1872
HO334	Greeves	Street	19	Fitzroy		259425	Individually Significant	1870-1872
HO334	Greeves	Street	20	Fitzroy		259660	Individually Significant	1870-1872
HO334	Greeves	Street	21	Fitzroy		259430	Individually Significant	1870-1872
HO334	Greeves	Street	22	Fitzroy		259665	Individually Significant	1870-1872
HO334	Greeves	Street	23	Fitzroy		259435	Individually Significant	1870-1872
HO334	Greeves	Street	24	Fitzroy		259670	Individually Significant	1870-1872
HO334	Greeves	Street	25	Fitzroy		259440	Individually Significant	1870-1872
HO334	Greeves	Street	26	Fitzroy		259675	Individually Significant	1870-1872
HO334	Greeves	Street	27	Fitzroy		259445	Individually Significant	1870-1872
HO334	Greeves	Street	28	Fitzroy		259680	Individually Significant	1870-1872
HO334	Greeves	Street	29	Fitzroy		259450	Individually Significant	1870-1872
HO334	Greeves	Street	30	Fitzroy		259685	Individually Significant	1870-1872
HO334	Greeves	Street	35	Fitzroy	Albert Terrace	259455	Contributory	1877
HO334	Greeves	Street	37	Fitzroy	Albert Terrace	259460	Contributory	1877
HO334	Greeves	Street	38A	Fitzroy		282430	Not contributory	1980-1990?
HO334	Greeves	Street	39	Fitzroy	Albert Terrace	259465	Contributory	1877
HO334	Greeves	Street	41	Fitzroy	Albert Terrace	259470	Contributory	1877
HO334	Greeves	Street	43	Fitzroy	Albert Terrace	259475	Contributory	1877
HO334	Greeves	Street	44-46	Fitzroy	Factory/warehouse	259690	Contributory	1900-1915
HO334	Greeves	Street	45	Fitzroy	Albert Terrace	259480	Contributory	1877
HO334	Greeves	Street	47	Fitzroy	Albert Terrace	259485	Contributory	1877
HO334	Greeves	Street	48	Fitzroy		259695	Individually Significant	1900-1915
HO334	Greeves	Street	49	Fitzroy	Albert Terrace	259490	Contributory	1877
HO334	Greeves	Street	50	Fitzroy		259700	Contributory	1900-1915
HO334	Greeves	Street	51	Fitzroy	Albert Terrace	259495	Contributory	1877
HO334	Greeves	Street	52	Fitzroy		259705	Contributory	1900-1915
HO334	Greeves	Street	53	Fitzroy	Albert Terrace	259500	Contributory	1877
HO334	Greeves	Street	54	Fitzroy		259710	Contributory	1900-1915
HO334	Greeves	Street	56	Fitzroy		259715	Contributory	1900-1915
HO334	Greeves	Street	59	Fitzroy		259505	Contributory	1870-1910
HO334	Greeves	Street	61	Fitzroy		259510	Contributory	1870-1890
HO334	Greeves	Street	63	Fitzroy		259515	Contributory	1870-1890
HO334	Greeves	Street	65	Fitzroy		259520	Contributory	1870-1890
HO334	Greeves	Street	70	Fitzroy		259725	Not contributory	1970-1980
HO334	Greeves	Street	72	Fitzroy		259730	Contributory	1910-1915
HO334	Greeves	Street	76	Fitzroy		259735	Contributory	1870-1890
HO334	Greeves	Street	81 part (79-81)	Fitzroy	Factory/warehouse	259525	Contributory	1915-1925
HO334	Greeves	Street	83	Fitzroy		259530	Contributory	1870-1890
HO334	Greeves	Street	84	Fitzroy	Flats	259740	Not contributory	1960-1970
HO334	Greeves	Street	85	Fitzroy		259535	Contributory	1870-1890
HO334	Greeves	Street	87	Fitzroy		259540	Contributory	1870-1890
HO334	Greeves	Street	89	Fitzroy		259545	Contributory	1860-1870
HO334	Greeves	Street	90	Fitzroy		259795	Contributory	1860-1870
HO334	Greeves	Street	91	Fitzroy		259550	Contributory	1860-1870

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Greeves	Street	92	Fitzroy		259800	Individually Significant	1860-1870
HO334	Greeves	Street	94	Fitzroy		259805	Individually Significant	1860-1870
HO334	Greeves	Street	97	Fitzroy		259555	Individually Significant	1860-1870
HO334	Greeves	Street	101	Fitzroy		259560	Individually Significant	1860-1870
HO334	Greeves	Street	105	Fitzroy		259565	Contributory	1900-1915
HO334	Greeves	Street	106A	Fitzroy		293680	Contributory	1870-1890
HO334	Greeves	Street	106B	Fitzroy		259550	Not contributory	1970-1980
HO334	Greeves	Street	107	Fitzroy		259570	Contributory	1900-1915
HO334	Greeves	Street	108	Fitzroy		259815	Contributory	1880-1890
HO334	Greeves	Street	109	Fitzroy	Henui	259575	Contributory	1880-1890
HO334	Greeves	Street	110	Fitzroy	Essex House	259820	Contributory	1870
HO334	Greeves	Street	111	Fitzroy	Kaiapoi	259580	Contributory	1880-1890
HO334	Greeves	Street	112	Fitzroy		259825	Contributory	1870-1890
HO334	Greeves	Street	113	Fitzroy	Truru	259585	Contributory	1880-1890
HO334	Greeves	Street	114	Fitzroy		259830	Contributory	1860-1880
HO334	Greeves	Street	115	Fitzroy	Claremont	259580	Contributory	1880-1890
HO334	Greeves	Street	118	Fitzroy	Collingwood & Fitzroy United Friendly Societies Dispensary	1	Individually Significant	1870-1890
HO334	Greeves	Street	126	Fitzroy		259835	Individually Significant	1860-1870
HO334	Greeves	Street	127	Fitzroy		259595	Contributory	1870-1890
HO334	Greeves	Street	128	Fitzroy		259840	Contributory	1860-1870
HO334	Greeves	Street	129	Fitzroy	Kent Equipment, Factory/warehouse	259600	Contributory	1915-1925
HO334	Greeves	Street	130	Fitzroy		259845	Individually Significant	1860-1870
HO334	Greeves	Street	132	Fitzroy		259850	Contributory	1860-1870
HO334	Greeves	Street	135	Fitzroy		259605	Contributory	1870-1890
HO334	Greeves	Street	137	Fitzroy	Shop & residence	259610	Contributory	1900-1915
HO334	Greeves	Street	139	Fitzroy	Shop & residence	259610	Contributory	1900-1915
HO334	Greeves	Street	141	Fitzroy	Shop & residence	259610	Contributory	1900-1915
HO334	Hanover	Street	3-25	Fitzroy	Flats	259855	Not contributory	1970-1980
HO334	Hanover	Street	18	Fitzroy	Flats	309800	Not contributory	1990-2000
HO334	Hanover	Street	20	Fitzroy	Flats	260255	Not contributory	1950-1960
HO334	Hanover	Street	22	Fitzroy	Flats	260260	Not contributory	1950-1960
HO334	Hanover	Street	24	Fitzroy	Flats	260265	Not contributory	1950-1960
HO334	Hanover	Street	26	Fitzroy	Flats	260270	Not contributory	1950-1960
HO334	Hanover	Street	27	Fitzroy	Flats	260035	Not contributory	1960-1970
HO334	Hanover	Street	28	Fitzroy	Flats	260275	Not contributory	1950-1960
HO334	Hanover	Street	30	Fitzroy	Flats	260280	Not contributory	1950-1960
HO334	Hanover	Street	32	Fitzroy	Flats	260285	Not contributory	1950-1960
HO334	Hanover	Street	34	Fitzroy	Flats	260290	Not contributory	1950-1960
HO334	Hanover	Street	35-39	Fitzroy	Edward Wills House	260090	Victorian Heritage Register	1854
HO334	Hanover	Street	36	Fitzroy		260295	Individually Significant	1870-1890
HO334	Hanover	Street	38	Fitzroy		260300	Individually Significant	1870-1890
HO334	Hanover	Street	40	Fitzroy	Flats	260305	Not contributory	1950-1960
HO334	Hanover	Street	41	Fitzroy	Flats	260095	Not contributory	1960-1970
HO334	Hanover	Street	47	Fitzroy	Flats	260090	Not contributory	1960-1970
HO334	Hanover	Street	59	Fitzroy		260215	Contributory	1880-1890
HO334	Hanover	Street	60-66	Fitzroy	offices	260335	Not contributory	1990-2000
HO334	Hanover	Street	63	Fitzroy		260220	Individually Significant	1870-1890
HO334	Hanover	Street	65	Fitzroy		260225	Individually Significant	1900-1915

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HO334	Hanover	Street	67	Fitzroy		260230	Contributory	1900-1915
HO334	Hanover	Street	68-70	Fitzroy	offices	260340	Not contributory	1990-2000
HO334	Hanover	Street	69	Fitzroy		260235	Contributory	1860-1870
HO334	Hanover	Street	71	Fitzroy		260240	Contributory	1860-1870
HO334	Hargreaves	Street	1-5	Fitzroy	Factory/warehouse	311040	Individually Significant	1918
HO334	Hargreaves	Street	6	Fitzroy	Factory/warehouse	260345	Contributory	1915-1925
HO334	Hargreaves	Street	7A-7B	Fitzroy	Offices?	260350	Not contributory	1990-2000
HO334	Hargreaves	Street	8	Fitzroy	Row house	260360	Individually Significant	1850-1860
HO334	Hargreaves	Street	9	Fitzroy	Row house	260365	Individually Significant	1850-1860
HO334	Henry	Street	1	Fitzroy		242720	Contributory	1860-1870
HO334	Henry	Street	3	Fitzroy		242725	Contributory	1860-1870
HO334	Henry	Street	5	Fitzroy		242730	Contributory	1860-1870
HO334	Henry	Street	7	Fitzroy		242735	Contributory	1860-1870
HO334	Henry	Street	9	Fitzroy		242740	Contributory	1860-1870
HO334	Henry	Street	11	Fitzroy		242745	Contributory	1860-1870
HO334	Henry	Street	13	Fitzroy		242750	Contributory	1870-1880
HO334	Henry	Street	15	Fitzroy		242755	Contributory	1870-1880
HO334	Henry	Street	17	Fitzroy		242760	Contributory	1870-1880
HO334	Henry	Street	19	Fitzroy		242765	Contributory	1870-1880
HO334	Hertford	Street	3	Fitzroy		260370	Not contributory	1850-1890
HO334	Highett	Place	1	Fitzroy		293415	Individually Significant	1870-1880
HO334	Highett	Place	1A	Fitzroy	Factory/warehouse	260375	Contributory	1915-1925
HO334	Highett	Place	2	Fitzroy		260380	Not contributory	1950-1970
HO334	Highett	Place	3	Fitzroy		293420	Individually Significant	1870-1880
HO334	Highett	Place	4	Fitzroy	Townhouse	260385	Not contributory	1990-200
HO334	Highett	Place	6	Fitzroy	Townhouse	260395	Not contributory	1990-2000
HO334	Hodgson	Street	3	Fitzroy	Factory/warehouse	259245	Contributory	1890-1910
HO334	Hodgson	Street	7	Fitzroy	Land	355870	Unknown	Unknown
HO334	Hodgson	Street	23	Fitzroy		260405	Individually Significant	1860-1870
HO334	Hodgson	Street	25	Fitzroy	Hodgson House	260410	Individually Significant	1860-1870
HO334	Hodgson	Street	26	Fitzroy	Ackmans Factory/warehouse, residence	260415	Individually Significant	1900-1915
HO334	Hodgson	Street	32	Fitzroy	Land	351470	Unknown	Unknown
HO334	James	Street	1	Fitzroy	Apartments	302560	Individually Significant	1870-1890
HO334	James	Street	2	Fitzroy		260435	Contributory	1870-1890
HO334	James	Street	3	Fitzroy		260420	Not contributory	1850-1890
HO334	James	Street	4	Fitzroy		260440	Contributory	1870-1890
HO334	James	Street	5	Fitzroy	Townhouse	260425	Not contributory	1980-1990
HO334	James	Street	6	Fitzroy		260445	Contributory	1870-1890
HO334	James	Street	8	Fitzroy		260450	Contributory	1870-1890
HO334	James	Street	10	Fitzroy		260455	Contributory	1870-1890
HO334	James	Street	11	Fitzroy		260430	Contributory	1870-1890
HO334	John	Street	1-9	Fitzroy	Factory/warehouse, former	279765	Not contributory	1940-1960
HO334	John	Street	2	Fitzroy		260465	Contributory	1860-1880
HO334	John	Street	4	Fitzroy		260470	Contributory	1860-1880
HO334	John	Street	6	Fitzroy		260475	Contributory	1860-1880
HO334	John	Street	8	Fitzroy		260480	Contributory	1860-1880
HO334	John	Street	10	Fitzroy		260485	Contributory	1860-1880
HO334	John	Street	11-15	Fitzroy	Factory/warehouse	262165	Individually Significant	1880-1900

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HO334	John	Street	12-14	Fitzroy		260490	Not contributory	1970-1980
HO334	John	Street	18	Fitzroy		260495	Contributory	1860-1870
HO334	John	Street	20-22	Fitzroy	Vacant land	260500	Not contributory	Unknown
HO334	John	Street	21-23	Fitzroy	EARLY CHILDHOOD CO-OP	260495	Not contributory	1970-1980
HO334	John	Street	24	Fitzroy	Townhouse	335380	Contributory	1900-1990?
HO334	John	Street	27 (part)	Fitzroy	State School 111 complex, former	280155	Victorian Heritage Register	1860-1880
HO334	John	Street	31 (part)	Fitzroy	State School 111 complex, part, former	280150	Victorian Heritage Register	1860-1880
HO334	Johnston	Street	14	Fitzroy	Warehouse	260505	Not contributory	1960-1970
HO334	Johnston	Street	15	Fitzroy	Shop & residence	243275	Contributory	1870-1890
HO334	Johnston	Street	18-22	Fitzroy	Motor garage	260510	Contributory	1920-1935
HO334	Johnston	Street	19	Fitzroy		243285	Contributory	1870-1890
HO334	Johnston	Street	21	Fitzroy		243290	Contributory	1870-1890
HO334	Johnston	Street	23-25	Fitzroy		243295	Contributory	1870-1890
HO334	Johnston	Street	24-26	Fitzroy	Warehouse	260515	Not contributory	1950-1960
HO334	Johnston	Street	25	Fitzroy	Shop & residence	120675	Contributory	1870-1890
HO334	Johnston	Street	28-30	Fitzroy	Shop	260520	Not contributory	1960-1970?
HO334	Johnston	Street	30	Fitzroy	Shop	260520	Not contributory	1960-1970?
HO334	Johnston	Street	32	Fitzroy	Shop & residence	260525	Contributory	1900-1915
HO334	Johnston	Street	34	Fitzroy	Shop & residence	260530	Contributory	1900-1915
HO334	Johnston	Street	36	Fitzroy	Shop & residence	260535	Contributory	1870-1890
HO334	Johnston	Street	38	Fitzroy	Shop & residence	260540	Contributory	1880-1890
HO334	Johnston	Street	40	Fitzroy	Shop & residence	260555	Individually Significant	1880-1890
HO334	Johnston	Street	41-43	Fitzroy	Gymnasium	243300	Not contributory	1970-1980
HO334	Johnston	Street	42	Fitzroy	Shop & residence	260560	Individually Significant	1880-1890
HO334	Johnston	Street	44	Fitzroy	Shop & residence	260565	Contributory	1880-1890
HO334	Johnston	Street	46	Fitzroy	Shop & residence	260560	Contributory	1880-1890
HO334	Johnston	Street	48	Fitzroy	Shop	260595	Not contributory	1960-1990
HO334	Johnston	Street	51-55	Fitzroy	Factory/warehouse	243305	Not contributory	1970-1980
HO334	Johnston	Street	52	Fitzroy	Kinnard's Buildings, Shop & residence	260575	Individually Significant	1891
HO334	Johnston	Street	54	Fitzroy	Kinnard's Buildings, Shop & residence	260585	Individually Significant	1891
HO334	Johnston	Street	56	Fitzroy	Kinnard's Buildings, Shop & residence	260595	Individually Significant	1891
HO334	Johnston	Street	57	Fitzroy	Factory/warehouse	243315	Contributory	1915-1925
HO334	Johnston	Street	58	Fitzroy	Kinnard's Buildings, Shop & residence	260600	Individually Significant	1891
HO334	Johnston	Street	60	Fitzroy	Kinnard's Buildings, Shop & residence	260605	Individually Significant	1891
HO334	Johnston	Street	62-70	Fitzroy	Offices	260605	Not contributory	1990-2000
HO334	Johnston	Street	63	Fitzroy	Shop & residence	243325	Contributory	1870-1890
HO334	Johnston	Street	65	Fitzroy	Shop & residence	243330	Contributory	1870-1890
HO334	Johnston	Street	67	Fitzroy	Shop	243335	Not contributory	1970-1980
HO334	Johnston	Street	72	Fitzroy	shop/offices	260615	Not contributory	1990-2000?
HO334	Johnston	Street	74	Fitzroy	Shop & residence	121230	Contributory	1907
HO334	Johnston	Street	76 part (74-76)	Fitzroy	Shop & residence	260620	Contributory	1907
HO334	Johnston	Street	78	Fitzroy	Shop & residence	260630	Contributory	1907
HO334	Johnston	Street	80	Fitzroy	Shop & residence	260635	Contributory	1907
HO334	Johnston	Street	81	Fitzroy	Shop	243340	Not contributory	1960-1970
HO334	Johnston	Street	82	Fitzroy	Shop & residence	260640	Contributory	1907
HO334	Johnston	Street	83	Fitzroy	Shop & residence	243345	Contributory	1870-1890
HO334	Johnston	Street	84-110	Fitzroy	Shops, warehouses, offices	260655	Not contributory	1980-1990
HO334	Johnston	Street	85	Fitzroy	Lazar's Charcoal Grill	243350	Not contributory	1970-1980

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Johnston	Street	87	Fitzroy	Lazar's Charcoal Grill	243355	Not contributory	1970-1980
HO334	Johnston	Street	89	Fitzroy	Lazar's Charcoal Grill carpark	120755	Not contributory	Unknown
HO334	Johnston	Street	91	Fitzroy	Lazar's Charcoal Grill carpark	243360	Not contributory	Unknown
HO334	Johnston	Street	95-101	Fitzroy	Melbourne Tramways & Omnibus Company engine house	120770	Individually Significant	1887
HO334	Johnston	Street	120	Fitzroy	Dr Peacock's surgery & residence	260680	Individually Significant	1880-1900
HO334	Johnston	Street	121	Fitzroy	Shop/offices	243375	Not contributory	1930-1940
HO334	Johnston	Street	122	Fitzroy	Shop & residence?	260695	Contributory	1900-1915
HO334	Johnston	Street	124	Fitzroy	Factory/warehouse, former?	260705	Not contributory	1930-1950?
HO334	Johnston	Street	125-129	Fitzroy	Factory	243380	Not contributory	Unknown
HO334	Johnston	Street	128	Fitzroy		260710	Contributory	1870-1890
HO334	Johnston	Street	130	Fitzroy		260715	Contributory	1870-1890
HO334	Johnston	Street	131-135	Fitzroy	Factory/warehouse	243385	Not contributory	1900-1915
HO334	Johnston	Street	132	Fitzroy		260720	Contributory	1870-1890
HO334	Johnston	Street	134	Fitzroy		260725	Contributory	1870-1890
HO334	Johnston	Street	136	Fitzroy	Factory/warehouse	260730	Not contributory	1970-1980
HO334	Johnston	Street	140-144	Fitzroy	Factory/warehouse	260735	Not contributory	1950-1960
HO334	Johnston	Street	141	Fitzroy	Factory/warehouse, former?	243400	Not contributory	1890-1900?
HO334	Johnston	Street	143-153	Fitzroy	B.P. Service Station	243400	Not contributory	1990-2000
HO334	Johnston	Street	146	Fitzroy		260740	Contributory	1870-1890
HO334	Johnston	Street	148	Fitzroy		1	Contributory	1870-1890
HO334	Johnston	Street	150	Fitzroy		260745	Contributory	1870-1890
HO334	Johnston	Street	152	Fitzroy		260750	Contributory	1870-1890
HO334	Johnston	Street	154	Fitzroy	Shop & residence	260755	Contributory	1870-1890
HO334	Johnston	Street	155	Fitzroy	Factory/warehouse	243405	Not contributory	1950-1970
HO334	Johnston	Street	159	Fitzroy	Factory/warehouse	243410	Not contributory	Unknown
HO334	Johnston	Street	160	Fitzroy	Factory/warehouse	260760	Not contributory	1960-1970
HO334	Johnston	Street	163	Fitzroy	Factory/warehouse	243415	Not contributory	Unknown
HO334	Johnston	Street	165	Fitzroy	Shop	243420	Not contributory	1970-1980?
HO334	Johnston	Street	166 part (160-166)	Fitzroy	Town Hall Hotel	260760	Individually Significant	1860-1930
HO334	Johnston	Street	175-179	Fitzroy	Factory/warehouse	243425	Not contributory	1960-1970
HO334	Johnston	Street	176	Fitzroy	Shop & residence, former?	260770	Contributory	1850-1860
HO334	Johnston	Street	178-184	Fitzroy	warehouse/showroom	260775	Not contributory	1980-1990
HO334	Johnston	Street	182	Fitzroy	warehouse/showroom	307970	Not contributory	1935-1990
HO334	Johnston	Street	187-191	Fitzroy	warehouse/showroom/offices	243430	Not contributory	1990-2000
HO334	Johnston	Street	188	Fitzroy		260780	Contributory	1870-1890
HO334	Johnston	Street	190	Fitzroy		260785	Contributory	1870-1890
HO334	Johnston	Street	192	Fitzroy		260790	Contributory	1870-1890
HO334	Johnston	Street	194	Fitzroy		260795	Contributory	1870-1890
HO334	Johnston	Street	196	Fitzroy		260800	Contributory	1870-1890
HO334	Johnston	Street	198	Fitzroy		260805	Contributory	1870-1890
HO334	Johnston	Street	200	Fitzroy		260810	Contributory	1870-1890
HO334	Johnston	Street	202-204	Fitzroy	Rochester Castle Hotel	260815	Individually Significant	1870-1890
HO334	Johnston	Street	205-211	Fitzroy	Factory/warehouse/offices	285910	Not contributory	Unknown
HO334	Johnston	Street	206-208	Fitzroy	Service Station	260820	Not contributory	1950-1960
HO334	Johnston	Street	218	Fitzroy	Offices/Showroom	260825	Not contributory	2000-2010
HO334	Johnston	Street	219	Fitzroy	Offices/Showroom	243465	Not contributory	2004
HO334	Johnston	Street	223	Fitzroy	Offices/Showroom	243470	Not contributory	1970-1980
HO334	Johnston	Street	226-222A	Fitzroy	Factory/warehouse	260830	Not contributory	1920-1935

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Johnston	Street	231	Fitzroy	Factory/warehouse	1	Not contributory	1925-1940
HO334	Johnston	Street	234	Fitzroy	Shop & residence	260840	Contributory	1870-1890
HO334	Johnston	Street	236	Fitzroy	Shop & residence	260845	Contributory	1870-1890
HO334	Johnston	Street	238	Fitzroy	Shop & residence	260850	Contributory	1870-1890
HO334	Johnston	Street	239-247	Fitzroy		243475	Unknown	1870-1930?
HO334	Johnston	Street	240-242	Fitzroy	Shop	260855	Not contributory	1960-1970
HO334	Johnston	Street	246	Fitzroy	Shop & residence	260865	Contributory	1870-1890
HO334	Johnston	Street	247A	Fitzroy	Theatre interior, former	243475	Contributory	1915-1925?
HO334	Johnston	Street	248	Fitzroy	Shop & residence	260870	Contributory	1870-1890
HO334	Johnston	Street	249	Fitzroy	Savings Bank, part former	1	Individually Significant	1880-2000
HO334	Johnston	Street	250	Fitzroy	Shop & residence	260880	Contributory	1870-1890
HO334	Johnston	Street	252	Fitzroy	Shop & residence	260885	Contributory	1870-1890
HO334	Johnston	Street	254	Fitzroy	Shop & residence	260890	Contributory	1870-1890
HO334	Johnston	Street	256	Fitzroy	Shop & residence	260895	Contributory	1870-1890
HO334	Johnston	Street	258	Fitzroy	Shop & residence	260900	Contributory	1870-1890
HO334	Johnston	Street	260	Fitzroy	Shop & residence	260910	Contributory	1870-1890
HO334	Johnston	Street	262	Fitzroy	Shop & residence	260915	Contributory	1900-1915
HO334	Johnston	Street	264	Fitzroy	Shop & residence	260920	Contributory	1900-1915
HO334	Kent	Street	7	Fitzroy	Townhouse	269320	Not contributory	1990-2000
HO334	Kent	Street	9	Fitzroy	Cordial factory, part	269325	Individually Significant	1870-1890
HO334	Kent	Street	11	Fitzroy	Cordial factory, part, residence?	260925	Individually Significant	1870-1890
HO334	Kerr	Street	2	Fitzroy	Gumleaf Papers Pty. Ltd.Factory	243785	Individually Significant	1939
HO334	Kerr	Street	15-19	Fitzroy	Factory/warehouse	243485	Contributory	1900-1915
HO334	Kerr	Street	16-20	Fitzroy	Factory/warehouse	243785	Not contributory	1930-1950
HO334	Kerr	Street	17	Fitzroy	Factory/warehouse	243485	Contributory	1900-1915
HO334	Kerr	Street	23	Fitzroy	Factory/warehouse/offices	243490	Not contributory	1930-1940
HO334	Kerr	Street	24	Fitzroy		243790	Contributory	1900-1915
HO334	Kerr	Street	25	Fitzroy		243500	Contributory	1870-1890
HO334	Kerr	Street	26	Fitzroy		243795	Contributory	1900-1915
HO334	Kerr	Street	27	Fitzroy		269355	Contributory	1870-1890
HO334	Kerr	Street	29	Fitzroy		243505	Contributory	1870-1880
HO334	Kerr	Street	30	Fitzroy	Factory/warehouse	243800	Not contributory	Unknown
HO334	Kerr	Street	31	Fitzroy		243510	Individually Significant	1870-1890
HO334	Kerr	Street	32-34	Fitzroy	Factory/warehouse	243805	Not contributory	Unknown
HO334	Kerr	Street	35-33	Fitzroy		243515	Contributory	1870-1890
HO334	Kerr	Street	37-39	Fitzroy	Factory/warehouse	243520	Not contributory	Unknown
HO334	Kerr	Street	38 part (36-38)	Fitzroy	Factory/warehouse	243810	Not contributory	1950-1960
HO334	Kerr	Street	42	Fitzroy		243815	Contributory	1870-1900
HO334	Kerr	Street	44	Fitzroy		243820	Contributory	1870-1890
HO334	Kerr	Street	46	Fitzroy		243825	Not contributory	1870-1890
HO334	Kerr	Street	48	Fitzroy		243830	Contributory	1900-1915
HO334	Kerr	Street	51	Fitzroy		243530	Individually Significant	1860-1870
HO334	Kerr	Street	53	Fitzroy		243535	Individually Significant	1860-1870
HO334	Kerr	Street	54	Fitzroy		243840	Contributory	1870-1880
HO334	Kerr	Street	55	Fitzroy		243540	Contributory	1880-1890
HO334	Kerr	Street	56	Fitzroy		243845	Contributory	1870-1880
HO334	Kerr	Street	57	Fitzroy		243545	Contributory	1880-1890
HO334	Kerr	Street	58	Fitzroy		243850	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Kerr	Street	59	Fitzroy		243550	Contributory	1880-1890
HO334	Kerr	Street	61	Fitzroy		243555	Contributory	1880-1890
HO334	Kerr	Street	62	Fitzroy		243855	Contributory	1870-1890
HO334	Kerr	Street	63	Fitzroy		243560	Contributory	1880-1890
HO334	Kerr	Street	64	Fitzroy	West of England Hotel	1	Individually Significant	1860-1870
HO334	Kerr	Street	65	Fitzroy		243565	Contributory	1860-1890
HO334	Kerr	Street	67	Fitzroy	Shop & residence	243570	Contributory	1860-1870
HO334	Kerr	Street	70-74	Fitzroy	Factory/warehouse	243860	Not contributory	1960-1970
HO334	Kerr	Street	71	Fitzroy	Shop & residence	243575	Contributory	1870-1890
HO334	Kerr	Street	73	Fitzroy		243580	Contributory	1870-1890
HO334	Kerr	Street	75	Fitzroy		243585	Contributory	1870-1890
HO334	Kerr	Street	76	Fitzroy		238105	Contributory	1870-1890
HO334	Kerr	Street	77	Fitzroy		243590	Contributory	1870-1890
HO334	Kerr	Street	78	Fitzroy		238105	Contributory	1870-1890
HO334	Kerr	Street	79	Fitzroy		243595	Contributory	1860-1870
HO334	Kerr	Street	80	Fitzroy		238105	Contributory	1870-1890
HO334	Kerr	Street	81	Fitzroy		243600	Contributory	1870-1890
HO334	Kerr	Street	82	Fitzroy		243880	Contributory	1880-1890
HO334	Kerr	Street	84	Fitzroy		243885	Contributory	1880-1890
HO334	Kerr	Street	85	Fitzroy		243605	Contributory	1870-1890
HO334	Kerr	Street	87	Fitzroy		243610	Contributory	1870-1890
HO334	Kerr	Street	88-90	Fitzroy	Factory/warehouse	238105	Not contributory	1960-1970
HO334	Kerr	Street	89	Fitzroy		243615	Contributory	1870-1890
HO334	Kerr	Street	91	Fitzroy		243620	Contributory	1870-1890
HO334	Kerr	Street	101	Fitzroy		243625	Contributory	1870-1890
HO334	Kerr	Street	102	Fitzroy		243895	Individually Significant	1870-1890
HO334	Kerr	Street	103	Fitzroy		243630	Contributory	1870-1890
HO334	Kerr	Street	105	Fitzroy		243635	Contributory	1870-1890
HO334	Kerr	Street	106	Fitzroy		243900	Contributory	1880-1890
HO334	Kerr	Street	107-109	Fitzroy		243640	Contributory	1880-1890
HO334	Kerr	Street	108	Fitzroy		243905	Contributory	1870-1890
HO334	Kerr	Street	110	Fitzroy		243910	Individually Significant	1860-1870
HO334	Kerr	Street	112	Fitzroy		243915	Individually Significant	1860-1870
HO334	Kerr	Street	114	Fitzroy		243920	Contributory	1870-1890
HO334	Kerr	Street	116	Fitzroy		243925	Contributory	1900-1915
HO334	Kerr	Street	117	Fitzroy	Flats	243645	Not contributory	1960-1970
HO334	Kerr	Street	118	Fitzroy		243930	Contributory	1900-1915
HO334	Kerr	Street	120	Fitzroy		243935	Contributory	1900-1915
HO334	Kerr	Street	121	Fitzroy		243705	Contributory	1870-1890
HO334	Kerr	Street	122	Fitzroy		243940	Contributory	1900-1915
HO334	Kerr	Street	123	Fitzroy		243710	Contributory	1870-1890
HO334	Kerr	Street	125	Fitzroy		243715	Contributory	1870-1890
HO334	Kerr	Street	127-129	Fitzroy	Townhouses	269210	Not contributory	1980-1990
HO334	Kerr	Street	130	Fitzroy	Factory/warehouse	243945	Not contributory	1970-1980
HO334	Kerr	Street	131	Fitzroy		243720	Contributory	1870-1890
HO334	Kerr	Street	133	Fitzroy		243725	Contributory	1900-1915
HO334	Kerr	Street	135	Fitzroy		243730	Contributory	1900-1915
HO334	Kerr	Street	137-139	Fitzroy	Apartments?	275500	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Kerr	Street	141	Fitzroy		275510	Contributory	1900-1915
HO334	Kerr	Street	143	Fitzroy	Townhouses	275515	Not contributory	1990-2000
HO334	Kerr	Street	145	Fitzroy	Townhouses	275520	Not contributory	1990-2000
HO334	Kerr	Street	147	Fitzroy	Townhouses	275525	Not contributory	1990-2000
HO334	Kerr	Street	149	Fitzroy	Townhouses	275530	Not contributory	1990-2000
HO334	Kerr	Street	155	Fitzroy	Factory/warehouse, now townhouses	243405	Not contributory	1940-1950
HO334	Kerr	Street	162	Fitzroy	Townhouses	296325	Not contributory	1990-2000
HO334	Kerr	Street	164	Fitzroy	Townhouses	301100	Not contributory	1990-2000
HO334	Kerr	Street	164A	Fitzroy	Townhouses	301120	Not contributory	1990-2000
HO334	Kerr	Street	164B	Fitzroy	Townhouses	301130	Not contributory	1990-2000
HO334	Kerr	Street	164C	Fitzroy	Townhouses	301110	Not contributory	1990-2000
HO334	Kerr	Street	166-168	Fitzroy	Factory/warehouse	243960	Not contributory	1950-1960
HO334	Kerr	Street	170-174	Fitzroy	Townhouses	243965	Not contributory	1990-2000
HO334	Kerr	Street	176	Fitzroy	Townhouses	294780	Not contributory	1990-2000
HO334	Kerr	Street	178	Fitzroy	Townhouses	294775	Not contributory	1990-2000
HO334	Kerr	Street	180	Fitzroy	Townhouses	294770	Not contributory	1990-2000
HO334	Kerr	Street	183A	Fitzroy	MacRobertsons Factory former, now apartments	243755	Contributory	1900-2000
HO334	Kerr	Street	183B	Fitzroy	MacRobertsons Factory former, now apartments	1	Contributory	1900-2000
HO334	Kerr	Street	187	Fitzroy		243765	Contributory	1870-1890
HO334	Kerr	Street	189	Fitzroy		243770	Contributory	1870-1890
HO334	Kerr	Street	190-196	Fitzroy	Factory/warehouse	243970	Not contributory	Unknown
HO334	Kerr	Street	198	Fitzroy		243975	Contributory	1870-1890
HO334	Kerr	Street	200	Fitzroy		243980	Contributory	1870-1890
HO334	Kerr	Street	208-234	Fitzroy	MacRobertsons factory/warehouse complex, part (now apartments)	243985	Individually Significant	1890-1910
HO334	Kerr	Street	221	Fitzroy	MacRobertsons factory/warehouse complex? part (now apartments)	243775	Individually Significant	1900-1915
HO334	King William	Street	2-32	Fitzroy	Flats	1002420	Not contributory	1960-1970
HO334	King William	Street	3	Fitzroy		260930	Contributory	1870-1890
HO334	King William	Street	5	Fitzroy		260935	Contributory	1870-1890
HO334	King William	Street	7	Fitzroy		260940	Contributory	1860-1880
HO334	King William	Street	9	Fitzroy		260945	Individually Significant	1860-1880
HO334	King William	Street	11	Fitzroy		260950	Individually Significant	1860-1880
HO334	King William	Street	13	Fitzroy		260955	Individually Significant	1860-1880
HO334	King William	Street	15	Fitzroy		260960	Individually Significant	1860-1880
HO334	King William	Street	17	Fitzroy		260965	Individually Significant	1860-1880
HO334	King William	Street	19	Fitzroy		260970	Individually Significant	1860-1880
HO334	King William	Street	21	Fitzroy		260975	Individually Significant	1860-1880
HO334	King William	Street	23	Fitzroy		260980	Contributory	1860-1880
HO334	King William	Street	25	Fitzroy		260985	Not contributory	Unknown
HO334	King William	Street	27	Fitzroy		260990	Contributory	1860-1880
HO334	King William	Street	29	Fitzroy	Flats	260995	Not contributory	1970-1980
HO334	King William	Street	32-2	Fitzroy	Flats	261165	Not contributory	1970-1980
HO334	King William	Street	35	Fitzroy		261070	Contributory	1900-1915
HO334	King William	Street	37	Fitzroy		261075	Contributory	1900-1915
HO334	King William	Street	40	Fitzroy	Flats	261375	Not contributory	1970-1980
HO334	King William	Street	45	Fitzroy		261080	Contributory	1900-1915
HO334	King William	Street	47	Fitzroy		261085	Contributory	1860-1880
HO334	King William	Street	49	Fitzroy		261090	Contributory	1860-1880
HO334	King William	Street	50	Fitzroy	Flats	261375	Not contributory	1970-1980

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	King William	Street	51	Fitzroy		261095	Not contributory	1985-1990
HO334	King William	Street	55	Fitzroy	Playground	261100	Not contributory	Unknown
HO334	King William	Street	63	Fitzroy		261105	Individually Significant	1860-1880
HO334	King William	Street	65	Fitzroy		261110	Individually Significant	1860-1880
HO334	King William	Street	66	Fitzroy	Katamatite Terrace	261540	Contributory	1870-1890
HO334	King William	Street	67	Fitzroy		261115	Individually Significant	1860-1880
HO334	King William	Street	68	Fitzroy	Katamatite Terrace	261545	Contributory	1860-1880
HO334	King William	Street	69	Fitzroy	Hope House	261120	Contributory	1870-1890
HO334	King William	Street	70	Fitzroy	Katamatite Terrace	261550	Contributory	1870-1890
HO334	King William	Street	71	Fitzroy	Dove House	261125	Contributory	1870-1890
HO334	King William	Street	72	Fitzroy	Katamatite Terrace	261555	Contributory	1870-1890
HO334	King William	Street	73	Fitzroy	Anchor House	261130	Contributory	1870-1890
HO334	King William	Street	74	Fitzroy	Katamatite Terrace	261560	Contributory	1870-1890
HO334	King William	Street	75	Fitzroy	Mountjoy House	261135	Contributory	1870-1890
HO334	King William	Street	76-78	Fitzroy	Vacant land?	261565	Not contributory	Unknown
HO334	King William	Street	77	Fitzroy	Fitzroy House	261140	Contributory	1870-1890
HO334	King William	Street	79	Fitzroy	Grattan House	261145	Contributory	1870-1890
HO334	King William	Street	80	Fitzroy		261570	Individually Significant	1880-1890
HO334	King William	Street	81-87	Fitzroy	Factory/warehouse	314030	Contributory	1900-1915?
HO334	King William	Street	82	Fitzroy		261575	Individually Significant	1880-1890
HO334	King William	Street	84	Fitzroy	Factory/warehouse	343460	Not contributory	1950-1960
HO334	King William	Street	97-107	Fitzroy	All Saints Iron Hall, also All Saints Parish Hall	261160	Individually Significant	1854
HO334	King William	Street	97-107	Fitzroy	Sacred Heart School	261160	Not contributory	1960-1970
HO334	King William	Street	97-107	Fitzroy	All Saints Wesleyan Sunday School	261160	Individually Significant	1865
HO334	Leicester	Street	2	Fitzroy		244600	Not contributory	1950-1960
HO334	Leicester	Street	4	Fitzroy	Townhouse	300335	Not contributory	1980-1990
HO334	Leicester	Street	6	Fitzroy	Townhouse	244605	Not contributory	1980-1990
HO334	Leicester	Street	7	Fitzroy		244410	Not contributory	1950-1960
HO334	Leicester	Street	9	Fitzroy		244415	Not contributory	1980-1990
HO334	Leicester	Street	10	Fitzroy		244610	Contributory	1850-1900
HO334	Leicester	Street	11	Fitzroy		244420	Contributory	1860-1880
HO334	Leicester	Street	12	Fitzroy		244615	Contributory	1850-1900
HO334	Leicester	Street	13	Fitzroy		244425	Contributory	1860-1880
HO334	Leicester	Street	15	Fitzroy		244430	Contributory	1880-1890
HO334	Leicester	Street	16	Fitzroy		244620	Individually Significant	1850-1860
HO334	Leicester	Street	17	Fitzroy		244435	Contributory	1880-1890
HO334	Leicester	Street	18	Fitzroy	Garryowen Park	1	Not contributory	Unknown
HO334	Leicester	Street	19	Fitzroy		244440	Not contributory	1980-1990
HO334	Leicester	Street	21	Fitzroy		244445	Not contributory	1980-1990
HO334	Leicester	Street	23	Fitzroy		244450	Not contributory	1980-1990
HO334	Leicester	Street	29	Fitzroy		244455	Not contributory	1980-1990
HO334	Leicester	Street	31	Fitzroy		244460	Not contributory	1980-1990
HO334	Leicester	Street	33	Fitzroy		244465	Contributory	1870-1890
HO334	Leicester	Street	35	Fitzroy		244470	Contributory	1870-1890
HO334	Leicester	Street	36	Fitzroy		244630	Not contributory	1980-1990
HO334	Leicester	Street	38	Fitzroy		244635	Not contributory	1950-1960
HO334	Leicester	Street	39	Fitzroy		244475	Contributory	1880-1890
HO334	Leicester	Street	43	Fitzroy		244480	Contributory	1850-1890

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HO334	Leicester	Street	44	Fitzroy	Willow Cottage	244640	Contributory	1880-1890
HO334	Leicester	Street	45	Fitzroy	WH Veens Terrace	244485	Contributory	1880-1890
HO334	Leicester	Street	46	Fitzroy	Leicester Cottage	244645	Contributory	1880-1890
HO334	Leicester	Street	47	Fitzroy		307830	Not contributory	1990-2000
HO334	Leicester	Street	48	Fitzroy		244650	Not contributory	1990-2000
HO334	Leicester	Street	49	Fitzroy		307840	Not contributory	1990-2000
HO334	Leicester	Street	50	Fitzroy		275885	Not contributory	1990-2000
HO334	Leicester	Street	56	Fitzroy		317320	Not contributory	1990-2000
HO334	Leicester	Street	59	Fitzroy		311360	Not contributory	1990-2000
HO334	Leicester	Street	61-61A	Fitzroy		311450	Not contributory	2002
HO334	Leicester	Street	66	Fitzroy	Factory, later The Melbourne Chess Club	244665	Individually Significant	1864?
HO334	Leicester	Street	69	Fitzroy		244495	Not contributory	1940-1950
HO334	Leicester	Street	70	Fitzroy	Factory/warehouse	1	Individually Significant	1873
HO334	Leicester	Street	71	Fitzroy	David Marshall factory	244500	Contributory	1912
HO334	Leicester	Street	76	Fitzroy		1	Not contributory	1940-1960
HO334	Leicester	Street	78	Fitzroy		1	Not contributory	1940-1960
HO334	Leicester	Street	80	Fitzroy		1	Not contributory	1940-1960
HO334	Leicester	Street	81	Fitzroy	Leicester Arms Hotel	244505	Individually Significant	1872
HO334	Leicester	Street	97	Fitzroy		244510	Not contributory	1980-2000
HO334	Leicester	Street	99	Fitzroy		244515	Not contributory	1980-2000
HO334	Leicester	Street	100	Fitzroy		244670	Contributory	1900-1915
HO334	Leicester	Street	101	Fitzroy		244520	Not contributory	1980-2000
HO334	Leicester	Street	102	Fitzroy		244675	Contributory	1880-1890
HO334	Leicester	Street	103	Fitzroy		244525	Not contributory	1980-2000
HO334	Leicester	Street	104	Fitzroy		244680	Contributory	1880-1890
HO334	Leicester	Street	105	Fitzroy		244530	Not contributory	1980-2000
HO334	Leicester	Street	106	Fitzroy	Factory	269735	Not contributory	Unknown
HO334	Leicester	Street	107	Fitzroy		244535	Not contributory	1980-2000
HO334	Leicester	Street	108	Fitzroy		1	Not contributory	1930-1940
HO334	Leicester	Street	109	Fitzroy		244540	Not contributory	1980-2000
HO334	Leicester	Street	110	Fitzroy	Factory	269740	Not contributory	1930-1940
HO334	Leicester	Street	111	Fitzroy		244545	Not contributory	1980-2000
HO334	Leicester	Street	112	Fitzroy		280105	Not contributory	1990-2000
HO334	Leicester	Street	114	Fitzroy		280110	Not contributory	1990-2000
HO334	Leicester	Street	116	Fitzroy		280115	Not contributory	1990-2000
HO334	Leicester	Street	117	Fitzroy		244550	Not contributory	1990-2000
HO334	Leicester	Street	118	Fitzroy	Factory/warehouse	280020	Individually Significant	1870-1890
HO334	Leicester	Street	120	Fitzroy	Apartments	280025	Not contributory	1990-2000?
HO334	Leicester	Street	122	Fitzroy	Apartments	280030	Not contributory	1990-2000?
HO334	Leicester	Street	124	Fitzroy	Apartments	280035	Not contributory	1990-2000?
HO334	Leicester	Street	125	Fitzroy	Factory/warehouse, converted	319910	Not contributory	1915-1925
HO334	Leicester	Street	131	Fitzroy		244560	Contributory	1870-1890
HO334	Leicester	Street	133	Fitzroy		244565	Contributory	1870-1890
HO334	Leicester	Street	135	Fitzroy		244570	Contributory	1870-1890
HO334	Leicester	Street	137	Fitzroy		244575	Contributory	1870-1890
HO334	Leicester	Street	148	Fitzroy		244685	Contributory	1900-1915
HO334	Leicester	Street	149	Fitzroy		244580	Contributory	1870-1890
HO334	Leicester	Street	150	Fitzroy		244690	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Leicester	Street	151	Fitzroy		244585	Contributory	1870-1890
HO334	Leicester	Street	152	Fitzroy		244695	Contributory	1900-1915
HO334	Leicester	Street	153	Fitzroy		244590	Not contributory	1950-1960
HO334	Leicester	Street	154	Fitzroy		244700	Not contributory	1980-1990
HO334	Leicester	Street	155	Fitzroy	Filtration & Water Softening Ltd Factory/warehouse	292425	Contributory	1930-1940
HO334	Leicester	Street	156	Fitzroy		244705	Not contributory	1980-1990
HO334	Leicester	Street	170	Fitzroy	Mission Hall	242530	Individually Significant	1880-1900
HO334	Little Charles	Street	23	Fitzroy	Factory/warehouse, former	261580	Contributory	1870-1890
HO334	Little Charles	Street	25	Fitzroy	Factory/warehouse, former	261585	Contributory	1870-1890
HO334	Little Charles	Street	40-42	Fitzroy	Townhouses	275540	Not contributory	1990-2000
HO334	Little Charles	Street	42	Fitzroy	Townhouse	275535	Not contributory	1980-2000
HO334	Little Charles	Street	46	Fitzroy	Townhouse	309790	Not contributory	1990-2000
HO334	Little Charles	Street	48-52		Fitzroy	261590	Not contributory	1950-1960
HO334	Little Charles	Street	54	Fitzroy	Factory/warehouse	1	Not contributory	1950-1960
HO334	Little George	Street	1-9	Fitzroy	Vacant land	261595	Not contributory	Unknown
HO334	Little George	Street	25	Fitzroy		1	Unknown	Unknown
HO334	Little George	Street	30	Fitzroy	Johnston's factory/warehouse	1	Not contributory	1930-1950
HO334	Little George	Street	44	Fitzroy	Factory/warehouse	287220	Not contributory	1915-1930
HO334	Little George	Street	59	Fitzroy	Vacant land	1	Not contributory	Unknown
HO334	Little George	Street	61	Fitzroy		261600	Contributory	1915-1925
HO334	Little George	Street	63	Fitzroy		261605	Contributory	1915-1925
HO334	Little George	Street	65	Fitzroy		261610	Contributory	1915-1925
HO334	Little George	Street	66	Fitzroy	Townhouse	286470	Not contributory	1990-2000
HO334	Little George	Street	67-69B	Fitzroy	Factory/warehouse, former	261615	Not contributory	1930-1950
HO334	Little George	Street	68	Fitzroy	Townhouse	286475	Not contributory	1990-2000
HO334	Little George	Street	70	Fitzroy	Factory/warehouse, former	269275	Not contributory	Unknown
HO334	Little George	Street	71	Fitzroy	Vacant land	261625	Not contributory	Unknown
HO334	Little George	Street	73	Fitzroy		261630	Contributory	1870-1890
HO334	Little George	Street	93	Fitzroy	Townhouses	292115	Not contributory	1990-2000
HO334	Little George	Street	95	Fitzroy	Townhouses	292110	Not contributory	1990-2000
HO334	Little Gore	Street	12	Fitzroy	Townhouse	1	Not contributory	1990-2000
HO334	Little Gore	Street	17	Fitzroy	Stable, former?	261640	Contributory	1850-1890
HO334	Little Gore	Street	20	Fitzroy	Stables, former	261645	Individually Significant	1870-1890
HO334	Little Gore	Street	32	Fitzroy	Stables, former	261650	Individually Significant	1870-1890
HO334	Little Gore	Street	46	Fitzroy	House	261655	Contributory	1870-1890
HO334	Little Gore	Street	48	Fitzroy	House	261660	Contributory	1870-1890
HO334	Little Gore	Street	50	Fitzroy	Factory/warehouse	261665	Contributory	1925-1935
HO334	Little Hanover	Street	23	Fitzroy	Townhouse	260300	Not contributory	1980-1990
HO334	Little Napier	Street	20	Fitzroy	Townhouse	1	Not contributory	1990-2000
HO334	Little Napier	Street	34	Fitzroy	Factory/warehouse, yard former?	261710	Not contributory	Unknown
HO334	Little Napier	Street	36-38	Fitzroy	Factory/warehouse	261710	Not contributory	Unknown
HO334	Little Napier	Street	39	Fitzroy	Townhouses	295685	Not contributory	1990-2000
HO334	Little Napier	Street	40	Fitzroy	Factory/warehouse	261715	Not contributory	1930-1940
HO334	Little Napier	Street	41	Fitzroy	Townhouse	295695	Not contributory	1990-2000
HO334	Little Napier	Street	44	Fitzroy	Factory/warehouse	258085	Not contributory	1930-1940
HO334	Little Smith	Street	38	Fitzroy	vacant site	338760	Not contributory	Unknown
HO334	Little Smith	Street	40	Fitzroy	vacant site	338750	Not contributory	Unknown
HO334	Little Smith	Street	47-49	Fitzroy	Factory/warehouse (Alpha Wrought Iron)	261720	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Little Smith	Street	51	Fitzroy	Brooks Building, Factory/warehouse, former	261730	Not contributory	1930-1940
HO334	Little Smith	Street	51A	Fitzroy	Brooks Building, Factory/warehouse , former	261725	Contributory	1915-1925
HO334	Little Smith	Street	53	Fitzroy	Factory/warehouse	287140	Not contributory	1940-1950
HO334	Little Smith	Street	91	Fitzroy	Factory/warehouse	1	Not contributory	1930-1950
HO334	Little Smith	Street	119-121	Fitzroy	Factory/warehouse?	1	Contributory	1870-1890
HO334	Little Smith	Street	135	Fitzroy	Townhouse	261740	Not contributory	1980-1990
HO334	Little Smith	Street	141	Fitzroy	Townhouse	282505	Not contributory	1930-1990
HO334	Little Smith	Street	143	Fitzroy	Townhouse	280365	Not contributory	1930-1990
HO334	Little Victoria	Street	6	Fitzroy	Stable, former	261745	Individually Significant	1870-1880
HO334	Little Victoria	Street	31	Fitzroy	Drill Hall complex, part	291595	Individually Significant	1936
HO334	Little Victoria	Street	33	Fitzroy	Drill Hall complex, part	291600	Individually Significant	1936
HO334	Little Victoria	Street	35	Fitzroy	Drill Hall complex, part	291605	Individually Significant	1936
HO334	Little Victoria	Street	37	Fitzroy	Drill Hall complex, part	291610	Individually Significant	1936
HO334	Little Victoria	Street	39	Fitzroy	Drill Hall complex, part	291615	Individually Significant	1936
HO334	Little Victoria	Street	41	Fitzroy	Drill Hall complex, part	291620	Individually Significant	1936
HO334	Little Victoria	Street	43	Fitzroy	Drill Hall complex, part	291625	Individually Significant	1936
HO334	Mahoney	Street	1	Fitzroy		261750	Contributory	1870-1890
HO334	Mahoney	Street	3	Fitzroy		261755	Contributory	1870-1890
HO334	Mahoney	Street	4	Fitzroy		261815	Individually Significant	1860-1880
HO334	Mahoney	Street	5	Fitzroy		261760	Contributory	1860-1880
HO334	Mahoney	Street	7	Fitzroy		261765	Contributory	1860-1880
HO334	Mahoney	Street	9	Fitzroy		261770	Contributory	1860-1880
HO334	Mahoney	Street	11	Fitzroy		261775	Contributory	1860-1880
HO334	Mahoney	Street	13	Fitzroy		261780	Contributory	1860-1880
HO334	Mahoney	Street	14	Fitzroy		261820	Individually Significant	1860-1880
HO334	Mahoney	Street	15	Fitzroy		261785	Contributory	1870-1890
HO334	Mahoney	Street	17	Fitzroy		261790	Contributory	1870-1890
HO334	Mahoney	Street	19	Fitzroy	Maidstone	261795	Contributory	1870-1890
HO334	Mahoney	Street	21	Fitzroy		261800	Contributory	1870-1890
HO334	Mahoney	Street	22	Fitzroy		261825	Contributory	1870-1890
HO334	Mahoney	Street	23	Fitzroy		261805	Contributory	1870-1890
HO334	Mahoney	Street	24	Fitzroy		261830	Contributory	1870-1890
HO334	Mahoney	Street	25	Fitzroy		261810	Contributory	1880-1890
HO334	Mahoney	Street	26	Fitzroy		261835	Contributory	1870-1890
HO334	Marion	Street	45A	Fitzroy	Electrical substation	320590	Contributory	1915-1925
HO334	Marion	Street	47	Fitzroy	Townhouse	262005	Not contributory	1980-1990
HO334	Marion	Street	49	Fitzroy	Townhouse	262000	Not contributory	1980-1990
HO334	Marion	Street	51	Fitzroy	Townhouse	262010	Not contributory	1980-1990
HO334	Marion	Street	54	Fitzroy	Factory/warehouse	262025	Contributory	1920-1935
HO334	Moor	Street	7	Fitzroy	Delbridge's terrace	262045	Individually Significant	1859-1862
HO334	Moor	Street	9	Fitzroy	Delbridge's terrace	262050	Individually Significant	1859-1862
HO334	Moor	Street	10	Fitzroy	George Terrace	262435	Individually Significant	1889
HO334	Moor	Street	11	Fitzroy	Delbridge's terrace	262055	Individually Significant	1889
HO334	Moor	Street	12	Fitzroy	George Terrace	262440	Individually Significant	1889
HO334	Moor	Street	13	Fitzroy	Bennett's terrace	262060	Contributory	1865
HO334	Moor	Street	14	Fitzroy	George Terrace	262445	Individually Significant	1889
HO334	Moor	Street	15	Fitzroy	Bennett's terrace	262065	Contributory	1865
HO334	Moor	Street	16	Fitzroy	George Terrace	262450	Individually Significant	1889

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Moor	Street	17	Fitzroy		262070	Not contributory	1980-1990?
HO334	Moor	Street	20	Fitzroy	Regent Terrace	262455	Contributory	1867
HO334	Moor	Street	21	Fitzroy		262075	Individually Significant	1850-1860
HO334	Moor	Street	22	Fitzroy	Regent Terrace	262460	Contributory	1867
HO334	Moor	Street	23	Fitzroy		262080	Individually Significant	1850-1860
HO334	Moor	Street	24	Fitzroy	Regent Terrace	262465	Contributory	1867
HO334	Moor	Street	25	Fitzroy		262085	Individually Significant	1850-1860
HO334	Moor	Street	26	Fitzroy	Regent Terrace	262470	Individually Significant	1867
HO334	Moor	Street	27	Fitzroy		262090	Individually Significant	1850-1860
HO334	Moor	Street	28	Fitzroy		262475	Individually Significant	1850-1860
HO334	Moor	Street	29	Fitzroy		262095	Individually Significant	1860-1890
HO334	Moor	Street	30	Fitzroy		262480	Individually Significant	1850-1860
HO334	Moor	Street	31	Fitzroy		262100	Individually Significant	1860-1890
HO334	Moor	Street	32	Fitzroy		262485	Contributory	1850-1860
HO334	Moor	Street	34	Fitzroy	Aalborg House	262490	Individually Significant	1850-1860
HO334	Moor	Street	36	Fitzroy	Aalborg House	262495	Individually Significant	1850-1860
HO334	Moor	Street	40-36	Fitzroy	Flats	262500	Not contributory	1970-1980
HO334	Moor	Street	45	Fitzroy	Units	262105	Not contributory	1970-1980
HO334	Moor	Street	47	Fitzroy	offices/warehouse	279780	Not contributory	1970-1990
HO334	Moor	Street	48	Fitzroy		262575	Contributory	1870-1890
HO334	Moor	Street	50	Fitzroy		262580	Not contributory	1870-1890
HO334	Moor	Street	52	Fitzroy		262585	Contributory	1900-1915
HO334	Moor	Street	54	Fitzroy		262590	Contributory	1860-1880
HO334	Moor	Street	55-59	Fitzroy	Stables, former	335970	Individually Significant	1870-1890
HO334	Moor	Street	56	Fitzroy		262595	Contributory	1860-1880
HO334	Moor	Street	65	Fitzroy		262175	Individually Significant	1870-1880
HO334	Moor	Street	67	Fitzroy		262180	Individually Significant	1870-1880
HO334	Moor	Street	69	Fitzroy		262185	Individually Significant	1870-1880
HO334	Moor	Street	71	Fitzroy		262190	Individually Significant	1870-1880
HO334	Moor	Street	72	Fitzroy	W. G. Apps & Sons Pty Ltd. Undertakers, Funeral Directors and Embalmers, part	255465	Individually Significant	1948 (1888 part)
HO334	Moor	Street	73	Fitzroy		262195	Individually Significant	1870-1880
HO334	Moor	Street	74	Fitzroy	W. G. Apps & Sons Pty Ltd. Undertakers, Funeral Directors and Embalmers, part	255465	Individually Significant	1860-1880
HO334	Moor	Street	76	Fitzroy		262600	Contributory	1870-1890
HO334	Moor	Street	77	Fitzroy		262200	Individually Significant	1850-1860
HO334	Moor	Street	78	Fitzroy		262605	Contributory	1870-1880
HO334	Moor	Street	79	Fitzroy		262205	Contributory	1860-1880
HO334	Moor	Street	80	Fitzroy		262610	Contributory	1870-1890
HO334	Moor	Street	81	Fitzroy		262210	Contributory	1870-1890
HO334	Moor	Street	82	Fitzroy		262615	Contributory	1870-1890
HO334	Moor	Street	83	Fitzroy		262215	Contributory	1870-1890
HO334	Moor	Street	84	Fitzroy		262620	Not contributory	Unknown
HO334	Moor	Street	85	Fitzroy		262220	Contributory	1870-1890
HO334	Moor	Street	87-89	Fitzroy	Car park	262235	Not contributory	Unknown
HO334	Moor	Street	90	Fitzroy	Pittard Engineer & Brassfounder, later Pittard Electroplating	262625	Individually Significant	1924-, 1935-55
HO334	Moor	Street	105-107	Fitzroy	Yard	1	Not contributory	Unknown
HO334	Moor	Street	108-104	Fitzroy	Warehouse	297900	Contributory	1880-1890
HO334	Moor	Street	109	Fitzroy	Factory/warehouse	262240	Not contributory	1915-1925
HO334	Moor	Street	110	Fitzroy	Warehouse	297900	Contributory	1880-1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Moor	Street	111	Fitzroy	Factory/warehouse	262245	Contributory	1915-1925
HO334	Moor	Street	113	Fitzroy	Myrtle Terrace	262250	Individually Significant	1860-1880
HO334	Moor	Street	114	Fitzroy	Apartments	262640	Not contributory	1990-2000
HO334	Moor	Street	115	Fitzroy	Myrtle Terrace	262255	Individually Significant	1860-1880
HO334	Moor	Street	117	Fitzroy	Myrtle Terrace	262260	Individually Significant	1860-1880
HO334	Moor	Street	119	Fitzroy	Myrtle Terrace	262265	Individually Significant	1860-1880
HO334	Moor	Street	121	Fitzroy	Myrtle Terrace	262270	Individually Significant	1860-1880
HO334	Moor	Street	123	Fitzroy	Myrtle Terrace	262275	Individually Significant	1860-1880
HO334	Moor	Street	126	Fitzroy	Civic building	263060	Not contributory	1960-1970
HO334	Moor	Street	127-141	Fitzroy	Flats	262285	Not contributory	1960-1970
HO334	Moor	Street	128	Fitzroy	Fitzroy Library, part Fitzroy Town Hall complex	263060	Victorian Heritage Register	1870-1890
HO334	Moor	Street	163	Fitzroy	Frances Terrace	262325	Individually Significant	1877
HO334	Moor	Street	164	Fitzroy		262655	Contributory	1870-1890
HO334	Moor	Street	165	Fitzroy	Frances Terrace	262330	Individually Significant	1877
HO334	Moor	Street	166	Fitzroy		262660	Contributory	1870-1890
HO334	Moor	Street	167	Fitzroy	Frances Terrace	262335	Individually Significant	1877
HO334	Moor	Street	168	Fitzroy		262665	Contributory	1870-1890
HO334	Moor	Street	169	Fitzroy	Frances Terrace	262340	Individually Significant	1877
HO334	Moor	Street	170	Fitzroy		262670	Contributory	1870-1890
HO334	Moor	Street	171	Fitzroy	Frances Terrace	262345	Individually Significant	1877
HO334	Moor	Street	172	Fitzroy		262675	Contributory	1870-1890
HO334	Moor	Street	173	Fitzroy		262350	Contributory	1915-1925
HO334	Moor	Street	174	Fitzroy		262680	Individually Significant	1900-1915
HO334	Moor	Street	176	Fitzroy		299715	Not contributory	1925-1990
HO334	Moor	Street	178	Fitzroy		299720	Contributory	1900-1915
HO334	Moor	Street	181-187	Fitzroy	St Marks Church of England parish offices	262355	Individually Significant	1915-1925
HO334	Moor	Street	189	Fitzroy		262355	Individually Significant	1850-1860
HO334	Moor	Street	191	Fitzroy		262360	Individually Significant	1850-1860
HO334	Moor	Street	192	Fitzroy		262685	Individually Significant	1850-1870
HO334	Moor	Street	193	Fitzroy		262365	Individually Significant	1850-1860
HO334	Moor	Street	194	Fitzroy		262690	Contributory	1850-1870
HO334	Moor	Street	195	Fitzroy		262370	Individually Significant	1850-1860
HO334	Moor	Street	196	Fitzroy		262695	Contributory	1900-1915
HO334	Moor	Street	197	Fitzroy		262375	Individually Significant	1850-1860
HO334	Moor	Street	198	Fitzroy		262700	Contributory	1870-1890
HO334	Moor	Street	199	Fitzroy		262380	Individually Significant	1850-1860
HO334	Moor	Street	200	Fitzroy		262705	Contributory	1870-1890
HO334	Moor	Street	201	Fitzroy		333200	Not contributory	2000-2010
HO334	Moor	Street	202	Fitzroy		262710	Contributory	1860-1870
HO334	Moor	Street	205	Fitzroy		262390	Contributory	1860-1870
HO334	Moor	Street	207	Fitzroy		262395	Contributory	1860-1870
HO334	Moor	Street	209	Fitzroy	Shop & residence	262400	Individually Significant	1860-1870
HO334	Moor	Street	221	Fitzroy		262405	Contributory	1900-1915
HO334	Moor	Street	222	Fitzroy	Apartments	1	Not contributory	Unknown
HO334	Moor	Street	223	Fitzroy	Glenlouse Terrace	262410	Contributory	1870-1890
HO334	Moor	Street	224	Fitzroy		262715	Contributory	1870-1890
HO334	Moor	Street	225	Fitzroy	Glenlouse Terrace	262415	Contributory	1870-1890
HO334	Moor	Street	226	Fitzroy	Apartments	319100	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Moor	Street	227	Fitzroy	Dasch	262420	Individually Significant	1860-1880
HO334	Moor	Street	228	Fitzroy		262755	Contributory	1877
HO334	Napier	Lane	1	Fitzroy	Townhouse	262760	Not contributory	1990-2000
HO334	Napier	Place	2	Fitzroy		262765	Contributory	1900-1915
HO334	Napier	Place	4	Fitzroy		262770	Contributory	1900-1915
HO334	Napier	Street	2	Fitzroy	offices	265180	Not contributory	1950-1960
HO334	Napier	Street	6	Fitzroy		265185	Not contributory	1970-1980
HO334	Napier	Street	8	Fitzroy		265190	Contributory	1861
HO334	Napier	Street	10	Fitzroy		265195	Contributory	1861
HO334	Napier	Street	12	Fitzroy	Townhouse	265200	Not contributory	1970-1980
HO334	Napier	Street	14	Fitzroy	Townhouse	265205	Not contributory	1970-1980
HO334	Napier	Street	16	Fitzroy		265210	Individually Significant	1860-1870
HO334	Napier	Street	17	Fitzroy		262775	Individually Significant	1850-1860
HO334	Napier	Street	18	Fitzroy		265215	Contributory	1870-1890
HO334	Napier	Street	19	Fitzroy		262780	Individually Significant	1850-1860
HO334	Napier	Street	20	Fitzroy		265220	Contributory	1870-1890
HO334	Napier	Street	21	Fitzroy		262785	Individually Significant	1850-1860
HO334	Napier	Street	22	Fitzroy		265225	Contributory	1870-1890
HO334	Napier	Street	23	Fitzroy		262790	Contributory	1850-1860
HO334	Napier	Street	24	Fitzroy		265230	Contributory	1870-1890
HO334	Napier	Street	25	Fitzroy		262795	Contributory	1850-1860
HO334	Napier	Street	26	Fitzroy		265235	Individually Significant	1887
HO334	Napier	Street	27	Fitzroy		262800	Contributory	1850-1860
HO334	Napier	Street	28	Fitzroy		265240	Individually Significant	1880-1890
HO334	Napier	Street	29	Fitzroy	Townhouse	262805	Not contributory	1980-1990
HO334	Napier	Street	30	Fitzroy		265245	Contributory	1880-1910?
HO334	Napier	Street	31	Fitzroy	Townhouse	262810	Not contributory	1980-1990
HO334	Napier	Street	32	Fitzroy		265250	Contributory	1870-1890
HO334	Napier	Street	33	Fitzroy		262820	Individually Significant	1870
HO334	Napier	Street	34	Fitzroy		265255	Not contributory	1870-1890
HO334	Napier	Street	35-41 (part)	Fitzroy	Flats	262820	Not contributory	1970-1980
HO334	Napier	Street	36	Fitzroy	Falconer Terrace	265260	Victorian Heritage Register	1866-84
HO334	Napier	Street	38	Fitzroy	Falconer Terrace	265265	Victorian Heritage Register	1866-84
HO334	Napier	Street	40	Fitzroy	Falconer Terrace	265270	Victorian Heritage Register	1866-84
HO334	Napier	Street	42	Fitzroy	Falconer Terrace	265275	Victorian Heritage Register	1866-84
HO334	Napier	Street	43	Fitzroy		262940	Individually Significant	1900-1915
HO334	Napier	Street	44	Fitzroy	Falconer Terrace	265280	Victorian Heritage Register	1866-84
HO334	Napier	Street	45	Fitzroy		262945	Individually Significant	1880-1890
HO334	Napier	Street	46	Fitzroy	Falconer Terrace	265285	Victorian Heritage Register	1866-84
HO334	Napier	Street	47	Fitzroy		262950	Individually Significant	1880-1890
HO334	Napier	Street	48	Fitzroy	Falconer Terrace	265290	Victorian Heritage Register	1866-84
HO334	Napier	Street	49	Fitzroy		262955	Individually Significant	1880-1890
HO334	Napier	Street	50	Fitzroy	Falconer Terrace	265295	Victorian Heritage Register	1866-84
HO334	Napier	Street	51	Fitzroy		262960	Individually Significant	1880-1890
HO334	Napier	Street	54	Fitzroy		265300	Contributory	1860-1880
HO334	Napier	Street	55-53	Fitzroy	Napier Heights Flats	262965	Not contributory	1970-1980
HO334	Napier	Street	58	Fitzroy	..esterville	265305	Contributory	1850-1860
HO334	Napier	Street	60	Fitzroy		265310	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Napier	Street	61	Fitzroy		263055	Contributory	1860-1880
HO334	Napier	Street	62	Fitzroy		265315	Contributory	1850-1890
HO334	Napier	Street	63	Fitzroy		263060	Individually Significant	1860-1880
HO334	Napier	Street	64-68	Fitzroy	Raphael's terrace	265320	Individually Significant	1869-1874
HO334	Napier	Street	66	Fitzroy	Raphael's terrace	265320	Individually Significant	1869-1874
HO334	Napier	Street	68	Fitzroy	Raphael's terrace	265320	Individually Significant	1869-1874
HO334	Napier	Street	70-74	Fitzroy		265325	Contributory	1900-1915
HO334	Napier	Street	95	Fitzroy	HCV Flat towers	263065	Not contributory	1960-1970
HO334	Napier	Street	100	Fitzroy	Housing Commission Flats	265330	Not contributory	1960-1970
HO334	Napier	Street	100-104	Fitzroy	Flats	265425	Not contributory	1960-1970
HO334	Napier	Street	106	Fitzroy		265450	Contributory	1900-1915?
HO334	Napier	Street	108	Fitzroy		265455	Not contributory	1950-1960
HO334	Napier	Street	112	Fitzroy		265460	Contributory	1860-1880
HO334	Napier	Street	116	Fitzroy		265465	Contributory	1860-1880
HO334	Napier	Street	118-120	Fitzroy	Fitzroy Terrace	265470	Individually Significant	1870-1890
HO334	Napier	Street	122	Fitzroy	Fitzroy Terrace	265475	Individually Significant	1870-1890
HO334	Napier	Street	125	Fitzroy	HCV Flat towers	315850	Not contributory	1960-1970
HO334	Napier	Street	126	Fitzroy	Fitzroy Presbyterian Church	265480	Individually Significant	1871
HO334	Napier	Street	128-132	Fitzroy	Annie Todd Children's centre	1	Contributory	1900-1925?
HO334	Napier	Street	134	Fitzroy		265485	Contributory	1860-1880
HO334	Napier	Street	136	Fitzroy	Townhouse	283620	Not contributory	1990-2000
HO334	Napier	Street	138	Fitzroy	Townhouse	292070	Not contributory	1990-2000
HO334	Napier	Street	144	Fitzroy	Townhouse	275555	Not contributory	1980-2000
HO334	Napier	Street	144-152 (part)	Fitzroy	Townhouse	275545	Not contributory	1980-2000
HO334	Napier	Street	146	Fitzroy	Townhouse	275550	Not contributory	1980-2000
HO334	Napier	Street	148	Fitzroy	Townhouse	275545	Not contributory	1980-2000
HO334	Napier	Street	150	Fitzroy	Townhouse	275545	Not contributory	1980-2000
HO334	Napier	Street	152	Fitzroy	Townhouse	275560	Not contributory	1980-2000
HO334	Napier	Street	156	Fitzroy	Community Centre, & Adventure Playground	265490	Not contributory	1972-
HO334	Napier	Street	166	Fitzroy	House & yard	265495	Individually Significant	1860-1870
HO334	Napier	Street	168	Fitzroy		265500	Individually Significant	1860-1870
HO334	Napier	Street	172	Fitzroy		265505	Individually Significant	1860-1870
HO334	Napier	Street	176	Fitzroy		265510	Individually Significant	1860-1870
HO334	Napier	Street	178	Fitzroy		265515	Contributory	1860-1880
HO334	Napier	Street	180	Fitzroy		265520	Contributory	1860-1880
HO334	Napier	Street	182	Fitzroy	Bucks Head Hotel, former	265525	Individually Significant	1860-1880
HO334	Napier	Street	184-196	Fitzroy	Park	335510	Not contributory	Unknown
HO334	Napier	Street	198	Fitzroy	St Joseph's School, later kindergarten	265535	Individually Significant	1900-1915
HO334	Napier	Street	200	Fitzroy		265540	Contributory	1860-1880
HO334	Napier	Street	201	Fitzroy	Fitzroy Town Hall	265070	Victorian Heritage Register	1873, 1890
HO334	Napier	Street	202	Fitzroy		265545	Contributory	1860-1880
HO334	Napier	Street	204	Fitzroy		265550	Contributory	1860-1880
HO334	Napier	Street	206	Fitzroy		265555	Contributory	1860-1880
HO334	Napier	Street	208	Fitzroy		265560	Contributory	1860-1880
HO334	Napier	Street	209-217	Fitzroy	Whitlam Park	265075	Not contributory	Unknown
HO334	Napier	Street	210	Fitzroy	Napier Hotel	265565	Individually Significant	1916
HO334	Napier	Street	214-222	Fitzroy		265570	Not contributory	1960-1970
HO334	Napier	Street	219-221	Fitzroy	Showroom/offices	265080	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Napier	Street	223	Fitzroy	Showroom/offices	265085	Not contributory	1990-2000
HO334	Napier	Street	226	Fitzroy		265590	Contributory	1880-1890
HO334	Napier	Street	227	Fitzroy	Showroom/offices	265095	Not contributory	1990-2000
HO334	Napier	Street	228	Fitzroy		265595	Contributory	1880-1890
HO334	Napier	Street	230	Fitzroy		265600	Contributory	1880-1890
HO334	Napier	Street	231	Fitzroy	Showroom/offices	265100	Not contributory	1990-2000
HO334	Napier	Street	232	Fitzroy		265605	Contributory	1880-1890
HO334	Napier	Street	234-236	Fitzroy	Shops & residences	265610	Not contributory	1935-1955
HO334	Napier	Street	235	Fitzroy	offices	265105	Not contributory	1970-1980
HO334	Napier	Street	237	Fitzroy	CF Rojo & Sons Factory/warehouse, later part Thonet	265110	Not contributory	1929-
HO334	Napier	Street	238-240	Fitzroy		265615	Not contributory	1970-1980
HO334	Napier	Street	242	Fitzroy		265620	Contributory	1900-1915
HO334	Napier	Street	244	Fitzroy		265625	Contributory	1900-1915
HO334	Napier	Street	246	Fitzroy		265630	Contributory	1900-1915
HO334	Napier	Street	248	Fitzroy		265635	Contributory	1900-1915
HO334	Napier	Street	250	Fitzroy		265640	Contributory	1900-1915
HO334	Napier	Street	252	Fitzroy		265645	Contributory	1900-1915
HO334	Napier	Street	254	Fitzroy		265650	Contributory	1870-1890
HO334	Napier	Street	255	Fitzroy		265115	Contributory	1870-1890
HO334	Napier	Street	257	Fitzroy		265120	Contributory	1870-1890
HO334	Napier	Street	258	Fitzroy		265655	Contributory	1870-1890
HO334	Napier	Street	259	Fitzroy		265125	Contributory	1870-1890
HO334	Napier	Street	260	Fitzroy		265660	Contributory	1870-1890
HO334	Napier	Street	261	Fitzroy		265130	Contributory	1870-1890
HO334	Napier	Street	262	Fitzroy		265665	Contributory	1870-1890
HO334	Napier	Street	263	Fitzroy		265135	Contributory	1870-1880
HO334	Napier	Street	264	Fitzroy		265670	Contributory	1870-1890
HO334	Napier	Street	265	Fitzroy		265140	Contributory	1870-1880
HO334	Napier	Street	266	Fitzroy	Claremont	265675	Individually Significant	1870-1890
HO334	Napier	Street	268	Fitzroy	Studleigh	265680	Individually Significant	1870-1890
HO334	Napier	Street	270	Fitzroy		265685	Contributory	1860-1880
HO334	Napier	Street	272	Fitzroy		265690	Not contributory	Unknown
HO334	Napier	Street	274	Fitzroy	Pencarron Place	265695	Contributory	1860-1880
HO334	Napier	Street	276	Fitzroy	Pencarron Place	265700	Contributory	1860-1880
HO334	Napier	Street	278	Fitzroy		265705	Individually Significant	1860-1880
HO334	Napier	Street	280-284	Fitzroy		265715	Contributory	1900-1915
HO334	Napier	Street	287	Fitzroy		265145	Individually Significant	1850-1860
HO334	Napier	Street	289	Fitzroy		265150	Individually Significant	1850-1860
HO334	Napier	Street	291	Fitzroy		265155	Individually Significant	1880-1890
HO334	Napier	Street	293	Fitzroy		265160	Individually Significant	1880-1890
HO334	Napier	Street	295	Fitzroy		265165	Individually Significant	1880-1890
HO334	Napier	Street	297-301	Fitzroy	Salvation Army hall, later Factory/warehouse	265170	Individually Significant	1900-1915
HO334	Napier	Street	302	Fitzroy	Factory/warehouse	1	Not contributory	1930-1950
HO334	Napier	Street	303	Fitzroy	Factory/warehouse, knitting mills	265175	Not contributory	1950-1960
HO334	Napier	Street	316	Fitzroy	Factory/warehouse	246620	Not contributory	1940-1950
HO334	Napier	Street	324-328	Fitzroy	Factory/warehouse	246625	Not contributory	1940-1950
HO334	Napier	Street	329	Fitzroy		246340	Contributory	1900-1915
HO334	Napier	Street	330	Fitzroy		246630	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Napier	Street	331	Fitzroy		246345	Contributory	1870-1890
HO334	Napier	Street	332	Fitzroy		246635	Contributory	1870-1890
HO334	Napier	Street	333	Fitzroy		246350	Contributory	1870-1890
HO334	Napier	Street	334	Fitzroy		246640	Contributory	1870-1890
HO334	Napier	Street	335	Fitzroy		246355	Contributory	1870-1890
HO334	Napier	Street	336	Fitzroy		246645	Contributory	1870-1890
HO334	Napier	Street	337	Fitzroy		246360	Individually Significant	1860-1870
HO334	Napier	Street	338	Fitzroy		246650	Contributory	1880-1890
HO334	Napier	Street	339	Fitzroy		246365	Individually Significant	1860-1870
HO334	Napier	Street	340	Fitzroy		246655	Contributory	1870-1890
HO334	Napier	Street	341	Fitzroy		246370	Individually Significant	1860-1870
HO334	Napier	Street	342	Fitzroy		246660	Contributory	1870-1890
HO334	Napier	Street	344	Fitzroy	Napier	246665	Contributory	1870-1890
HO334	Napier	Street	346	Fitzroy		246670	Contributory	1870-1890
HO334	Napier	Street	348	Fitzroy	Townhouse	246675	Not contributory	1990-2000
HO334	Napier	Street	350	Fitzroy	Townhouse	296315	Not contributory	1990-2000
HO334	Napier	Street	352	Fitzroy	Townhouse	296320	Not contributory	1990-2000
HO334	Napier	Street	359-359A	Fitzroy	Shop & residence	246375	Contributory	1860-1880
HO334	Napier	Street	361	Fitzroy		246375	Individually Significant	1860-1870
HO334	Napier	Street	363	Fitzroy		246385	Contributory	1860-1880
HO334	Napier	Street	365	Fitzroy		246385	Not contributory	1900-1915
HO334	Napier	Street	370	Fitzroy		246680	Contributory	1870-1890
HO334	Napier	Street	371	Fitzroy		246390	Contributory	1860-1880
HO334	Napier	Street	372	Fitzroy		246685	Contributory	1870-1890
HO334	Napier	Street	373	Fitzroy		246395	Contributory	1870-1890
HO334	Napier	Street	374	Fitzroy		246690	Contributory	1885-86
HO334	Napier	Street	375	Fitzroy		246400	Contributory	1860-1880
HO334	Napier	Street	376	Fitzroy		246695	Contributory	1885-86
HO334	Napier	Street	378	Fitzroy		246700	Contributory	1885-86
HO334	Napier	Street	379	Fitzroy		246405	Contributory	1860-1880
HO334	Napier	Street	380	Fitzroy		246705	Contributory	1885-86
HO334	Napier	Street	381	Fitzroy		246410	Contributory	1860-1880
HO334	Napier	Street	382	Fitzroy		246710	Contributory	1885-86
HO334	Napier	Street	383	Fitzroy	Leslie	246415	Contributory	1880-1890
HO334	Napier	Street	384	Fitzroy		246715	Individually Significant	1900-1915
HO334	Napier	Street	385	Fitzroy	Stanley	246420	Contributory	1880-1890
HO334	Napier	Street	386	Fitzroy		246720	Individually Significant	1900-1915
HO334	Napier	Street	387	Fitzroy	Hazel	246425	Contributory	1880-1890
HO334	Napier	Street	388	Fitzroy		246725	Individually Significant	1900-1915
HO334	Napier	Street	389	Fitzroy		246430	Contributory	1870-1890
HO334	Napier	Street	390	Fitzroy		246730	Individually Significant	1900-1915
HO334	Napier	Street	391-393	Fitzroy		246435	Not contributory	1970-1980
HO334	Napier	Street	392	Fitzroy		246735	Individually Significant	1900-1915
HO334	Napier	Street	393	Fitzroy		246435	Contributory	1870-1890
HO334	Napier	Street	394	Fitzroy		246740	Individually Significant	1900-1915
HO334	Napier	Street	395	Fitzroy		246440	Contributory	1870-1890
HO334	Napier	Street	396	Fitzroy		246745	Individually Significant	1900-1915
HO334	Napier	Street	397	Fitzroy		246445	Contributory	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Napier	Street	398	Fitzroy		246750	Individually Significant	1900-1915
HO334	Napier	Street	399	Fitzroy		246450	Contributory	1900-1915
HO334	Napier	Street	400	Fitzroy		246755	Individually Significant	1900-1915
HO334	Napier	Street	401	Fitzroy		246455	Contributory	1900-1915
HO334	Napier	Street	402	Fitzroy		246760	Individually Significant	1900-1915
HO334	Napier	Street	403	Fitzroy		246460	Contributory	1900-1915
HO334	Napier	Street	405	Fitzroy		246465	Contributory	1900-1915
HO334	Napier	Street	406	Fitzroy	Rose Hotel, former	246765	Individually Significant	1870-1890
HO334	Napier	Street	407	Fitzroy		246470	Contributory	1900-1915
HO334	Napier	Street	410	Fitzroy		246770	Contributory	1880-1890
HO334	Napier	Street	411	Fitzroy		246480	Not contributory	Unknown
HO334	Napier	Street	412	Fitzroy		299730	Contributory	1880-1890
HO334	Napier	Street	413	Fitzroy		246475	Contributory	1870-1890
HO334	Napier	Street	414	Fitzroy		246775	Contributory	1880-1890
HO334	Napier	Street	415	Fitzroy	Pipit	246485	Contributory	1880-1890
HO334	Napier	Street	416	Fitzroy		246780	Contributory	1870-1890
HO334	Napier	Street	417	Fitzroy		246490	Contributory	1850-1890
HO334	Napier	Street	418	Fitzroy		246785	Contributory	1880-1890
HO334	Napier	Street	419	Fitzroy		246495	Contributory	1880-1890
HO334	Napier	Street	420	Fitzroy		246790	Contributory	1880-1890
HO334	Napier	Street	422	Fitzroy		246795	Contributory	1880-1890
HO334	Napier	Street	423	Fitzroy	Workshop	246500	Contributory	1870-1890
HO334	Napier	Street	424	Fitzroy		246800	Contributory	1870-1890
HO334	Napier	Street	426	Fitzroy		246805	Contributory	1870-1890
HO334	Napier	Street	427	Fitzroy		246505	Contributory	1880-1890
HO334	Napier	Street	428	Fitzroy		246810	Not contributory	Unknown
HO334	Napier	Street	429	Fitzroy		246510	Contributory	1880-1890
HO334	Napier	Street	430	Fitzroy		246815	Contributory	1900-1915
HO334	Napier	Street	431	Fitzroy		246515	Contributory	1880-1890
HO334	Napier	Street	432	Fitzroy		246820	Contributory	1900-1915
HO334	Napier	Street	433	Fitzroy		246520	Contributory	1880-1890
HO334	Napier	Street	434	Fitzroy		246825	Contributory	1900-1915
HO334	Napier	Street	435	Fitzroy		246525	Contributory	1870-1890
HO334	Napier	Street	436	Fitzroy		246830	Contributory	1900-1915
HO334	Napier	Street	437	Fitzroy		246530	Contributory	1870-1890
HO334	Napier	Street	438	Fitzroy		246835	Contributory	1900-1915
HO334	Napier	Street	440	Fitzroy		246840	Contributory	1900-1915
HO334	Napier	Street	441	Fitzroy		246535	Contributory	1880-1890
HO334	Napier	Street	443	Fitzroy	Glemore Flats	246540	Not contributory	1960-1970
HO334	Nicholson	Street	146	Fitzroy		266135	Individually Significant	1860-1880
HO334	Nicholson	Street	148	Fitzroy		266140	Individually Significant	1860-1880
HO334	Nicholson	Street	150	Fitzroy	Catherine Terrace	266145	Individually Significant	1888
HO334	Nicholson	Street	152	Fitzroy	Catherine Terrace	266150	Individually Significant	1888
HO334	Nicholson	Street	154	Fitzroy	Catherine Terrace	266155	Individually Significant	1888
HO334	Nicholson	Street	156	Fitzroy	Catherine Terrace	266160	Individually Significant	1888
HO334	Nicholson	Street	158	Fitzroy	Catherine Terrace	266165	Individually Significant	1888
HO334	Nicholson	Street	160	Fitzroy	Catherine Terrace	266170	Individually Significant	1888
HO334	Nicholson	Street	162	Fitzroy		266175	Individually Significant	1898

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HO334	Nicholson	Street	164	Fitzroy		266180	Individually Significant	1898
HO334	Nicholson	Street	166	Fitzroy		266185	Individually Significant	1887
HO334	Nicholson	Street	168	Fitzroy	Jeans Ville	266190	Individually Significant	1900-1915
HO334	Nicholson	Street	170	Fitzroy	Brechin	266195	Individually Significant	1900-1915
HO334	Nicholson	Street	172	Fitzroy		266200	Individually Significant	1900-1915
HO334	Nicholson	Street	174	Fitzroy	Burton's terrace	266205	Individually Significant	1881-1888
HO334	Nicholson	Street	176	Fitzroy	Burton's terrace	266210	Individually Significant	1881-1888
HO334	Nicholson	Street	178	Fitzroy	Burton's terrace	266215	Individually Significant	1881-1888
HO334	Nicholson	Street	180	Fitzroy	Burton's terrace	266220	Individually Significant	1881-1888
HO334	Nicholson	Street	182	Fitzroy	Tesserette	266225	Individually Significant	1870-1890
HO334	Nicholson	Street	186	Fitzroy	School site	109915	Individually Significant	1991-
HO334	Nicholson	Street	190-210	Fitzroy	Housing, group	266230	Not contributory	1980-2000
HO334	Nicholson	Street	214	Fitzroy	Shop	266235	Not contributory	1850-1890
HO334	Nicholson	Street	218	Fitzroy	Fitzpatrick Bros butter factory, later Metropolitan Dairy Farmers Pty Ltd, later Avon Butter Factory	109990	Individually Significant	1932
HO334	Nicholson	Street	230-236	Fitzroy	Tankerville Arms hotel	266245	Individually Significant	1926
HO334	Nicholson	Street	268	Fitzroy	J Wilson, Shop & residence, former	247165	Contributory	1870-1890
HO334	Nicholson	Street	270-268	Fitzroy	Factory/warehouse former?	247165	Not contributory	Unknown
HO334	Nicholson	Street	276	Fitzroy	Shop	247170	Contributory	1870-1890
HO334	Nicholson	Street	278	Fitzroy	Shop	247175	Not contributory	Unknown
HO334	Nicholson	Street	280	Fitzroy	Shop & residence	247180	Contributory	1896
HO334	Nicholson	Street	298-282	Fitzroy	Showroom	247185	Not contributory	1940-1950?
HO334	Nicholson	Street	300	Fitzroy	Shop	247195	Not contributory	Unknown
HO334	Nicholson	Street	302	Fitzroy	Showroom	247200	Not contributory	Unknown
HO334	Nicholson	Street	302B	Fitzroy	Easy Slipper P/L Factory/warehouse	247200	Not contributory	1930-1950
HO334	Nicholson	Street	304	Fitzroy	Factory/warehouse/of fices	247205	Not contributory	1930-1940
HO334	Nicholson	Street	306	Fitzroy	Townhouse	247215	Not contributory	1980-1990
HO334	Nicholson	Street	308	Fitzroy	Townhouse	247220	Not contributory	1980-1990
HO334	Nicholson	Street	310	Fitzroy	Townhouse	247225	Not contributory	1980-1990
HO334	Nicholson	Street	312	Fitzroy	Townhouse	247230	Not contributory	1980-1990
HO334	Nicholson	Street	314	Fitzroy	Townhouse	247235	Not contributory	1980-1990
HO334	Nicholson	Street	316	Fitzroy	Townhouse	247240	Not contributory	1980-1990
HO334	Nicholson	Street	318	Fitzroy	Townhouse	247245	Not contributory	1980-1990
HO334	Nicholson	Street	320	Fitzroy		247250	Individually Significant	1870-1890
HO334	Nicholson	Street	322	Fitzroy		247255	Individually Significant	1870-1890
HO334	Nicholson	Street	324	Fitzroy	R.. Terrace	247260	Individually Significant	1870-1890
HO334	Nicholson	Street	326	Fitzroy		247265	Individually Significant	1870-1890
HO334	Nicholson	Street	328	Fitzroy	Shop & residence	247270	Contributory	1873
HO334	Nicholson	Street	330	Fitzroy	Shop & residence	247275	Contributory	1873
HO334	Nicholson	Street	332	Fitzroy		247280	Contributory	1870-1890
HO334	Nicholson	Street	334	Fitzroy		247285	Contributory	1870-1890
HO334	Nicholson	Street	340-342	Fitzroy	House, former - now garage	247290	Contributory	1900-1915
HO334	Nicholson	Street	344	Fitzroy	Commercial Club Hotel, former Hibernian Hotel	247295	Individually Significant	1870-1890
HO334	Nicholson	Street	350	Fitzroy	Shop & residence	247300	Contributory	1900-1915
HO334	Nicholson	Street	352	Fitzroy	Shop & residence, part	247305	Contributory	1900-1915
HO334	Nicholson	Street	354	Fitzroy		247305	Contributory	1900-1915
HO334	Nicholson	Street	356	Fitzroy		247310	Contributory	1870-1910
HO334	Nicholson	Street	360	Fitzroy		247315	Individually Significant	1900-1915
HO334	Nicholson	Street	362	Fitzroy		247320	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Nicholson	Street	364	Fitzroy		247325	Contributory	1870-1930
HO334	Nicholson	Street	366	Fitzroy	Offices	247330	Not contributory	1990-2000
HO334	Nicholson	Street	372-374	Fitzroy	Factory/warehouse, former, now Showroom	247335	Not contributory	1925-1935
HO334	Palmer	Street	21	Fitzroy	HCV group housing	266250	Not contributory	1960-1970
HO334	Palmer	Street	28-34	Fitzroy	Royal Gardens apartments	266355	Not contributory	1990-2000
HO334	Palmer	Street	36	Fitzroy		266450	Contributory	1900-1915
HO334	Palmer	Street	37	Fitzroy		266290	Not contributory	1950-1960
HO334	Palmer	Street	39	Fitzroy		266295	Contributory	1870-1890
HO334	Palmer	Street	40	Fitzroy	Thusnelda	266455	Contributory	1900-1915
HO334	Palmer	Street	41	Fitzroy		266300	Contributory	1870-1890
HO334	Palmer	Street	42	Fitzroy		266460	Individually Significant	1860-1870
HO334	Palmer	Street	44	Fitzroy		266465	Individually Significant	1860-1870
HO334	Palmer	Street	45	Fitzroy	HCV Flats	266305	Not contributory	1950-1960
HO334	Palmer	Street	46	Fitzroy		266470	Contributory	1860-1880
HO334	Palmer	Street	48	Fitzroy		266475	Contributory	1860-1880
HO334	Palmer	Street	50-54	Fitzroy	Flats	266480	Not contributory	1960-1970
HO334	Palmer	Street	56	Fitzroy	Flats	266560	Not contributory	1960-1970
HO334	Palmer	Street	62	Fitzroy	Shop & residence	255360	Contributory	1860-1880
HO334	Palmer	Street	71-73	Fitzroy		266325	Contributory	1860-1880
HO334	Palmer	Street	74	Fitzroy	Flats	266595	Not contributory	1960-1970
HO334	Palmer	Street	75	Fitzroy		266330	Not contributory	Unknown
HO334	Palmer	Street	77	Fitzroy		266335	Not contributory	Unknown
HO334	Princes	Street	2-10	Fitzroy	St Vincents Institute	340520	Not contributory	1990-2000
HO334	Regent	Street	29-35	Fitzroy	St Vincents Hospital Clinical Sciences Block	340560	Not contributory	1980-1990
HO334	Regent	Street	37	Fitzroy	St Vincents Hospital Clinical School - University of Melbourne	340570	Not contributory	1980-1990
HO334	Regent	Street	39-43	Fitzroy	Co-Generation Plant, Sisters of Charity/St Vincents	340590	Not contributory	1980-1990
HO334	Regent	Street	47	Fitzroy	Building Gases Compound, Sisters of Charity/St Vincents	340600	Not contributory	1990-2000
HO334	Rochester	Street	3	Fitzroy	Factory/warehouse (Sacha)	307980	Not contributory	1960-1980
HO334	Rose	Street	15	Fitzroy	Substation	248465	Not contributory	1960-1970
HO334	Rose	Street	17	Fitzroy	Factory/warehouse	248470	Not contributory	1960-1970
HO334	Rose	Street	19	Fitzroy	Factory/warehouse	248475	Not contributory	1915-1925
HO334	Rose	Street	20-26	Fitzroy	Factory/warehouse	248555	Not contributory	1970-1980
HO334	Rose	Street	21-23	Fitzroy	Factory/warehouse	248480	Contributory	1915-1925
HO334	Rose	Street	25-33	Fitzroy	Townhouses	333360	Not contributory	1990-2000
HO334	Rose	Street	35	Fitzroy	Factory/warehouse	248495	Not contributory	1930-1950
HO334	Rose	Street	40	Fitzroy	Factory/warehouse, former	248560	Not contributory	1930-1950
HO334	Rose	Street	42-44	Fitzroy	Units	248565	Not contributory	2000-2010
HO334	Rose	Street	45-53	Fitzroy	Factory/warehouse	248500	Not contributory	1960-1970
HO334	Rose	Street	46-48	Fitzroy	Factory/warehouse	248570	Not contributory	1960-1970
HO334	Rose	Street	50-52	Fitzroy	Engineering Company Workshop	248575	Contributory	1915-1925
HO334	Rose	Street	54	Fitzroy	Factory/warehouse	248580	Not contributory	Unknown
HO334	Rose	Street	61	Fitzroy	Factory/warehouse	248505	Not contributory	1970-1980
HO334	Rose	Street	62	Fitzroy	Factory/warehouse	1	Not contributory	1980-1990
HO334	Rose	Street	63	Fitzroy	Townhouse	298050	Not contributory	1990-2000
HO334	Rose	Street	65	Fitzroy	Townhouse	248510	Not contributory	1990-2000
HO334	Rose	Street	67	Fitzroy	Townhouse	248510	Not contributory	1990-2000
HO334	Rose	Street	69	Fitzroy	Townhouse	298065	Not contributory	1990-2000
HO334	Rose	Street	71-73	Fitzroy	Martini Ice townhouses/units	301830	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Rose	Street	74-76	Fitzroy		248585	Not contributory	1850-1890
HO334	Rose	Street	75-87	Fitzroy	Factory/warehouse	248520	Not contributory	1950-1970
HO334	Rose	Street	78	Fitzroy	Vacant land	248590	Not contributory	Unknown
HO334	Rose	Street	82-84	Fitzroy	Factory/warehouse	248590	Not contributory	1930-1940
HO334	Rose	Street	88-90	Fitzroy	Apartments, former Factory/warehouse site	323610	Not contributory	1990-2000
HO334	Rose	Street	91	Fitzroy	Apartments	308060	Not contributory	1990-2000
HO334	Rose	Street	97-99	Fitzroy	Factory/warehouse	248525	Contributory	1905-1915?
HO334	Rose	Street	98	Fitzroy		248600	Contributory	1860-1880
HO334	Rose	Street	100	Fitzroy		248605	Contributory	1860-1880
HO334	Rose	Street	102	Fitzroy		248610	Contributory	1860-1880
HO334	Rose	Street	103-111	Fitzroy	Apartments, former Factory/warehouse	314120	Not contributory	Unknown
HO334	Rose	Street	104	Fitzroy		290765	Not contributory	1990-2000
HO334	Rose	Street	110-108	Fitzroy		290770	Contributory	1870-1890
HO334	Rose	Street	112	Fitzroy		248620	Contributory	1850-1890
HO334	Rose	Street	113-119	Fitzroy	Factory/warehouse	269730	Contributory	1905-1915
HO334	Rose	Street	114	Fitzroy		248625	Contributory	1850-1890
HO334	Rose	Street	116	Fitzroy	Apartments	305670	Not contributory	1990-2000
HO334	Rose	Street	118	Fitzroy	Apartments	305710	Not contributory	1990-2000
HO334	Rose	Street	120	Fitzroy	Apartments	305680	Not contributory	1990-2000
HO334	Rose	Street	121-131	Fitzroy	Factory/warehouse (Anderson & Ritchie), now apartments	248535	Contributory	1915-2000
HO334	Rose	Street	122	Fitzroy	Apartments	305690	Not contributory	1990-2000
HO334	Rose	Street	124	Fitzroy	Apartments, former Factory/warehouse	278995	Not contributory	1920-2000
HO334	Rose	Street	125	Fitzroy	Apartments	280055	Not contributory	1990-2000?
HO334	Rose	Street	127	Fitzroy	Apartments	280050	Not contributory	1990-2000?
HO334	Rose	Street	129	Fitzroy	Apartments	280045	Not contributory	1990-2000?
HO334	Rose	Street	131	Fitzroy	Apartments	280040	Not contributory	1990-2000?
HO334	Rose	Street	144	Fitzroy	A Abrahams & Sons, Factory/warehouse, now Apartments	283270	Contributory	1915-1935
HO334	Rose	Street	156	Fitzroy	Mac Robertsons factory complex, part, now Apartments	285955	Individually Significant	1910-2000
HO334	Rose	Street	157	Fitzroy		248540	Contributory	1900-1915
HO334	Rose	Street	159	Fitzroy		248545	Contributory	1900-1915
HO334	Rose	Street	161	Fitzroy	Apartments	304130	Not contributory	1990-2000
HO334	Rose	Street	164	Fitzroy		1	Not contributory	Unknown
HO334	Rose	Street	165	Fitzroy	MacRobertsons factory complex, part, now Apartments	248550	Individually Significant	1910-2000
HO334	Rose	Street	167	Fitzroy		1	Contributory	1900-1915
HO334	Rose	Street	168	Fitzroy	Apartment	319980	Not contributory	1990-2000
HO334	Rose	Street	170	Fitzroy	Apartment	319970	Not contributory	1990-2000
HO334	Rose	Street	175	Fitzroy	MacRobertson Pty Ltd complex, part	312180	Contributory	1910-1920
HO334	Rose	Street	176	Fitzroy	Warehouse	242200	Not contributory	1990-2000
HO334	Rose	Street	178	Fitzroy		313160	Not contributory	1990-2000
HO334	Rose	Street	180	Fitzroy		248655	Contributory	1870-1890
HO334	Rose	Street	182	Fitzroy		248660	Contributory	1870-1890
HO334	Rose	Street	185	Fitzroy	MacRobertson Pty Ltd complex, part	312170	Contributory	1910-1920
HO334	Royal	Lane	8-10	Fitzroy	Royal Gardens Apartments	266700	Not contributory	1990-2000
HO334	Smith	Street	1-3	Fitzroy	Shop/offices	266780	Not contributory	1970-1980
HO334	Spring	Street	1	Fitzroy		250090	Contributory	1870-1890
HO334	Spring	Street	2	Fitzroy		250110	Individually Significant	1870-1890
HO334	Spring	Street	3	Fitzroy		250095	Contributory	1870-1890
HO334	Spring	Street	4	Fitzroy		250115	Individually Significant	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Spring	Street	5	Fitzroy	Apartments	318890	Not contributory	1990-2000
HO334	Spring	Street	6	Fitzroy		250120	Individually Significant	1870-1890
HO334	Spring	Street	8	Fitzroy	Factory/warehouse complex, now part Meridian complex	250125	Individually Significant	1870-1890
HO334	Spring	Street	10	Fitzroy	Factory/warehouse complex,	250130	Individually Significant	1870-1890
HO334	Spring	Street	11-13	Fitzroy	Factory/warehouse, now offices	250105	Contributory	1880-1930
HO334	Spring	Street	12	Fitzroy	Baron & Son P/L Wool waste, factory/warehouse complex, now offices	250135	Individually Significant	1870-1890
HO334	Spring	Street	24	Fitzroy		250140	Contributory	1870-1890
HO334	Spring	Street	26	Fitzroy		250145	Contributory	1870-1890
HO334	Spring	Street	28-32	Fitzroy	Factory/warehouse	250150	Not contributory	1970-1980
HO334	Spring	Street	50	Fitzroy	Factory/warehouse, now Apartments	301510	Not contributory	1930-1940
HO334	St David	Street	1	Fitzroy	Unit development, part	292850	Not contributory	1990-2000
HO334	St David	Street	12	Fitzroy	Factory/workshop	267580	Contributory	1870-1880
HO334	St David	Street	16-18	Fitzroy	Factory/warehouse	267585	Not contributory	1940-1950
HO334	St David	Street	20	Fitzroy	Shop & residence, former	267590	Contributory	1870-1880
HO334	St David	Street	27	Fitzroy	Rainbow Hotel	267520	Individually Significant	1900-1915
HO334	St David	Street	30-38	Fitzroy	Apartments	303530	Not contributory	1990-2000
HO334	St David	Street	33A	Fitzroy	Factory/warehouse	269770	Not contributory	1940-1960
HO334	St David	Street	40	Fitzroy	Apartments	303200	Not contributory	1990-2000
HO334	St David	Street	56-60	Fitzroy	Townhouses	267615	Not contributory	1980-1990
HO334	St David	Street	57	Fitzroy		267525	Not contributory	1860-1880
HO334	St David	Street	59	Fitzroy		267530	Not contributory	1860-1880
HO334	St David	Street	61	Fitzroy		267535	Contributory	1860-1880
HO334	St David	Street	62	Fitzroy	Lenora	267640	Contributory	1870-1890
HO334	St David	Street	63	Fitzroy		267540	Contributory	1860-1880
HO334	St David	Street	64	Fitzroy		267645	Contributory	1870-1890
HO334	St David	Street	66	Fitzroy		267650	Contributory	1870-1890
HO334	St David	Street	68	Fitzroy		267655	Contributory	1870-1890
HO334	St David	Street	70	Fitzroy		267660	Contributory	1870-1890
HO334	St David	Street	76	Fitzroy		267665	Contributory	1860-1880
HO334	St David	Street	77	Fitzroy		267545	Contributory	1870-1890
HO334	St David	Street	78	Fitzroy		267670	Contributory	1870-1890
HO334	St David	Street	79	Fitzroy		267550	Contributory	1870-1890
HO334	St David	Street	81	Fitzroy		267555	Individually Significant	1860-1880
HO334	St David	Street	82	Fitzroy	Revenue Villa	267675	Contributory	1900-1915
HO334	St David	Street	83-85	Fitzroy		267560	Contributory	1860-1880
HO334	St David	Street	83-85A	Fitzroy	Factory/warehouse	267560	Not contributory	1930-1940
HO334	St David	Street	84	Fitzroy		267680	Individually Significant	1860-1870
HO334	St David	Street	84A	Fitzroy	Apartments	290990	Not contributory	1990-2000
HO334	St David	Street	86	Fitzroy	Essabelle Terrace	267685	Contributory	1890-1900
HO334	St David	Street	88	Fitzroy	Essabelle Terrace	267690	Contributory	1890-1900
HO334	Victoria	Parade	(near)	Fitzroy-Collingwood	Prahran & Malvern Tramways Trust Ornamental Tramway Poles	0	Victorian Heritage Register	1910
HO334	Victoria	Parade	27	Fitzroy	Aikenhead Wing, St Vincent's Hospital	340430	Not contributory	1940-1960
HO334	Victoria	Parade	31	Fitzroy	Lyceum, later Brennan Hall, St Vincent's Hospital	340410	Contributory	1890-1910
HO334	Victoria	Parade	35	Fitzroy	Daly Wing, St Vincent's Hospital, former Druids Wing	340390	Contributory	1914, 1960
HO334	Victoria	Parade	41	Fitzroy	Healy Wing, St Vincent's Hospital, & Original St Vincent's wing	340350	Individually Significant	1928-1934, 1905
HO334	Victoria	Parade	55	Fitzroy	St Vincent's Hospital	340860	Not contributory	1970-1980
HO334	Victoria	Parade	59-61	Fitzroy	St Vincent's Private Hospital	267875	Individually Significant	1972
HO334	Victoria	Parade	71	Fitzroy	Easthill House	267915	Individually Significant	1915-1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Victoria	Parade	75	Fitzroy	St Vincent's Private Hospital Ancillary Services wing	267925	Not contributory	1960-1990?
HO334	Victoria	Parade	77	Fitzroy	Belvedere Hotel, later Eastern Hill Hotel	267930	Victorian Heritage Register	1856
HO334	Victoria	Parade	81-91	Fitzroy	Metropolitan Tramways Trust Engine House, later Penfolds Wines Pty Ltd, wine merchants	267935	Individually Significant	1886-1935
HO334	Victoria	Parade	93-97	Fitzroy	Vacant site	340820	Not contributory	Unknown
HO334	Victoria	Parade	103-93	Fitzroy	Melbourne & Metropolitan Tramway Board Offices	267940	Individually Significant	1934
HO334	Victoria	Parade	115	Fitzroy	Commonwealth Note and Stamp Printing Department, former	269200	Victorian Heritage Register	1929-1931
HO334	Victoria	Parade	133-137	Fitzroy	Victoria Parade Hotel site, now shop	267945	Not contributory	1930-1940
HO334	Victoria	Parade	139	Fitzroy		267960	Contributory	1860-1880
HO334	Victoria	Parade	141	Fitzroy		267970	Contributory	1860-1880
HO334	Victoria	Parade	143	Fitzroy		267975	Contributory	1860-1880
HO334	Victoria	Parade	145	Fitzroy	Alexandra Terrace	267980	Individually Significant	1864-5
HO334	Victoria	Parade	147	Fitzroy	Alexandra Terrace	267985	Individually Significant	1864-5
HO334	Victoria	Parade	149	Fitzroy	Alexandra Terrace	267990	Individually Significant	1864-5
HO334	Victoria	Parade	151-159	Fitzroy	Service Station	267995	Not contributory	1950-1980
HO334	Victoria	Parade	163	Fitzroy		268000	Individually Significant	1868
HO334	Victoria	Parade	165	Fitzroy		268010	Individually Significant	1868
HO334	Victoria	Parade	167	Fitzroy		268015	Contributory	1850-1860
HO334	Victoria	Parade	169	Fitzroy	Blanche Terrace	268020	Victorian Heritage Register	1867
HO334	Victoria	Parade	171	Fitzroy	Blanche Terrace	268020	Victorian Heritage Register	1867
HO334	Victoria	Parade	173	Fitzroy	Blanche Terrace	268115	Victorian Heritage Register	1867
HO334	Victoria	Parade	177	Fitzroy	Blanche Terrace	268125	Victorian Heritage Register	1867
HO334	Victoria	Parade	179	Fitzroy	Blanche Terrace	268130	Victorian Heritage Register	1867
HO334	Victoria	Parade	181	Fitzroy	Russell house	268135	Individually Significant	1862
HO334	Victoria	Parade	183	Fitzroy	Offices	268140	Not contributory	1970-1980
HO334	Victoria	Parade	187	Fitzroy	Victoria Peak Townhouse	268150	Not contributory	1970-1980
HO334	Victoria	Parade	187A	Fitzroy	Victoria Peak Townhouse	268150	Not contributory	1970-1980
HO334	Victoria	Parade	189	Fitzroy	Victoria Peak Townhouse	268155	Not contributory	1970-1980
HO334	Victoria	Parade	191	Fitzroy	Victoria Peak Townhouse	268160	Not contributory	1970-1980
HO334	Victoria	Parade	193	Fitzroy	Victoria Peak Townhouse	268165	Not contributory	1970-1980
HO334	Victoria	Parade	195	Fitzroy	Victoria Peak Townhouse	268170	Not contributory	1970-1980
HO334	Victoria	Parade	197	Fitzroy	Victoria Peak Townhouse	268175	Not contributory	1970-1980
HO334	Victoria	Parade	199	Fitzroy	Victoria Peak Townhouse	268180	Not contributory	1970-1980
HO334	Victoria	Parade	201	Fitzroy	Victoria Peak Townhouse	268185	Not contributory	1970-1980
HO334	Victoria	Parade	203	Fitzroy	McClelland. house	268190	Victorian Heritage Register	1882
HO334	Victoria	Parade	205	Fitzroy	Offices, shops	268195	Not contributory	1970-1980
HO334	Victoria	Parade	207-209	Fitzroy	Offices, shops	268195	Not contributory	1970-1980
HO334	Victoria	Street	17-19	Fitzroy	Apartments	324470	Not contributory	1995-2005
HO334	Victoria	Street	25-37 (part)	Fitzroy	Acme Shirt Factory,	268210	Contributory	1880-1920
HO334	Victoria	Street	26	Fitzroy	Apartments	269485	Not contributory	1990-2000
HO334	Victoria	Street	36	Fitzroy		268305	Contributory	1870-1890
HO334	Victoria	Street	38	Fitzroy		268310	Contributory	1870-1890
HO334	Victoria	Street	40	Fitzroy	Victoria House	268315	Contributory	1870-1890
HO334	Victoria	Street	42	Fitzroy	Scotia	268320	Contributory	1870-1890
HO334	Victoria	Street	50	Fitzroy		268325	Contributory	1870-1890
HO334	Victoria	Street	51	Fitzroy	Factory/warehouse	296350	Contributory	1915-1925
HO334	Victoria	Street	52	Fitzroy		268330	Contributory	1860-1880
HO334	Victoria	Street	53-55	Fitzroy	Factory/warehouse, former	296330	Not contributory	1915-1925

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HO334	Victoria	Street	54	Fitzroy		268335	Contributory	1860-1880
HO334	Victoria	Street	56	Fitzroy		268340	Contributory	1860-1880
HO334	Victoria	Street	57-59	Fitzroy	Factory/warehouse, former (now Apartments)	296345	Not contributory	1915-1925
HO334	Victoria	Street	58	Fitzroy		268345	Contributory	1860-1880
HO334	Victoria	Street	60	Fitzroy		268350	Contributory	1860-1880
HO334	Victoria	Street	61	Fitzroy	Offices	268250	Not contributory	1990-2000
HO334	Victoria	Street	62	Fitzroy		268355	Contributory	1860-1880
HO334	Victoria	Street	64	Fitzroy		268360	Contributory	1860-1880
HO334	Victoria	Street	66	Fitzroy		268365	Contributory	1860-1880
HO334	Victoria	Street	68	Fitzroy		268370	Contributory	1860-1880
HO334	Victoria	Street	69-73	Fitzroy	Factory/warehouse	268255	Not contributory	1930-1950
HO334	Victoria	Street	70	Fitzroy		268375	Contributory	1860-1880
HO334	Victoria	Street	72	Fitzroy	Osborne House	268380	Contributory	1870-1890
HO334	Victoria	Street	74	Fitzroy	Townhouse	268385	Not contributory	1980-1990
HO334	Victoria	Street	76	Fitzroy	Townhouse	268390	Not contributory	1980-1990
HO334	Victoria	Street	78	Fitzroy	Townhouse	268395	Not contributory	1980-1990
HO334	Victoria	Street	80	Fitzroy	Townhouse	268400	Not contributory	1980-1990
HO334	Victoria	Street	82	Fitzroy	Townhouse	268405	Not contributory	1980-1990
HO334	Victoria	Street	84	Fitzroy	Townhouse	268410	Not contributory	1980-1990
HO334	Victoria	Street	85-99	Fitzroy	Moran & Cato Pty Ltd. warehouse, former	268260	Individually Significant	1927-
HO334	Victoria	Street	86	Fitzroy	Townhouse	268415	Not contributory	1980-1990
HO334	Victoria	Street	88	Fitzroy	Townhouse	268420	Not contributory	1980-1990
HO334	Victoria	Street	90	Fitzroy	Townhouse	268425	Not contributory	1980-1990
HO334	Victoria	Street	92	Fitzroy	Townhouse	268430	Not contributory	1980-1990
HO334	Victoria	Street	101-105	Fitzroy	Moran & Cato P/L Factory/warehouse, former	268260	Individually Significant	1895-1910
HO334	Victoria	Street	106	Fitzroy	Factory/warehouse	268435	Contributory	1915-1925
HO334	Victoria	Street	107-109	Fitzroy	D. & W. Chandler Ltd. Despatch Office, later Bulk store	268265	Individually Significant	1925, 1935
HO334	Victoria	Street	112	Fitzroy	Kent Cottage	268440	Contributory	1870-1890
HO334	Victoria	Street	113-115	Fitzroy	Factory/warehouse	268275	Contributory	1900-1915
HO334	Victoria	Street	114	Fitzroy		268445	Contributory	1870-1890
HO334	Victoria	Street	116	Fitzroy		268450	Contributory	1870-1890
HO334	Victoria	Street	117	Fitzroy		268285	Contributory	1870-1890
HO334	Victoria	Street	118	Fitzroy		268455	Contributory	1870-1890
HO334	Victoria	Street	119	Fitzroy		268290	Contributory	1870-1890
HO334	Victoria	Street	120	Fitzroy		268460	Contributory	1870-1890
HO334	Victoria	Street	121-125	Fitzroy	Factory/warehouse	268295	Individually Significant	1900-1915
HO334	Victoria	Street	122	Fitzroy		268465	Contributory	1870-1890
HO334	Victoria	Street	124	Fitzroy		268470	Contributory	1870-1890
HO334	Webb	Street	42	Fitzroy	Townhouse	292075	Not contributory	1990-2000
HO334	Webb	Street	43	Fitzroy	Townhouse	275560	Not contributory	1990-2000
HO334	Webb	Street	44	Fitzroy	Townhouses	292080	Not contributory	1990-2000
HO334	Webb	Street	45	Fitzroy	Townhouse	275565	Not contributory	1990-2000
HO334	Webb	Street	46	Fitzroy	Townhouses	292085	Not contributory	1990-2000
HO334	Webb	Street	47	Fitzroy		268475	Contributory	1860-1880
HO334	Webb	Street	48	Fitzroy	Townhouses	292090	Not contributory	1990-2000
HO334	Webb	Street	49	Fitzroy		268480	Contributory	1860-1880
HO334	Webb	Street	50	Fitzroy	Townhouses	292095	Not contributory	1990-2000
HO334	Webb	Street	52	Fitzroy	Townhouses	292100	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Webb	Street	53-51	Fitzroy	Townhouse	309780	Not contributory	1990-2000
HO334	Webb	Street	54	Fitzroy	Townhouses	292105	Not contributory	1990-2000
HO334	Webb	Street	55	Fitzroy		268485	Not contributory	1980-1990
HO334	Webb	Street	56-58	Fitzroy		268540	Not contributory	1960-1970
HO334	Webb	Street	59	Fitzroy		268490	Contributory	1860-1880
HO334	Webb	Street	61	Fitzroy		268495	Contributory	1900-1915
HO334	Webb	Street	69-67	Fitzroy		268500	Not contributory	1900-1915?
HO334	Webb	Street	73	Fitzroy		268505	Individually Significant	1870-1890
HO334	Webb	Street	75	Fitzroy		268510	Individually Significant	1870-1890
HO334	Webb	Street	77	Fitzroy	Factory/warehouse, former	268515	Individually Significant	1870-1890
HO334	Webb	Street	78-74	Fitzroy	Factory/warehouse	268545	Not contributory	1930-1940
HO334	Webb	Street	79	Fitzroy	Factory/warehouse, former	268520	Individually Significant	1870-1890
HO334	Webb	Street	80	Fitzroy		268550	Individually Significant	1860-1880
HO334	Webb	Street	91	Fitzroy	Union Club Hotel	258530	Individually Significant	1860-1930
HO334	Webb	Street	93-97	Fitzroy	Factory/warehouse	268535	Contributory	1915-1925
HO334	Webb	Street	96-98	Fitzroy	Townhouse	276180	Individually Significant	1990-1996
HO334	Webb	Street	100	Fitzroy		268555	Individually Significant	1860-1880
HO334	Webb	Street	100 (rear)	Fitzroy	Factory/warehouse?	268555	Not contributory	1925-1935
HO334	Webb	Street	102	Fitzroy		268555	Individually Significant	1860-1880
HO334	Webb	Street	104	Fitzroy		268560	Individually Significant	1860-1880
HO334	Webb	Street	106	Fitzroy		268565	Contributory	1870-1890
HO334	Westgarth	Street	1	Fitzroy		250665	Contributory	1850-1860
HO334	Westgarth	Street	3	Fitzroy		250670	Not contributory	1850-1890
HO334	Westgarth	Street	8	Fitzroy		250905	Contributory	1860-1880
HO334	Westgarth	Street	9	Fitzroy		250675	Individually Significant	1900-1915
HO334	Westgarth	Street	10	Fitzroy		250910	Contributory	1860-1880
HO334	Westgarth	Street	11	Fitzroy		250680	Individually Significant	1900-1915
HO334	Westgarth	Street	12	Fitzroy		250915	Contributory	1860-1880
HO334	Westgarth	Street	13	Fitzroy		250685	Contributory	1850-1860
HO334	Westgarth	Street	14	Fitzroy		250920	Contributory	1860-1880
HO334	Westgarth	Street	15	Fitzroy		250690	Not contributory	Unknown
HO334	Westgarth	Street	16	Fitzroy		250925	Not contributory	1990-2000
HO334	Westgarth	Street	17-19	Fitzroy		250690	Contributory	1850-1890
HO334	Westgarth	Street	18	Fitzroy		250930	Not contributory	1990-2000
HO334	Westgarth	Street	20	Fitzroy		250935	Contributory	1870-1890
HO334	Westgarth	Street	21	Fitzroy		250695	Contributory	1850-1880
HO334	Westgarth	Street	22	Fitzroy		250940	Contributory	1860-1880
HO334	Westgarth	Street	23	Fitzroy		250700	Not contributory	1990-2000
HO334	Westgarth	Street	24	Fitzroy		250945	Contributory	1850-1890
HO334	Westgarth	Street	25	Fitzroy		250705	Not contributory	1990-2000
HO334	Westgarth	Street	27	Fitzroy		250710	Not contributory	1990-2000
HO334	Westgarth	Street	28	Fitzroy		250950	Contributory	1850-1890
HO334	Westgarth	Street	29	Fitzroy		250715	Not contributory	1990-2000
HO334	Westgarth	Street	30	Fitzroy		250955	Contributory	1850-1890
HO334	Westgarth	Street	31	Fitzroy		250720	Not contributory	1990-2000
HO334	Westgarth	Street	32	Fitzroy		250960	Contributory	1850-1890
HO334	Westgarth	Street	33	Fitzroy		250725	Not contributory	1990-2000
HO334	Westgarth	Street	34	Fitzroy		250965	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Westgarth	Street	35	Fitzroy		250730	Contributory	1900-1915
HO334	Westgarth	Street	38	Fitzroy		251170	Contributory	1880-1890
HO334	Westgarth	Street	40	Fitzroy		250970	Contributory	1850-1890
HO334	Westgarth	Street	41	Fitzroy		250735	Contributory	1850-1890
HO334	Westgarth	Street	42	Fitzroy		250975	Contributory	1850-1890
HO334	Westgarth	Street	43	Fitzroy		250740	Contributory	1850-1890
HO334	Westgarth	Street	44	Fitzroy		250980	Contributory	1900-1915
HO334	Westgarth	Street	45	Fitzroy		250745	Individually Significant	1900-1915
HO334	Westgarth	Street	46	Fitzroy		250985	Contributory	1900-1915
HO334	Westgarth	Street	47	Fitzroy		250750	Individually Significant	1900-1915
HO334	Westgarth	Street	48	Fitzroy		250990	Contributory	1900-1915
HO334	Westgarth	Street	49	Fitzroy		250755	Individually Significant	1850-1890
HO334	Westgarth	Street	50	Fitzroy		250995	Contributory	1900-1915
HO334	Westgarth	Street	52	Fitzroy		251000	Contributory	1900-1915
HO334	Westgarth	Street	54	Fitzroy		251005	Contributory	1860-1880
HO334	Westgarth	Street	55	Fitzroy		250760	Contributory	1900-1915
HO334	Westgarth	Street	56	Fitzroy		251010	Contributory	1890-1905
HO334	Westgarth	Street	57	Fitzroy		250765	Contributory	1870-1890
HO334	Westgarth	Street	58	Fitzroy		251015	Contributory	1890-1905
HO334	Westgarth	Street	59	Fitzroy		250770	Contributory	1870-1890
HO334	Westgarth	Street	60	Fitzroy	Shop & residence, former	251020	Contributory	1888
HO334	Westgarth	Street	61	Fitzroy		250775	Contributory	1880-1890
HO334	Westgarth	Street	62	Fitzroy	Shop & residence, former?	251025	Contributory	1888
HO334	Westgarth	Street	63	Fitzroy		250780	Contributory	1850-1890
HO334	Westgarth	Street	64	Fitzroy	Shop & residence, former	251030	Contributory	1888
HO334	Westgarth	Street	65	Fitzroy		250785	Contributory	1850-1890
HO334	Westgarth	Street	66	Fitzroy	Shop & residence, former	251035	Contributory	1888
HO334	Westgarth	Street	66A	Fitzroy		251035	Not contributory	1990-2000
HO334	Westgarth	Street	67	Fitzroy		250790	Contributory	1880-1890
HO334	Westgarth	Street	69	Fitzroy	Shop, former	250795	Contributory	1850-1890
HO334	Westgarth	Street	69 (rear)	Fitzroy	Townhouses	337830	Not contributory	2000-2010
HO334	Westgarth	Street	70-76	Fitzroy	Factory	251040	Not contributory	1970-1980
HO334	Westgarth	Street	75	Fitzroy	Unit	300605	Not contributory	1990-2000
HO334	Westgarth	Street	77	Fitzroy	Unit	300610	Not contributory	1990-2000
HO334	Westgarth	Street	78-82	Fitzroy	Factory/warehouse	251045	Not contributory	1960-1970
HO334	Westgarth	Street	81	Fitzroy		250805	Individually Significant	1880-1890
HO334	Westgarth	Street	83	Fitzroy		250810	Individually Significant	1880-1890
HO334	Westgarth	Street	85	Fitzroy		250815	Individually Significant	1880-1890
HO334	Westgarth	Street	87	Fitzroy		250820	Individually Significant	1880-1890
HO334	Westgarth	Street	93/1	Fitzroy	Factory, former	269285	Contributory	1900-1915
HO334	Westgarth	Street	93/2	Fitzroy	Apartment	269290	Contributory	1900-1915
HO334	Westgarth	Street	93/3	Fitzroy	Apartment	269295	Contributory	1900-1915
HO334	Westgarth	Street	93/4	Fitzroy	Factory/warehouse, later Apartments	269300	Contributory	1900-1915
HO334	Westgarth	Street	95	Fitzroy	Units	250825	Not contributory	1990-2000
HO334	Westgarth	Street	96	Fitzroy		251050	Contributory	1880-1890
HO334	Westgarth	Street	97	Fitzroy		269115	Not contributory	1990-2000
HO334	Westgarth	Street	98	Fitzroy		251055	Contributory	1880-1890
HO334	Westgarth	Street	99	Fitzroy	Units	269110	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO334	Westgarth	Street	100	Fitzroy		251060	Contributory	1880-1890
HO334	Westgarth	Street	102	Fitzroy		251065	Contributory	1880-1890
HO334	Westgarth	Street	104	Fitzroy		251070	Contributory	1880-1890
HO334	Westgarth	Street	106	Fitzroy		251075	Contributory	1880-1890
HO334	Westgarth	Street	108	Fitzroy		251080	Contributory	1860-1880
HO334	Westgarth	Street	110	Fitzroy		251085	Contributory	1860-1880
HO334	Westgarth	Street	112	Fitzroy		251090	Contributory	1850-1890
HO334	Westgarth	Street	114	Fitzroy	Rosebank Cottage	251095	Contributory	1850-1890
HO334	Westgarth	Street	116	Fitzroy		251100	Contributory	1870-1890
HO334	Westgarth	Street	118	Fitzroy		251105	Contributory	1870-1890
HO334	Westgarth	Street	120	Fitzroy		251110	Contributory	1870-1890
HO334	Westgarth	Street	121	Fitzroy	Factory/warehouse, former	250830	Contributory	1900-1925
HO334	Westgarth	Street	122	Fitzroy		251115	Contributory	1870-1890
HO334	Westgarth	Street	123	Fitzroy		250835	Contributory	1880-1890
HO334	Westgarth	Street	124	Fitzroy		251120	Contributory	1880-1890
HO334	Westgarth	Street	125	Fitzroy	Rangitoto Cottage	250840	Contributory	1880-1890
HO334	Westgarth	Street	126	Fitzroy		251125	Contributory	1880-1890
HO334	Westgarth	Street	127	Fitzroy	Waratah Cottage	250845	Contributory	1880-1890
HO334	Westgarth	Street	128	Fitzroy		251130	Contributory	1870-1890
HO334	Westgarth	Street	129	Fitzroy	Rickmansworth Cottage	250850	Contributory	1880-1890
HO334	Westgarth	Street	131	Fitzroy	The ... House	250855	Contributory	1880-1890
HO334	Westgarth	Street	132	Fitzroy	Theresaville	251135	Contributory	1880-1890
HO334	Westgarth	Street	133	Fitzroy	Ristoria Cottage	250860	Contributory	1880-1890
HO334	Westgarth	Street	140	Fitzroy		251140	Contributory	1870-1910?
HO334	Westgarth	Street	142	Fitzroy		251145	Contributory	1870-1890
HO334	Westgarth	Street	143	Fitzroy		250865	Contributory	1900-1915
HO334	Westgarth	Street	144	Fitzroy		251150	Contributory	1880-1890
HO334	Westgarth	Street	145	Fitzroy		250870	Contributory	1900-1915
HO334	Westgarth	Street	146	Fitzroy		251155	Contributory	1900-1915
HO334	Westgarth	Street	147	Fitzroy		250875	Contributory	1900-1915
HO334	Westgarth	Street	148	Fitzroy		251160	Contributory	1900-1915
HO334	Westgarth	Street	149	Fitzroy		250880	Contributory	1900-1915
HO334	Westgarth	Street	150	Fitzroy		251165	Contributory	1900-1915
HO334	Westgarth	Street	151	Fitzroy		250885	Contributory	1900-1915
HO334	Westgarth	Street	153	Fitzroy		250890	Contributory	1900-1915
HO334	Westgarth	Street	155	Fitzroy		250895	Contributory	1900-1915
HO334	Wood	Street	4	Fitzroy	Ferguson clothing factory, former	268570	Individually Significant	1900-1910
HO334	Young	Street	11	Fitzroy	Melbourne & Metropolitan Tramway Board Electrical Substation	268575	Individually Significant	1929
HO334	Young	Street	17	Fitzroy	Lecture Theatre	294695	Not contributory	1990-2000
HO334	Young	Street	28	Fitzroy	Carpark	268620	Not contributory	1980-1990
HO334	Young	Street	44	Fitzroy	Daisy	319940	Contributory	1860-1880
HO334	Young	Street	45	Fitzroy		268580	Contributory	1870-1890
HO334	Young	Street	45 (near)	Fitzroy	Victorian-era cast-iron pillar	0	Contributory	1890-1910
HO334	Young	Street	46	Fitzroy	Ethel	319950	Contributory	1860-1880
HO334	Young	Street	47	Fitzroy		268585	Contributory	1870-1890
HO334	Young	Street	48	Fitzroy	Townhouse	295680	Not contributory	1990-2000
HO334	Young	Street	49	Fitzroy		268590	Contributory	1870-1890
HO334	Young	Street	50	Fitzroy	Townhouse	295690	Not contributory	1990-2000

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HO334	Young	Street	51	Fitzroy		268595	Contributory	1860-1880
HO334	Young	Street	52-54	Fitzroy	Units	309390	Not contributory	1990-2000
HO334	Young	Street	53	Fitzroy		268600	Contributory	1860-1880
HO334	Young	Street	58	Fitzroy		268645	Contributory	1860-1870
HO334	Young	Street	59	Fitzroy	Apartment	351340	Not contributory	2005
HO334	Young	Street	60	Fitzroy		268650	Contributory	1860-1870
HO334	Young	Street	62	Fitzroy		268655	Contributory	1900-1915
HO334	Young	Street	64	Fitzroy		268660	Contributory	1900-1915
HO334	Young	Street	66	Fitzroy		268665	Contributory	1870-1890
HO334	Young	Street	68	Fitzroy		268670	Contributory	1870-1890
HO334	Young	Street	70	Fitzroy		268675	Contributory	1850-1860
HO334	Young	Street	72	Fitzroy		268680	Contributory	1860-1880
HO334	Young	Street	191	Fitzroy	Factory/warehouse	269725	Contributory	1900-1925?
HO334	Young	Street	193	Fitzroy	Factory/warehouse	269305	Contributory	1900-1925?
HO334	Young	Street	195	Fitzroy	Factory/warehouse	269310	Contributory	1900-1925?
HO334	Young	Street	197	Fitzroy	Factory/warehouse	268605	Contributory	1900-1925?
HO334	Young	Street	199	Fitzroy	Factory/warehouse	269315	Not contributory	1900-1925?
HO334	Young	Street	202	Fitzroy	Factory/warehouse	268700	Not contributory	1990-2000
HO334	Young	Street	203	Fitzroy	Factory/warehouse	268610	Not contributory	1920-1935?
HO334	Young	Street	204	Fitzroy	Apartments	303580	Not contributory	1990-2000
HO334	Young	Street	205-207	Fitzroy	Factory/warehouse	268615	Contributory	1880-1910
HO334	Young	Street	205-207 (rear)	Fitzroy	Factory/warehouse	268615	Contributory	1890-1930?
HO334	Young	Street	206	Fitzroy	Apartments	303570	Not contributory	1990-2000
HO334	Young	Street	208	Fitzroy	Apartments	303560	Not contributory	1990-2000
HO334	Young	Street	209-211	Fitzroy	Apartments	1	Not contributory	1990-2000
HO334	Young	Street	210	Fitzroy	Apartments	303550	Not contributory	1990-2000
HO334	Young	Street	212	Fitzroy	Apartments	303540	Not contributory	1990-2000
HO334	Young	Street	230	Fitzroy	Factory/warehouse	269765	Not contributory	1930-1950
HO334	Young	Street	232	Fitzroy		268710	Contributory	1860-1880
HO334	Young	Street	234	Fitzroy		268715	Contributory	1860-1880
HO334	Young	Street	236	Fitzroy		268715	Not contributory	1990-2000
HO334	Young	Street	237	Fitzroy	Townhouse	292840	Not contributory	2000-2010
HO334	Young	Street	238	Fitzroy	Edith Cottage	318660	Contributory	1870-1890
HO334	Young	Street	240	Fitzroy	Vacant land	318650	Not contributory	Unknown
HO334	Young	Street	242	Fitzroy	Park	318650	Not contributory	Unknown
HO334	Young	Street	252	Fitzroy		268725	Not contributory	1870-1890
HO334	Young	Street	254-252A	Fitzroy	Electrical Substation	268730	Contributory	1915-1925
HO334	Young	Street	256	Fitzroy	Factory/warehouse	268735	Not contributory	1925-1935
HO334	Young	Street	260-262	Fitzroy	Factory/warehouse?	268735	Unknown	Unknown
HO334	Young	Street	264	Fitzroy		268740	Contributory	1890-1910
HO334	Young	Street	266-268	Fitzroy	Factory/warehouse	268745	Contributory	1915-1925
HO334	Young	Street	300	Fitzroy	Vacant land	251525	Not contributory	Unknown
HO334	Young	Street	304-306	Fitzroy	Factory/warehouse, former, converted	316460	Not contributory	Unknown
HO334	Young	Street	308	Fitzroy	Townhouses	251530	Not contributory	1990-2000
HO334	Young	Street	313	Fitzroy		251510	Contributory	1870-1890
HO334	Young	Street	314	Fitzroy	Townhouse	269205	Not contributory	1990-2000
HO334	Young	Street	315	Fitzroy		251515	Contributory	1870-1890
HO334	Young	Street	316	Fitzroy	Factory/warehouse	251535	Unknown	Unknown

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HO334	Young	Street	317	Fitzroy		251520	Contributory	1870-1890
HO334	Young	Street	318	Fitzroy	Factory/warehouse	251540	Contributory	1920
HO334	Young	Street	319	Fitzroy	Townhouse	305720	Not contributory	1990-2000
HO334	Young	Street	321	Fitzroy	Townhouse	305700	Not contributory	1990-2000
HO334	Young	Street	322	Fitzroy	Factory/warehouse, former	280065	Contributory	1915-1925?
HO334	Young	Street	324	Fitzroy	Factory/warehouse, former	280070	Contributory	1915-1925?
HO334	Young	Street	326A	Fitzroy	Townhouse	280075	Not contributory	1990-2000
HO334	Young	Street	326B	Fitzroy	Townhouse	280080	Not contributory	1990-2000
HO334	Young	Street	327	Fitzroy	Townhouse	298785	Not contributory	1990-2000
HO334	Young	Street	327A	Fitzroy	Townhouse	319210	Not contributory	1990-2000
HO334	Young	Street	328A	Fitzroy	Townhouse	280085	Not contributory	1990-2000
HO334	Young	Street	328B	Fitzroy	Townhouse	280090	Not contributory	1990-2000
HO334	Young	Street	329	Fitzroy	Townhouse	298790	Not contributory	1990-2000
HO334	Young	Street	330A	Fitzroy	Townhouse	280095	Not contributory	1990-2000
HO334	Young	Street	330B	Fitzroy	Townhouse	280100	Not contributory	1990-2000
HO334	Young	Street	331	Fitzroy	Townhouse	298795	Not contributory	1990-2000
HO334	Young	Street	333-347	Fitzroy	Townhouses	269150	Not contributory	1992
HO334	Young	Street	334	Fitzroy	Factory/warehouse	319900	Individually Significant	1915-1925
HO334	Young	Street	336	Fitzroy		307140	Contributory	1870-1890
HO334	Young	Street	338	Fitzroy		307150	Contributory	1870-1890
HO334	Young	Street	340	Fitzroy		307160	Contributory	1870-1890
HO334	Young	Street	344-348	Fitzroy	Townhouse	275410	Not contributory	1990-2000
HO335 - Swan Street Precinct, Richmond								
HO335	Byron	Street	2	Cremorne	warehouse apartment	294845	Not contributory	2000-2010
HO335	Byron	Street	4	Cremorne	warehouse apartment	294840	Not contributory	2000-2010
HO335	Byron	Street	6	Cremorne	warehouse apartment	294850	Not contributory	2000-2010
HO335	Byron	Street	8	Cremorne	warehouse apartment	294865	Not contributory	2000-2010
HO335	Byron	Street	140-160	Cremorne	Factory/warehouse	157815	Not contributory	1990-2000
HO335	Church	Street	421	Richmond	Shops/offices	191100	Not contributory	1960-1970
HO335	Church	Street	421A	Richmond	Shops/offices	191105	Not contributory	1960-1970
HO335	Church	Street	423	Richmond	Shops/offices	191095	Not contributory	1960-1970
HO335	Church	Street	425	Richmond	Swan Hotel	161450	Individually Significant	1889
HO335	Church	Street	454-456	Cremorne	Shops & residences	161905	Individually Significant	1902
HO335	Church	Street	458	Cremorne	Shop & residence	161890	Contributory	1860-1880
HO335	Church	Street	460	Cremorne	Shop & residence	161885	Contributory	1860-1880
HO335	Church	Street	462	Cremorne	Shop & residence	161880	Contributory	1860-1880
HO335	Church	Street	464	Cremorne	Shop & residence	161875	Contributory	1860-1880
HO335	Church	Street	466	Cremorne	Shop & residence	161870	Individually Significant	1900-1915
HO335	Church	Street	468	Cremorne	Shop & residence	304110	Individually Significant	1900-1915
HO335	Kipling	Street	1	Cremorne	Apartment	294830	Not contributory	1950-2010
HO335	Kipling	Street	2	Cremorne	Apartment	340190	Not contributory	1920-2010
HO335	Kipling	Street	2A	Cremorne	Offices	353540	Not contributory	1920-2010
HO335	Kipling	Street	3	Cremorne	Apartment	294855	Not contributory	1950-2010
HO335	Kipling	Street	5	Cremorne	Apartment	294860	Not contributory	1950-2010
HO335	Kipling	Street	7	Cremorne	Apartment	303370	Not contributory	1950-2010
HO335	Swan	Street	63	Richmond	Shop	190655	Not contributory	1925-1935?
HO335	Swan	Street	65	Richmond	Shop	190650	Not contributory	1925-1935?

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HO335	Swan	Street	69	Richmond	H.E. McNaughton ironmongery & residence, former	190645	Individually Significant	1924
HO335	Swan	Street	71	Richmond	Shop & residence	190640	Contributory	1871
HO335	Swan	Street	73	Richmond	Shop & residence	190635	Contributory	1871
HO335	Swan	Street	75	Richmond	Shop & residence	190630	Contributory	1871
HO335	Swan	Street	77	Richmond	Shop & residence	190625	Contributory	1871
HO335	Swan	Street	79	Richmond	Shop/offices	190620	Not contributory	1970-1980
HO335	Swan	Street	81	Richmond	Shop/offices	190615	Not contributory	1970-1980
HO335	Swan	Street	83	Richmond	Shop/offices	190610	Not contributory	1970-1980
HO335	Swan	Street	85	Richmond	Shop/offices	190605	Not contributory	1970-1980
HO335	Swan	Street	87	Richmond	Shop/offices	190600	Not contributory	1970-1980
HO335	Swan	Street	89	Richmond	Shop/offices	190595	Not contributory	1970-1980
HO335	Swan	Street	89A	Richmond	Shop/offices	190590	Not contributory	1970-1980
HO335	Swan	Street	90-92	Cremorne	Richmond South Post Office, former	157685	Victorian Heritage Register	1905
HO335	Swan	Street	91-93	Richmond	Shop & residence	190585	Contributory	1900-1915
HO335	Swan	Street	94	Cremorne	Shop & residence	157690	Contributory	1870-1890
HO335	Swan	Street	95	Richmond	Shop & residence	190575	Individually Significant	1885
HO335	Swan	Street	96	Cremorne	Shop & residence	157695	Contributory	1870-1890
HO335	Swan	Street	97	Richmond	Shop & residence	190580	Individually Significant	1885
HO335	Swan	Street	98	Cremorne	Shop & residence	157700	Contributory	1870-1890
HO335	Swan	Street	99	Richmond	Shop & residence	190570	Contributory	1850-1890
HO335	Swan	Street	100	Cremorne	Richmond Club Hotel	157705	Individually Significant	1915-1925
HO335	Swan	Street	101	Richmond	Shop & residence	178045	Contributory	1850-1890
HO335	Swan	Street	103	Richmond	Shop & residence	190565	Contributory	1850-1890
HO335	Swan	Street	104	Cremorne	Windows. Angliss & Co Butchers, Shop & residence	157710	Contributory	1850-1890
HO335	Swan	Street	105	Richmond	National Bank of Australasia	190560	Individually Significant	1886-7
HO335	Swan	Street	106	Cremorne	Windows. Angliss & Co Butchers, Shop & residence	157715	Contributory	1850-1890
HO335	Swan	Street	107	Richmond	Shop & residence	190555	Contributory	1850-1890
HO335	Swan	Street	108	Richmond	Shop/offices	157720	Not contributory	1970-1980?
HO335	Swan	Street	109	Richmond	Shop & residence	190550	Contributory	1850-1890
HO335	Swan	Street	111-113	Richmond	Shop & residence	190545	Contributory	1900-1915
HO335	Swan	Street	112	Cremorne	Shop/offices	157730	Not contributory	1970-1980
HO335	Swan	Street	114	Cremorne	Shop	157735	Not contributory	1970-1980
HO335	Swan	Street	115	Richmond	Shop & residence	190540	Contributory	1850-1890
HO335	Swan	Street	116A	Cremorne		157745	Not contributory	1970-1980
HO335	Swan	Street	117	Richmond	Shop & residence	190535	Contributory	1850-1890
HO335	Swan	Street	118	Cremorne	Shop	157735	Not contributory	1970-1980
HO335	Swan	Street	119	Richmond	Shop/offices	190520	Not contributory	1970-1980
HO335	Swan	Street	120	Cremorne	Shop	157755	Not contributory	1970-1980
HO335	Swan	Street	121	Richmond	Shop/offices	190525	Not contributory	1970-1980
HO335	Swan	Street	122-124	Cremorne	Maples Pianos, showroom	157735	Individually Significant	1890-1910
HO335	Swan	Street	123	Richmond	Shop & residence	190515	Contributory	1900-1915
HO335	Swan	Street	126	Cremorne	Maples Pianos, showroom	190525	Individually Significant	1890-1910
HO335	Swan	Street	127	Richmond	Shop & residence	190510	Not contributory	1900-1915?
HO335	Swan	Street	128	Cremorne	Perrins Buildings, Shop & residence	157780	Individually Significant	1884
HO335	Swan	Street	129	Richmond	ANZ Bank, part, former Shop & residence	190505	Unknown	1880-1900
HO335	Swan	Street	130	Cremorne	Perrins Buildings, Shop & residence	157785	Individually Significant	1884
HO335	Swan	Street	132	Cremorne	Perrins Buildings, Shop & residence	157795	Individually Significant	1884
HO335	Swan	Street	133	Richmond	ANZ Bank	190505	Not contributory	1960-1970

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO335	Swan	Street	134	Cremorne	Perrins Buildings, Shop & residence	157795	Individually Significant	1884
HO335	Swan	Street	135	Richmond	Shop & residence	333990	Contributory	1850-1890
HO335	Swan	Street	136	Cremorne	Perrins Buildings, Shop & residence	157805	Individually Significant	1884
HO335	Swan	Street	137	Richmond	Shop & residence	334000	Contributory	1850-1890
HO335	Swan	Street	138	Cremorne	Perrins Buildings, Shop & residence	157810	Individually Significant	1884
HO335	Swan	Street	139	Richmond	Shop & residence	190495	Contributory	1850-1890
HO335	Swan	Street	141	Richmond	Shop & residence	190490	Contributory	1850-1890
HO335	Swan	Street	143	Richmond	Shop & residence	190485	Contributory	1850-1890
HO335	Swan	Street	145	Richmond	Shop & residence	190480	Contributory	1850-1890
HO335	Swan	Street	147	Richmond	Shop/offices	190470	Not contributory	1970-1980
HO335	Swan	Street	149-155	Richmond	Hotel Vaucluse, part (bottle shop)	190465	Not contributory	1990-2000?
HO335	Swan	Street	157-159	Richmond	Hotel Vaucluse, former Railway Hotel	190465	Contributory	1850-1890
HO335	Swan	Street	161	Richmond	Shop & residence	190455	Contributory	1870-1890
HO335	Swan	Street	163	Richmond	Shop & residence	190450	Contributory	1870-1890
HO335	Swan	Street	164	Cremorne	Shop & residence	157820	Contributory	1870-1890
HO335	Swan	Street	165	Richmond	Shop & residence	190445	Contributory	1870-1890
HO335	Swan	Street	166	Cremorne	John Coverlid Estate Agency, Shop & residence	157830	Individually Significant	1870-1890
HO335	Swan	Street	167	Richmond	Shop & residence	190440	Contributory	1850-1890
HO335	Swan	Street	168	Cremorne	Shop	157835	Contributory	1900-1915
HO335	Swan	Street	169	Richmond	Shop & residence	190430	Contributory	1850-1890
HO335	Swan	Street	170	Cremorne	Shop & residence	157840	Contributory	1900-1915
HO335	Swan	Street	171-173	Richmond	Shop/offices	190425	Not contributory	1970-2000?
HO335	Swan	Street	172	Cremorne	Shop & residence	157845	Contributory	1900-1915
HO335	Swan	Street	173A	Richmond	Slattery Building	190415	Individually Significant	1923
HO335	Swan	Street	174	Cremorne	Shop & residence	157850	Contributory	1870-1890
HO335	Swan	Street	175	Richmond	Shop & residence	190410	Contributory	1850-1890
HO335	Swan	Street	176	Cremorne	Shop & residence	157855	Not contributory	1850-1890?
HO335	Swan	Street	177	Richmond	Shop & residence	190405	Contributory	1850-1890
HO335	Swan	Street	178	Cremorne	Shop & residence	157860	Individually Significant	1870-1890
HO335	Swan	Street	179	Richmond	Shop & residence	190400	Contributory	1850-1890
HO335	Swan	Street	180-182	Cremorne	Shop & residence	157865	Individually Significant	1870-1890
HO335	Swan	Street	181	Richmond	Shop/offices	190395	Not contributory	1970-1980
HO335	Swan	Street	181A	Richmond	Shop/offices	190390	Not contributory	1970-1980
HO335	Swan	Street	183	Richmond	Shop/offices	190385	Not contributory	1970-1980
HO335	Swan	Street	184	Cremorne	Shop & residence	157870	Contributory	1900-1915
HO335	Swan	Street	185	Richmond	Shop/offices	190380	Not contributory	1970-1980
HO335	Swan	Street	186	Cremorne	Shop & residence	157875	Contributory	1900-1915
HO335	Swan	Street	188-190	Cremorne	Coles	278180	Not contributory	1950-1960
HO335	Swan	Street	189A	Richmond	Shop/offices	191080	Not contributory	1970-1980
HO335	Swan	Street	191	Richmond	Shop & residence	191075	Individually Significant	1900-1915
HO335	Swan	Street	192	Cremorne	Coles	278175	Not contributory	1950-1960
HO335	Swan	Street	193	Richmond	Shop & residence	191065	Contributory	1850-1890
HO335	Swan	Street	195	Richmond	Shop & residence	191060	Contributory	1850-1890
HO335	Swan	Street	196	Cremorne	Coles	157880	Not contributory	1950-1960
HO335	Swan	Street	197	Richmond	Shop & residence	191055	Contributory	1850-1890
HO335	Swan	Street	198-200	Cremorne	Shops & residences (2)	157885	Individually Significant	1882
HO335	Swan	Street	199	Richmond	Shop & residence	191050	Contributory	1870-1890
HO335	Swan	Street	201	Richmond	Residence	191045	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO335	Swan	Street	202	Cremorne	Shop	157895	Not contributory	1930-1940?
HO335	Swan	Street	203	Richmond	Shop/offices	278190	Not contributory	1930-1940?
HO335	Swan	Street	204	Cremorne	Shop & residence	157905	Contributory	1850-1890
HO335	Swan	Street	205	Richmond	Shop/offices	191040	Not contributory	1930-1940?
HO335	Swan	Street	207	Richmond	Shop & residence	191035	Contributory	1900-1915
HO335	Swan	Street	208	Cremorne	Shop & residence	157915	Contributory	1850-1890
HO335	Swan	Street	209	Richmond	Shop & residence	191030	Not contributory	2000-2010
HO335	Swan	Street	210	Cremorne	Shop & residence	157920	Not contributory	1850-1890
HO335	Swan	Street	211	Richmond	Offices	191025	Not contributory	1980-1990
HO335	Swan	Street	212	Cremorne	Shop & residence	157925	Not contributory	1970-1990
HO335	Swan	Street	213	Richmond	Shop & residence	191020	Contributory	1870-1890
HO335	Swan	Street	213A	Richmond	Vacant land	288595	Not contributory	Unknown
HO335	Swan	Street	215	Richmond	Shop & residence	288590	Contributory	1850-1890
HO335	Swan	Street	216	Cremorne	State Bank, Former	157930	Victorian Heritage Register	1907
HO335	Swan	Street	217	Richmond	Shop	191010	Not contributory	Unknown
HO335	Swan	Street	218	Cremorne	Shop & residence	157935	Contributory	1850-1890
HO335	Swan	Street	219	Richmond	Shop & residence	191005	Individually Significant	1870-1890
HO335	Swan	Street	220	Cremorne	Bank of Melbourne	157940	Not contributory	1980-2000
HO335	Swan	Street	221	Richmond	Shop	190995	Not contributory	1950-1960?
HO335	Swan	Street	224	Cremorne	Shop & residence	157945	Individually Significant	1870-1890
HO335	Swan	Street	226	Cremorne	Shop & residence	157950	Individually Significant	1915-1925
HO335	Swan	Street	228	Cremorne	Shop & residence	157965	Individually Significant	1870-1890
HO335	Swan	Street	230	Richmond	Shop & residence	157970	Individually Significant	1888
HO335	Swan	Street	232	Richmond	Shop & residence	157980	Individually Significant	1870-1890
HO335	Swan	Street	234	Richmond	Shop & residence	157990	Individually Significant	1870-1890
HO335	Swan	Street	236	Richmond	M.Ball & Co, former part	158000	Individually Significant	1870-1880
HO335	Swan	Street	238	Richmond	M.Ball & Co, former part	158005	Individually Significant	1860-1870
HO335	Swan	Street	240	Richmond	M.Ball & Co, former	158010	Individually Significant	1860-1870
HO335	Swan	Street	242-244	Richmond	Shop	158015	Not contributory	1950-1960?
HO335	Swan	Street	246	Richmond	Shop & residence	158020	Contributory	1900-1915
HO335	Swan	Street	248	Richmond	Shop & residence	158025	Contributory	1900-1915
HO335	Swan	Street	250	Richmond	Whitehorse Hotel, former	158030	Individually Significant	1845-1855
HO335	Swan	Street	254	Richmond	Masonic temple, former	158030	Individually Significant	1920-1930
HO335	Swan	Street	256	Richmond	Shop & residence	158035	Contributory	1915-1925
HO335	Swan	Street	258	Richmond	Shop & residence	158040	Individually Significant	1850-1870
HO335	Swan	Street	260	Richmond	Shop & residence	158045	Contributory	1900-1915
HO335	Swan	Street	260A	Richmond	Shop & residence	158050	Contributory	1900-1915
HO335	Swan	Street	262	Richmond	Shop & residence	158055	Contributory	1900-1915
HO335	Swan	Street	264	Richmond	Shop & residence	158060	Contributory	1900-1915
HO335	Swan	Street	266	Richmond	Shop & residence	158065	Contributory	1900-1915
HO335	Swan	Street	268	Richmond	Shop & residence	158070	Contributory	1900-1915
HO335	Swan	Street	270	Richmond	Union House, Shop & residence	158075	Individually Significant	1871
HO335	Swan	Street	272	Richmond	Union House, Shop & residence	158080	Individually significant	1871
HO336 - Victoria Parade Precinct, Collingwood								
HO336	Cambridge	Street	2	Collingwood	Vacant site	100665	Not contributory	Unknown
HO336	Cambridge	Street	3-17	Collingwood	Housing	101670	Not contributory	1980-1990
HO336	Cambridge	Street	4-12	Collingwood	Vacant site	101745	Not contributory	Unknown

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO336	Cambridge	Street	14	Collingwood		101675	Contributory	1880-1890
HO336	Cambridge	Street	16	Collingwood		101680	Contributory	1880-1890
HO336	Cambridge	Street	18	Collingwood	Kelvin Grove	101685	Contributory	1880-1890
HO336	Cambridge	Street	19	Collingwood	Cambridge Street State School 551895, later Cambridge Street Central School	101665	Individually Significant	1877
HO336	Cambridge	Street	20	Collingwood	Tyrone House	101690	Contributory	1891
HO336	Cambridge	Street	22	Collingwood		101695	Contributory	1850-1890
HO336	Cambridge	Street	24	Collingwood	Airth House	101700	Contributory	1880-1890
HO336	Cambridge	Street	26	Collingwood		101705	Contributory	1880-1890
HO336	Cambridge	Street	28	Collingwood	Clyde Terrace	101710	Contributory	1850-1890
HO336	Cambridge	Street	30	Collingwood	Clyde Terrace	101715	Contributory	1850-1890
HO336	Cambridge	Street	32	Collingwood	Clyde Terrace	101720	Contributory	1850-1890
HO336	Cambridge	Street	34	Collingwood		101725	Contributory	1900-1915
HO336	Cambridge	Street	36-44	Collingwood	Fruit Preserving Factory complex, former (now Australian Shiatsu College)	101730	Individually Significant	1900-1915
HO336	Cambridge	Street	46	Collingwood	Factory	101735	Not contributory	1920-1940
HO336	Cambridge	Street	50	Collingwood	Cambridge Terrace	101740	Individually Significant	1892
HO336	Cambridge	Street	52	Collingwood	Cambridge Terrace	101745	Individually Significant	1892
HO336	Cambridge	Street	54	Collingwood	Cambridge Terrace	101750	Individually Significant	1892
HO336	Cambridge	Street	56	Collingwood	Cambridge Terrace	101755	Individually Significant	1892
HO336	Cambridge	Street	58	Collingwood	Cambridge Terrace	101760	Individually Significant	1892
HO336	Cambridge	Street	60	Collingwood	Cambridge Terrace	101765	Individually Significant	1892
HO336	Cambridge	Street	62	Collingwood	Cambridge Terrace	101770	Individually Significant	1892
HO336	Cambridge	Street	64	Collingwood	Cambridge Terrace	101775	Individually Significant	1892
HO336	Mason	Street	13	Collingwood	Linden Villas	100760	Contributory	1870-1890
HO336	Mason	Street	15	Collingwood	Linden Villas	100765	Contributory	1870-1890
HO336	Mason	Street	17	Collingwood		100770	Contributory	1870-1890
HO336	Mason	Street	19	Collingwood		100775	Contributory	1870-1890
HO336	Mason	Street	21	Collingwood		100780	Contributory	1870-1890
HO336	Mason	Street	23	Collingwood	Vacant land	100785	Not contributory	Unknown
HO336	Oxford	Street	6	Collingwood	St Saviours Church of England Mission Church, later Holy Virgins Protection Russian Orthodox Church	101515	Individually Significant	1874-1958-
HO336	Victoria	Parade	15-17	Collingwood	Portia	100745	Individually Significant	1889
HO336	Victoria	Parade	19	Collingwood	Irwell Terrace	100740	Individually Significant	1868
HO336	Victoria	Parade	21	Collingwood	Irwell Terrace	100735	Individually Significant	1868
HO336	Victoria	Parade	23	Collingwood	Irwell Terrace	100730	Individually Significant	1868
HO336	Victoria	Parade	25	Collingwood		100725	Contributory	1880-1890
HO336	Victoria	Parade	27	Collingwood	Shop & residence	100720	Contributory	1880-1890
HO336	Victoria	Parade	29	Collingwood	Shop & residence	100715	Contributory	1880-1890
HO336	Victoria	Parade	31	Collingwood	Shop & residence	100710	Contributory	1880-1890
HO336	Victoria	Parade	33	Collingwood	Shop & residence	100705	Contributory	1880-1890
HO336	Victoria	Parade	35	Collingwood	Shop & residence	100700	Contributory	1880-1890
HO336	Victoria	Parade	37	Collingwood	Shop & residence	100695	Contributory	1880-1890
HO336	Victoria	Parade	39	Collingwood	Floraston	298360	Individually Significant	1876
HO336	Victoria	Parade	45-47	Collingwood	Melbourne After Care Home, later After Care Hospital, Melbourne District Nursing Society	298365	Individually Significant	1926, 1936
HO336	Victoria	Parade	49	Collingwood	Shop & residence	100680	Contributory	1850-1890
HO336	Victoria	Parade	51	Collingwood	Shop & residence	100675	Contributory	1880-1900
HO336	Victoria	Parade	53	Collingwood	Shop & residence	100670	Contributory	1880-1900
HO336	Victoria	Parade	55	Collingwood		100685	Contributory	1850-1890

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HO336	Victoria	Parade	57	Collingwood		287490	Contributory	1850-1890
HO336	Victoria	Parade	59	Collingwood	Shop & residence	287490	Contributory	1850-1890
HO336	Victoria	Parade	61-65	Collingwood	Baden Powell Hotel	100665	Contributory	1880-1940
HO336	Victoria	Parade	65	Collingwood		100665	Contributory	1870-1890
HO336	Victoria	Parade	67	Collingwood		100660	Contributory	1870-1890
HO336	Victoria	Parade	69	Collingwood	Shop & residence	100655	Contributory	1870-1890
HO336	Victoria	Parade	71	Collingwood		100650	Contributory	1900-1915
HO336	Victoria	Parade	73	Collingwood		100645	Contributory	1900-1915
HO336	Victoria	Parade	75A- 77	Collingwood	John Franklin Hotel, former	100635	Individually significant	1880-1890
HO337 - Victoria Park Precinct, Abbotsford								
HO337	Abbot	Street	1/1	Abbotsford	Townhouse	285340	Not contributory	1990-2000
HO337	Abbot	Street	1/2	Abbotsford	Townhouse	285345	Not contributory	1990-2000
HO337	Abbot	Street	1/3	Abbotsford	Townhouse	285350	Not contributory	1990-2000
HO337	Abbot	Street	1/4	Abbotsford	Townhouse	285355	Not contributory	1990-2000
HO337	Abbot	Street	1/5	Abbotsford	Townhouse	285360	Not contributory	1990-2000
HO337	Abbot	Street	1/6	Abbotsford	Townhouse	285365	Not contributory	1990-2000
HO337	Abbot	Street	1/7	Abbotsford	Townhouse	285370	Not contributory	1990-2000
HO337	Abbot	Street	1/8	Abbotsford	Townhouse	285375	Not contributory	1990-2000
HO337	Abbot	Street	1/9	Abbotsford	Townhouse	285380	Not contributory	1990-2000
HO337	Abbot	Street	1/10	Abbotsford	Townhouse	285385	Not contributory	1990-2000
HO337	Abbot	Street	1/11	Abbotsford	Townhouse	285390	Not contributory	1990-2000
HO337	Abbot	Street	1/12	Abbotsford	Townhouse	285395	Not contributory	1990-2000
HO337	Abbot	Street	1/13	Abbotsford	Townhouse	285400	Not contributory	1990-2000
HO337	Abbot	Street	1/14	Abbotsford	Townhouse	285405	Not contributory	1990-2000
HO337	Abbot	Street	1/15	Abbotsford	Townhouse	285410	Not contributory	1990-2000
HO337	Abbot	Street	1/16	Abbotsford	Townhouse	285415	Not contributory	1990-2000
HO337	Abbot	Street	1/17	Abbotsford	Townhouse	285420	Not contributory	1990-2000
HO337	Abbot	Street	1/18	Abbotsford	Townhouse	285425	Not contributory	1990-2000
HO337	Abbot	Street	1/19	Abbotsford	Townhouse	285425	Not contributory	1990-2000
HO337	Abbot	Street	1/20	Abbotsford	Townhouse	285430	Not contributory	1990-2000
HO337	Abbot	Street	13	Abbotsford	Townhouse	114020	Not contributory	1980-1990
HO337	Abbot	Street	15	Abbotsford		114015	Contributory	1890-1900
HO337	Abbot	Street	17	Abbotsford		114010	Contributory	1890-1900
HO337	Abbot	Street	19	Abbotsford		114005	Contributory	1890-1900
HO337	Abbot	Street	21	Abbotsford		114000	Contributory	1890-1900
HO337	Bath	Street	1	Abbotsford		113935	Contributory	1880-1890
HO337	Bath	Street	2	Abbotsford		113940	Contributory	1880-1890
HO337	Bath	Street	3	Abbotsford		113945	Contributory	1880-1890
HO337	Bath	Street	4	Abbotsford		113950	Not contributory	1880-1890
HO337	Bath	Street	5	Abbotsford		113955	Contributory	1880-1890
HO337	Bath	Street	6	Abbotsford		113960	Contributory	1880-1890
HO337	Bath	Street	7	Abbotsford	Hawkhurst	113965	Contributory	1880-1890
HO337	Bath	Street	8	Abbotsford		113970	Contributory	1880-1890
HO337	Bath	Street	9	Abbotsford		113975	Contributory	1880-1890
HO337	Bath	Street	10	Abbotsford		113980	Contributory	1880-1890
HO337	Bath	Street	11	Abbotsford		113985	Contributory	1880-1890
HO337	Bath	Street	12	Abbotsford		113990	Contributory	1880-1890

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HO337	Federation	Lane	2	Abbotsford	Townhouse	285435	Not contributory	1990-2000
HO337	Federation	Lane	4	Abbotsford	Townhouse	285440	Not contributory	1990-2000
HO337	Federation	Lane	6	Abbotsford	Townhouse	285445	Not contributory	1990-2000
HO337	Federation	Lane	8	Abbotsford	Townhouse	285450	Not contributory	1990-2000
HO337	Federation	Lane	10	Abbotsford	Townhouse	285455	Not contributory	1990-2000
HO337	Federation	Lane	12	Abbotsford	Townhouse	285460	Not contributory	1990-2000
HO337	Federation	Lane	14	Abbotsford	Townhouse	285465	Not contributory	1990-2000
HO337	Federation	Lane	16	Abbotsford	Townhouse	285470	Not contributory	1990-2000
HO337	Federation	Lane	18	Abbotsford	Townhouse	285475	Not contributory	1990-2000
HO337	Federation	Lane	20	Abbotsford	Townhouse	285480	Not contributory	1990-2000
HO337	Federation	Lane	22	Abbotsford	Townhouse	114090	Not contributory	1990-2000
HO337	Federation	Lane	24	Abbotsford	Townhouse	285490	Not contributory	1990-2000
HO337	Federation	Lane	26	Abbotsford	Townhouse	285495	Not contributory	1990-2000
HO337	Federation	Lane	28	Abbotsford	Townhouse	285500	Not contributory	1990-2000
HO337	Federation	Lane	30	Abbotsford	Townhouse	285505	Not contributory	1990-2000
HO337	Federation	Lane	32	Abbotsford	Townhouse	285510	Not contributory	1990-2000
HO337	Federation	Lane	34	Abbotsford	Townhouse	285515	Not contributory	1990-2000
HO337	Federation	Lane	36	Abbotsford	Townhouse	285520	Not contributory	1990-2000
HO337	Federation	Lane	38	Abbotsford	Townhouse	285525	Not contributory	1990-2000
HO337	Federation	Lane	40	Abbotsford	Townhouse	285530	Not contributory	1990-2000
HO337	Federation	Lane	42	Abbotsford	Townhouse	285535	Not contributory	1990-2000
HO337	Federation	Lane	44	Abbotsford	Townhouse	285540	Not contributory	1990-2000
HO337	Federation	Lane	46	Abbotsford	Townhouse	285545	Not contributory	1990-2000
HO337	Little Turner	Street	30	Abbotsford	Townhouse	296150	Not contributory	1990-2000
HO337	Little Turner	Street	32	Abbotsford	Townhouse	10402193	Not contributory	1980-2000
HO337	Little Turner	Street	34	Abbotsford	Sudio 1 (Townhouse?)	288625	Not contributory	1980-2000
HO337	Little Turner	Street	60	Abbotsford	Townhouse	291320	Not contributory	1990-2000
HO337	Little Turner	Street	62	Abbotsford	Townhouse	291325	Not contributory	1990-2000
HO337	Little Turner	Street	68	Abbotsford	Townhouse	286695	Not contributory	1990-2000
HO337	Little Turner	Street	70	Abbotsford	Townhouse	286700	Not contributory	1990-2000
HO337	Little Turner	Street	72	Abbotsford	Townhouse	286705	Not contributory	1990-2000
HO337	Lulie	Street	2-16	Abbotsford	Victoria Park football ground & grandstands, walls, clubrooms	114185	Victorian Heritage Register	1929-1960s
HO337	Lulie	Street	2-16	Abbotsford	Victoria Park Garden Reserve ornamental garden reserve site	114185	Victorian Heritage Register	1878
HO337	Lulie	Street	18	Abbotsford	Winniefred Terrace, Shop & residence	114180	Individually Significant	1888
HO337	Lulie	Street	20	Abbotsford	Winniefred Terrace	114175	Individually Significant	1888
HO337	Lulie	Street	22	Abbotsford	Winniefred Terrace	114170	Individually Significant	1888
HO337	Lulie	Street	24	Abbotsford	Winniefred Terrace	114165	Individually Significant	1888
HO337	Lulie	Street	26	Abbotsford	Winniefred Terrace	114160	Individually Significant	1888
HO337	Lulie	Street	28	Abbotsford	Winniefred Terrace	114155	Individually Significant	1888
HO337	Lulie	Street	30	Abbotsford	Winniefred Terrace	114150	Individually Significant	1888
HO337	Lulie	Street	32	Abbotsford	Winniefred Terrace, Shop & residence (reproduction)	114145	Not contributory	1990s
HO337	Lulie	Street	34	Abbotsford	Dorothy Terrace, Shop & residence	114140	Victorian Heritage Register	1888
HO337	Lulie	Street	36	Abbotsford	Dorothy Terrace, Shop & residence	114135	Victorian Heritage Register	1888
HO337	Lulie	Street	38	Abbotsford	Dorothy Terrace, Shop & residence	114130	Victorian Heritage Register	1888
HO337	Lulie	Street	40	Abbotsford	Dorothy Terrace, Shop & residence	114125	Victorian Heritage Register	1888
HO337	Lulie	Street	42	Abbotsford	Dorothy Terrace, Shop & residence	114120	Victorian Heritage Register	1888
HO337	Lulie	Street	44	Abbotsford	Dorothy Terrace, Shop & residence	114115	Victorian Heritage Register	1888
HO337	Lulie	Street	46	Abbotsford	Dorothy Terrace, Shop & residence	114110	Victorian Heritage Register	1888

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO337	Lulie	Street	48	Abbotsford	Dorothy Terrace, Shop & residence	114105	Victorian Heritage Register	1888
HO337	Maugie	Street	2	Abbotsford		114040	Contributory	1870-1890
HO337	Maugie	Street	4	Abbotsford		114045	Not contributory	1870-1890
HO337	Maugie	Street	6	Abbotsford		114050	Contributory	1870-1900
HO337	Maugie	Street	8	Abbotsford	Roseville	114055	Contributory	1870-1890
HO337	Maugie	Street	10	Abbotsford		114060	Contributory	1870-1890
HO337	Maugie	Street	12	Abbotsford		114065	Contributory	1870-1890
HO337	Maugie	Street	14	Abbotsford		114070	Contributory	1860-1880
HO337	Maugie	Street	16	Abbotsford		114075	Not contributory	Unknown
HO337	Maugie	Street	18	Abbotsford		114080	Contributory	1870-1890
HO337	Maugie	Street	20	Abbotsford		114085	Contributory	1870-1890
HO337	Maugie	Street	24	Abbotsford		114095	Contributory	1900-1915
HO337	Maugie	Street	26	Abbotsford		114100	Contributory	1900-1915
HO337	Rich	Street	1	Abbotsford		113930	Contributory	1870-1890
HO337	Rich	Street	3	Abbotsford		113925	Contributory	1870-1890
HO337	Trenerry	Crescent	1	Abbotsford	Shop & residence	114270	Contributory	1890-1925
HO337	Trenerry	Crescent	3	Abbotsford		114265	Contributory	1870-1890
HO337	Trenerry	Crescent	5	Abbotsford		114260	Contributory	1870-1890
HO337	Trenerry	Crescent	7	Abbotsford		114255	Contributory	1870-1890
HO337	Trenerry	Crescent	9	Abbotsford		114250	Contributory	1870-1890
HO337	Trenerry	Crescent	11	Abbotsford		114245	Contributory	1870-1890
HO337	Trenerry	Crescent	13	Abbotsford		114240	Contributory	1915-1925
HO337	Trenerry	Crescent	17	Abbotsford		291510	Contributory	1915-1925
HO337	Trenerry	Crescent	18-62	Abbotsford	Factory/warehouse complex, later Esprit offices	114275	Individually Significant	1890-1925?, 1982
HO337	Trenerry	Crescent	33	Abbotsford	Vacant land	305600	Not contributory	Unknown
HO337	Trenerry	Crescent	35	Abbotsford		114225	Contributory	1870-1890
HO337	Trenerry	Crescent	37	Abbotsford		114220	Contributory	1880-1900
HO337	Trenerry	Crescent	39	Abbotsford		114215	Contributory	1880-1900
HO337	Trenerry	Crescent	41	Abbotsford		114210	Contributory	1890-1900
HO337	Trenerry	Crescent	43	Abbotsford		114205	Contributory	1900-1915
HO337	Trenerry	Crescent	45	Abbotsford		114200	Contributory	1900-1915
HO337	Trenerry	Crescent	70 part (64-78)	Abbotsford	Factory/warehouse/offices, John Holland House redevelopment	114280	Not contributory	1985-2000
HO337	Trenerry	Crescent	80-110	Abbotsford	Yarra Falls Factory/warehouse	114285	Contributory	1922, 1935
HO337	Trenerry	Crescent	112-120	Abbotsford	Austral Silk and Cotton Mills factory/warehouse complex, former	114290	Individually Significant	1927
HO337	Turner	Street	2	Abbotsford		113905	Contributory	1870-1890
HO337	Turner	Street	4	Abbotsford		113900	Contributory	1870-1890
HO337	Turner	Street	5	Abbotsford	Whitehead house	113635	Individually Significant	1938
HO337	Turner	Street	6	Abbotsford		113895	Contributory	1870-1890
HO337	Turner	Street	7	Abbotsford		113640	Contributory	1900-1915
HO337	Turner	Street	8	Abbotsford		113890	Contributory	1900-1915
HO337	Turner	Street	9	Abbotsford		113645	Contributory	1880-1900
HO337	Turner	Street	10	Abbotsford		113885	Not contributory	1915-1925
HO337	Turner	Street	11	Abbotsford	Mossville	113650	Contributory	1870-1890
HO337	Turner	Street	12	Abbotsford		113880	Contributory	1900-1915
HO337	Turner	Street	12 (rear)	Abbotsford	Garage	113875	Not contributory	1980-2000
HO337	Turner	Street	13	Abbotsford	Fernville	113655	Contributory	1870-1890
HO337	Turner	Street	14	Abbotsford		113870	Contributory	1900-1915
HO337	Turner	Street	15	Abbotsford		113660	Not contributory	1960-1970

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO337	Turner	Street	16	Abbotsford		113865	Contributory	1900-1915
HO337	Turner	Street	18	Abbotsford	Townhouse	291505	Not contributory	1990-2000
HO337	Turner	Street	19	Abbotsford		113665	Contributory	1925-1935
HO337	Turner	Street	20	Abbotsford	Townhouse	291500	Not contributory	1990-2000
HO337	Turner	Street	21	Abbotsford		296145	Contributory	1870-1890
HO337	Turner	Street	23	Abbotsford		10402193	Not contributory	1870-1890
HO337	Turner	Street	27	Abbotsford		288620	Contributory	1870-1890
HO337	Turner	Street	31	Abbotsford		113685	Contributory	1890-1910
HO337	Turner	Street	33	Abbotsford		113690	Contributory	1870-1890
HO337	Turner	Street	35	Abbotsford	Eliza Villa	113695	Contributory	1870-1890
HO337	Turner	Street	37	Abbotsford		113700	Contributory	1870-1890
HO337	Turner	Street	39	Abbotsford		113705	Contributory	1870-1890
HO337	Turner	Street	41	Abbotsford		113710	Contributory	1870-1890
HO337	Turner	Street	43	Abbotsford		113715	Contributory	1870-1890
HO337	Turner	Street	45	Abbotsford		113720	Contributory	1870-1890
HO337	Turner	Street	47	Abbotsford	Claremont Cottages	113725	Contributory	1870-1890
HO337	Turner	Street	49	Abbotsford	Claremont Cottages	113730	Contributory	1870-1890
HO337	Turner	Street	51	Abbotsford		113735	Contributory	1870-1890
HO337	Turner	Street	53	Abbotsford	Adelaide Villa	113740	Contributory	1870-1890
HO337	Turner	Street	55	Abbotsford		113745	Contributory	1870-1890
HO337	Turner	Street	57	Abbotsford		113750	Contributory	1870-1890
HO337	Turner	Street	59	Abbotsford	Townhouse	291310	Not contributory	Unknown
HO337	Turner	Street	59A	Abbotsford	Townhouse	291315	Not contributory	Unknown
HO337	Turner	Street	61	Abbotsford		113760	Contributory	1870-1890
HO337	Turner	Street	63	Abbotsford		113765	Contributory	1870-1890
HO337	Turner	Street	65	Abbotsford	Townhouse	286680	Not contributory	1990-2000
HO337	Turner	Street	67	Abbotsford	Townhouse	286685	Not contributory	1990-2000
HO337	Turner	Street	69	Abbotsford	Townhouse	286690	Not contributory	1990-2000
HO337	Turner	Street	73-75	Abbotsford		113775	Contributory	1900-1915
HO337	Turner	Street	79	Abbotsford		113780	Contributory	1870-1890
HO337	Turner	Street	81	Abbotsford	Townhouse	113785	Not contributory	1990-2000
HO337	Turner	Street	83	Abbotsford		113790	Contributory	1880-1900
HO337	Turner	Street	85	Abbotsford		113795	Contributory	1870-1890
HO337	Turner	Street	87	Abbotsford		113800	Contributory	1870-1890
HO337	Turner	Street	89	Abbotsford		113805	Not contributory	1950-1960
HO337	Turner	Street	93	Abbotsford		113810	Contributory	1870-1890
HO337	Turner	Street	95	Abbotsford		113815	Contributory	1870-1890
HO337	Turner	Street	97	Abbotsford		113820	Individually Significant	1870-1890
HO337	Turner	Street	99	Abbotsford		113825	Individually Significant	1870-1890
HO337	Turner	Street	101	Abbotsford		113830	individually significant	1870-1890
HO337	Turner	Street	103	Abbotsford		113835	individually significant	1870-1890
HO337	Turner	Street	105	Abbotsford		113840	Contributory	1870-1890
HO337	Turner	Street	107	Abbotsford		113845	Contributory	1900-1915
HO337	Turner	Street	109	Abbotsford		113850	Contributory	1870-1890
HO337	Turner	Street	111	Abbotsford		113855	Contributory	1870-1890
HO337	Turner	Street	113	Abbotsford	Factory/warehouse	113860	Contributory	1915-1925
HO338 - West Richmond Precinct								

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Bowen	Street	7	Richmond	Bowen House	178175	individually significant	1850-1880
HO338	Bowen	Street	8	Richmond		178170	Contributory	1900-1915
HO338	Bowen	Street	9	Richmond		178180	Contributory	1860-1880
HO338	Bowen	Street	10	Richmond		178165	Contributory	1900-1915
HO338	Bowen	Street	13	Richmond		178185	Contributory	1850-1890
HO338	Bowen	Street	15	Richmond		178190	Contributory	1860-1880
HO338	Bowen	Street	16	Richmond		178160	Contributory	1870-1890
HO338	Bowen	Street	17	Richmond		178195	Contributory	1860-1880
HO338	Bowen	Street	18	Richmond		178155	Contributory	1850-1890
HO338	Bowen	Street	19	Richmond		178200	Contributory	1870-1890
HO338	Bowen	Street	20	Richmond		178150	Contributory	1850-1890
HO338	Bowen	Street	21	Richmond		178205	Not contributory	1850-1880
HO338	Bowen	Street	22	Richmond		178145	Contributory	1850-1890
HO338	Bowen	Street	23	Richmond		178210	Not contributory	1970-1980
HO338	Bowen	Street	24	Richmond		178140	Not contributory	1990-2000
HO338	Bowen	Street	25	Richmond		178215	individually significant	1850-1880
HO338	Bowen	Street	27	Richmond		178220	individually significant	1850-1880
HO338	Bowen	Street	29	Richmond		178225	Not contributory	Unknown
HO338	Bowen	Street	30	Richmond		178135	Not contributory	1850-1890
HO338	Bowen	Street	31	Richmond		178230	Contributory	1850-1880
HO338	Bowen	Street	32	Richmond		178130	Contributory	1850-1880
HO338	Bowen	Street	33	Richmond		178235	Contributory	1900-1915
HO338	Bowen	Street	34	Richmond		178125	Contributory	1850-1880
HO338	Bowen	Street	37	Richmond		178240	Contributory	1870-1890
HO338	Bowen	Street	39	Richmond		178245	Contributory	1870-1890
HO338	Egan	Street	(No Land Parcel Number In Landvic)	Richmond	West Richmond Station Rail Bridge And Former Station Yard		Individually Significant	1900-1910
HO338	Egan	Street	1	Richmond	House (Ho256)	142320	Individually Significant	1850-1890
HO338	Egan	Street	2	Richmond		142995	Contributory	1850-1890
HO338	Egan	Street	2A	Richmond	Stables (Ho266)	141180	Individually Significant	1850-1890
HO338	Egan	Street	3	Richmond	Longton	142325	Contributory	1870-1900
HO338	Egan	Street	4	Richmond		142990	Contributory	1850-1890
HO338	Egan	Street	5	Richmond	Trentham	142330	Contributory	1850-1890
HO338	Egan	Street	6	Richmond		142985	Contributory	1850-1890
HO338	Egan	Street	7	Richmond		142335	Contributory	1850-1890
HO338	Egan	Street	8	Richmond		142980	Contributory	1850-1890
HO338	Egan	Street	8 (rear)	Richmond		142980	Contributory	1850-1890
HO338	Egan	Street	9 (Unit 1)	Richmond		142340	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 2)	Richmond		142345	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 3)	Richmond		142350	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 4)	Richmond		142355	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 5)	Richmond		142360	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 6)	Richmond		142365	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 7)	Richmond		142370	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 8)	Richmond		142375	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 9)	Richmond		142380	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 10)	Richmond		142385	Not contributory	1950-1970

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Egan	Street	9 (Unit 11)	Richmond		142390	Not contributory	1950-1970
HO338	Egan	Street	9 (Unit 12)	Richmond		142395	Not contributory	1950-1970
HO338	Egan	Street	13	Richmond		142400	Contributory	1850-1890
HO338	Egan	Street	15	Richmond		142405	Contributory	1850-1890
HO338	Egan	Street	25	Richmond		142410	Contributory	1870-1890
HO338	Egan	Street	27	Richmond		142415	Contributory	1870-1890
HO338	Egan	Street	29	Richmond		142420	Contributory	1870-1890
HO338	Egan	Street	31	Richmond		142425	Contributory	1870-1890
HO338	Egan	Street	33	Richmond		142430	Individually Significant	1870-1890
HO338	Egan	Street	35	Richmond		142435	Contributory	1900-1915
HO338	Egan	Street	37	Richmond		142440	Contributory	1900-1915
HO338	Egan	Street	39	Richmond	Shop & residence, sign	142445	Contributory	1870-1890
HO338	Egan	Street	41	Richmond		142450	Contributory	1870-1890
HO338	Egan	Street	43	Richmond		142455	Contributory	1850-1890
HO338	Egan	Street	45	Richmond	Victoria	142460	Individually Significant	1870-1890
HO338	Egan	Street	47	Richmond	Vacant Site	142465	Not contributory	Unknown
HO338	Egan	Street	49	Richmond		142470	Contributory	1870-1890
HO338	Egan	Street	51	Richmond		142475	Contributory	1870-1890
HO338	Egan	Street	53	Richmond		142480	Contributory	1870-1890
HO338	Egan	Street	55	Richmond		142485	Not contributory	1870-1890
HO338	Egan	Street	57	Richmond		142490	Contributory	1870-1890
HO338	Egan	Street	59	Richmond		142495	Contributory	1870-1890
HO338	Egan	Street	61	Richmond		142500	Not contributory	1870-1890
HO338	Egan	Street	63	Richmond		142505	Contributory	1850-1890
HO338	Egan	Street	65	Richmond		142510	Contributory	1870-1890
HO338	Egan	Street	67	Richmond		142515	Contributory	1850-1890
HO338	Egan	Street	69	Richmond		142520	Contributory	1870-1890
HO338	Egan	Street	71	Richmond		142525	Contributory	1870-1890
HO338	Egan	Street	73	Richmond		142530	Contributory	1870-1890
HO338	Egan	Street	75	Richmond		142535	Contributory	1870-1890
HO338	Egan	Street	77	Richmond		142540	Contributory	1870-1890
HO338	Egan	Street	79	Richmond		142545	Not contributory	1870-1890
HO338	Egan	Street	80	Richmond		142615	Contributory	1870-1890
HO338	Egan	Street	81	Richmond		142550	Contributory	1870-1890
HO338	Egan	Street	82	Richmond		142610	Contributory	1870-1890
HO338	Egan	Street	83	Richmond		142555	Contributory	1870-1890
HO338	Egan	Street	84	Richmond		142605	Contributory	1870-1890
HO338	Egan	Street	85	Richmond		142560	Contributory	1870-1890
HO338	Egan	Street	86	Richmond		142600	Contributory	1870-1890
HO338	Egan	Street	87	Richmond		142565	Contributory	1870-1890
HO338	Egan	Street	88	Richmond		142595	Contributory	1870-1890
HO338	Egan	Street	89	Richmond		142570	Contributory	1870-1890
HO338	Egan	Street	91	Richmond		142575	Contributory	1870-1890
HO338	Egan	Street	93	Richmond		142580	Contributory	1870-1890
HO338	Egan	Street	95	Richmond		142585	Contributory	1870-1890
HO338	Egan	Street	97	Richmond		142590	Contributory	1850-1890
HO338	Erin	Street	2	Richmond		177815	Individually Significant	1870-1890
HO338	Erin	Street	2A	Richmond	Flats	177820	Contributory	1930-1940

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Erin	Street	3	Richmond		177850	Contributory	1850-1890
HO338	Erin	Street	4	Richmond		177810	Individually Significant	1870-1890
HO338	Erin	Street	5	Richmond		177855	Contributory	1860-1880
HO338	Erin	Street	6	Richmond		177805	Individually Significant	1870-1890
HO338	Erin	Street	7	Richmond		177860	Contributory	1860-1880
HO338	Erin	Street	8	Richmond	Sarsfield	177800	Individually Significant	1870-1890
HO338	Erin	Street	9	Richmond		177865	Contributory	1870-1890
HO338	Erin	Street	10	Richmond	Ainslie	177795	Individually Significant	1870-1890
HO338	Erin	Street	11	Richmond	Ainslie	177870	Contributory	1870-1890
HO338	Erin	Street	13	Richmond	Ainslie	177875	Contributory	1870-1890
HO338	Erin	Street	15	Richmond	Brick Villa	177885	Individually Significant	1873
HO338	Erin	Street	17	Richmond		177890	Individually Significant	1870-1890
HO338	Erin	Street	18	Richmond	Glen Nevis	177790	Individually Significant	1891
HO338	Erin	Street	19	Richmond		177895	Individually Significant	1870-1890
HO338	Erin	Street	20	Richmond		177785	Individually Significant	1870-1890
HO338	Erin	Street	21	Richmond	Tarragona	177900	Individually Significant	1883
HO338	Erin	Street	22	Richmond		177780	Individually Significant	1870-1890
HO338	Erin	Street	23	Richmond	Tarragona	177905	Individually Significant	1883
HO338	Erin	Street	24	Richmond		296185	Contributory	1900-1915
HO338	Erin	Street	25	Richmond	Dickens' house	177910	Individually Significant	1884
HO338	Erin	Street	26	Richmond	Albion	177775	Individually Significant	1870-1890
HO338	Erin	Street	27	Richmond	Mossgiel	177915	Individually Significant	1884
HO338	Erin	Street	29	Richmond	Elim (Formerly Yooralbyn) Salvation Army Hospital & garden	177880	Victorian Heritage Register	1889
HO338	Erin	Street	39	Richmond		177920	Individually Significant	1870-1890
HO338	Erin	Street	41	Richmond		177925	Individually Significant	1870-1890
HO338	Erin	Street	43	Richmond		177930	Individually Significant	1870-1890
HO338	Erin	Street	45	Richmond		177935	Individually Significant	1870-1890
HO338	Erin	Street	47	Richmond		177940	Individually Significant	1850-1890
HO338	Erin	Street	49	Richmond	Cane house	177945	Individually Significant	1884
HO338	Erin	Street	51	Richmond		177950	Individually Significant	1870-1890
HO338	Erin	Street	53	Richmond		177955	Individually Significant	1870-1890
HO338	Erin	Street	55	Richmond		177960	Contributory	1870-1890
HO338	Erin	Street	57	Richmond	Erindale	177965	Individually Significant	1870-1890
HO338	Erin	Street	59	Richmond		177970	Contributory	1850-1890
HO338	Erin	Street	61	Richmond		177975	Contributory	1850-1890
HO338	Erin	Street	63	Richmond		177980	Contributory	1850-1890
HO338	Erin	Street	65	Richmond		177815	Contributory	1850-1890
HO338	Erin	Street	67	Richmond	Flannagan house	177985	Individually Significant	1881
HO338	Erin	Street	69	Richmond		177990	Contributory	1870-1890
HO338	Erin	Street	71	Richmond		177995	Contributory	1870-1890
HO338	Erin	Street	73	Richmond		178000	Contributory	1870-1890
HO338	Erin	Street	75	Richmond		178005	Contributory	1870-1890
HO338	Erin	Street	77	Richmond		178010	Contributory	1900-1915
HO338	Erin	Street	79	Richmond		178015	Not contributory	1900-1915?
HO338	Erin	Street	81	Richmond		178020	Contributory	1870-1890
HO338	Erin	Street	83	Richmond		178025	Contributory	1900-1915
HO338	Erin	Street	85	Richmond		178030	Contributory	1900-1915
HO338	Erin	Street	87	Richmond		178035	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Erin	Street	89	Richmond		178040	Contributory	1900-1915
HO338	Freeman	Street	1	Richmond		293280	Contributory	1900-1915
HO338	Freeman	Street	2	Richmond	Townhouse	176950	Not contributory	1990-2000
HO338	Freeman	Street	2A	Richmond	Townhouse	203910	Not contributory	1990-2000
HO338	Freeman	Street	3	Richmond		293285	Contributory	1900-1915
HO338	Highett	Street	21	Richmond		141040	Contributory	1870-1890
HO338	Highett	Street	22	Richmond		176935	Contributory	1900-1915
HO338	Highett	Street	23	Richmond		141035	Individually Significant	1870-1890
HO338	Highett	Street	24	Richmond		176930	Contributory	1900-1915
HO338	Highett	Street	25	Richmond		141030	Not contributory	1860-1880
HO338	Highett	Street	26	Richmond		176925	Contributory	1900-1915
HO338	Highett	Street	27	Richmond		141025	Contributory	1870-1890
HO338	Highett	Street	28	Richmond		176920	Contributory	1900-1915
HO338	Highett	Street	29	Richmond		141020	Contributory	1870-1890
HO338	Highett	Street	30	Richmond		176915	Contributory	1915-1925
HO338	Highett	Street	32	Richmond	Townhouse	176910	Not contributory	1999-
HO338	Highett	Street	34	Richmond	Townhouse	176905	Not contributory	1999-
HO338	Highett	Street	35	Richmond		141015	Contributory	1860-1880
HO338	Highett	Street	36	Richmond	Townhouse	176900	Not contributory	1990-2000
HO338	Highett	Street	37	Richmond		141010	Not contributory	1950-1960
HO338	Highett	Street	38	Richmond		176895	Contributory	1870-1890
HO338	Highett	Street	39	Richmond		141005	Not contributory	1850-1890
HO338	Highett	Street	40	Richmond		176890	Contributory	1870-1890
HO338	Highett	Street	41	Richmond		141000	Not contributory	Unknown
HO338	Highett	Street	42	Richmond		176885	Contributory	1870-1890
HO338	Highett	Street	43	Richmond		140995	Contributory	1930-1940
HO338	Highett	Street	44	Richmond		176880	Individually Significant	1900-1915
HO338	Highett	Street	46	Richmond		176875	Individually Significant	1900-1915
HO338	Highett	Street	47	Richmond		140990	Contributory	1925-1930
HO338	Highett	Street	48	Richmond		176870	Contributory	1870-1890
HO338	Highett	Street	49	Richmond		140985	Contributory	1925-1930
HO338	Highett	Street	50	Richmond		176865	Individually Significant	1870-1890
HO338	Highett	Street	51	Richmond		140980	Contributory	1900-1915
HO338	Highett	Street	55	Richmond	Kingston Hotel	140975	Individually Significant	1915-1925
HO338	Highett	Street	56	Richmond		176860	Contributory	1870-1890
HO338	Highett	Street	58	Richmond	House & palm	176855	Contributory	1870-1890
HO338	Highett	Street	60	Richmond		176850	Contributory	1870-1890
HO338	Highett	Street	62	Richmond		176845	Contributory	1850-1890
HO338	Highett	Street	64	Richmond		176840	Contributory	1870-1890
HO338	Highett	Street	68	Richmond		176835	Individually Significant	1870-1890
HO338	Highett	Street	69	Richmond		140940	Individually Significant	1870-1910
HO338	Highett	Street	70	Richmond		176830	Individually Significant	1870-1890
HO338	Highett	Street	71	Richmond	Flats	140910	Not contributory	1960-1970
HO338	Highett	Street	72	Richmond		176825	Contributory	1870-1890
HO338	Highett	Street	74	Richmond		176820	Contributory	1870-1890
HO338	Highett	Street	75	Richmond		140905	Contributory	1900-1915
HO338	Highett	Street	76	Richmond		176815	Contributory	1870-1890
HO338	Highett	Street	77	Richmond		140900	Contributory	1890-1910

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Highett	Street	78	Richmond		176810	Contributory	1870-1890
HO338	Highett	Street	79	Richmond		140895	Contributory	1870-1890
HO338	Highett	Street	80	Richmond		176805	Contributory	1870-1890
HO338	Highett	Street	81	Richmond	Flats	140885	Not contributory	1960-1970
HO338	Highett	Street	82	Richmond		176800	Contributory	1860-1880
HO338	Highett	Street	84	Richmond		176795	Not contributory	1940-1955
HO338	Highett	Street	85	Richmond		140880	Contributory	1870-1890
HO338	Highett	Street	86	Richmond		176790	Contributory	1870-1890
HO338	Highett	Street	87	Richmond		140875	Contributory	1850-1890
HO338	Highett	Street	88	Richmond		176785	Contributory	1870-1890
HO338	Highett	Street	89	Richmond		140870	Contributory	1850-1890
HO338	Highett	Street	90	Richmond		176780	Not contributory	1970-1980
HO338	Highett	Street	91	Richmond		140865	Contributory	1850-1890
HO338	Highett	Street	92	Richmond		176775	Contributory	1850-1890
HO338	Highett	Street	93	Richmond		140860	Contributory	1850-1890
HO338	Highett	Street	94	Richmond		176770	Contributory	1850-1890
HO338	Highett	Street	95	Richmond		140855	Contributory	1850-1890
HO338	Highett	Street	96	Richmond		176765	Contributory	1850-1890
HO338	Highett	Street	97	Richmond		140850	Contributory	1850-1890
HO338	Highett	Street	99	Richmond	Shop & residence	140845	Contributory	1850-1890
HO338	Hoddle	Street	95	Richmond		141230	Contributory	1905-1925
HO338	Hoddle	Street	97	Richmond		141225	Contributory	1900-1915
HO338	Hoddle	Street	99	Richmond		141220	Contributory	1900-1915
HO338	Hoddle	Street	101	Richmond		141215	Contributory	1900-1915
HO338	Hoddle	Street	103	Richmond	Former Australian Automatic Cigarette Company	284775	Contributory	1930-1940
HO338	Hoddle	Street	105	Richmond	Former Australian Automatic Cigarette Company	284780	Contributory	1930-1940
HO338	Hoddle	Street	107	Richmond	Shop And Residence	141205	Contributory	1930-1940
HO338	Hoddle	Street	109 (Ground Floor)	Richmond		141200	Contributory	1850-1890
HO338	Hoddle	Street	109 (First Floor)	Richmond		141195	Contributory	1850-1890
HO338	Hoddle	Street	111	Richmond	Shop And Residence	141190	Contributory	1930-1940
HO338	Hoddle	Street	113 (Unit 1)	Richmond	Flats	385920	Contributory	1930-1940
HO338	Hoddle	Street	113 (Unit 2)	Richmond	Flats	385930	Contributory	1930-1940
HO338	Hoddle	Street	113 (Unit 3)	Richmond	Flats	385940	Contributory	1930-1940
HO338	Hoddle	Street	113 (Unit 4)	Richmond	Flats	385950	Contributory	1930-1940
HO338	Hoddle	Street	113 (Unit 5)	Richmond	Flats	385960	Contributory	1930-1940
HO338	Hoddle	Street	113 (Unit 6)	Richmond	Flats	385970	Contributory	1930-1940
HO338	Hoddle	Street	113 (Unit 7)	Richmond	Flats	385980	Contributory	1930-1940
HO338	Hoddle	Street	113 (Unit 8)	Richmond	Flats	385990	Contributory	1930-1940
HO338	Hoddle	Street	117	Richmond	House (Ho266)	141175	Individually Significant	1850-1890
HO338	Hoddle	Street	119 (Unit 1)	Richmond		399130	Not contributory	1950-1970
HO338	Hoddle	Street	119 (Unit 2)	Richmond		399140	Not contributory	1950-1970
HO338	Hoddle	Street	121	Richmond		354060	Not contributory	1950-1970
HO338	Hoddle	Street	123	Richmond		141160	Contributory	1900-1915
HO338	Hoddle	Street	125	Richmond		141155	Contributory	1900-1915
HO338	Hoddle	Street	127	Richmond		141150	Contributory	1900-1915
HO338	Hoddle	Street	1/129	Richmond	Relova Redressing Laundry	324000	Individually Significant	1930-1940
HO338	Hoddle	Street	2/129	Richmond	Relova Redressing Laundry	324010	Individually Significant	1930-1940

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Hoddle	Street	3/129	Richmond	Relova Redressing Laundry	324020	Individually Significant	1930-1940
HO338	Hoddle	Street	4/129	Richmond	Relova Redressing Laundry	324030	Individually Significant	1930-1940
HO338	Hoddle	Street	5/129	Richmond	Relova Redressing Laundry	324040	Individually Significant	1930-1940
HO338	Hoddle	Street	6/129	Richmond	Relova Redressing Laundry	324050	Individually Significant	1930-1940
HO338	Hoddle	Street	7/129	Richmond	Relova Redressing Laundry	324060	Individually Significant	1930-1940
HO338	Hoddle	Street	8/129	Richmond	Relova Redressing Laundry	324070	Individually Significant	1930-1940
HO338	Hoddle	Street	9/129	Richmond	Relova Redressing Laundry	324080	Individually Significant	1930-1940
HO338	Hoddle	Street	10/129	Richmond	Relova Redressing Laundry	324090	Individually Significant	1930-1940
HO338	Hoddle	Street	11/129	Richmond	Relova Redressing Laundry	324100	Individually Significant	1930-1940
HO338	Hoddle	Street	12/129	Richmond	Relova Redressing Laundry	324110	Individually Significant	1930-1940
HO338	Hoddle	Street	13/129	Richmond	Relova Redressing Laundry	324120	Individually Significant	1930-1940
HO338	Hoddle	Street	14/129	Richmond	Relova Redressing Laundry	324130	Individually Significant	1930-1940
HO338	Hoddle	Street	15/129	Richmond	Relova Redressing Laundry	324140	Individually Significant	1930-1940
HO338	Hoddle	Street	16/129	Richmond	Relova Redressing Laundry	324150	Individually Significant	1930-1941
HO338	Hoddle	Street	137	Richmond		141140	Contributory	1900-1915
HO338	Hoddle	Street	139	Richmond		141135	Individually Significant	1850-1870
HO338	Hoddle	Street	141-143 (Unit 1)	Richmond	Graham Court Flats	176955	Contributory	1930-1940
HO338	Hoddle	Street	141-143 (Unit 2)	Richmond	Graham Court Flats	176960	Contributory	1930-1940
HO338	Hoddle	Street	141-143 (Unit 3)	Richmond	Graham Court Flats	176965	Contributory	1930-1940
HO338	Hoddle	Street	141-143 (Unit 4)	Richmond	Graham Court Flats	176970	Contributory	1930-1940
HO338	Hoddle	Street	141-143 (Unit 5)	Richmond	Graham Court Flats	176975	Contributory	1930-1940
HO338	Hoddle	Street	141-143 (Unit 6)	Richmond	Graham Court Flats	176980	Contributory	1930-1940
HO338	Hoddle	Street	141-143 (Unit 7)	Richmond	Graham Court Flats	176985	Contributory	1930-1940
HO338	Hoddle	Street	141-143 (Unit 8)	Richmond	Graham Court Flats	176990	Contributory	1930-1940
HO338	Hoddle	Street	145	Richmond	Caspar Place	176995	Contributory	1850-1870
HO338	Hoddle	Street	147 (Unit 1)	Richmond		177000	Not contributory	1980-1990
HO338	Hoddle	Street	147 (Unit 2)	Richmond		177005	Not contributory	1980-1990
HO338	Hoddle	Street	151-153	Richmond	Honiton Flats	177010	Individually Significant	1940
HO338	Hoddle	Street	155	Richmond	Hillside	177015	Individually Significant	1870-1890
HO338	Hoddle	Street	157	Richmond	Hillside	177015	Individually Significant	1870-1890
HO338	Hoddle	Street	159	Richmond	Hillside	177015	Individually Significant	1870-1890
HO338	Hoddle	Street	163-165	Richmond	Vacant	177020	Not contributory	Unknown
HO338	Hoddle	Street	167	Richmond		177025	Individually Significant	1870-1890
HO338	Hoddle	Street	169	Richmond		177030	Contributory	1900-1915
HO338	Hoddle	Street	171	Richmond	Urbrae	177035	Victorian Heritage Register	1901
HO338	Hoddle	Street	185-187	Richmond	Epworth Hospital, part	279370	Not contributory	1990-2000
HO338	Jika	Place	1	Richmond	Stable, Former?	141065	Contributory	1900-1915
HO338	Jika	Place	1A	Richmond		141060	Contributory	1900-1915
HO338	Jika	Place	2	Richmond		373770	Contributory	1900-1915
HO338	Jika	Place	2A	Richmond		373760	Not contributory	2000-2010
HO338	Jika	Place	3	Richmond		141055	Contributory	1850-1890
HO338	Jika	Place	5	Richmond		355420	Contributory	1850-1890
HO338	Jika	Place	7 (Unit 1)	Richmond		290185	Not contributory	1990-2000
HO338	Jika	Place	7 (Unit 2)	Richmond		290190	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Jika	Place	7 (Unit 3)	Richmond		290195	Not contributory	1990-2000
HO338	Jika	Place	7 (Unit 4)	Richmond		290200	Not contributory	1990-2000
HO338	Jika	Place	7 (Unit 5)	Richmond		290205	Not contributory	1990-2000
HO338	Leeds	Street	16	Richmond		149610	Contributory	1870-1890
HO338	Leeds	Street	18	Richmond		149605	Contributory	1915-1925
HO338	Lennox	Street	42	Richmond	Shop & Residence	149530	Contributory	1850-1890
HO338	Lennox	Street	44	Richmond		149525	Contributory	1850-1890
HO338	Lennox	Street	46	Richmond	Shop & Residence	149520	Contributory	1850-1890
HO338	Lennox	Street	48	Richmond	Shop & Residence	149515	Contributory	1850-1890
HO338	Lennox	Street	50	Richmond	Henlea Press Pty Ltd Factory Workshop	149510	Not contributory	1950-1960
HO338	Lennox	Street	52	Richmond		149505	Not contributory	1960-1970
HO338	Lennox	Street	60	Richmond	Interwar Substation	149500	Contributory	1915-1930
HO338	Lennox	Street	64	Richmond	All Nations Hotel	149495	Individually Significant	1860-1870
HO338	Lennox	Street	66	Richmond	Mahony's Shop & Residence	149490	Individually Significant	1900-1915
HO338	Lennox	Street	68	Richmond		149485	Contributory	1850-1890
HO338	Lennox	Street	70	Richmond		149480	Contributory	1850-1890
HO338	Lennox	Street	72	Richmond		149475	Contributory	1850-1890
HO338	Lennox	Street	74	Richmond		149470	Contributory	1850-1890
HO338	Lennox	Street	76	Richmond		149465	Contributory	1850-1890
HO338	Lennox	Street	78	Richmond		149460	Contributory	1850-1890
HO338	Lennox	Street	80	Richmond	Shop & Residence	149455	Contributory	1850-1890
HO338	Lennox	Street	82	Richmond	Townhouse	149450	Not contributory	1990-2000
HO338	Lennox	Street	84	Richmond		149445	Contributory	1870-1890
HO338	Lennox	Street	86	Richmond		149440	Contributory	1870-1890
HO338	Lennox	Street	88	Richmond	Shop/office	149435	Not contributory	1970-1980
HO338	Lennox	Street	90	Richmond		149430	Contributory	1870-1890
HO338	Lennox	Street	92	Richmond		149425	Contributory	1870-1890
HO338	Lennox	Street	94	Richmond		149420	Contributory	1870-1890
HO338	Lennox	Street	96	Richmond		149415	Contributory	1870-1890
HO338	Lennox	Street	98	Richmond		149410	Not contributory	1870-1890
HO338	Lennox	Street	100	Richmond		149405	Contributory	1870-1890
HO338	Lennox	Street	102	Richmond		149400	Contributory	1870-1890
HO338	Lennox	Street	104	Richmond		149395	Contributory	1870-1890
HO338	Lennox	Street	106	Richmond		149390	Contributory	1870-1890
HO338	Lennox	Street	108	Richmond		149385	Contributory	1870-1890
HO338	Lennox	Street	110	Richmond		149380	Not contributory	1990-2000
HO338	Lennox	Street	112	Richmond		180020	Contributory	1870-1890
HO338	Lennox	Street	114	Richmond		180015	Contributory	1870-1890
HO338	Lennox	Street	116	Richmond		180010	Contributory	1870-1890
HO338	Lennox	Street	118	Richmond		180005	Contributory	1870-1890
HO338	Lennox	Street	120	Richmond		180000	Contributory	1870-1890
HO338	Lennox	Street	122	Richmond		179995	Contributory	1870-1890
HO338	Lennox	Street	124	Richmond		179990	Contributory	1870-1890
HO338	Lennox	Street	126	Richmond		179985	Contributory	1870-1890
HO338	Lennox	Street	128-130	Richmond	Bermondsey	179980	Individually Significant	1903
HO338	Lennox	Street	132	Richmond	Balmoral	179960	Contributory	1870-1890
HO338	Lennox	Street	134	Richmond		179955	Not contributory	1860-1880
HO338	Lennox	Street	136	Richmond		179950	Not contributory	1860-1880

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Lennox	Street	138	Richmond		179945	Contributory	1870-1890
HO338	Lennox	Street	1/139	Richmond		372110	Contributory	1850-1890
HO338	Lennox	Street	2/139	Richmond		372100	Contributory	1850-1890
HO338	Lennox	Street	3/139	Richmond		372090	Contributory	1850-1890
HO338	Lennox	Street	140	Richmond		179940	Contributory	1870-1900
HO338	Lennox	Street	141	Richmond		178260	Contributory	1850-1890
HO338	Lennox	Street	142	Richmond		179935	Contributory	1850-1900
HO338	Lennox	Street	143	Richmond		178265	Contributory	1850-1890
HO338	Lennox	Street	145	Richmond		178270	Contributory	1850-1890
HO338	Lennox	Street	147	Richmond		178275	Contributory	1850-1890
HO338	Lennox	Street	148	Richmond		179930	Individually Significant	1850-1890
HO338	Lennox	Street	149	Richmond		178280	Contributory	1850-1890
HO338	Lennox	Street	150	Richmond		179925	Contributory	1900-1915
HO338	Lennox	Street	151	Richmond		367260	Contributory	1850-1890
HO338	Lennox	Street	152	Richmond		179920	Contributory	1900-1915
HO338	Lennox	Street	153	Richmond		178290	Contributory	1915-1925
HO338	Lennox	Street	154	Richmond		179915	Individually Significant	1850-1890
HO338	Lennox	Street	155	Richmond		178295	Not contributory	1960-1970
HO338	Lennox	Street	156	Richmond		179910	Individually Significant	1850-1890
HO338	Lennox	Street	158	Richmond		179905	Contributory	1850-1890
HO338	Lennox	Street	159	Richmond		178300	Not contributory	Unknown
HO338	Lennox	Street	160	Richmond		179900	Contributory	1900-1915
HO338	Lennox	Street	161	Richmond		178305	Contributory	1850-1890
HO338	Lennox	Street	162	Richmond		179895	Contributory	1850-1890
HO338	Lennox	Street	169	Richmond		178325	Contributory	1850-1890
HO338	Lennox	Street	171	Richmond		178330	Contributory	1850-1860
HO338	Lennox	Street	173-177	Richmond		178335	Contributory	1850-1890
HO338	Moorhouse	Street	1	Richmond		177700	Contributory	1870-1890
HO338	Moorhouse	Street	2	Richmond	Terrace Houses, Arthurville	177610	Individually Significant	1888 apprx
HO338	Moorhouse	Street	3	Richmond	St. Leonards	177695	Individually Significant	1870-1890
HO338	Moorhouse	Street	4	Richmond	Terrace Houses, Florenceville	177615	Individually Significant	1888 apprx
HO338	Moorhouse	Street	5	Richmond		177690	Not contributory	1960-1970
HO338	Moorhouse	Street	6	Richmond	Terrace House	177620	Individually Significant	1888 apprx
HO338	Moorhouse	Street	7	Richmond		177685	Contributory	1870-1890
HO338	Moorhouse	Street	8	Richmond		177625	Contributory	1870-1890
HO338	Moorhouse	Street	9	Richmond		177680	Contributory	1870-1890
HO338	Moorhouse	Street	10	Richmond		177630	Contributory	1870-1890
HO338	Moorhouse	Street	11	Richmond	Pera	177675	Individually Significant	1870-1890
HO338	Moorhouse	Street	12	Richmond		177635	Contributory	1870-1890
HO338	Moorhouse	Street	13	Richmond	Croydon	177670	Individually Significant	1870-1890
HO338	Moorhouse	Street	14	Richmond		177640	Contributory	1870-1890
HO338	Moorhouse	Street	15	Richmond	Crosslea	177665	Individually Significant	1870-1890
HO338	Moorhouse	Street	16	Richmond		177645	Contributory	1870-1890
HO338	Moorhouse	Street	18	Richmond	Iona	177650	Contributory	1870-1890
HO338	Moorhouse	Street	20	Richmond		177655	Contributory	1870-1890
HO338	Muir	Street	1	Richmond		178085	Contributory	1870-1890
HO338	Muir	Street	2-6	Richmond	West Richmond Railway Station & landscape, (part Princes Bridge to Clifton Hill Railway), trackway, tunnel, bridges	0	Individually Significant	1901
HO338	Muir	Street	3	Richmond		178090	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Muir	Street	5	Richmond		178095	Contributory	1870-1890
HO338	Muir	Street	7	Richmond		178100	Contributory	1870-1890
HO338	Muir	Street	8	Richmond	Townhouse	178080	Not contributory	1990-2000
HO338	Muir	Street	9	Richmond		178105	Individually Significant	1870-1890
HO338	Muir	Street	10	Richmond		178075	Contributory	1870-1890
HO338	Muir	Street	11	Richmond		178110	Contributory	1870-1890
HO338	Muir	Street	12	Richmond		178070	Contributory	1900-1915
HO338	Muir	Street	13	Richmond		178115	Contributory	1870-1890
HO338	Muir	Street	14	Richmond		178065	Contributory	1870-1890
HO338	Muir	Street	15	Richmond		178120	Contributory	1870-1890
HO338	Muir	Street	16	Richmond		178060	Contributory	1870-1890
HO338	Muir	Street	18	Richmond		178055	Contributory	1870-1890
HO338	Muir	Street	20	Richmond		178050	Contributory	1890-1910
HO338	New	Street	1	Richmond		143030	Contributory	1860-1880
HO338	Normanby	Place	4	Richmond		295725	Not contributory	1990-2000
HO338	Normanby	Place	6	Richmond		177705	Contributory	1870-1890
HO338	Normanby	Place	8	Richmond		177710	Contributory	1870-1890
HO338	Normanby	Place	10	Richmond		177715	Contributory	1870-1890
HO338	Normanby	Place	12	Richmond		177720	Contributory	1870-1890
HO338	Normanby	Place	14	Richmond		177725	Contributory	1870-1890
HO338	Normanby	Place	16	Richmond		177730	Individually Significant	1870-1890
HO338	Normanby	Place	18	Richmond		177735	Individually Significant	1870-1890
HO338	Normanby	Place	20	Richmond		177740	Not contributory	1990-2000
HO338	Otto	Place	3	Richmond	Boiler House	324170	Not contributory	2000-2010
HO338	Otto	Place	5	Richmond		446750	Not contributory	2010-2016
HO338	Otto	Place	18	Richmond		355710	Not contributory	2000-2010
HO338	Otto	Place	20	Richmond	Construction Site	355430	Not contributory	2000-2010
HO338	Peers	Street	2	Richmond		143035	Contributory	1860-1880
HO338	Peers	Street	4	Richmond		143040	Contributory	1850-1890
HO338	Peers	Street	6	Richmond		143045	Contributory	1850-1890
HO338	Peers	Street	8	Richmond		143050	Contributory	1850-1890
HO338	Peers	Street	10	Richmond		143055	Not contributory	2000-2010
HO338	Peers	Street	12	Richmond		143060	Contributory	1850-1890
HO338	Peers	Street	14	Richmond		143065	Contributory	1850-1890
HO338	Peers	Street	16	Richmond		143070	Contributory	1850-1890
HO338	Peers	Street	18	Richmond	Demolition Site	143075	Not contributory	Unknown
HO338	Peers	Street	20	Richmond	Demolition	143080	Not contributory	Unknown
HO338	Peers	Street	22	Richmond		143085	Not contributory	2000-2010
HO338	Peers	Street	24	Richmond		143090	Contributory	1850-1890
HO338	Peers	Street	26	Richmond		143095	Contributory	1930-1940
HO338	Peers	Street	28	Richmond		143100	Contributory	1900-1915
HO338	Peers	Street	30	Richmond		143105	Contributory	1900-1915
HO338	Peers	Street	32	Richmond		143110	Contributory	1900-1915
HO338	Peers	Street	34	Richmond		280390	Not contributory	1990-2000
HO338	Peers	Street	36	Richmond		316580	Not contributory	2000-2010
HO338	Peers	Street	37	Richmond		276845	Not contributory	2000-2010
HO338	Peers	Street	38	Richmond		143115	Contributory	1900-1915
HO338	Peers	Street	40	Richmond		143120	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Peers	Street	42	Richmond		293980	Not contributory	2000-2010
HO338	Peers	Street	44	Richmond		143125	Not contributory	1930-1940
HO338	Peers	Street	46	Richmond		143130	Not contributory	1990-2000
HO338	Peers	Street	48	Richmond		143135	Contributory	1850-1890
HO338	Peers	Street	50	Richmond		143140	Contributory	1850-1890
HO338	Peers	Street	52	Richmond		143145	Contributory	1850-1890
HO338	Peers	Street	54	Richmond		143150	Contributory	1850-1890
HO338	Peers	Street	57	Richmond		418090	Not contributory	2000-2010
HO338	Shelley	Street	32	Richmond		143730	Contributory	1860-1890
HO338	Shelley	Street	34	Richmond		143735	Contributory	1850-1890
HO338	Shelley	Street	36	Richmond		143740	Contributory	1860-1870
HO338	Shelley	Street	38	Richmond		143745	Contributory	1850-1890
HO338	Shelley	Street	40	Richmond		143750	Contributory	1900-1915
HO338	Shelley	Street	41	Richmond		143760	Not contributory	2000-2010
HO338	Shelley	Street	43	Richmond		143755	Contributory	1850-1890
HO338	Smith	Street	3	Richmond		143850	Not contributory	1980-2000
HO338	Smith	Street	4 (Unit 1)	Richmond		144015	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 2)	Richmond		144020	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 3)	Richmond		144025	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 4)	Richmond		144030	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 5)	Richmond		144035	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 6)	Richmond		144040	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 7)	Richmond		144045	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 8)	Richmond		144050	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 9)	Richmond		144055	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 10)	Richmond		144060	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 11)	Richmond		144065	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 12)	Richmond		144070	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 13)	Richmond		144075	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 14)	Richmond		144080	Not contributory	1950-1970
HO338	Smith	Street	4 (Unit 15)	Richmond		144085	Not contributory	1950-1970
HO338	Smith	Street	5	Richmond		143855	Not contributory	1980-2000
HO338	Smith	Street	6	Richmond		144010	Contributory	1900-1915
HO338	Smith	Street	7	Richmond		143860	Contributory	1900-1915
HO338	Smith	Street	8	Richmond		144005	Contributory	1900-1915
HO338	Smith	Street	9	Richmond		143865	Not contributory	1990-2000
HO338	Smith	Street	10	Richmond		144000	Contributory	1850-1870
HO338	Smith	Street	11	Richmond		143870	Contributory	1850-1890
HO338	Smith	Street	12	Richmond		143995	Contributory	1915-1925
HO338	Smith	Street	13	Richmond		143875	Contributory	1850-1890
HO338	Smith	Street	15	Richmond		143880	Contributory	1915-1925
HO338	Smith	Street	16	Richmond		143990	Contributory	1900-1915
HO338	Smith	Street	18	Richmond		143985	Contributory	1900-1915
HO338	Smith	Street	19	Richmond		143885	Contributory	1915-1925
HO338	Smith	Street	20	Richmond		143980	Contributory	1900-1915
HO338	Smith	Street	21	Richmond		143890	Contributory	1900-1915
HO338	Smith	Street	22	Richmond		143975	Contributory	1900-1915
HO338	Smith	Street	23	Richmond		143895	Not contributory	2000-2010

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	Smith	Street	24	Richmond		143970	Contributory	1900-1915
HO338	Smith	Street	26	Richmond		143965	Contributory	1900-1915
HO338	Smith	Street	27	Richmond		143900	Contributory	1915-1925
HO338	Smith	Street	28	Richmond		143960	Contributory	1900-1915
HO338	Smith	Street	29	Richmond		143905	Contributory	1930-1940
HO338	Smith	Street	30	Richmond		143955	Contributory	1850-1870
HO338	Smith	Street	32	Richmond		143950	Not contributory	1900-1960
HO338	Smith	Street	33	Richmond		143910	Individually Significant	1900-1915
HO338	Smith	Street	34	Richmond		143945	Contributory	1900-1915
HO338	Smith	Street	35	Richmond		143915	Contributory	1850-1880
HO338	Smith	Street	37	Richmond		143920	Contributory	1850-1890
HO338	Smith	Street	39	Richmond		143925	Contributory	1850-1890
HO338	Smith	Street	40	Richmond		143940	Contributory	1900-1915
HO338	Smith	Street	46	Richmond		143935	Not contributory	1930-1940
HO338	Smith	Street	48	Richmond		143930	Contributory	1850-1880
HO338	York	Street	40	Richmond		143340	Contributory	1850-1890
HO338	York	Street	42	Richmond		143335	Contributory	1850-1890
HO338	York	Street	44	Richmond		143330	Contributory	1850-1890
HO338	York	Street	46	Richmond		143325	Contributory	1850-1890
HO338	York	Street	48	Richmond	Ophir	143320	Contributory	1900-1915
HO338	York	Street	50	Richmond		143315	Contributory	1900-1915
HO338	York	Street	51	Richmond		143435	Contributory	1850-1890
HO338	York	Street	52	Richmond		143310	Contributory	1900-1915
HO338	York	Street	53	Richmond		143440	Contributory	1850-1890
HO338	York	Street	55	Richmond		143445	Not contributory	1850-1890
HO338	York	Street	57	Richmond		321950	Not contributory	2000-2010
HO338	York	Street	58	Richmond		143305	Contributory	1900-1915
HO338	York	Street	59	Richmond		321960	Not contributory	2000-2010
HO338	York	Street	60	Richmond	Vacant Site	143300	Not contributory	Unknown
HO338	York	Street	61	Richmond		143455	Contributory	1850-1890
HO338	York	Street	62	Richmond		143295	Contributory	1850-1890
HO338	York	Street	63	Richmond		143460	Contributory	1850-1890
HO338	York	Street	64	Richmond		143290	Contributory	1850-1890
HO338	York	Street	65 (Unit 1)	Richmond		143465	Not contributory	1970-1980
HO338	York	Street	65 (Unit 2)	Richmond		143470	Not contributory	1970-1980
HO338	York	Street	65 (Unit 3)	Richmond		143475	Not contributory	1970-1980
HO338	York	Street	65 (Unit 4)	Richmond		143480	Not contributory	1970-1980
HO338	York	Street	65 (Unit 5)	Richmond		143485	Not contributory	1970-1980
HO338	York	Street	65 (Unit 6)	Richmond		143490	Not contributory	1970-1980
HO338	York	Street	65 (Unit 7)	Richmond		143495	Not contributory	1970-1980
HO338	York	Street	65 (Unit 8)	Richmond		143500	Not contributory	1970-1980
HO338	York	Street	66	Richmond		143285	Contributory	1850-1890
HO338	York	Street	68	Richmond		143280	Contributory	1850-1890
HO338	York	Street	70	Richmond		143275	Contributory	1850-1890
HO338	York	Street	71	Richmond		143505	Contributory	1900-1915
HO338	York	Street	72	Richmond		143270	Contributory	1850-1890
HO338	York	Street	73	Richmond		143510	Contributory	1850-1890
HO338	York	Street	74	Richmond		143265	Not contributory	2000-2010

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO338	York	Street	75	Richmond		143515	Not contributory	1850-1890
HO338	York	Street	76	Richmond		143260	Contributory	1850-1890
HO338	York	Street	77	Richmond		143520	Not contributory	1900-1915
HO338	York	Street	78	Richmond		143255	Not contributory	1850-1890
HO338	York	Street	79	Richmond		143525	Contributory	1900-1915
HO338	York	Street	80	Richmond		143250	Contributory	1850-1890
HO338	York	Street	81	Richmond		143530	Contributory	1900-1915
HO338	York	Street	82	Richmond		143245	Contributory	1850-1890
HO338	York	Street	84	Richmond		143240	Not contributory	1850-1890
HO338	York	Street	85	Richmond		143535	Not contributory	1850-1890
HO338	York	Street	86	Richmond		143235	Contributory	1850-1890
HO338	York	Street	87	Richmond		335430	Not contributory	2000-2010
HO338	York	Street	88	Richmond		143230	Contributory	1850-1890
HO338	York	Street	89	Richmond		335440	Not contributory	2000-2010
HO338	York	Street	90	Richmond		143225	Contributory	1900-1915
HO338	York	Street	91	Richmond		143545	Not contributory	1925-1940
HO338	York	Street	92	Richmond		143220	Contributory	1900-1915
HO338	York	Street	93	Richmond		143550	Contributory	1850-1890
HO338	York	Street	94	Richmond		143215	Not contributory	2000-2010
HO338	York	Street	95	Richmond		143555	Contributory	1900-1915
HO338	York	Street	96 (Unit 1)	Richmond	Flats	143155	Not contributory	1960-1970
HO338	York	Street	96 (Unit 2)	Richmond	Flats	143160	Not contributory	1960-1970
HO338	York	Street	96 (Unit 3)	Richmond	Flats	143165	Not contributory	1960-1970
HO338	York	Street	96 (Unit 4)	Richmond	Flats	143170	Not contributory	1960-1970
HO338	York	Street	96 (Unit 5)	Richmond	Flats	143175	Not contributory	1960-1970
HO338	York	Street	96 (Unit 6)	Richmond	Flats	143180	Not contributory	1960-1970
HO338	York	Street	96 (Unit 7)	Richmond	Flats	143185	Not contributory	1960-1970
HO338	York	Street	96 (Unit 8)	Richmond	Flats	143190	Not contributory	1960-1970
HO338	York	Street	96 (Unit 9)	Richmond	Flats	143195	Not contributory	1960-1970
HO338	York	Street	96 (Unit 10)	Richmond	Flats	143200	Not contributory	1960-1970
HO338	York	Street	96 (Unit 11)	Richmond	Flats	143205	Not contributory	1960-1970
HO338	York	Street	96 (Unit 12)	Richmond	Flats	143210	Not contributory	1960-1970
HO338	York	Street	97	Richmond	Drinda	143560	Contributory	1850-1890
HO339 - William Street Precinct, Abbotsford								
HO339	Albert	Street	1	Abbotsford		108170	Contributory	1870-1890
HO339	Albert	Street	3	Abbotsford		108165	Contributory	1870-1890
HO339	Albert	Street	5	Abbotsford		108160	Contributory	1870-1890
HO339	Albert	Street	7	Abbotsford		108155	Contributory	1870-1890
HO339	Albert	Street	9	Abbotsford		108150	Contributory	1870-1890
HO339	Albert	Street	11	Abbotsford		108145	Contributory	1870-1890
HO339	Albert	Street	17	Abbotsford	Townhouse	306570	Not contributory	1990-2000
HO339	Albert	Street	17A	Abbotsford		306560	Contributory	1870-1890
HO339	Albert	Street	33	Abbotsford		108130	Contributory	1900-1915
HO339	Albert	Street	35	Abbotsford		108125	Not contributory	1900-1915
HO339	Albert	Street	41	Abbotsford		108120	Contributory	1870-1890
HO339	Lithgow	Street	2	Abbotsford	Townhouse	108040	Not contributory	2000-2010

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO339	Lithgow	Street	6	Abbotsford	Townhouse	108040	Not contributory	2000-2010
HO339	Lithgow	Street	8	Abbotsford		108045	Contributory	1900-1915
HO339	Lithgow	Street	10	Abbotsford		108050	Contributory	1900-1915
HO339	Lithgow	Street	12	Abbotsford		108055	Not contributory	1950-1960
HO339	Lithgow	Street	14	Abbotsford		108060	Contributory	1900-1915
HO339	Lithgow	Street	16	Abbotsford		108065	Contributory	1900-1915
HO339	Lithgow	Street	18	Abbotsford		108070	Contributory	1900-1915
HO339	Lithgow	Street	21-23	Abbotsford	Factory/warehouse	108025	Not contributory	1970-1980
HO339	Lithgow	Street	25	Abbotsford		108020	Individually Significant	1900-1915
HO339	Lithgow	Street	27	Abbotsford		108015	Contributory	1900-1915
HO339	Lithgow	Street	29	Abbotsford		108010	Contributory	1900-1915
HO339	Lithgow	Street	31	Abbotsford		108005	Contributory	1900-1915
HO339	Lithgow	Street	32	Abbotsford		108075	Not contributory	1960-1970
HO339	Lithgow	Street	33	Abbotsford		108000	Contributory	1900-1915
HO339	Lithgow	Street	34	Abbotsford		108080	Not contributory	1920-1935
HO339	Lithgow	Street	35-47	Abbotsford	Cordial Factory, former	107995	Individually Significant	1870-1930?
HO339	Lithgow	Street	36	Abbotsford		108085	Contributory	1870-1890
HO339	Lithgow	Street	38	Abbotsford		108090	Contributory	1925-1935
HO339	Lithgow	Street	40	Abbotsford		108090	Not contributory	1900-1915
HO339	Lithgow	Street	42	Abbotsford		108100	Contributory	1930-1940
HO339	Lithgow	Street	49	Abbotsford		107990	Contributory	1870-1890
HO339	Lithgow	Street	51	Abbotsford		107985	Contributory	1870-1890
HO339	Lithgow	Street	53	Abbotsford		107980	Contributory	1870-1890
HO339	Lithgow	Street	55	Abbotsford		107975	Contributory	1890-1910
HO339	Lithgow	Street	57	Abbotsford		107970	Contributory	1890-1910
HO339	Lithgow	Street	59	Abbotsford		107965	Contributory	1890-1910
HO339	Lithgow	Street	61	Abbotsford	Townhouses	289840	Not contributory	1990-2000
HO339	Lithgow	Street	63	Abbotsford	Townhouses	289845	Not contributory	1990-2000
HO339	Lithgow	Street	65	Abbotsford	Townhouses	107955	Not contributory	1960-1970
HO339	Nicholson	Street	48-60	Abbotsford	Denton Hat Factory, later Fayrefield Hat Factory	107485	Victorian Heritage Register	1885-1910
HO339	William	Street	1	Abbotsford		107785	Individually Significant	1860-1880
HO339	William	Street	2	Abbotsford	Bohemia Cottage	107795	Individually Significant	1870-1890
HO339	William	Street	2A	Abbotsford	St David's Presbyterian Church, later St Matthias Anglican Church	107790	Individually Significant	1882-
HO339	William	Street	3	Abbotsford		107780	Contributory	1860-1930
HO339	William	Street	4	Abbotsford		107800	Contributory	1870-1890
HO339	William	Street	5	Abbotsford		107775	Contributory	1860-1930
HO339	William	Street	6	Abbotsford		107805	Contributory	1890-1910
HO339	William	Street	8	Abbotsford		107810	Contributory	1870-1890
HO339	William	Street	8A	Abbotsford		107815	Contributory	1900-1915
HO339	William	Street	8B	Abbotsford		107820	Contributory	1900-1915
HO339	William	Street	9	Abbotsford		107770	Individually Significant	1870
HO339	William	Street	10	Abbotsford		107825	Contributory	1870-1890
HO339	William	Street	11	Abbotsford		107765	Individually Significant	1870
HO339	William	Street	12	Abbotsford		107830	Contributory	1870-1890
HO339	William	Street	13	Abbotsford		107760	Contributory	1870-1910
HO339	William	Street	14	Abbotsford		107835	Not contributory	1950-1960
HO339	William	Street	15	Abbotsford		107755	Contributory	1900-1915
HO339	William	Street	16	Abbotsford		107840	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO339	William	Street	17	Abbotsford		107750	Contributory	1860-1880
HO339	William	Street	18	Abbotsford		107845	Contributory	1870-1890
HO339	William	Street	19	Abbotsford		107745	Contributory	1860-1880
HO339	William	Street	20	Abbotsford	Cleeland Terrace	107850	Contributory	1870-1890
HO339	William	Street	21-21A	Abbotsford	Duplex	107740	Contributory	1900-1915
HO339	William	Street	22	Abbotsford	Cleeland Terrace	107855	Contributory	1870-1890
HO339	William	Street	23	Abbotsford		107730	Contributory	1870-1890
HO339	William	Street	23A	Abbotsford		107735	Contributory	1870-1890
HO339	William	Street	24	Abbotsford		107860	Not contributory	1870-1890
HO339	William	Street	25	Abbotsford		107725	Contributory	1870-1890
HO339	William	Street	26	Abbotsford		107865	Not contributory	1870-1890
HO339	William	Street	27	Abbotsford		107720	Contributory	1870-1890
HO339	William	Street	28	Abbotsford		107870	Contributory	1870-1890
HO339	William	Street	30	Abbotsford		107875	Contributory	1870-1890
HO339	William	Street	31-29	Abbotsford		107715	Not contributory	1930-1950
HO339	William	Street	32	Abbotsford		107880	Contributory	1870-1890
HO339	William	Street	33	Abbotsford		107710	Not contributory	1950-1960
HO339	William	Street	34	Abbotsford		107885	Contributory	1870-1890
HO339	William	Street	35	Abbotsford		107705	Contributory	1870-1890
HO339	William	Street	36	Abbotsford		107890	Contributory	1870-1890
HO339	William	Street	37	Abbotsford		107700	Individually Significant	1869
HO339	William	Street	38	Abbotsford		107895	Contributory	1870-1890
HO339	William	Street	39	Abbotsford		107695	Contributory	1870-1890
HO339	William	Street	40	Abbotsford		107900	Contributory	1900-1915
HO339	William	Street	41	Abbotsford		107690	Contributory	1870-1890
HO339	William	Street	42	Abbotsford		107905	Not contributory	1870-1890
HO339	William	Street	43	Abbotsford		107685	Contributory	1870-1890
HO339	William	Street	44	Abbotsford		107910	Contributory	1870-1890
HO339	William	Street	45	Abbotsford		107680	Contributory	1870-1890
HO339	William	Street	46	Abbotsford		107915	Contributory	1900-1915
HO339	William	Street	47	Abbotsford		107675	Contributory	1870-1890
HO339	William	Street	48	Abbotsford		107920	Contributory	1900-1915
HO339	William	Street	49	Abbotsford		107670	Not contributory	1990-2000
HO339	William	Street	50	Abbotsford		107925	Contributory	1900-1915
HO339	William	Street	51	Abbotsford		107665	Contributory	1870-1890
HO339	William	Street	52	Abbotsford		107930	Contributory	1900-1915
HO339	William	Street	53	Abbotsford		107660	Contributory	1870-1890
HO339	William	Street	54	Abbotsford		107935	Contributory	1900-1915
HO339	William	Street	55	Abbotsford		107655	Not contributory	1980-1990
HO339	William	Street	55A	Abbotsford		137585	Not contributory	1980-1990
HO339	William	Street	56-60	Abbotsford	Offices/factory	107940	Not contributory	1950-1960
HO339	William	Street	57	Abbotsford	Lilydale	107650	Contributory	1900-1915
HO339	William	Street	59	Abbotsford		107645	Contributory	1900-1915
HO339	William	Street	61-65	Abbotsford	Office/warehouse	107640	Not contributory	1940-1960
HO339	William	Street	67A-67B	Abbotsford	United Felt Hats Pty. Ltd. Manufacturers factory warehouse complex	107640	Contributory	1915, 1931
HO340								
HO340	Highett	Street	148	Richmond	House	314290	Individually significant	1871-2

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO341								
HO341	Highett	Street	150	Richmond	House	176660	Individually significant	1871-2
HO342 - Cremorne Precinct								
HO342	Balmain	Street	27	Cremorne	Shop & Residence	162490	Contributory	1850-1890
HO342	Balmain	Street	29	Cremorne	Shop & Residence	162495	Contributory	1850-1890
HO342	Balmain	Street	31	Cremorne	Shop & Residence	162500	Contributory	1850-1890
HO342	Balmain	Street	38	Cremorne	Shop & residence	162395	Contributory	1870-1890
HO342	Balmain	Street	40	Cremorne		162390	Contributory	1870-1890
HO342	Balmain	Street	42	Cremorne		162385	Contributory	1870-1890
HO342	Balmain	Street	43	Cremorne		162525	Contributory	1850-1890
HO342	Balmain	Street	44	Cremorne		162380	Contributory	1870-1890
HO342	Balmain	Street	45	Cremorne		428690	Contributory	1850-1890
HO342	Balmain	Street	46	Cremorne		162375	Contributory	1870-1890
HO342	Balmain	Street	47	Cremorne		162530	Contributory	1850-1890
HO342	Balmain	Street	50	Cremorne		162365	Contributory	1870-1890
HO342	Balmain	Street	52	Cremorne		162360	Contributory	1870-1890
HO342	Balmain	Street	54	Cremorne		162355	Contributory	1870-1890
HO342	Balmain	Street	56	Cremorne		162350	Contributory	1870-1890
HO342	Balmain	Street	58	Cremorne		162345	Contributory	1870-1890
HO342	Bent	Street	20	Cremorne		165320	Contributory	1900-1915
HO342	Bent	Street	22	Cremorne		165315	Contributory	1900-1915
HO342	Bent	Street	24	Cremorne		165310	Contributory	1900-1915
HO342	Bent	Street	26	Cremorne		165305	Contributory	1900-1915
HO342	Bent	Street	28	Cremorne		165300	Contributory	1870-1890
HO342	Bent	Street	30	Cremorne		165295	Contributory	1870-1890
HO342	Bent	Street	32	Cremorne		165290	Contributory	1870-1890
HO342	Bent	Street	34	Cremorne		165285	Contributory	1915-1925
HO342	Cubitt	Street	123	Cremorne		164670	Contributory	1900-1915
HO342	Cubitt	Street	125	Cremorne		164665	Contributory	1900-1915
HO342	Cubitt	Street	127	Cremorne		164660	Contributory	1870-1890
HO342	Cubitt	Street	129	Cremorne		164655	Contributory	1870-1890
HO342	Cubitt	Street	131	Cremorne		164650	Contributory	1870-1890
HO342	Cubitt	Street	142	Cremorne		164430	Contributory	1870-1890
HO342	Cubitt	Street	144	Cremorne		164435	Contributory	1870-1890
HO342	Cubitt	Street	146	Cremorne		164440	Contributory	1870-1890
HO342	Cubitt	Street	148	Cremorne		164445	Contributory	1870-1890
HO342	Cubitt	Street	150	Cremorne		164450	Contributory	1870-1890
HO342	Cubitt	Street	152	Cremorne		164455	Contributory	1870-1890
HO342	Cubitt	Street	154/1	Cremorne	Townhouse	299865	Not contributory	1990-2000
HO342	Cubitt	Street	154/2	Cremorne	Townhouse	299865	Not contributory	1990-2000
HO342	Cubitt	Street	155	Cremorne		164645	Contributory	1870-1890
HO342	Cubitt	Street	156	Cremorne		164465	Not contributory	1990-2000
HO342	Cubitt	Street	157	Cremorne		164640	Contributory	1870-1890
HO342	Cubitt	Street	158	Cremorne		164470	Contributory	1900-1915
HO342	Cubitt	Street	159	Cremorne		164635	Contributory	1870-1890
HO342	Cubitt	Street	160	Cremorne		164475	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO342	Cubitt	Street	161	Cremorne		164630	Contributory	1870-1890
HO342	Cubitt	Street	162	Cremorne	Townhouse	164480	Not contributory	1990-2000
HO342	Cubitt	Street	163	Cremorne		164625	Contributory	1900-1915
HO342	Cubitt	Street	164	Cremorne	Townhouse	164485	Not contributory	1990-2000
HO342	Cubitt	Street	165	Cremorne		164620	Contributory	1900-1915
HO342	Cubitt	Street	166	Cremorne	Townhouse	164490	Not contributory	1990-2000
HO342	Cubitt	Street	167	Cremorne	Shop & residence	164615	Not contributory	1890-1910?
HO342	Cubitt	Street	169	Cremorne		164610	Contributory	1870-1890
HO342	Cubitt	Street	170	Cremorne		164495	Contributory	1900-1915
HO342	Cubitt	Street	171	Cremorne		164605	Contributory	1870-1900
HO342	Cubitt	Street	173	Cremorne		164600	Contributory	1870-1890
HO342	Cubitt	Street	175	Cremorne		164595	Contributory	1870-1890
HO342	Cubitt	Street	177	Cremorne		164590	Contributory	1870-1890
HO342	Cubitt	Street	179	Cremorne		164585	Contributory	1870-1900
HO342	Cubitt	Street	181	Cremorne		164580	Contributory	1870-1900
HO342	Cubitt	Street	182	Cremorne		164500	Contributory	1870-1890
HO342	Cubitt	Street	183	Cremorne		164575	Contributory	1870-1890
HO342	Cubitt	Street	184	Cremorne		164505	Contributory	1870-1890
HO342	Cubitt	Street	185	Cremorne		164570	Contributory	1870-1890
HO342	Cubitt	Street	186	Cremorne		164510	Contributory	1900-1915
HO342	Cubitt	Street	187	Cremorne		164565	Contributory	1870-1890
HO342	Cubitt	Street	188	Cremorne		164515	Individually Significant	1900-1915
HO342	Cubitt	Street	189	Cremorne		164560	Contributory	1870-1890
HO342	Cubitt	Street	190	Cremorne		164520	Individually Significant	1900-1915
HO342	Cubitt	Street	191	Cremorne		164555	Contributory	1870-1890
HO342	Cubitt	Street	192	Cremorne		164525	Contributory	1910-1925
HO342	Cubitt	Street	193	Cremorne		164550	Not contributory	1870-1890
HO342	Cubitt	Street	194	Cremorne		164530	Contributory	1910-1925
HO342	Cubitt	Street	195	Cremorne		164545	Contributory	1870-1890
HO342	Dover	Street	143	Cremorne		164995	Contributory	1900-1915
HO342	Dover	Street	145	Cremorne		165000	Contributory	1900-1915
HO342	Dover	Street	147	Cremorne		165005	Not contributory	1900-1915
HO342	Dover	Street	149	Cremorne		165010	Contributory	1900-1915
HO342	Dover	Street	151	Cremorne		165015	Contributory	1900-1915
HO342	Dover	Street	153	Cremorne		165020	Contributory	1900-1915
HO342	Dover	Street	155	Cremorne		165025	Contributory	1900-1915
HO342	Dover	Street	171	Cremorne		165030	Contributory	1850-1890
HO343								
HO343	Dover	Street	105-115	Cremorne	Slade Knitwear Sign	280385	Individually significant	1970
HO344								
HO344	Yarra Bend	Road	Off Hospital Grounds	Fairfield	Fairfield Hospital Grounds (former) later Thomas Embling Forensic Centre (see HO303)	0	Individually significant	1901-1940
HO345								
HO345	Brunswick	Street	38-40	Fitzroy	Melbourne Veterinary College, Hospital for Horses later Melbourne Veterinary College, Former	254825	Victorian Heritage Register	1886

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO346								
HO346	Darlington	Parade	18	Richmond	Vaucluse College- FCJ School	188975	Victorian Heritage Register	1901
HO346	Darlington	Parade	20A	Richmond	Vaucluse College, FCJ School	188970	Victorian Heritage Register	1897-1904
HO346	Darlington	Parade	20B	Richmond	EUROLIE, Vaucluse College-	188970	Victorian Heritage Register	1874-1882
HO347								
HO347	Brunswick	Street	20-22	Fitzroy	Central Hall, later Cathedral Hall	254870	Victorian Heritage Register	1873, 1913
HO349 - Rosella Factory Complex								
HO349	Balmain	Street	57-61	Cremorne	Rosella Preserving Company factory complex & signs, part	162540	Contributory	1935-1940
HO349	Balmain	Street	64/12	Cremorne	Rosella Preserving Company factory complex & signs, part	162300	Contributory	1935
HO349	Balmain	Street	64/13	Cremorne	Rosella Preserving Company factory complex & signs, part	162305	Contributory	1928
HO349	Balmain	Street	64/15	Cremorne	Rosella Preserving Company factory complex & signs, part	162315	Contributory	1928
HO349	Balmain	Street	64/18	Cremorne	Rosella Preserving Company factory complex & signs, part	162340	Contributory	1928-1960
HO349	Balmain	Street	64/2	Cremorne	Rosella Preserving Company factory complex & signs, part	162265	Contributory	1924c
HO349	Balmain	Street	64/6-7	Cremorne	Rosella Preserving Company factory complex & signs, part	162285	Contributory	1920-1922
HO350								
HO350	Gough	Street	2	Richmond	Barrett Burston Richmond Maltings, factory complex and silos	165485	Victorian Heritage Register	1850-1962
HO350	Gough	Street	2 (sign)	Richmond	Nylex Plastics Sign	310220	Victorian Heritage Register	1961
HO352								
HO352	Lulie	Street	2-16	Abbotsford	Victoria Park football ground & grandstands, walls, clubrooms	114185	Victorian Heritage Register	1929-1960s
HO352	Lulie	Street	2-16	Abbotsford	Victoria Park ornamental garden reserve site	114185	Victorian Heritage Register	1878
HO353								
HO353	Victoria	Street	651-653	Abbotsford	Skipping Girl Vinegar sign	103585	Victorian Heritage Register	1936-1970
HO354								
HO354	Johnston	Street	35-63 (East wall Main Mural)	Collingwood	Keith Haring mural, Building, Collingwood Technical School complex	120710	Victorian Heritage Register	1984
HO355								
HO355	Alexandra	Parade	160-122	Fitzroy	Aqua Profonda' sign wall sign, Fitzroy Swimming Pool	237595	Victorian Heritage Register	1908, 1953-4, 1990s
HO356								
HO356	Fitzroy	Street	185-193	Fitzroy	Christian Israelites Church	255405	Victorian Heritage Register	1861-
HO357								
HO357	Swan	Street	90-92	Cremorne	Richmond South Post Office, former	157685	Victorian Heritage Register	1905
HO358								
HO358	King William	Street	97-107	Fitzroy	All Saints Iron Hall, also All Saints Hall Parish Hall	261160	Victorian Heritage Register	1854
HO359								

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO359	Church	Street	326	Richmond	St Ignatius Church	190010	Victorian Heritage Register	1867-1928
HO359	Church	Street	326A	Richmond	St Ignatius Presbytery & Garden	190010	Victorian Heritage Register	1872
HO359	Church	Street	326B	Richmond	St Ignatius School	190010	Victorian Heritage Register	1907-1916
HO360								
HO360	Swan	Street	140-148	Cremorne	Shops & offices (part Dimmeys)	157815	Victorian Heritage Register	1984-1998
HO360	Swan	Street	150-160	Cremorne	Dimelow and Gaylard Drapers, later Dimmey's Model Stores	157815	Victorian Heritage Register	1907-1916
HO361 - World Heritage Environs Area Precinct								
HO361	Gertrude	Street	6	Fitzroy		257850	Contributory	1870-1890
HO361	Gertrude	Street	7	Fitzroy	Factory/warehouse	257525	Not contributory	1960-1970
HO361	Gertrude	Street	8	Fitzroy		257855	Contributory	1870-1890
HO361	Gertrude	Street	10	Fitzroy		257860	Contributory	1870-1890
HO361	Gertrude	Street	11	Fitzroy		257530	Individually Significant	1860-1870
HO361	Gertrude	Street	12	Fitzroy		257865	Contributory	1870-1890
HO361	Gertrude	Street	13	Fitzroy	Shop & residence	257535	Individually Significant	1900-1915
HO361	Gertrude	Street	14-16	Fitzroy	Dental surgery	257870	Individually Significant	1912
HO361	Gertrude	Street	15	Fitzroy	Shop & residence	257540	Individually Significant	1900-1915
HO361	Gertrude	Street	18-22	Fitzroy	Carlton Club Hotel, former	257875	Individually Significant	1900-1915
HO361	Gertrude	Street	19-35	Fitzroy	Shops & offices	257545	Not contributory	1970-1980
HO361	Gertrude	Street	26	Fitzroy	Shop & residence	257880	Contributory	1870-1890
HO361	Gertrude	Street	28	Fitzroy	Shop & residence	257885	Contributory	1870-1890
HO361	Gertrude	Street	30	Fitzroy		257890	Not contributory	1850-1920?
HO361	Gertrude	Street	32	Fitzroy	Vacant land	257890	Not contributory	Unknown
HO361	Gertrude	Street	37	Fitzroy	Shop & residence	257605	Individually Significant	1870-1890
HO361	Gertrude	Street	38	Fitzroy		257905	Contributory	1870-1890
HO361	Gertrude	Street	39	Fitzroy	Shop & residence	257610	Individually Significant	1870-1890
HO361	Gertrude	Street	40	Fitzroy		257905	Contributory	1860-1880
HO361	Gertrude	Street	41	Fitzroy	Shop & residence	257615	Individually Significant	1870-1890
HO361	Gertrude	Street	42	Fitzroy		257905	Individually Significant	1900-1915
HO361	Gertrude	Street	43	Fitzroy	Shop & residence	257625	Individually Significant	1870-1890
HO361	Gertrude	Street	44	Fitzroy		257910	Individually Significant	1900-1915
HO361	Gertrude	Street	46	Fitzroy		257910	Individually Significant	1900-1915
HO361	Gertrude	Street	50	Fitzroy	Shop & residence	257925	Contributory	1870-1890
HO361	Gertrude	Street	51	Fitzroy	Shop & residence	251955	Contributory	1873
HO361	Gertrude	Street	52	Fitzroy	Shop & residence	257630	Contributory	1870-1890
HO361	Gertrude	Street	53	Fitzroy	Shop & residence	257630	Contributory	1873
HO361	Gertrude	Street	54-60	Fitzroy	Housing	340710	Not contributory	1970-1980
HO361	Gertrude	Street	55	Fitzroy	Shop & residence	257630	Contributory	1873
HO361	Gertrude	Street	59	Fitzroy	Shop & residence	257635	Contributory	1873
HO361	Gertrude	Street	61	Fitzroy	Shop & residence	257635	Contributory	1873
HO361	Gertrude	Street	62	Fitzroy	Shop & residence	340710	Contributory	1870-1890
HO361	Hanover	Street	14	Fitzroy		260245	Not contributory	1990-2000
HO361	Moor	Street	1	Fitzroy	Lydia Terrace	262030	Individually Significant	1865
HO361	Moor	Street	3	Fitzroy	Lydia Terrace	262035	Individually Significant	1865
HO361	Moor	Street	4	Fitzroy		1	Individually Significant	1850-1870
HO361	Moor	Street	5	Fitzroy	Lydia Terrace	262040	Individually Significant	1865
HO361	Moor	Street	6	Fitzroy		262425	Individually Significant	1850-1860

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO361	Moor	Street	8	Fitzroy		262430	Individually Significant	1850-1860
HO361	Nicholson	Street	20	Fitzroy	St Vincents Institute	265725	Not contributory	1990-2000
HO361	Nicholson	Street	28	Fitzroy		265730	Individually Significant	1867
HO361	Nicholson	Street	30	Fitzroy	Morningside	265735	Individually Significant	1870-1890
HO361	Nicholson	Street	32	Fitzroy		265735	Individually Significant	1870-1890
HO361	Nicholson	Street	34	Fitzroy	Salisbury Place	265740	Individually Significant	1850s-
HO361	Nicholson	Street	36	Fitzroy	Salisbury Place	265745	Individually Significant	1850s-
HO361	Nicholson	Street	40-42	Fitzroy	Osborne House	265750	Victorian Heritage Register	1850-1887
HO361	Nicholson	Street	44	Fitzroy	Osborne House, café	265755	Victorian Heritage Register	1850-1887
HO361	Nicholson	Street	46	Fitzroy	St Vincents, part	107480	Not contributory	1980-1990
HO361	Nicholson	Street	48	Fitzroy	Melbourne Tramway and Omnibus Company Engine House, later M.M.T.B. Tramways Building	265760	Victorian Heritage Register	1886-1887
HO361	Nicholson	Street	50-68	Fitzroy	Royal Terrace	265770	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	52	Fitzroy	Royal Terrace	265775	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	54	Fitzroy	Royal Terrace	265780	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	56	Fitzroy	Royal Terrace	265785	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	58	Fitzroy	Royal Terrace	265790	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	60	Fitzroy	Royal Terrace	265795	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	62	Fitzroy	Royal Terrace	265800	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	64	Fitzroy	Royal Terrace	265805	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	66	Fitzroy	Royal Terrace	265810	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	68	Fitzroy	Royal Terrace, part	265815	Victorian Heritage Register	1854-1856
HO361	Nicholson	Street	70-74	Fitzroy	Staffa House	265820	Individually Significant	1850s-
HO361	Nicholson	Street	76	Fitzroy		107500	Individually Significant	1860-1880
HO361	Nicholson	Street	78	Fitzroy		232200	Individually Significant	1860-1880
HO361	Nicholson	Street	80	Fitzroy		107505	Individually Significant	1860-1880
HO361	Nicholson	Street	80-82 (rear)	Fitzroy	Factory/warehouse/stable?	107505	Individually Significant	1900-1915?
HO361	Nicholson	Street	82	Fitzroy	Grantown House	265840	Individually Significant	1850-1870
HO361	Nicholson	Street	84	Fitzroy		265845	Individually Significant	1888
HO361	Nicholson	Street	86	Fitzroy		265850	Individually Significant	1888
HO361	Nicholson	Street	88	Fitzroy	Convent of Mercy Complex	265855	Victorian Heritage Register	1887-1890
HO361	Nicholson	Street	98	Fitzroy	Cairo Bachelor Flats, also Uxbridge fence	265860	Victorian Heritage Register	1936
HO361	Nicholson	Street	106	Fitzroy		266040	Individually Significant	1865
HO361	Nicholson	Street	108	Fitzroy	Waratah	266045	Individually Significant	1865
HO361	Nicholson	Street	110	Fitzroy		266050	Individually Significant	1863
HO361	Nicholson	Street	112	Fitzroy		266055	Individually Significant	1863
HO361	Nicholson	Street	114	Fitzroy		266060	Individually Significant	1858-
HO361	Nicholson	Street	116-118	Fitzroy	Dr Hewlett's house & surgery, later The Nunnery	266065	Individually Significant	1889
HO361	Nicholson	Street	120	Fitzroy		266070	Individually Significant	1888
HO361	Nicholson	Street	122	Fitzroy	Denny house	266075	Victorian Heritage Register	1862-
HO361	Nicholson	Street	124	Fitzroy	St Andrews Hotel, later Pumphouse Hotel	266080	Individually Significant	1926
HO361	Nicholson	Street	130	Fitzroy		266085	Individually Significant	1900-1915
HO361	Nicholson	Street	132-134	Fitzroy	Langridge House or Best house	266090	Individually Significant	1881, 1888
HO361	Nicholson	Street	136	Fitzroy	Broomfield	266095	Individually Significant	1884
HO361	Nicholson	Street	138	Fitzroy	Molesworth House	266100	Individually Significant	1870-1890
HO361	Nicholson	Street	140	Fitzroy		266105	Individually Significant	1860-1880
HO361	Nicholson	Street	144	Fitzroy		266110	Individually Significant	1871
HO361	Palmer	Street	8	Fitzroy		266340	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO361	Palmer	Street	10	Fitzroy		266345	Contributory	1870-1890
HO361	Royal	Lane	3	Fitzroy	Stables	1	Individually significant	1860-1890
HO362 - Alphington East Precicnt								
HO362	Adams	Street	7	Alphington	First Alphington Boy Scout Hall Number 20	272735	Individually Significant	1930-1940
HO362	Adams	Street	38	Alphington		271295	Not contributory	Unknown
HO362	Chamouni	Street	1	Alphington		273755	Contributory	1915-1925
HO362	Chamouni	Street	2	Alphington		273740	Contributory	1915-1925
HO362	Chamouni	Street	3	Alphington		273760	Contributory	1920-1930
HO362	Chamouni	Street	4	Alphington		273745	Contributory	1900-1915
HO362	Chamouni	Street	5	Alphington		273765	Not contributory	1930-1940
HO362	Chamouni	Street	6	Alphington		273750	Contributory	1915-1925
HO362	Chamouni	Street	7	Alphington		280830	Not contributory	1980-1900
HO362	Como	Street	1	Alphington		274340	Contributory	1915-1925
HO362	Como	Street	2	Alphington		273870	Contributory	1880-1890
HO362	Como	Street	3	Alphington		274345	Contributory	1900-1915
HO362	Como	Street	1/5	Alphington	L'espoir	335330	Contributory	1850-1890
HO362	Como	Street	2/5	Alphington	L'espoir	335340	Contributory	1850-1890
HO362	Como	Street	6	Alphington		273880	Not contributory	1930-1940
HO362	Como	Street	7	Alphington	Gladore	274355	Contributory	1880-1890
HO362	Como	Street	8	Alphington		273885	Not contributory	1950-1960
HO362	Como	Street	9	Alphington	Berkeley	274360	Contributory	1890-1900
HO362	Como	Street	10	Alphington		273890	Not contributory	1940-1950
HO362	Como	Street	11	Alphington		274365	Not contributory	1950-1960
HO362	Como	Street	12-14	Alphington		273895	Not contributory	1960-1970
HO362	Como	Street	13	Alphington	Lewis House	274370	Individually Significant	1980-1995
HO362	Como	Street	15	Alphington	Verona	274375	Contributory	1890-1900
HO362	Como	Street	16	Alphington		273905	Contributory	1900-1915
HO362	Como	Street	18	Alphington	Vacant	273915	Not contributory	Unknown
HO362	Como	Street	21	Alphington	Darrabyn	283430	Individually Significant	1900-1915
HO362	Como	Street	22	Alphington		273945	Contributory	1880-1890
HO362	Como	Street	23	Alphington		274390	Not contributory	1990-2000
HO362	Como	Street	1/24	Alphington		273965	Not contributory	1960-1970
HO362	Como	Street	2/24	Alphington		273975	Not contributory	1960-1970
HO362	Como	Street	3/24	Alphington		273985	Not contributory	1960-1970
HO362	Como	Street	4/24	Alphington		273995	Not contributory	1960-1970
HO362	Como	Street	5/24	Alphington		274005	Not contributory	1960-1970
HO362	Como	Street	6/24	Alphington		274015	Not contributory	1960-1970
HO362	Como	Street	7/24	Alphington		274025	Not contributory	1960-1970
HO362	Como	Street	8/24	Alphington		274035	Not contributory	1960-1970
HO362	Como	Street	9/24	Alphington		274045	Not contributory	1960-1970
HO362	Como	Street	10/24	Alphington		274055	Not contributory	1960-1970
HO362	Como	Street	11/24	Alphington		274065	Not contributory	1960-1970
HO362	Como	Street	12/24	Alphington		274075	Not contributory	1960-1970
HO362	Como	Street	25	Alphington	Willisau	274395	Contributory	1880-1890
HO362	Como	Street	26	Alphington		274085	Contributory	1900-1915
HO362	Como	Street	27	Alphington		274400	Contributory	1915-1925
HO362	Como	Street	28	Alphington		274095	Contributory	1890-1900

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HO362	Como	Street	29	Alphington		274405	Contributory	1915-1925
HO362	Como	Street	30	Alphington		274105	Contributory	1900-1915
HO362	Como	Street	30a	Alphington		274115	Not contributory	1980-1990
HO362	Como	Street	30 (rear)	Alphington	Glasshouse	274105	Individually Significant	1880-1910
HO362	Como	Street	31	Alphington		274410	Not contributory	1970-1980
HO362	Como	Street	34	Alphington		274140	Contributory	1890-1900
HO362	Como	Street	35	Alphington		274420	Not contributory	1915-1925
HO362	Como	Street	36	Alphington		274145	Contributory	1890-1900
HO362	Como	Street	37	Alphington		301330	Not contributory	1990-2000
HO362	Como	Street	38	Alphington		274155	Contributory	1880-1890
HO362	Como	Street	39	Alphington		274430	Not contributory	1940-1950
HO362	Como	Street	40	Alphington		274165	Contributory	1880-1890
HO362	Como	Street	41	Alphington		274435	Individually Significant	1915-1925
HO362	Como	Street	42	Alphington		274175	Contributory	1880-1890
HO362	Como	Street	43	Alphington		274440	Contributory	1915-1925
HO362	Como	Street	44	Alphington		274185	Contributory	1880-1890
HO362	Como	Street	45	Alphington		274445	Contributory	1925-1935
HO362	Como	Street	46	Alphington		274195	Contributory	1915-1925
HO362	Como	Street	47	Alphington		274450	Contributory	1915-1925
HO362	Como	Street	1/48	Alphington		274205	Not contributory	1960-1970
HO362	Como	Street	2/48	Alphington		274220	Not contributory	1960-1970
HO362	Como	Street	3/48	Alphington		274230	Not contributory	1960-1970
HO362	Como	Street	4/48	Alphington		274240	Not contributory	1960-1970
HO362	Como	Street	5/48	Alphington		274250	Not contributory	1960-1970
HO362	Como	Street	6/48	Alphington		274260	Not contributory	1960-1970
HO362	Como	Street	7/48	Alphington		274270	Not contributory	1960-1970
HO362	Como	Street	8/48	Alphington		274280	Not contributory	1960-1970
HO362	Como	Street	9/48	Alphington		274290	Not contributory	1960-1970
HO362	Como	Street	10/48	Alphington		274295	Not contributory	1960-1970
HO362	Como	Street	11/48	Alphington		274305	Not contributory	1960-1970
HO362	Como	Street	12/48	Alphington		274315	Not contributory	1960-1970
HO362	Como	Street	49	Alphington		274455	Contributory	1900-1915
HO362	Como	Street	52	Alphington		274320	Not contributory	1960-1970
HO362	Como	Street	54	Alphington		274325	Contributory	1915-1925
HO362	Como	Street	56	Alphington		274330	Contributory	1900-1915
HO362	Como	Street	58	Alphington		274335	Contributory	1925-1930
HO362	Killop	Street	2	Alphington		271895	Contributory	1915-1925
HO362	Lucerne	Crescent	2	Alphington		291115	Individually Significant	1900-1915
HO362	Lucerne	Crescent	8	Alphington		272260	Contributory	1915-1925
HO362	Lucerne	Crescent	10	Alphington		272265	Contributory	1930-1940
HO362	Lucerne	Crescent	30	Alphington		272280	Contributory	1880-1890
HO362	Lucerne	Crescent	32	Alphington		272285	Not contributory	1960-1970
HO362	Lucerne	Crescent	34	Alphington		272290	Contributory	1915-1925
HO362	Lucerne	Crescent	36	Alphington		272295	Contributory	1915-1925
HO362	Lucerne	Crescent	37	Alphington	Loddon Lea	272490	Individually Significant	1900-1915
HO362	Lucerne	Crescent	48	Alphington		272315	Contributory	1900-1915
HO362	Lucerne	Crescent	50	Alphington		272320	Not contributory	1960-1970
HO362	Lucerne	Crescent	50a	Alphington		272325	Not contributory	Unknown

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HO362	Lucerne	Crescent	52	Alphington		272330	Contributory	1915-1925
HO362	Lucerne	Crescent	56	Alphington	Frater House And Studio	272340	Individually Significant	1915-1925
HO362	Lucerne	Crescent	60	Alphington		272345	Contributory	1915-1925
HO362	Lucerne	Crescent	67	Alphington	Loddon Lee	272545	Contributory	1900-1915
HO362	Lucerne	Crescent	69	Alphington		272550	Not contributory	1960-1970
HO362	Lucerne	Crescent	73	Alphington		272555	Contributory	1915-1925
HO362	Lucerne	Crescent	85	Alphington		272575	Contributory	1915-1925
HO362	Lucerne	Crescent	87	Alphington		272580	Contributory	1900-1915
HO362	Lucerne	Crescent	91	Alphington	Mona	272585	Contributory	1900-1915
HO362	Lucerne	Crescent	95	Alphington		272595	Contributory	1915-1925
HO362	Lucerne	Crescent	97	Alphington		272600	Contributory	1915-1925
HO362	Park	Avenue	9	Alphington		274100	Contributory	1925-1935
HO362	Parkview	Road	28	Alphington		273610	Contributory	1900-1915
HO362	Phillips	Street	2	Alphington		273725	Contributory	1915-1925
HO362	Phillips	Street	4	Alphington		273730	Contributory	1900-1915
HO362	Riverview	Grove	1	Alphington		274060	Contributory	1915-1925
HO362	Riverview	Grove	3	Alphington		274070	Contributory	1915-1925
HO362	Riverview	Grove	1/5	Alphington		286480	Not contributory	1970-1980
HO362	Riverview	Grove	2/5	Alphington		286485	Not contributory	1970-1980
HO362	Riverview	Grove	7	Alphington		274090	Contributory	1915-1925
HO362	Riverview	Grove	11	Alphington		274110	Contributory	1915-1925
HO362	Riverview	Grove	13	Alphington		274120	Not contributory	1930-1940
HO362	Roemer	Crescent	2	Alphington		274130	Contributory	1915-1925
HO362	Roemer	Crescent	4	Alphington		274135	Contributory	1915-1925
HO362	Roemer	Crescent	5	Alphington		274225	Contributory	1880-1890
HO362	Roemer	Crescent	6	Alphington		274150	Contributory	1915-1925
HO362	Roemer	Crescent	8	Alphington		274160	Contributory	1915-1925
HO362	Roemer	Crescent	10	Alphington		274170	Contributory	1915-1925
HO362	Roemer	Crescent	12	Alphington		274180	Contributory	1915-1925
HO362	Roemer	Crescent	14	Alphington		274190	Not contributory	1915-1925
HO362	Roemer	Crescent	16	Alphington		274200	Contributory	1915-1925
HO362	St Bernards	Road	5	Alphington		270040	Contributory	1890-1900
HO362	St Bernards	Road	7	Alphington		270045	Contributory	1890-1900
HO362	St Bernards	Road	9	Alphington		270050	Contributory	1890-1900
HO362	St Bernards	Road	11	Alphington		270055	Contributory	1890-1900
HO362	St Bernards	Road	13	Alphington	Elimatta	270060	Contributory	1890-1910
HO362	St Gothards	Road	1	Alphington		270145	Contributory	1900-1915
HO362	St Gothards	Road	1a	Alphington		270150	Not contributory	Unknown
HO362	St Gothards	Road	2	Alphington		270110	Contributory	1915-1925
HO362	St Gothards	Road	3	Alphington		270160	Individually Significant	1900-1915
HO362	St Gothards	Road	3a	Alphington		270155	Contributory	1930-1940
HO362	St Gothards	Road	4	Alphington		270115	Contributory	1915-1925
HO362	St Gothards	Road	5	Alphington		270165	Contributory	1915-1925
HO362	St Gothards	Road	6	Alphington		270120	Contributory	1915-1925
HO362	St Gothards	Road	7	Alphington		270170	Not contributory	1990-2000
HO362	St Gothards	Road	8	Alphington		270125	Contributory	1915-1925
HO362	St Gothards	Road	9	Alphington		270175	Individually Significant	1900-1915
HO362	St Gothards	Road	10	Alphington		270130	Not contributory	Unknown

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HO362	St Gothards	Road	12	Alphington		270135	Contributory	1890-1900
HO362	St Gothards	Road	14	Alphington	Inglegarra	270140	Contributory	1890-1910
HO362	View	Street	2	Alphington		271040	Contributory	1915-1925
HO362	View	Street	4	Alphington		271045	Contributory	1920-1935
HO362	View	Street	6	Alphington		271050	Contributory	1930-1940
HO362	View	Street	8	Alphington		271055	Contributory	1930-1940
HO362	View	Street	10	Alphington		271060	Contributory	1915-1925
HO362	View	Street	12	Alphington		271065	Contributory	1915-1925
HO362	View	Street	14	Alphington		271070	Contributory	1930-1940
HO362	View	Street	16	Alphington		271075	Contributory	1930-1940
HO362	View	Street	18	Alphington		271080	Contributory	1930-1940
HO362	View	Street	20	Alphington		271085	Contributory	1930-1940
HO362	View	Street	22	Alphington		271090	Contributory	1930-1940
HO362	View	Street	24	Alphington		271095	Contributory	1930-1940
HO362	View	Street	26	Alphington		271100	Contributory	1930-1940
HO362	View	Street	28	Alphington		271115	Contributory	1925-1930
HO362	View	Street	30	Alphington		271120	Contributory	1925-1930
HO362	View	Street	32	Alphington		271130	Contributory	1915-1925
HO362	View	Street	34	Alphington		271140	Contributory	1925-1930
HO362	View	Street	36	Alphington		271150	Contributory	1930-1940
HO362	View	Street	38	Alphington		271160	Contributory	1930-1940
HO362	View	Street	40	Alphington		271170	Contributory	1930-1940
HO362	View	Street	42	Alphington		271180	Contributory	1925-1930
HO362	View	Street	44	Alphington		271195	Contributory	1930-1940
HO362	View	Street	48	Alphington		271200	Contributory	1915-1925
HO362	Yarralea	Street	2	Alphington		271730	Contributory	1925-1930
HO362	Yarralea	Street	3	Alphington		272105	Contributory	1915-1925
HO362	Yarralea	Street	4	Alphington		271735	Contributory	1915-1925
HO362	Yarralea	Street	5	Alphington		272110	Contributory	1915-1925
HO362	Yarralea	Street	6	Alphington		271740	Not contributory	1930-1940
HO362	Yarralea	Street	7	Alphington		272115	Contributory	1915-1925
HO362	Yarralea	Street	8	Alphington		271745	Contributory	1915-1925
HO362	Yarralea	Street	9	Alphington		272120	Contributory	1915-1925
HO362	Yarralea	Street	11	Alphington		272125	Contributory	1915-1925
HO362	Yarralea	Street	15	Alphington		272130	Contributory	1915-1925
HO362	Yarralea	Street	17	Alphington		272135	Not contributory	1970-1980
HO362	Yarralea	Street	19	Alphington		272140	Contributory	1915-1925
HO362	Yarralea	Street	21	Alphington		272145	Contributory	1915-1925
HO362	Yarralea	Street	23	Alphington		272150	Contributory	1915-1925
HO362	Yarralea	Street	25	Alphington		272155	Not contributory	1925-1930
HO362	Yarralea	Street	26	Alphington	Alphington State School	271910	Contributory	1915-1925
HO362	Yarralea	Street	27	Alphington		272160	Contributory	1915-1925
HO362	Yarralea	Street	29	Alphington		272165	Contributory	1915-1925
HO362	Yarralea	Street	33	Alphington		272170	Not contributory	1970-1980
HO362	Yarralea	Street	35	Alphington		272175	Contributory	1915-1925
HO362	Yarralea	Street	37	Alphington		272180	Not contributory	1915-1925
HO362	Yarralea	Street	39	Alphington		272185	Not contributory	1915-1925
HO362	Yarralea	Street	42	Alphington		271970	Contributory	1900-1915

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HO362	Yarralea	Street	43	Alphington		272190	Contributory	1900-1915
HO362	Yarralea	Street	44	Alphington		271975	Contributory	1900-1915
HO362	Yarralea	Street	45	Alphington		272195	Contributory	1915-1925
HO362	Yarralea	Street	46	Alphington		271980	Contributory	1900-1915
HO362	Yarralea	Street	47	Alphington		272200	Contributory	1900-1915
HO362	Yarralea	Street	48	Alphington		271985	Contributory	1900-1915
HO362	Yarralea	Street	1/49	Alphington		272205	Not contributory	1970-1980
HO362	Yarralea	Street	2/49	Alphington		272210	Not contributory	1970-1980
HO362	Yarralea	Street	3/49	Alphington		272215	Not contributory	1970-1980
HO362	Yarralea	Street	4/49	Alphington		272220	Not contributory	1970-1980
HO362	Yarralea	Street	53	Alphington		272225	Contributory	1915-1925
HO362	Yarralea	Street	55	Alphington		272230	Contributory	1915-1925
HO362	Yarralea	Street	57	Alphington		299305	Contributory	1970-1980
HO362	Yarralea	Street	59	Alphington		272240	Individually Significant	1915-1925
HO363 - Cole's Paddock Estate, Richmond Precinct								
HO363	Bennett	Street	1	Richmond		152025	Not contributory	1915-1925
HO363	Bennett	Street	1a	Richmond		152030	Contributory	1920-1930
HO363	Bennett	Street	2	Richmond		151720	Contributory	1900-1915
HO363	Bennett	Street	2a	Richmond		151725	Contributory	1915-1925
HO363	Bennett	Street	2aa	Richmond		151715	Contributory	1915-1925
HO363	Bennett	Street	3	Richmond		152020	Contributory	1900-1915
HO363	Bennett	Street	4	Richmond		151730	Contributory	1915-1925
HO363	Bennett	Street	5	Richmond		152015	Contributory	1915-1925
HO363	Bennett	Street	6	Richmond		151735	Contributory	1915-1925
HO363	Bennett	Street	1/7	Richmond		151990	Not contributory	1970-1980
HO363	Bennett	Street	2/7	Richmond		151995	Not contributory	1970-1980
HO363	Bennett	Street	3/7	Richmond		152000	Not contributory	1970-1980
HO363	Bennett	Street	4/7	Richmond		152005	Not contributory	1970-1980
HO363	Bennett	Street	5/7	Richmond		152010	Not contributory	1970-1980
HO363	Bennett	Street	8	Richmond		151740	Not contributory	1915-1925
HO363	Bennett	Street	9	Richmond		151985	Contributory	1915-1925
HO363	Bennett	Street	10	Richmond		151745	Contributory	1915-1925
HO363	Bennett	Street	11	Richmond		151980	Contributory	1915-1925
HO363	Bennett	Street	12	Richmond		151750	Contributory	1915-1925
HO363	Bennett	Street	13	Richmond		151975	Contributory	1915-1925
HO363	Bennett	Street	14	Richmond		151755	Contributory	1915-1925
HO363	Bennett	Street	15	Richmond		151970	Contributory	1915-1925
HO363	Bennett	Street	16	Richmond		151760	Contributory	1915-1925
HO363	Bennett	Street	17	Richmond		151965	Contributory	1915-1925
HO363	Bennett	Street	18	Richmond		151765	Contributory	1915-1925
HO363	Bennett	Street	19	Richmond		151960	Contributory	1915-1925
HO363	Bennett	Street	20	Richmond		151770	Contributory	1915-1925
HO363	Bennett	Street	22	Richmond		151775	Contributory	1915-1925
HO363	Bennett	Street	23	Richmond		151955	Contributory	1915-1925
HO363	Bennett	Street	27	Richmond		151950	Contributory	1915-1925
HO363	Bennett	Street	29	Richmond		151945	Contributory	1915-1925
HO363	Bennett	Street	30	Richmond		151840	Contributory	1915-1925

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HO363	Bennett	Street	31	Richmond		151940	Contributory	1900-1915
HO363	Bennett	Street	32	Richmond		151845	Contributory	1915-1925
HO363	Bennett	Street	33	Richmond		151935	Contributory	1900-1915
HO363	Bennett	Street	34	Richmond		151850	Contributory	1900-1915
HO363	Bennett	Street	35	Richmond		151930	Contributory	1900-1915
HO363	Bennett	Street	36	Richmond		151855	Individually Significant	1900-1915
HO363	Bennett	Street	37	Richmond		151925	Contributory	1900-1915
HO363	Bennett	Street	38	Richmond		151860	Not contributory	1915-1925
HO363	Bennett	Street	40	Richmond		151865	Contributory	1900-1915
HO363	Bennett	Street	42	Richmond		315380	Not contributory	1990-2000
HO363	Bennett	Street	44	Richmond		151875	Contributory	1900-1915
HO363	Bennett	Street	45	Richmond		151910	Contributory	1900-1915
HO363	Bennett	Street	46	Richmond		151880	Contributory	1900-1915
HO363	Bennett	Street	47	Richmond		151905	Contributory	1900-1915
HO363	Bennett	Street	48	Richmond		151885	Contributory	1915-1925
HO363	Bennett	Street	49	Richmond		151900	Contributory	1900-1915
HO363	Bennett	Street	50	Richmond		151890	Contributory	1915-1925
HO363	Bennett	Street	51	Richmond		151895	Contributory	1900-1915
HO363	Buckingham	Street	133	Richmond		154855	Contributory	1850-1890
HO363	Buckingham	Street	135	Richmond		154860	Not contributory	1850-1890
HO363	Buckingham	Street	137	Richmond		154865	Not contributory	Unknown
HO363	Buckingham	Street	139	Richmond		154870	Contributory	1900-1915
HO363	Buckingham	Street	145	Richmond		154875	Contributory	1850-1890
HO363	Buckingham	Street	147	Richmond		154880	Not contributory	1850-1890
HO363	Buckingham	Street	149	Richmond		154885	Contributory	1915-1925
HO363	Davison	Street	1	Richmond		288515	Individually Significant	1900-1915
HO363	Davison	Street	2	Richmond		152450	Contributory	1900-1915
HO363	Davison	Street	3	Richmond		153330	Contributory	1900-1915
HO363	Davison	Street	4	Richmond		152455	Contributory	1900-1915
HO363	Davison	Street	5	Richmond		153325	Contributory	1900-1915
HO363	Davison	Street	6	Richmond		152460	Contributory	1900-1915
HO363	Davison	Street	8	Richmond		152465	Contributory	1900-1915
HO363	Davison	Street	10	Richmond		152470	Contributory	1900-1915
HO363	Davison	Street	11	Richmond		153250	Contributory	1900-1915
HO363	Davison	Street	12	Richmond		152475	Contributory	1900-1915
HO363	Davison	Street	13	Richmond		153245	Contributory	1900-1915
HO363	Davison	Street	14	Richmond		152480	Contributory	1900-1915
HO363	Davison	Street	16	Richmond		152485	Contributory	1900-1915
HO363	Davison	Street	18	Richmond		152490	Contributory	1900-1915
HO363	Davison	Street	19	Richmond		153180	Individually Significant	1900-1915
HO363	Davison	Street	20	Richmond		152495	Not contributory	1900-1915
HO363	Davison	Street	21	Richmond		153175	Individually Significant	1900-1915
HO363	Davison	Street	22	Richmond		152500	Contributory	1900-1915
HO363	Davison	Street	25	Richmond		153080	Contributory	1900-1915
HO363	Davison	Street	27	Richmond		153075	Contributory	1900-1915
HO363	Davison	Street	29	Richmond		153070	Contributory	1900-1915
HO363	Davison	Street	31	Richmond		153065	Contributory	1900-1915
HO363	Davison	Street	35	Richmond		153015	Not contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO363	Davison	Street	37	Richmond		153010	Contributory	1900-1915
HO363	Davison	Street	38	Richmond		152815	Contributory	1900-1915
HO363	Davison	Street	39	Richmond		153005	Not contributory	1900-1915
HO363	Davison	Street	40	Richmond		152820	Contributory	1900-1915
HO363	Davison	Street	41	Richmond		153000	Contributory	1900-1915
HO363	Davison	Street	42	Richmond		152825	Contributory	1900-1915
HO363	Davison	Street	43	Richmond		152995	Contributory	1900-1915
HO363	Davison	Street	43a	Richmond		152990	Not contributory	1900-1915
HO363	Davison	Street	44	Richmond		152830	Contributory	1900-1915
HO363	Davison	Street	46	Richmond		152835	Contributory	1900-1915
HO363	Davison	Street	48	Richmond		152840	Contributory	1900-1915
HO363	Davison	Street	50	Richmond		152845	Contributory	1900-1915
HO363	Davison	Street	52	Richmond		152850	Contributory	1900-1915
HO363	Davison	Street	54	Richmond		152855	Contributory	1850-1890
HO363	Davison	Street	56	Richmond		152860	Contributory	1900-1915
HO363	Davison	Street	58	Richmond		152865	Contributory	1900-1915
HO363	Davison	Street	60	Richmond	Gomer Terrace	152870	Contributory	1850-1890
HO363	Davison	Street	62	Richmond	Gomer Terrace	152875	Contributory	1850-1890
HO363	Davison	Street	64	Richmond	Gomer Terrace	152880	Contributory	1850-1890
HO363	Davison	Street	66	Richmond	Gomer Terrace	152885	Contributory	1850-1890
HO363	Davison	Street	1/7-9	Richmond		153255	Not contributory	1970-1980
HO363	Davison	Street	2/7-9	Richmond		153260	Not contributory	1970-1980
HO363	Davison	Street	3/7-9	Richmond		153265	Not contributory	1970-1980
HO363	Davison	Street	4/7-9	Richmond		153270	Not contributory	1970-1980
HO363	Davison	Street	5/7-9	Richmond		153275	Not contributory	1970-1980
HO363	Davison	Street	6/7-9	Richmond		153280	Not contributory	1970-1980
HO363	Davison	Street	7/7-9	Richmond		153285	Not contributory	1970-1980
HO363	Davison	Street	8/7-9	Richmond		153290	Not contributory	1970-1980
HO363	Davison	Street	9/7-9	Richmond		153295	Not contributory	1970-1980
HO363	Davison	Street	10/7-9	Richmond		153300	Not contributory	1970-1980
HO363	Davison	Street	11/7-9	Richmond		153305	Not contributory	1970-1980
HO363	Davison	Street	12/7-9	Richmond		153310	Not contributory	1970-1980
HO363	Davison	Street	13/7-9	Richmond		153315	Not contributory	1970-1980
HO363	Davison	Street	14/7-9	Richmond		153320	Not contributory	1970-1980
HO363	Leslie	Street	1	Richmond		152035	Contributory	1900-1915
HO363	Leslie	Street	2	Richmond		152445	Contributory	1915-1925
HO363	Leslie	Street	3	Richmond		152040	Contributory	1900-1915
HO363	Leslie	Street	4	Richmond	Stafford	152440	Contributory	1900-1915
HO363	Leslie	Street	6	Richmond		152435	Not contributory	1960-1970
HO363	Leslie	Street	8	Richmond		152430	Individually Significant	1910-1915
HO363	Leslie	Street	10	Richmond		152425	Contributory	1900-1915
HO363	Leslie	Street	11	Richmond		152155	Contributory	1900-1915
HO363	Leslie	Street	12	Richmond		152420	Not contributory	1970-1980
HO363	Leslie	Street	14	Richmond		152415	Contributory	1915-1925
HO363	Leslie	Street	15	Richmond		152165	Contributory	1900-1915
HO363	Leslie	Street	16	Richmond		152410	Individually Significant	1900-1915
HO363	Leslie	Street	17	Richmond		152170	Contributory	1900-1915
HO363	Leslie	Street	18	Richmond	Strathdearn	152405	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO363	Leslie	Street	18a	Richmond		152400	Contributory	1900-1915
HO363	Leslie	Street	19	Richmond		152175	Contributory	1900-1915
HO363	Leslie	Street	21	Richmond		152180	Contributory	1900-1915
HO363	Leslie	Street	22	Richmond		152375	Contributory	1900-1915
HO363	Leslie	Street	23	Richmond		152185	Contributory	1900-1915
HO363	Leslie	Street	24	Richmond		152370	Contributory	1900-1915
HO363	Leslie	Street	25	Richmond		152190	Contributory	1900-1915
HO363	Leslie	Street	26	Richmond		152365	Contributory	1900-1915
HO363	Leslie	Street	27	Richmond		152195	Contributory	1900-1915
HO363	Leslie	Street	28	Richmond		152360	Contributory	1900-1915
HO363	Leslie	Street	29	Richmond		152200	Contributory	1900-1915
HO363	Leslie	Street	30	Richmond		152355	Contributory	1900-1915
HO363	Leslie	Street	31	Richmond		152205	Contributory	1900-1915
HO363	Leslie	Street	32	Richmond		152350	Contributory	1900-1915
HO363	Leslie	Street	33	Richmond		152210	Contributory	1900-1915
HO363	Leslie	Street	35	Richmond		152215	Contributory	1900-1915
HO363	Leslie	Street	36	Richmond		152305	Contributory	1900-1915
HO363	Leslie	Street	37	Richmond		152220	Contributory	1900-1915
HO363	Leslie	Street	38	Richmond		152300	Contributory	1900-1915
HO363	Leslie	Street	39	Richmond		152225	Contributory	1900-1915
HO363	Leslie	Street	40	Richmond		152295	Contributory	1915-1925
HO363	Leslie	Street	41	Richmond		152235	Contributory	1900-1915
HO363	Leslie	Street	43	Richmond		152240	Not contributory	1900-1915
HO363	Leslie	Street	44	Richmond		152290	Contributory	1900-1915
HO363	Leslie	Street	45	Richmond		152245	Contributory	1900-1915
HO363	Leslie	Street	46	Richmond		152285	Contributory	1900-1915
HO363	Leslie	Street	47	Richmond		152250	Contributory	1900-1915
HO363	Leslie	Street	48	Richmond		299265	Contributory	1900-1915
HO363	Leslie	Street	49	Richmond		152255	Not contributory	2000-2010
HO363	Leslie	Street	50	Richmond		152275	Contributory	1900-1915
HO363	Leslie	Street	51	Richmond		152260	Contributory	1900-1915
HO363	Leslie	Street	51a	Richmond		299270	Not contributory	1990-2000
HO363	Leslie	Street	52	Richmond		152270	Contributory	1925-1930
HO363	Leslie	Street	54	Richmond		152265	Contributory	1925-1930
HO364 - Wellington Street, Cremorne Precinct								
HO364	Blanche	Street	1	Cremorne		165680	Contributory	1850-1890
HO364	Blanche	Street	2	Cremorne		165675	Contributory	1850-1890
HO364	Blanche	Street	3	Cremorne		165685	Contributory	1850-1890
HO364	Blanche	Street	5	Cremorne		165690	Contributory	1850-1890
HO364	Gough	Place	1	Cremorne		166740	Contributory	1850-1890
HO364	Gough	Place	3	Cremorne		166735	Contributory	1850-1890
HO364	Gough	Place	5	Cremorne		166730	Contributory	1850-1890
HO364	Gough	Place	7	Cremorne		166725	Contributory	1850-1890
HO364	Gough	Place	9	Cremorne		166720	Contributory	1850-1890
HO364	Gough	Place	11	Cremorne		166715	Contributory	1850-1890
HO364	Gough	Place	13	Cremorne		166710	Contributory	1850-1890
HO364	Gough	Place	15	Cremorne		166705	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO364	Huckerby	Street	35	Cremorne		166475	Contributory	1850-1890
HO364	Huckerby	Street	37	Cremorne		166480	Contributory	1850-1890
HO364	Huckerby	Street	49	Cremorne		380520	Not contributory	2012
HO364	Huckerby	Street	51	Cremorne		380510	Not contributory	2012
HO364	Jessie	Street	50	Cremorne		166025	Contributory	1850-1890
HO364	Kelso	Street	3	Cremorne		165695	Contributory	1850-1890
HO364	Kelso	Street	4	Cremorne		165870	Contributory	1850-1890
HO364	Kelso	Street	5	Cremorne		165700	Contributory	1900-1915
HO364	Kelso	Street	6	Cremorne		165865	Contributory	1850-1890
HO364	Kelso	Street	7	Cremorne		290550	Not contributory	1990-2000
HO364	Kelso	Street	7a	Cremorne		290555	Not contributory	1900-2000
HO364	Kelso	Street	8	Cremorne		165860	Contributory	1850-1890
HO364	Kelso	Street	9	Cremorne		165710	Contributory	1900-1915
HO364	Kelso	Street	10	Cremorne		165855	Contributory	1850-1890
HO364	Kelso	Street	11	Cremorne		165715	Contributory	1850-1890
HO364	Kelso	Street	12	Cremorne		165850	Contributory	1900-1915
HO364	Kelso	Street	13	Cremorne		165720	Contributory	1850-1890
HO364	Kelso	Street	14	Cremorne		165845	Contributory	1850-1890
HO364	Kelso	Street	15	Cremorne		165725	Contributory	1850-1890
HO364	Kelso	Street	16	Cremorne		165840	Contributory	1850-1890
HO364	Kelso	Street	17	Cremorne		165730	Contributory	1850-1890
HO364	Kelso	Street	19	Cremorne		165735	Contributory	1850-1890
HO364	Kelso	Street	21	Cremorne		165740	Contributory	1850-1890
HO364	Kelso	Street	23	Cremorne		165745	Contributory	1850-1890
HO364	Kelso	Street	25	Cremorne		165750	Contributory	1850-1890
HO364	Melrose	Street	1	Cremorne		165955	Contributory	1850-1890
HO364	Melrose	Street	2	Cremorne		165880	Contributory	1850-1890
HO364	Melrose	Street	3	Cremorne		165950	Not contributory	1850-1890
HO364	Melrose	Street	4	Cremorne		165885	Contributory	1850-1890
HO364	Melrose	Street	5	Cremorne		165945	Contributory	1925-1930
HO364	Melrose	Street	6	Cremorne		165890	Not contributory	1990-2000
HO364	Melrose	Street	6a	Cremorne		281160	Not contributory	1990-2000
HO364	Melrose	Street	7	Cremorne	Fairmont	165940	Contributory	1850-1890
HO364	Melrose	Street	8	Cremorne	Moruya	165895	Contributory	1850-1890
HO364	Melrose	Street	9	Cremorne		165935	Contributory	1850-1890
HO364	Melrose	Street	10a	Cremorne		371310	Not contributory	2000-2010
HO364	Melrose	Street	10b	Cremorne		371320	Not contributory	2000-2010
HO364	Melrose	Street	11	Cremorne		165930	Not contributory	1850-1890
HO364	Melrose	Street	12	Cremorne		287020	Not contributory	1990-2000
HO364	Melrose	Street	12a	Cremorne		287025	Not contributory	1990-2000
HO364	Melrose	Street	13	Cremorne		165925	Contributory	1850-1890
HO364	Melrose	Street	14	Cremorne		165910	Contributory	1850-1890
HO364	Melrose	Street	15	Cremorne		165920	Contributory	1850-1890
HO364	Melrose	Street	16	Cremorne		165915	Contributory	1850-1890
HO364	Punt	Road	375	Cremorne		166505	Contributory	1850-1890
HO364	Punt	Road	377	Cremorne		166510	Contributory	1850-1890
HO364	Punt	Road	379	Cremorne	Parkview Flats, Former	166515	Contributory	1879-1930
HO364	Punt	Road	381	Cremorne	Parkview Flats, Former	166520	Contributory	1870-1930

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO364	Punt	Road	383	Cremorne		166525	Contributory	1850-1890
HO364	Punt	Road	385	Cremorne		166530	Not contributory	Unknown
HO364	Punt	Road	387	Cremorne		166535	Not contributory	1980-1990
HO364	Punt	Road	1/389-393	Cremorne	Cremorne Court Flats	166540	Not contributory	1930-1940
HO364	Punt	Road	2/389-393	Cremorne	Cremorne Court Flats	166545	Not contributory	1930-1940
HO364	Punt	Road	3/389-393	Cremorne	Cremorne Court Flats	166550	Not contributory	1930-1940
HO364	Punt	Road	4/389-393	Cremorne	Cremorne Court Flats	166555	Not contributory	1930-1940
HO364	Punt	Road	5/389-393	Cremorne	Cremorne Court Flats	166560	Not contributory	1930-1940
HO364	Punt	Road	6/389-393	Cremorne	Cremorne Court Flats	166565	Not contributory	1930-1940
HO364	Punt	Road	7/389-393	Cremorne	Cremorne Court Flats	166570	Not contributory	1930-1940
HO364	Punt	Road	8/389-393	Cremorne	Cremorne Court Flats	166575	Not contributory	1930-1940
HO364	Punt	Road	9/389-393	Cremorne	Cremorne Court Flats	166580	Not contributory	1930-1940
HO364	Punt	Road	10/389-393	Cremorne	Cremorne Court Flats	166585	Not contributory	1930-1940
HO364	Punt	Road	11/389-393	Cremorne	Cremorne Court Flats	166590	Not contributory	1930-1940
HO364	Punt	Road	12/389-393	Cremorne	Cremorne Court Flats	166595	Not contributory	1930-1940
HO364	Punt	Road	395	Cremorne		166600	Individually Significant	1850-1890
HO364	Punt	Road	397	Cremorne		166605	Individually Significant	1850-1890
HO364	Punt	Road	399-411	Cremorne		166610	Not contributory	1980-1990
HO364	Punt	Road	413	Cremorne		166615	Contributory	1850-1890
HO364	Punt	Road	415	Cremorne		166620	Contributory	1850-1890
HO364	Punt	Road	417	Cremorne		166625	Contributory	1850-1890
HO364	Punt	Road	423-425	Cremorne		166640	Not contributory	Unknown
HO364	Punt	Road	427	Cremorne		166645	Contributory	1850-1890
HO364	Punt	Road	429	Cremorne		166650	Contributory	1850-1890
HO364	Punt	Road	431	Cremorne		166655	Contributory	1850-1890
HO364	Punt	Road	433	Cremorne		166660	Contributory	1850-1890
HO364	Punt	Road	435	Cremorne		166665	Contributory	1850-1890
HO364	Punt	Road	437	Cremorne		166670	Contributory	1850-1890
HO364	Punt	Road	439	Cremorne		166675	Contributory	1850-1890
HO364	Punt	Road	441	Cremorne		166680	Contributory	1915-1925
HO364	Punt	Road	443	Cremorne		166685	Contributory	1850-1890
HO364	Punt	Road	445	Cremorne		166690	Contributory	1850-1890
HO364	Punt	Road	447	Cremorne		166690	Contributory	1850-1890
HO364	Rout	Street	2	Cremorne		166470	Contributory	1850-1890
HO364	Wellington	Street	8	Cremorne		166450	Contributory	1850-1890
HO364	Wellington	Street	11	Cremorne		166045	Contributory	1900-1915
HO364	Wellington	Street	11a	Cremorne		166050	Contributory	1900-1915
HO364	Wellington	Street	14	Cremorne		274780	Not contributory	1990-2000
HO364	Wellington	Street	16	Cremorne		166445	Contributory	1900-1915
HO364	Wellington	Street	17	Cremorne		166060	Contributory	1850-1890
HO364	Wellington	Street	18	Cremorne		166440	Contributory	1900-1915
HO364	Wellington	Street	19	Cremorne		166065	Contributory	1850-1890
HO364	Wellington	Street	20	Cremorne		166435	Contributory	1900-1915
HO364	Wellington	Street	21	Cremorne		166070	Contributory	1850-1890
HO364	Wellington	Street	23	Cremorne		166075	Contributory	1850-1890
HO364	Wellington	Street	25	Cremorne		166080	Contributory	1850-1890
HO364	Wellington	Street	26	Cremorne		166430	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO364	Wellington	Street	27	Cremorne		166085	Contributory	1850-1890
HO364	Wellington	Street	28	Cremorne		166425	Contributory	1850-1890
HO364	Wellington	Street	29	Cremorne		166090	Contributory	1850-1890
HO364	Wellington	Street	30	Cremorne		166420	Contributory	1850-1890
HO364	Wellington	Street	31	Cremorne		166095	Not contributory	1900-1915
HO364	Wellington	Street	32	Cremorne		166415	Contributory	1850-1890
HO364	Wellington	Street	33	Cremorne		166100	Contributory	1850-1890
HO364	Wellington	Street	34	Cremorne		166410	Contributory	1850-1890
HO364	Wellington	Street	35	Cremorne		166105	Contributory	1850-1890
HO364	Wellington	Street	36	Cremorne		166405	Contributory	1850-1890
HO364	Wellington	Street	37	Cremorne		166110	Contributory	1850-1890
HO364	Wellington	Street	38	Cremorne		166400	Contributory	1850-1890
HO364	Wellington	Street	39	Cremorne		299140	Not contributory	1990-2000
HO364	Wellington	Street	40	Cremorne		166395	Contributory	1850-1890
HO364	Wellington	Street	41	Cremorne		299145	Not contributory	1990-2000
HO364	Wellington	Street	42	Cremorne		166390	Contributory	1850-1890
HO364	Wellington	Street	43	Cremorne		166120	Contributory	1900-1915
HO364	Wellington	Street	44	Cremorne	Balino Cottage	166385	Individually Significant	1870-1890
HO364	Wellington	Street	45	Cremorne		166125	Contributory	1900-1915
HO364	Wellington	Street	46	Cremorne		166380	Not contributory	1990-2000
HO364	Wellington	Street	1/47	Cremorne		166130	Not contributory	1990-2000
HO364	Wellington	Street	2/47	Cremorne		277230	Not contributory	1990-2000
HO364	Wellington	Street	48	Cremorne		166375	Not contributory	1850-1890
HO364	Wellington	Street	49	Cremorne		166135	Contributory	1850-1890
HO364	Wellington	Street	50	Cremorne		166370	Contributory	1850-1890
HO364	Wellington	Street	51	Cremorne		166140	Contributory	1850-1890
HO364	Wellington	Street	52	Cremorne		166365	Contributory	1850-1890
HO364	Wellington	Street	53	Cremorne		166145	Contributory	1850-1890
HO364	Wellington	Street	54	Cremorne		166360	Contributory	1850-1890
HO364	Wellington	Street	55	Cremorne		166150	Contributory	1850-1890
HO364	Wellington	Street	56	Cremorne		166355	Not contributory	1970-1980
HO364	Wellington	Street	57-59	Cremorne		166155	Not contributory	1960-1970
HO364	Wellington	Street	1/58-60	Cremorne		166315	Not contributory	1960-1970
HO364	Wellington	Street	2/58-60	Cremorne		166320	Not contributory	1960-1970
HO364	Wellington	Street	3/58-60	Cremorne		166325	Not contributory	1960-1970
HO364	Wellington	Street	4/58-60	Cremorne		166330	Not contributory	1960-1970
HO364	Wellington	Street	5/58-60	Cremorne		166335	Not contributory	1960-1970
HO364	Wellington	Street	6/58-60	Cremorne		166340	Not contributory	1960-1970
HO364	Wellington	Street	7/58-60	Cremorne		166345	Not contributory	1960-1970
HO364	Wellington	Street	8/58-60	Cremorne		166350	Not contributory	1960-1970
HO364	Wellington	Street	61	Cremorne		304370	Contributory	1850-1890
HO364	Wellington	Street	62	Cremorne		166310	Not contributory	1980-1990
HO364	Wellington	Street	63	Cremorne		166165	Contributory	1850-1890
HO364	Wellington	Street	63a	Cremorne		166170	Contributory	1850-1890
HO364	Wellington	Street	66	Cremorne		166305	Not contributory	Unknown
HO364	Wellington	Street	68	Cremorne		166300	Contributory	1850-1890
HO364	Wellington	Street	70	Cremorne		166295	Not contributory	2000-2010
HO364	Wellington	Street	71	Cremorne		166180	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO364	Wellington	Street	72	Cremorne		166290	Contributory	1850-1890
HO364	Wellington	Street	73	Cremorne		166185	Contributory	1900-1915
HO364	Wellington	Street	74	Cremorne		166285	Contributory	1850-1890
HO364	Wellington	Street	75	Cremorne		166190	Not contributory	2000-2010
HO364	Wellington	Street	77	Cremorne		166195	Contributory	1900-1915
HO364	Wellington	Street	78	Cremorne		166280	Not contributory	1915-1925
HO365								
HO365	Balmain	Street	69	Cremorne	Grocer's Shop & Residence	162545	Individually Significant	1860-1870
HO366								
HO366	Balmain	Street	75	Cremorne	Olinda	162555	Individually Significant	1900-1915
HO367								
HO367	Balmain	Street	80-82	Cremorne	Klembro Pty Ltd Factory	162255	Individually Significant	1925-1930
HO368								
HO368	Pearson	Street	10	Cremorne	House and Stables	406400	Individually Significant	1900-1915
HO368	Chapel	Street	11	Cremorne	Stables	406410	Individually Significant	1900-1915
HO371								
HO371	Baker	Street	53	Richmond		153490	Individually Significant	1900-1915
HO371	Baker	Street	55	Richmond		153495	Individually Significant	1900-1915
HO372								
HO372	Bosisto	Street	25	Richmond		180575	Individually Significant	1900-1915
HO372	Bosisto	Street	27	Richmond		180570	Individually Significant	1900-1915
HO372	Bosisto	Street	29	Richmond		180565	Individually Significant	1900-1915
HO372	Bosisto	Street	31	Richmond		180560	Individually Significant	1900-1915
HO374								
HO374	Burnley	Street	53	Richmond	Loyal Studley	167530	Individually Significant	1891
HO375								
HO375	Burnley	Street	81-95	Richmond	Russell Manufacturing Company Pty Ltd later Repco	167530	Individually Significant	1891
HO376								
HO376	Church	Street	63	Richmond	House, Part Shop & Row House	150900	Individually Significant	1891
HO376	Church	Street	65	Richmond	House, Part Shop & Row House	150905	Individually Significant	1891
HO376	Church	Street	67	Richmond	House, Part Shop & Row House	150910	Individually Significant	1891
HO376	Church	Street	69	Richmond	House, Part Shop & Row House	150915	Individually Significant	1891
HO376	Church	Street	71	Richmond	House, Part Shop & Row House	150920	Individually Significant	1891
HO377								
HO377	Church	Street	115-117	Richmond	S. Andrewartha Showrooms (furniture), Former	151000	Individually Significant	1915-1925
HO381								

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO381	Church	Street	533	Richmond	Alexander Miller's Shops & Residences	161605	Individually Significant	1911
HO381	Church	Street	535	Richmond	Alexander Miller's Shops & Residences	161610	Individually Significant	1911
HO381	Church	Street	537	Richmond	Alexander Miller's Shops & Residences	161615	Individually Significant	1911
HO382								
HO382	Church	Street	619	Richmond	Prince Alfred Hotel	161700	Individually Significant	1899
HO383								
HO383	Elizabeth	Street	93	Richmond	Kia Ora	147900	Individually Significant	1900-1915
HO384								
HO384	Elizabeth	Street	102	Richmond	Grocer's Shop & Residence	144475	Individually Significant	1850-1890
HO388								
HO388	Highett	Street	247	Richmond		139540	Individually Significant	1900-1915
HO390								
HO390	Hoddle	Street	27-29	Richmond	Walters' House, Warehouse And Stables Complex	141340	Individually Significant	1900-1910
HO393								
HO393	Hull	Street	9	Richmond		180485	Individually Significant	1870-1890
HO394								
HO394	Kent	Street	35	Richmond	Row Houses	155445	Individually Significant	1887
HO394	Kent	Street	37	Richmond	Row Houses	155450	Individually Significant	1887
HO395								
HO395	Kent	Street	59	Richmond	William North House, Later Navarre	155490	Individually Significant	1857-1865
HO399								
HO399	Regent	Street	2	Richmond		143680	Individually Significant	1850-1890
HO399	Regent	Street	4	Richmond		143675	Individually Significant	1850-1890
HO400								
HO400	Regent	Street	10	Richmond		143665	Individually Significant	1900-1915
HO400	Regent	Street	10a	Richmond		143360	Individually Significant	1900-1915
HO400	Regent	Street	12	Richmond		143655	Individually Significant	1900-1915
HO400	Regent	Street	14	Richmond		143650	Individually Significant	1900-1915
HO401								
HO401	Rooney	Street	28-34	Richmond	Russell Brothers Tannery, Part	158470	Individually Significant	1900-1915
HO401	Rose	Street	20	Richmond	Russell Brothers Tannery, Part	159915	Individually Significant	1900-1915
HO401	Rose	Street	22	Richmond	Russell Brothers Tannery, Part	159920	Individually Significant	1900-1915
HO401	Rose	Street	24	Richmond	Russell Brothers Tannery, Part	159925	Individually Significant	1850-1890
HO401	Rooney	Street	27-57	Richmond	Former Russell Bros. Tannery	329580	Individually Significant	1915-1925

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO405								
HO405	Swan	Street	60-62	Cremorne	The Greyhound Hotel, later Depot Hotel, now Precinct Hotel	157680	Individually Significant	1925-1930
HO406								
HO406	Yarra	Street	6	Richmond		161340	Individually Significant	1850-1860
HO407								
HO407	York	Street	21	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296615	Individually Significant	1915-1925
HO407	York	Street	23	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296610	Individually Significant	1915-1925
HO407	York	Street	25	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296605	Individually Significant	1915-1925
HO407	York	Street	27	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296600	Individually Significant	1915-1925
HO407	York	Street	1/31	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296625	Individually Significant	1915-1925
HO407	York	Street	2/31	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296630	Individually Significant	1915-1925
HO407	York	Street	3/31	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296635	Individually Significant	1915-1925
HO407	York	Street	4/31	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296640	Individually Significant	1915-1925
HO407	York	Street	5/31	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296645	Individually Significant	1915-1925
HO407	York	Street	6/31	Richmond	Marchants Aerated Waters And Cordials Pty Ltd	296650	Individually Significant	1915-1925
HO407	York	Street	7/31	Richmond	Marchants Aerated Stables	296655	Individually Significant	1915-1925
HO407	Garfield	Street	14	Richmond	Marchants Pty Ltd Waters And Cordials Pty Ltd	144285	Individually Significant	1900-1915
HO408 - Victoria Street Precinct								
HO408	Victoria	Street	68 (Ground Floor)	Richmond		386600	Contributory	1850-1890
HO408	Victoria	Street	68 (First Floor)	Richmond		386610	Contributory	1850-1890
HO408	Victoria	Street	2/70	Richmond		141495	Not contributory	1850-1890
HO408	Victoria	Street	3/72	Richmond		141500	Contributory	1850-1890
HO408	Victoria	Street	74-76	Richmond		141505	Contributory	1900-1915
HO408	Victoria	Street	78	Richmond		141510	Contributory	1850-1890
HO408	Victoria	Street	80	Richmond		141515	Contributory	1850-1890
HO408	Victoria	Street	82	Richmond		141520	Not contributory	1850-1890
HO408	Victoria	Street	84 (Ground Floor)	Richmond		356710	Contributory	1850-1890
HO408	Victoria	Street	84 (First Floor)	Richmond		356720	Contributory	1850-1890
HO408	Victoria	Street	86	Richmond		371120	Contributory	1850-1890
HO408	Victoria	Street	88	Richmond		141535	Contributory	1850-1890
HO408	Victoria	Street	90	Richmond		141540	Contributory	1850-1890
HO408	Victoria	Street	92 (Ground Floor)	Richmond		141545	Individually significant	1850-1890
HO408	Victoria	Street	92 (First Floor)	Richmond		141555	Individually significant	1850-1890
HO408	Victoria	Street	94	Richmond		141550	Individually significant	1850-1890
HO408	Victoria	Street	96	Richmond		141560	Contributory	1850-1890
HO408	Victoria	Street	98	Richmond		141565	Contributory	1850-1890
HO408	Victoria	Street	100	Richmond		141570	Contributory	1850-1890
HO408	Victoria	Street	102	Richmond		141575	Contributory	1850-1890
HO408	Victoria	Street	104-106	Richmond		141585	Contributory	1850-1890
HO408	Victoria	Street	108	Richmond		141580	Contributory	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO408	Victoria	Street	112	Richmond		141590	Contributory	1900-1915
HO408	Victoria	Street	114	Richmond		141595	Contributory	1850-1890
HO408	Victoria	Street	116	Richmond		141600	Contributory	1850-1890
HO408	Victoria	Street	118	Richmond		141605	Contributory	1900-1915
HO408	Victoria	Street	120	Richmond		141610	Contributory	1900-1915
HO409								
HO409	Johnston	Street	219	Abbotsford		112985	Individually significant	1890
HO409	Johnston	Street	223	Abbotsford		113000	Individually significant	1890
HO410								
HO410	Johnston	Street	247	Abbotsford	St Crispin House	113065	Individually significant	1923
HO410	Johnston	Street	249	Abbotsford	St Crispin House	113070	Individually significant	1923
HO410	Johnston	Street	253	Abbotsford	St Crispin House	299585	Individually significant	1923
HO411								
HO411	Johnston	Street	258	Abbotsford		113600	Individually significant	1890
HO411	Johnston	Street	260	Abbotsford		113595	Individually significant	1890
HO412								
HO412	Johnston	Street	300	Abbotsford		113520	Individually significant	1909
HO412	Johnston	Street	302	Abbotsford		113515	Individually significant	1909
HO413								
HO413	Johnston	Street	323	Abbotsford		113220	Individually significant	1892
HO413	Johnston	Street	323-325 (First Floor)	Abbotsford		138050	Individually significant	1892
HO413	Johnston	Street	325	Abbotsford		113225	Individually significant	1892
HO414								
HO414	Johnston	Street	409	Abbotsford		113330	Individually significant	1910-1932
HO414	Johnston	Street	1/411	Abbotsford		287060	Individually significant	1910-1932
HO414	Johnston	Street	2/411	Abbotsford		287065	Individually significant	1910-1932
HO414	Johnston	Street	3/411	Abbotsford		287070	Individually significant	1910-1932
HO414	Johnston	Street	4/411	Abbotsford		287075	Individually significant	1910-1932
HO415								
HO415	Stafford	Street	1-17	Abbotsford	Whybrow's Boot Factory	112470	Individually significant	1892
HO416								
HO416	Victoria	Street	323-325	Abbotsford	Former Duke of Albany Hotel	103880	Individually significant	1880-1930
HO416	Victoria	Street	323-325 (First Floor)	Abbotsford	Former Duke of Albany Hotel	138130	Individually significant	1880-1930
HO417								
HO417	Cambridge	Street	63	Collingwood	Former Dyason & Co Cordial Factory	364470	Individually significant	1889

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO417	Oxford	Street	44 (Ground Floor)	Collingwood	Former Dyason & Co Cordial Factory	374620	Individually significant	1889
HO417	Oxford	Street	44 (First Floor)	Collingwood	Former Dyason & Co Cordial Factory	372630	Individually significant	1889
HO418								
HO418	Rokeby	Street	90-94	Collingwood	Ideal Box Co. factory	102725	Individually significant	1921
HO419								
HO419	Vere	Street	49	Collingwood	Collingwood College	137890	Individually significant	1915
HO420								
HO420	Wellington	Street	64	Collingwood	Former William Peatt boot factory	101925	Individually significant	1895
HO421								
HO421	Heidelberg	Road	224	Fairfield	Porta factory	269785	Individually significant	1920-1930
HO422								
HO422	Henry	Street	4	Fitzroy		242770	Individually significant	1858
HO423								
HO423	Nicholson	Street	658	Fitzroy North		232135	Individually significant	1907
HO426								
HO426	Burnley	Street	185	Richmond		167350	Individually significant	1885
HO427								
HO427	Burnley	Street	289	Richmond		167020	Individually significant	1911-1912
HO427	Burnley	Street	291	Richmond		167015	Individually significant	1911-1912
HO427	Burnley	Street	293	Richmond		167010	Individually significant	1911-1912
HO428								
HO428	Burnley	Street	331-333	Richmond	Grand Hotel	166940	Individually significant	1888
HO431								
HO431	Dickens	Street	1	Richmond		169095	Individually significant	1912
HO431	Dickens	Street	3	Richmond		169100	Individually significant	1912
HO431	Dickens	Street	5	Richmond		169105	Individually significant	1912
HO431	Dickens	Street	7	Richmond		169110	Individually significant	1912
HO431	Dickens	Street	9	Richmond		169115	Individually significant	1912
HO431	Dickens	Street	11	Richmond		169120	Individually significant	1912
HO433								
HO433	Farmer	Street	19-21	Richmond		169915	Individually significant	1910
HO434								
HO434	Fraser	Street	75	Richmond		201580	Individually significant	1889

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO436								
HO436	Neptune	Street	89	Richmond		202010	Individually significant	1914
HO437								
HO437	Park	Avenue	6	Richmond		173025	Individually significant	1911
HO440								
HO440	Swan	Street	309	Richmond	Former Swan Street Drill Hall	190875	Individually significant	1916
HO441								
HO441	Swan	Street	319	Richmond		353240	Individually significant	1889
HO443								
HO443	Burnley	Street	196A	Richmond		203845	Individually significant	1890-1940
HO443	Burnley	Street	198	Richmond		203820	Individually significant	1890-1940
HO443	Burnley	Street	200	Richmond		203825	Individually significant	1890-1940
HO443	Burnley	Street	220 (rear)	Richmond		203830	Individually significant	1890-1940
HO444 - Victoria Street West Precinct								
HO444	Victoria	Street	233	Abbotsford		104040	Contributory	1875-1885
HO444	Victoria	Street	235	Abbotsford		104035	Contributory	1875-1885
HO444	Victoria	Street	237	Abbotsford		104030	Contributory	1875-1885
HO444	Victoria	Street	239	Abbotsford		104025	Contributory	1875-1885
HO444	Victoria	Street	241	Abbotsford		104020	Contributory	1875-1885
HO444	Victoria	Street	243	Abbotsford		104015	Contributory	1875-1885
HO444	Victoria	Street	245	Abbotsford		104010	Contributory	1875-1885
HO444	Victoria	Street	247	Abbotsford		104005	Contributory	1875-1885
HO444	Victoria	Street	249	Abbotsford		104000	Contributory	1875-1885
HO444	Victoria	Street	251	Abbotsford		103995	Contributory	1875-1885
HO445								
HO445	Cremorne	Street	137	Cremorne	Wilford Terrace	165430	Individually Significant	1850-1890
HO445	Cremorne	Street	139	Cremorne	Wilford Terrace	165435	Individually Significant	1850-1890
HO445	Cremorne	Street	141	Cremorne	Wilford Terrace	165440	Individually Significant	1850-1890
HO445	Cremorne	Street	143	Cremorne	Wilford Terrace	165445	Individually Significant	1850-1890
HO445	Cremorne	Street	145	Cremorne	Wilford Terrace	165450	Individually Significant	1850-1890
HO445	Cremorne	Street	147	Cremorne	Wilford Terrace	165455	Individually Significant	1850-1890
HO445	Cremorne	Street	149	Cremorne	Wilford Terrace	165460	Individually Significant	1850-1890
HO445	Cremorne	Street	151	Cremorne	Wilford Terrace	165465	Individually Significant	1850-1890
HO446								
HO446	Cubitt	Street	21	Cremorne	Terrace	164770	Individually Significant	1850-1890
HO446	Cubitt	Street	23	Cremorne	Terrace	164765	Individually Significant	1850-1890
HO446	Cubitt	Street	25	Cremorne	Terrace	164760	Individually Significant	1850-1890
HO446	Cubitt	Street	27	Cremorne	Terrace	164755	Individually Significant	1850-1890
HO446	Cubitt	Street	29	Cremorne	Terrace	164750	Individually Significant	1850-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO446	Cubitt	Street	31	Cremorne	Terrace	164745	Individually Significant	1850-1890
HO446	Cubitt	Street	33	Cremorne	Terrace	164740	Individually Significant	1850-1890
HO447								
HO447	Cubitt	Street	58	Cremorne	House	164310	Individually Significant	1850-1890
HO447	Cubitt	Street	60	Cremorne	House	164315	Individually Significant	1880-1890
HO448								
HO448	Baker	Street	54	Richmond	Somerset Terrace	153745	Individually Significant	1850-1890
HO448	Baker	Street	56	Richmond	Somerset Terrace	153740	Individually Significant	1850-1890
HO448	Baker	Street	58	Richmond	Somerset Terrace	153735	Individually Significant	1850-1890
HO448	Baker	Street	60	Richmond	Somerset Terrace	153730	Individually Significant	1850-1890
HO448	Baker	Street	62	Richmond	Somerset Terrace	153725	Individually Significant	1850-1890
HO448	Baker	Street	64	Richmond	Somerset Terrace	153720	Individually Significant	1850-1890
HO449								
HO449	Baker	Street	70	Richmond	House And Fence	153705	Individually Significant	1915-1925
HO450								
HO450	Little Hoddle	Street	35	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281690	Individually Significant	1900-1915
HO450	Little Hoddle	Street	37	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281695	Individually Significant	1900-1915
HO450	Little Hoddle	Street	39	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281700	Individually Significant	1900-1915
HO450	Little Hoddle	Street	47	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	322040	Individually Significant	1900-1940
HO450	Little Hoddle	Street	49	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	322030	Individually Significant	1900-1940
HO450	Regent	Street	38	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	143615	Individually Significant	1900-1915
HO450	Regent	Street	40	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281570	Individually Significant	1900-1915
HO450	Regent	Street	42-44	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281575	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 1)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281580	Individually Significant	1890-1915
HO450	Regent	Street	46-50 (Unit 2)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281585	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 3)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281590	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 4)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281595	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 5)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281600	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 6)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281605	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 7)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281610	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 8)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281615	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 9)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281620	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 10)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281625	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 11)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281630	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 12)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281630	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 13)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281635	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 14)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281635	Individually Significant	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO450	Regent	Street	46-50 (Unit 15)	Richmond	Henry Walters' Boot Factory (Paragon Shoes)	281640	Individually Significant	1900-1915
HO452								
HO452	Egan	Street	(No Land Parcel Number In Landvic)	Richmond	West Richmond Station - Rail Bridge And Former Station Yard		Individually Significant	1900-1910
HO453 - Building Society Cottages Precinct								
HO453	Lincoln	Street	48	Richmond		154290	Contributory	1850-1890
HO453	Lincoln	Street	50	Richmond		154285	Contributory	1850-1890
HO453	Lincoln	Street	52	Richmond		154280	Not contributory	1950-1970
HO453	Lincoln	Street	54	Richmond		154275	Contributory	1850-1890
HO453	Lincoln	Street	56	Richmond		154270	Contributory	1850-1890
HO453	Lincoln	Street	58	Richmond		154265	Contributory	1850-1890
HO453	Lincoln	Street	60	Richmond		154260	Contributory	1850-1890
HO453	Lincoln	Street	62	Richmond		154255	Contributory	1850-1890
HO454 - Church Street North Precinct								
HO454	Church	Street	97	Richmond		150965	Contributory	1850-1890
HO454	Church	Street	99	Richmond		150970	Contributory	1850-1890
HO454	Church	Street	101	Richmond		150975	Contributory	1850-1890
HO454	Church	Street	103	Richmond	Shop & Residence	150980	Contributory	1850-1890
HO454	Church	Street	105	Richmond	Shop & Residence	150985	Contributory	1850-1890
HO454	Church	Street	107	Richmond	Shop & Residence	150990	Contributory	1850-1890
HO454	Church	Street	109-111	Richmond	Prince Of Wales Hotel	150995	Contributory	1850-1890
HO454	Church	Street	123-125	Richmond		151005	Contributory	1900-1915
HO454	Church	Street	127	Richmond	Shop & Residence	151010	Contributory	1850-1890
HO454	Church	Street	129	Richmond	Shop & Residence	151015	Contributory	1850-1890
HO454	Church	Street	133	Richmond	Queens Arms Hotel, Later Shop & Residence	151020	Contributory	1850-1890
HO454	Church	Street	135	Richmond	Bristol Hotel, Former	151025	Individually Significant	1860-1880
HO454	Church	Street	137	Richmond	Bakers Shop & Residence	151030	Contributory	1850-1890
HO454	Church	Street	139	Richmond	Vacant Site	151035	Not contributory	Unknown
HO454	Church	Street	141	Richmond	Shop & Residence	151040	Contributory	1850-1890
HO454	Church	Street	143	Richmond	Shop & Residence	151045	Contributory	1850-1890
HO454	Church	Street	145	Richmond	Shop & Residence	151050	Contributory	1850-1890
HO454	Church	Street	147-149	Richmond	Motor Garage	151055	Not contributory	1930-1940
HO454	Church	Street	156-162	Richmond	James Jones General Store, Shop & Residence, Former	150520	Contributory	1850-1890
HO454	Church	Street	164	Richmond	Naughten's Hotel, Later Citizens Park Hotel, And Dt's	189695	Individually Significant	1870-1890
HO454	Church	Street	166-170 (Unit 1)	Richmond	Weatherill's Butcher's Shop & Residence, Former?	282715	Not contributory	1860-2000
HO454	Church	Street	166-170 (Unit 2)	Richmond		282720	Not contributory	1990-2000
HO454	Church	Street	166-170 (Unit 3)	Richmond		282725	Not contributory	1990-2000
HO454	Church	Street	166-170 (Unit 6)	Richmond		282740	Not contributory	1990-2000
HO454	Church	Street	166-170 (Unit 7)	Richmond		282745	Not contributory	1990-2000
HO454	Church	Street	166-170 (Unit 8)	Richmond		282750	Not contributory	1990-2000
HO454	Church	Street	176	Richmond	House	356760	Contributory	1880-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO454	Church	Street	176A	Richmond		360580	Not contributory	2000-2010
HO454	Church	Street	176A (First Floor)	Richmond		360590	Not contributory	2000-2010
HO454	Church	Street	178 (Ground Floor)	Richmond	James Lentell Building, Later Confectioner And Bakery	189710	Individually Significant	1870-1880
HO454	Church	Street	178 (First Floor)	Richmond	James Lentell Building, Later Confectioner And Bakery	189715	Individually Significant	1870-1880
HO456 - Gardner Street Precinct								
HO456	Allans	Place	1	Richmond		292575	Not contributory	2000-2010
HO456	Allans	Place	2	Richmond		313470	Not contributory	2000-2010
HO456	Allans	Place	3	Richmond		292580	Not contributory	2000-2010
HO456	Allans	Place	4	Richmond		313480	Not contributory	2000-2010
HO456	Allans	Place	6	Richmond		192965	Not contributory	2000-2010
HO456	Allans	Place	8-10	Richmond		192960	Not contributory	2000-2010
HO456	Buckingham	Street	95	Richmond		154780	Contributory	1870-1890
HO456	Buckingham	Street	97	Richmond		154785	Contributory	1870-1890
HO456	Buckingham	Street	99	Richmond		154790	Contributory	1870-1890
HO456	Buckingham	Street	100	Richmond		155090	Contributory	1870-1890
HO456	Buckingham	Street	101	Richmond		154795	Contributory	1870-1890
HO456	Buckingham	Street	102	Richmond		155085	Contributory	1870-1890
HO456	Buckingham	Street	103	Richmond		154800	Contributory	1870-1890
HO456	Buckingham	Street	104	Richmond		155080	Contributory	1870-1890
HO456	Buckingham	Street	105	Richmond		154805	Contributory	1870-1890
HO456	Buckingham	Street	106	Richmond		155075	Contributory	1870-1890
HO456	Buckingham	Street	107	Richmond		154810	Not contributory	1870-1890
HO456	Buckingham	Street	108	Richmond		155070	Contributory	1870-1890
HO456	Buckingham	Street	110	Richmond		155065	Contributory	1870-1890
HO456	Buckingham	Street	111	Richmond		154815	Not contributory	Unknown
HO456	Buckingham	Street	112A	Richmond		155055	Not contributory	1990-2000
HO456	Buckingham	Street	112B	Richmond		155060	Not contributory	1990-2000
HO456	Buckingham	Street	113	Richmond		154820	Contributory	1870-1890
HO456	Buckingham	Street	114	Richmond		155050	Contributory	1870-1890
HO456	Buckingham	Street	115	Richmond		154825	Contributory	1925-1930
HO456	Buckingham	Street	116	Richmond		155045	Contributory	1870-1890
HO456	Buckingham	Street	117	Richmond	Vacant Site	154830	Not contributory	Unknown
HO456	Buckingham	Street	118	Richmond		155040	Contributory	1870-1890
HO456	Buckingham	Street	119	Richmond		154835	Contributory	1850-1890
HO456	Buckingham	Street	120	Richmond		155035	Contributory	1870-1890
HO456	Buckingham	Street	121	Richmond		154840	Contributory	1850-1890
HO456	Buckingham	Street	122	Richmond		155030	Contributory	1870-1890
HO456	Buckingham	Street	124	Richmond		155025	Contributory	1870-1890
HO456	Buckingham	Street	126	Richmond		155020	Contributory	1870-1890
HO456	Coppin	Street	1	Richmond		199650	Not contributory	1950-1970
HO456	Coppin	Street	5	Richmond		199645	Contributory	1900-1915
HO456	Coppin	Street	7	Richmond		199640	Contributory	1900-1915
HO456	Coppin	Street	9	Richmond		199635	Contributory	1900-1915
HO456	Coppin	Street	11	Richmond		199630	Contributory	1900-1915
HO456	Coppin	Street	13	Richmond	Weston House (Ho243)	199625	Individually Significant	1900

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO456	Coppin	Street	15	Richmond		199620	Contributory	1910-1920
HO456	Davison	Street	78	Richmond		152890	Contributory	1900-1915
HO456	Davison	Street	80	Richmond		152895	Contributory	1900-1915
HO456	Davison	Street	83	Richmond		285580	Not contributory	2000-2010
HO456	Davison	Street	85	Richmond		285585	Not contributory	2000-2010
HO456	Davison	Street	87	Richmond		285590	Not contributory	2000-2010
HO456	Davison	Street	89	Richmond		283495	Not contributory	2000-2010
HO456	Davison	Street	91	Richmond		283490	Not contributory	2000-2010
HO456	Gardner	Street	6	Richmond		157220	Contributory	1870-1890
HO456	Gardner	Street	8	Richmond		157215	Contributory	1870-1890
HO456	Gardner	Street	10	Richmond		157210	Contributory	1870-1890
HO456	Gardner	Street	12	Richmond		157205	Contributory	1870-1890
HO456	Gardner	Street	14	Richmond		157200	Contributory	1870-1890
HO456	Gardner	Street	16	Richmond		157195	Contributory	1870-1890
HO456	Gardner	Street	28	Richmond	Shop & Residence	157145	Contributory	1870-1890
HO456	Gardner	Street	30	Richmond		157140	Contributory	1870-1890
HO456	Gardner	Street	32	Richmond		157135	Contributory	1870-1890
HO456	Gardner	Street	34	Richmond		157130	Contributory	1870-1890
HO456	Gardner	Street	36	Richmond		157125	Contributory	1870-1920
HO456	Gardner	Street	38	Richmond		157120	Contributory	1870-1890
HO456	Gardner	Street	40	Richmond		157115	Contributory	1870-1890
HO456	Gardner	Street	42	Richmond		157110	Contributory	1870-1890
HO456	Gardner	Street	44	Richmond		157105	Contributory	1870-1890
HO456	Gardner	Street	46	Richmond		157100	Contributory	1870-1890
HO456	Gardner	Street	18	Richmond		157190	Contributory	1850-1890
HO456	Gardner	Street	21	Richmond		295770	Not contributory	2000-2010
HO456	Gardner	Street	23	Richmond		295775	Not contributory	2000-2010
HO456	Gardner	Street	25	Richmond		295780	Not contributory	2000-2010
HO456	Gardner	Street	26 (Unit 1)	Richmond	Flats	157150	Not contributory	1960-1970
HO456	Gardner	Street	26 (Unit 2)	Richmond		157155	Not contributory	1960-1970
HO456	Gardner	Street	26 (Unit 3)	Richmond		157160	Not contributory	1960-1970
HO456	Gardner	Street	26 (Unit 4)	Richmond		157165	Not contributory	1960-1970
HO456	Gardner	Street	26 (Unit 5)	Richmond		157170	Not contributory	1960-1970
HO456	Gardner	Street	26 (Unit 6)	Richmond		157175	Not contributory	1960-1970
HO456	Gardner	Street	26 (Unit 7)	Richmond		157180	Not contributory	1960-1970
HO456	Gardner	Street	26 (Unit 8)	Richmond		157185	Not contributory	1960-1970
HO456	Gardner	Street	27	Richmond		157290	Contributory	1850-1890
HO456	Gardner	Street	35	Richmond		193315	Not contributory	1990-2000
HO456	Gardner	Street	37	Richmond		193310	Contributory	1900-1915
HO456	Gardner	Street	39	Richmond		193305	Contributory	1850-1890
HO456	Gardner	Street	41	Richmond		193300	Contributory	1850-1890
HO456	Gardner	Street	43	Richmond		193295	Contributory	1850-1890
HO456	Gardner	Street	45	Richmond		193290	Contributory	1850-1890
HO456	Gardner	Street	47	Richmond		193285	Contributory	1900-1915
HO456	Gardner	Street	48	Richmond		193320	Contributory	1850-1890
HO456	Gardner	Street	49	Richmond		193280	Contributory	1900-1915
HO456	Gardner	Street	50	Richmond		193325	Contributory	1850-1890
HO456	Gardner	Street	51	Richmond		193275	Contributory	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO456	Gardner	Street	52	Richmond		193330	Contributory	1850-1890
HO456	Gardner	Street	53	Richmond		193270	Individually Significant	1900-1915
HO456	Gardner	Street	54	Richmond		193335	Contributory	1850-1890
HO456	Gardner	Street	55	Richmond		305880	Not contributory	1990-2000
HO456	Gardner	Street	56	Richmond		193340	Contributory	1850-1890
HO456	Gardner	Street	58	Richmond		193345	Contributory	1850-1890
HO456	Gardner	Street	59	Richmond		193260	Individually Significant	1850-1890
HO456	Gardner	Street	60	Richmond		193350	Contributory	1850-1890
HO456	Gardner	Street	61	Richmond		193255	Individually Significant	1850-1890
HO456	Gardner	Street	62	Richmond		193355	Contributory	1850-1890
HO456	Gardner	Street	63	Richmond		193250	Individually Significant	1850-1890
HO456	Gardner	Street	64	Richmond		193360	Contributory	1850-1890
HO456	Gardner	Street	65	Richmond		193245	Individually Significant	1850-1890
HO456	Gardner	Street	66	Richmond		193365	Contributory	1850-1890
HO456	Gardner	Street	67	Richmond		193240	Individually Significant	1850-1890
HO456	Gardner	Street	68	Richmond		298010	Not contributory	2000-2010
HO456	Gardner	Street	68A	Richmond		298015	Not contributory	2000-2010
HO456	Gardner	Street	69	Richmond		193235	Individually Significant	1850-1890
HO456	Gardner	Street	70	Richmond		193375	Contributory	1900-1915
HO456	Gardner	Street	71	Richmond		193230	Individually Significant	1850-1890
HO456	Gardner	Street	72	Richmond		193380	Contributory	1900-1915
HO456	Gardner	Street	73	Richmond		193225	Individually Significant	1850-1890
HO456	Gardner	Street	74	Richmond		193385	Contributory	1900-1915
HO456	Gardner	Street	75	Richmond		193220	Individually Significant	1850-1890
HO456	Gardner	Street	76	Richmond		193390	Contributory	1900-1915
HO456	Gardner	Street	77	Richmond		193215	Individually Significant	1850-1890
HO456	Gardner	Street	78	Richmond		193395	Contributory	1900-1915
HO456	Gardner	Street	79	Richmond		193210	Individually Significant	1850-1890
HO456	Gardner	Street	80	Richmond		193400	Contributory	1900-1915
HO456	Gardner	Street	81	Richmond		193205	Individually Significant	1850-1890
HO456	Gardner	Street	82	Richmond		193405	Individually Significant	1900-1915
HO456	Gardner	Street	83	Richmond		193200	Individually Significant	1850-1890
HO456	Gardner	Street	84	Richmond		193410	Contributory	1900-1915
HO456	Gardner	Street	85	Richmond		193195	Individually Significant	1850-1890
HO456	Gardner	Street	86	Richmond		193415	Contributory	1900-1915
HO456	Gardner	Street	88	Richmond		193420	Contributory	1900-1915
HO456	Highett	Street	308	Richmond		192375	Contributory	1900-1915
HO456	Highett	Street	310	Richmond		192380	Contributory	1900-1915
HO456	Highett	Street	312	Richmond		192385	Contributory	1900-1915
HO456	Highett	Street	314	Richmond		313460	Contributory	1900-1915
HO456	Highett	Street	316	Richmond		192395	Contributory	1850-1890
HO456	Highett	Street	318	Richmond		192400	Contributory	1850-1890
HO456	Highett	Street	320	Richmond		305610	Contributory	1850-1890
HO456	Highett	Street	321	Richmond	Driscoll's House	139400	Contributory	1900-1915
HO456	Highett	Street	322	Richmond		305620	Not contributory	2000-2010
HO456	Highett	Street	323	Richmond		319840	Not contributory	2000-2010
HO456	Highett	Street	324	Richmond		192410	Not contributory	2000-2010
HO456	Highett	Street	326	Richmond		192415	Contributory	1850-1890

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HO456	Highett	Street	331	Richmond		139395	Contributory	1915-1925
HO456	Highett	Street	333	Richmond		139390	Contributory	1850-1890
HO456	Highett	Street	334	Richmond		192420	Contributory	1850-1890
HO456	Highett	Street	335	Richmond		353920	Not contributory	2000-2010
HO456	Highett	Street	336	Richmond		192425	Contributory	1850-1890
HO456	Highett	Street	337	Richmond		139380	Not contributory	2000-2010
HO456	Highett	Street	338	Richmond		192430	Contributory	1900-1915
HO456	Highett	Street	340	Richmond		192435	Contributory	1900-1915
HO456	Highett	Street	342	Richmond		192440	Contributory	1900-1915
HO456	Highett	Street	344	Richmond		375430	Not contributory	1900-1915
HO456	Highett	Street	344A	Richmond		375420	Not contributory	1900-1915
HO456	Highett	Street	345	Richmond	House (Ho265)	139375	Individually Significant	1909
HO456	Highett	Street	346	Richmond		192450	Contributory	1900-1915
HO456	Highett	Street	347	Richmond	House (Ho265)	139370	Not contributory	2000-2010
HO456	Highett	Street	348	Richmond		192455	Contributory	1900-1915
HO456	Highett	Street	349	Richmond		139365	Not contributory	2000-2010
HO456	Highett	Street	350	Richmond		192460	Contributory	1900-1915
HO456	Highett	Street	351	Richmond		139355	Not contributory	2000-2010
HO456	Highett	Street	352	Richmond		192465	Contributory	1900-1915
HO456	Highett	Street	353	Richmond		139350	Not contributory	2000-2010
HO456	Highett	Street	354	Richmond		192470	Contributory	1900-1915
HO456	Highett	Street	355	Richmond		139360	Not contributory	2000-2010
HO456	Highett	Street	356	Richmond		285575	Not contributory	2000-2010
HO456	Highett	Street	357	Richmond		290580	Not contributory	2000-2010
HO456	Highett	Street	359	Richmond		139345	Contributory	1850-1890
HO456	Highett	Street	361	Richmond	Mornington	139340	Individually Significant	1850-1890
HO456	Highett	Street	363	Richmond		139335	Contributory	1900-1915
HO456	Highett	Street	365	Richmond		139330	Contributory	1900-1915
HO456	Highett	Street	367	Richmond		139325	Contributory	1900-1915
HO456	Highett	Street	369	Richmond		139320	Contributory	1900-1915
HO456	Highett	Street	370	Richmond		192480	Contributory	1850-1890
HO456	Highett	Street	372	Richmond		192485	Contributory	1850-1890
HO456	Highett	Street	374	Richmond		192490	Contributory	1850-1890
HO456	Highett	Street	376 (Unit 1)	Richmond		359700	Not contributory	2000-2010
HO456	Highett	Street	376 (Unit 2)	Richmond		359710	Not contributory	2000-2010
HO456	Highett	Street	376 (Unit 3)	Richmond		359720	Not contributory	2000-2010
HO456	Highett	Street	376 (Unit 4)	Richmond		359730	Not contributory	2000-2010
HO456	Highett	Street	382	Richmond		192505	Contributory	1850-1890
HO456	Highett	Street	384	Richmond		192510	Contributory	1850-1890
HO456	Johnson	Street	39	Richmond		151485	Contributory	1870-1890
HO456	Johnson	Street	41	Richmond		151480	Contributory	1870-1890
HO456	Kent	Street	67	Richmond		155540	Contributory	1915-1925
HO456	Kent	Street	70	Richmond		155995	Contributory	1915-1925
HO456	Kent	Street	72	Richmond	House (Ho270)	155990	Individually Significant	1865
HO456	Kent	Street	73	Richmond	Somerville	155545	Contributory	1850-1890
HO456	Kent	Street	74	Richmond		155985	Contributory	1870-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO456	Kent	Street	75	Richmond		155550	Contributory	1850-1890
HO456	Kent	Street	76	Richmond		155980	Contributory	1870-1890
HO456	Kent	Street	77	Richmond		155555	Contributory	1850-1890
HO456	Kent	Street	78	Richmond		155975	Contributory	1870-1890
HO456	Kent	Street	79	Richmond		155560	Contributory	1850-1890
HO456	Kent	Street	80	Richmond		155970	Contributory	1870-1890
HO456	Kent	Street	81	Richmond		155565	Contributory	1850-1890
HO456	Kent	Street	82	Richmond		155965	Contributory	1870-1890
HO456	Kent	Street	83	Richmond		155570	Not contributory	1950-1960
HO456	Kent	Street	84	Richmond		155960	Contributory	1870-1890
HO456	Kent	Street	85	Richmond		155575	Not contributory	1970-1980
HO456	Kent	Street	86	Richmond	House (Ho271)	155955	Individually Significant	1870-1890
HO456	Kent	Street	87	Richmond		155580	Contributory	1870-1890
HO456	Kent	Street	88	Richmond		155950	Contributory	1870-1890
HO456	Kent	Street	89	Richmond	Townhouse	301410	Not contributory	1990-2000
HO456	Kent	Street	90	Richmond		155945	Contributory	1870-1890
HO456	Kent	Street	91	Richmond	Townhouse	301420	Not contributory	1990-2000
HO456	Kent	Street	92	Richmond		155940	Contributory	1870-1890
HO456	Kent	Street	93	Richmond		155590	Not contributory	1890-1900
HO456	Kent	Street	95	Richmond		155595	Contributory	1870-1890
HO456	Kent	Street	97	Richmond		155600	Individually Significant	1900-1915
HO456	Kent	Street	99	Richmond		155605	Contributory	1900-1915
HO456	Kent	Street	100	Richmond		155935	Contributory	1890-1900
HO456	Kent	Street	102	Richmond		402950	Not contributory	1900-1915
HO456	Kent	Street	102A	Richmond		402960	Not contributory	1900-1915
HO456	Kent	Street	104	Richmond		155925	Contributory	1900-1915
HO456	Kent	Street	105	Richmond		155610	Not contributory	1870-1890
HO456	Kent	Street	106	Richmond	Flats	155890	Not contributory	1970-1980
HO456	Kent	Street	107	Richmond		155615	Not contributory	1850-1890
HO456	Kent	Street	108	Richmond		155885	Contributory	1870-1890
HO456	Kent	Street	109	Richmond		155620	Contributory	1870-1890
HO456	Kent	Street	110	Richmond		155880	Contributory	1870-1890
HO456	Kent	Street	111	Richmond		155625	Contributory	1870-1890
HO456	Kent	Street	112	Richmond		155875	Contributory	1870-1890
HO456	Kent	Street	113	Richmond		155630	Contributory	1870-1890
HO456	Kent	Street	114	Richmond		155870	Contributory	1870-1890
HO456	Kent	Street	115	Richmond		155635	Contributory	1870-1890
HO456	Kent	Street	116	Richmond	Townhouse	295070	Not contributory	1990-2000
HO456	Kent	Street	117	Richmond		155640	Contributory	1870-1890
HO456	Kent	Street	118	Richmond	Townhouse	295075	Not contributory	1990-2000
HO456	Kent	Street	119	Richmond		155645	Contributory	1870-1890
HO456	Kent	Street	120	Richmond		155860	Contributory	1870-1890
HO456	Kent	Street	121	Richmond		155650	Not contributory	2004
HO456	Kent	Street	122	Richmond		155855	Contributory	1870-1890
HO456	Kent	Street	123	Richmond		155655	Not contributory	1960-1970
HO456	Kent	Street	124	Richmond		155850	Contributory	1870-1890
HO456	Kent	Street	125	Richmond		155660	Contributory	1870-1890
HO456	Kent	Street	127	Richmond		155665	Contributory	1870-1890

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HO456	Kent	Street	129	Richmond		155670	Contributory	1870-1890
HO456	Kent	Street	130	Richmond		295765	Not contributory	2000-2010
HO456	Kent	Street	131	Richmond		155675	Contributory	1870-1890
HO456	Kent	Street	132	Richmond		155840	Contributory	1900-1915
HO456	Kent	Street	134	Richmond		155835	Contributory	1850-1890
HO456	Kent	Street	136	Richmond		285895	Contributory	1850-1890
HO456	Kent	Street	137-139	Richmond	Shop & Residence	155690	Contributory	1900-1915
HO456	Kent	Street	138	Richmond		155830	Contributory	1900-1915
HO456	Kent	Street	141	Richmond	Finbar Neighbourhood House Side Garden	155695	Not contributory	Unknown
HO456	Kent	Street	142	Richmond		155825	Contributory	1900-1915
HO456	Kent	Street	143	Richmond	Finbar Neighbourhood House	155700	Contributory	1850-1890
HO456	Kent	Street	144	Richmond		291025	Not contributory	2000-2010
HO456	Kent	Street	144A	Richmond		291030	Not contributory	2000-2010
HO456	Kent	Street	146	Richmond		299300	Not contributory	2000-2010
HO456	Kent	Street	146A	Richmond		299295	Not contributory	2000-2010
HO456	Kent	Street	148	Richmond	Confectionary Shop & Residence	155810	Contributory	1880-1930
HO456	Kent	Street	150	Richmond		155805	Contributory	1915-1925
HO456	Kent	Street	152 (Ground Floor)	Richmond		373560	Not contributory	1990-2000
HO456	Kent	Street	152 (First Floor)	Richmond		373570	Not contributory	1990-2000
HO456	Kent	Street	154	Richmond		155795	Contributory	1915-1925
HO456	Kent	Street	156	Richmond	Louisville	155790	Contributory	1915-1925
HO456	Koorang	Lane	1	Richmond		411830	Not contributory	2000-2010
HO456	Koorang	Lane	3	Richmond		411840	Not contributory	2000-2010
HO456	Koorang	Lane	5	Richmond		411850	Not contributory	2000-2010
HO456	Koorang	Lane	7	Richmond		411860	Not contributory	2000-2010
HO456	Koorang	Lane	9	Richmond		411870	Not contributory	2000-2010
HO456	Koorang	Lane	10	Richmond		192590	Not contributory	2000-2010
HO456	Murphy	Street	1	Richmond		192715	Contributory	1900-1915
HO456	Murphy	Street	3	Richmond		192720	Contributory	1900-1915
HO456	Murphy	Street	5	Richmond		192725	Contributory	1850-1890
HO456	Murphy	Street	7	Richmond		192730	Contributory	1850-1890
HO456	Murphy	Street	9	Richmond		192735	Not contributory	1900-1915
HO456	Murphy	Street	9A	Richmond		305890	Not contributory	2000-2010
HO456	Murphy	Street	11	Richmond		192740	Contributory	1900-1915
HO456	Murphy	Street	12	Richmond		192650	Contributory	1900-1915
HO456	Murphy	Street	13	Richmond		192745	Contributory	1900-1915
HO456	Murphy	Street	14	Richmond		192645	Contributory	1900-1915
HO456	Murphy	Street	15	Richmond	House (Ho278)	192750	Individually Significant	1908
HO456	Murphy	Street	17-21 (Unit 1)	Richmond	Hcv Walk-Up Flats	192755	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 2)	Richmond	Hcv Walk-Up Flats	192760	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 3)	Richmond	Hcv Walk-Up Flats	192765	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 4)	Richmond	Hcv Walk-Up Flats	192770	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 5)	Richmond	Hcv Walk-Up Flats	192775	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 6)	Richmond	Hcv Walk-Up Flats	192780	Not contributory	1950-1960

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HO456	Murphy	Street	17-21 (Unit 7)	Richmond	Hcv Walk-Up Flats	192785	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 8)	Richmond	Hcv Walk-Up Flats	192790	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 9)	Richmond	Hcv Walk-Up Flats	192795	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 10)	Richmond	Hcv Walk-Up Flats	192800	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 11)	Richmond	Hcv Walk-Up Flats	192805	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 12)	Richmond	Hcv Walk-Up Flats	192810	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 13)	Richmond	Hcv Walk-Up Flats	192815	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 14)	Richmond	Hcv Walk-Up Flats	192820	Not contributory	1950-1960
HO456	Murphy	Street	17-21 (Unit 15)	Richmond	Hcv Walk-Up Flats	192825	Not contributory	1950-1960
HO456	Murphy	Street	18	Richmond		300295	Contributory	1900-1915
HO456	Murphy	Street	20	Richmond		192635	Contributory	1900-1915
HO456	Murphy	Street	22	Richmond		192630	Not contributory	1900-1915
HO456	Murphy	Street	24	Richmond		192625	Contributory	1900-1915
HO456	Murphy	Street	25	Richmond		192905	Contributory	1850-1890
HO456	Murphy	Street	26	Richmond		192620	Not contributory	1960-1970
HO456	Murphy	Street	27	Richmond		192910	Contributory	1850-1890
HO456	Murphy	Street	28	Richmond		192615	Individually Significant	1915-1925
HO456	Murphy	Street	29	Richmond		283485	Not contributory	2000-2010
HO456	Murphy	Street	29A	Richmond		283480	Not contributory	2000-2010
HO456	Murphy	Street	30	Richmond		192610	Contributory	1900-1915
HO456	Murphy	Street	31	Richmond		192920	Contributory	1900-1915
HO456	Murphy	Street	32	Richmond		192605	Not contributory	1915-1925
HO456	Murphy	Street	33	Richmond		192925	Contributory	1900-1915
HO456	Murphy	Street	35	Richmond		192930	Contributory	1900-1915
HO456	Murphy	Street	36	Richmond		192600	Contributory	1900-1915
HO456	Murphy	Street	37	Richmond		192935	Contributory	1900-1915
HO456	Murphy	Street	38	Richmond		192595	Contributory	1915-1925
HO456	Murphy	Street	39	Richmond		192940	Contributory	1850-1890
HO456	Murphy	Street	40	Richmond		411820	Not contributory	2000-2010
HO456	Murphy	Street	41	Richmond		192945	Contributory	1850-1890
HO456	Murphy	Street	42 (Unit 1)	Richmond		192530	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 2)	Richmond		192535	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 3)	Richmond		192540	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 4)	Richmond		192545	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 5)	Richmond		192550	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 6)	Richmond		192555	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 7)	Richmond		192560	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 8)	Richmond		192565	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 9)	Richmond		192570	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 10)	Richmond		192575	Not contributory	1950-1970
HO456	Murphy	Street	42 (Unit 11)	Richmond		192580	Not contributory	1950-1970
HO456	Murphy	Street	43	Richmond		192950	Contributory	1850-1890
HO456	Murphy	Street	44	Richmond		192525	Contributory	1900-1915
HO456	Murphy	Street	45	Richmond		192955	Contributory	1850-1890

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HO456	Murphy	Street	46	Richmond		192520	Contributory	1900-1915
HO456	Murphy	Street	48	Richmond		192515	Contributory	1900-1915
HO456	Somerset	Street	95A	Richmond		156685	Contributory	1900-1915
HO456	Somerset	Street	97	Richmond		156690	Contributory	1900-1915
HO456	Somerset	Street	99	Richmond		156695	Contributory	1900-1915
HO456	Somerset	Street	101	Richmond		156700	Contributory	1850-1890
HO456	Somerset	Street	103	Richmond		156705	Contributory	1850-1890
HO456	Somerset	Street	104	Richmond		156955	Contributory	1850-1890
HO456	Somerset	Street	105	Richmond		316400	Contributory	1850-1890
HO456	Somerset	Street	106	Richmond		156950	Contributory	1850-1890
HO456	Somerset	Street	107	Richmond		316410	Contributory	1850-1890
HO456	Somerset	Street	108	Richmond		156945	Contributory	1850-1890
HO456	Somerset	Street	109	Richmond		156715	Not contributory	1900-1915
HO456	Somerset	Street	110	Richmond		156940	Contributory	1915-1925
HO456	Somerset	Street	111	Richmond	Iolaire	156720	Contributory	1900-1915
HO456	Somerset	Street	112	Richmond		156935	Contributory	1915-1925
HO456	Somerset	Street	113	Richmond		156725	Contributory	1900-1915
HO456	Somerset	Street	114	Richmond		353930	Not contributory	2000-2010
HO456	Somerset	Street	116	Richmond		156930	Not contributory	2000-2010
HO456	Somerset	Street	117	Richmond		156730	Contributory	1850-1890
HO456	Somerset	Street	118	Richmond		156925	Contributory	1900-1915
HO456	Somerset	Street	119	Richmond		156735	Not contributory	1900-1915
HO456	Somerset	Street	120	Richmond		156920	Contributory	1900-1915
HO456	Somerset	Street	121	Richmond		156740	Contributory	1850-1890
HO456	Somerset	Street	122	Richmond		156915	Contributory	1900-1915
HO456	Somerset	Street	123	Richmond		156745	Contributory	1850-1890
HO456	Somerset	Street	125-127	Richmond		156750	Contributory	1915-1925
HO456	Somerset	Street	128	Richmond		156910	Not contributory	1970-1990
HO456	Somerset	Street	129	Richmond		156755	Contributory	1850-1890
HO456	Somerset	Street	130	Richmond		290575	Not contributory	1970-1990
HO456	Somerset	Street	131	Richmond		156760	Contributory	1850-1890
HO456	Somerset	Street	132	Richmond		156900	Not contributory	1850-1890
HO456	Somerset	Street	133	Richmond		156765	Not contributory	1850-1890
HO456	Somerset	Street	134	Richmond		156895	Contributory	1850-1890
HO456	Somerset	Street	135	Richmond		156770	Contributory	1850-1890
HO456	Somerset	Street	136	Richmond		156890	Contributory	1900-1915
HO456	Somerset	Street	137	Richmond		156775	Contributory	1850-1890
HO456	Somerset	Street	138	Richmond		156885	Contributory	1900-1915
HO456	Somerset	Street	139	Richmond		156780	Contributory	1850-1890
HO456	Somerset	Street	140	Richmond		156880	Contributory	1900-1915
HO456	Somerset	Street	141	Richmond		156785	Contributory	1850-1890
HO456	Somerset	Street	142	Richmond		156875	Contributory	1900-1915
HO456	Somerset	Street	143	Richmond		156790	Not contributory	2000-2010
HO456	Somerset	Street	147	Richmond		156795	Contributory	1850-1890
HO456	Somerset	Street	148	Richmond		156870	Contributory	1900-1915
HO456	Somerset	Street	149	Richmond		156800	Contributory	1850-1890
HO456	Somerset	Street	150	Richmond	Portarlington Villa	156865	Individually Significant	1870-1890
HO456	Somerset	Street	151	Richmond		156805	Contributory	1850-1890

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HO456	Somerset	Street	152	Richmond		156860	Not contributory	1990-2000
HO456	Somerset	Street	152A	Richmond		281145	Not contributory	1990-2000
HO456	Somerset	Street	153	Richmond		156810	Contributory	1850-1890
HO456	Somerset	Street	154	Richmond	Richmond Metropolitan Fire Station, Former	156855	Individually Significant	1905-1910
HO456	Somerset	Street	155	Richmond		156815	Contributory	1900-1915
HO456	Somerset	Street	156	Richmond		292685	Contributory	1900-1915
HO456	Somerset	Street	157	Richmond		156820	Contributory	1900-1915
HO456	Somerset	Street	158	Richmond		156845	Individually Significant	1900-1915
HO456	Somerset	Street	160	Richmond		156840	Individually Significant	1900-1915
HO457 - Highett Street Precinct								
HO457	Bank	Street	2	Richmond		180810	Not contributory	1960-1970
HO457	Bank	Street	6	Richmond		180805	Contributory	1850-1890
HO457	Bank	Street	8	Richmond		180800	Contributory	1850-1890
HO457	Bosisto	Street	1	Richmond		180660	Contributory	1860-1870
HO457	Bosisto	Street	3	Richmond		180655	Contributory	1915-1925
HO457	Bosisto	Street	5	Richmond		180650	Not contributory	1850-1890
HO457	Bosisto	Street	6	Richmond	House (Ho227)	180675	Individually Significant	1850-1880
HO457	Bosisto	Street	7	Richmond		180645	Contributory	1850-1890
HO457	Bosisto	Street	9	Richmond		180640	Contributory	1850-1890
HO457	Highett	Street	112	Richmond		176745	Contributory	1850-1890
HO457	Highett	Street	114	Richmond		176740	Contributory	1850-1890
HO457	Highett	Street	116	Richmond		176735	Contributory	1900-1915
HO457	Highett	Street	118	Richmond		176730	Contributory	1900-1915
HO457	Highett	Street	120	Richmond		176725	Not contributory	1850-1890
HO457	Highett	Street	120A	Richmond		428710	Not contributory	2000-2010
HO457	Highett	Street	122	Richmond		176720	Not contributory	1850-1890
HO457	Highett	Street	124	Richmond	Romsey Cottage	176715	Contributory	1850-1890
HO457	Highett	Street	126	Richmond		176710	Not contributory	1850-1890
HO457	Highett	Street	128	Richmond		176705	Contributory	1850-1890
HO457	Highett	Street	130	Richmond		176700	Contributory	1850-1890
HO457	Highett	Street	132	Richmond		176695	Not contributory	1990-2000
HO457	Highett	Street	134	Richmond		176690	Contributory	1850-1890
HO457	Highett	Street	136	Richmond	Urlingford	176685	Contributory	1850-1890
HO457	Highett	Street	138	Richmond		176680	Not contributory	1915-1925
HO457	Highett	Street	142 (Unit 1)	Richmond		176675	Not contributory	1990-2000
HO457	Highett	Street	142 (Unit 2)	Richmond		176670	Not contributory	1990-2000
HO457	Highett	Street	143	Richmond		139735	Contributory	1900-1915
HO457	Highett	Street	145	Richmond	Vacant Site	384580	Not contributory	1900-1915
HO457	Highett	Street	145A	Richmond		384590	Not contributory	2000-2010
HO457	Highett	Street	147	Richmond	Vacant Site	139725	Not contributory	Unknown
HO457	Highett	Street	148	Richmond	House (Ho340)	314290	Individually Significant	1871-1872
HO457	Highett	Street	149	Richmond		139720	Contributory	1900-1915
HO457	Highett	Street	150	Richmond	House (Ho341)	176660	Individually Significant	1871-1872
HO457	Highett	Street	151	Richmond		139715	Contributory	1900-1915
HO457	Highett	Street	152	Richmond		176655	Contributory	1850-1890
HO457	Highett	Street	153	Richmond		139710	Contributory	1900-1915
HO457	Highett	Street	154	Richmond		176650	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO457	Highett	Street	155	Richmond		139705	Contributory	1900-1915
HO457	Highett	Street	156	Richmond		176645	Not contributory	1990-2000
HO457	Highett	Street	158	Richmond		176640	Not contributory	1990-2000
HO457	Highett	Street	160	Richmond		176635	Contributory	1850-1890
HO457	Highett	Street	162	Richmond		176630	Contributory	1850-1890
HO457	Highett	Street	185	Richmond		139690	Contributory	1850-1890
HO457	Highett	Street	187	Richmond		139685	Contributory	1850-1890
HO457	Highett	Street	189	Richmond		139680	Contributory	1850-1890
HO457	Highett	Street	193	Richmond		139675	Individually Significant	1870-1880
HO457	Highett	Street	195	Richmond		139670	Individually Significant	1870-1880
HO457	Highett	Street	197	Richmond		139665	Individually Significant	1870-1880
HO458 - Lincoln Street Precinct								
HO458	Johnson	Street	26	Richmond		151460	Contributory	1900-1915
HO458	Johnson	Street	28	Richmond		151465	Contributory	1900-1915
HO458	Lincoln	Street	53	Richmond	Taviuni Terrace	154110	Contributory	1850-1890
HO458	Lincoln	Street	55	Richmond	Taviuni Terrace	154115	Contributory	1850-1890
HO458	Lincoln	Street	57	Richmond	Taviuni Terrace	154120	Contributory	1850-1890
HO458	Lincoln	Street	59	Richmond	Taviuni Terrace	154125	Contributory	1850-1890
HO458	Lincoln	Street	61	Richmond	Taviuni Terrace	154130	Contributory	1850-1890
HO458	Lincoln	Street	63	Richmond	Taviuni Terrace	154135	Contributory	1850-1890
HO458	Lincoln	Street	65	Richmond	Taviuni Terrace	154140	Contributory	1850-1890
HO458	Lincoln	Street	67	Richmond		415360	Contributory	1850-1890
HO458	Lincoln	Street	69	Richmond		154150	Not contributory	1940-1950
HO458	Lincoln	Street	71	Richmond		290585	Contributory	1850-1890
HO458	Lincoln	Street	73	Richmond		154160	Not contributory	1970-1990
HO458	Lincoln	Street	75	Richmond		154165	Contributory	1900-1915
HO458	Lincoln	Street	77	Richmond		154170	Contributory	1900-1915
HO458	Lincoln	Street	79	Richmond		154175	Contributory	1900-1915
HO458	Lincoln	Street	80	Richmond		154215	Contributory	1850-1890
HO458	Lincoln	Street	81	Richmond		154180	Contributory	1900-1915
HO458	Lincoln	Street	82	Richmond		154210	Contributory	1850-1890
HO458	Lincoln	Street	84	Richmond		154205	Contributory	1850-1890
HO458	Lincoln	Street	86	Richmond		154200	Contributory	1850-1890
HO458	Lincoln	Street	88	Richmond		154195	Contributory	1850-1890
HO458	Lincoln	Street	90	Richmond		154190	Contributory	1850-1890
HO458	Lincoln	Street	92	Richmond	Grocer's Shop & Residence	154185	Contributory	1850-1890
HO459 - Wells Street Precinct								
HO459	Wells	Street	2	Richmond		151340	Contributory	1850-1890
HO459	Wells	Street	3	Richmond		151345	Contributory	1850-1890
HO459	Wells	Street	4	Richmond		151335	Contributory	1850-1890
HO459	Wells	Street	5	Richmond		151350	Contributory	1900-1915
HO459	Wells	Street	8	Richmond		151330	Contributory	1850-1890
HO460 - Yarraberg Precinct								
HO460	Appleton	Street	2	Richmond		167760	Individually Significant	1900-1915
HO460	Appleton	Street	4	Richmond		167755	Individually Significant	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO460	Appleton	Street	6	Richmond		167750	Individually Significant	1900-1915
HO460	Appleton	Street	8	Richmond		167745	Contributory	1915-1925
HO460	Appleton	Street	10	Richmond		167740	Not contributory	1850-1890
HO460	Appleton	Street	12	Richmond		167735	Contributory	1850-1890
HO460	Appleton	Street	14	Richmond		293690	Not contributory	1990-2000
HO460	Appleton	Street	14A	Richmond		293695	Not contributory	1990-2000
HO460	Appleton	Street	16	Richmond		167725	Contributory	1850-1890
HO460	Appleton	Street	18	Richmond		167720	Contributory	1850-1890
HO460	Appleton	Street	22	Richmond		167715	Contributory	1850-1890
HO460	Appleton	Street	24	Richmond		167710	Individually Significant	1880-1890
HO460	Appleton	Street	26	Richmond		167705	Contributory	1915-1925
HO460	Appleton	Street	32	Richmond		167700	Contributory	1900-1915
HO460	Appleton	Street	34	Richmond		167695	Contributory	1900-1915
HO460	Appleton	Street	36	Richmond		167690	Contributory	1900-1915
HO460	Appleton	Street	38	Richmond		167685	Contributory	1850-1890
HO460	Blazey	Street	13	Richmond		168320	Contributory	1915-1925
HO460	Blazey	Street	15	Richmond		168325	Contributory	1915-1925
HO460	Blazey	Street	17	Richmond		168330	Contributory	1915-1925
HO460	Blazey	Street	21	Richmond		168335	Contributory	1850-1890
HO460	Blazey	Street	23	Richmond		168340	Contributory	1900-1915
HO460	Blazey	Street	25	Richmond		168345	Contributory	1900-1915
HO460	Blazey	Street	27	Richmond		168350	Contributory	1900-1915
HO460	Blazey	Street	29	Richmond		168355	Contributory	1900-1915
HO460	Blazey	Street	31	Richmond		168360	Contributory	1900-1915
HO460	Burnley	Street	97	Richmond		167500	Individually Significant	1900-1915
HO460	Burnley	Street	99	Richmond		167495	Individually Significant	1900-1915
HO460	Burnley	Street	101	Richmond		167490	Individually Significant	1900-1915
HO460	Burnley	Street	103	Richmond		167485	Individually Significant	1900-1915
HO460	Burnley	Street	105	Richmond		167480	Individually Significant	1900-1915
HO460	Burnley	Street	107	Richmond		167475	Not contributory	1850-1890
HO460	Burnley	Street	109	Richmond		167470	Contributory	1850-1890
HO460	Burnley	Street	111	Richmond		167465	Contributory	1850-1890
HO460	Burnley	Street	113	Richmond		167460	Contributory	1850-1890
HO460	Burnley	Street	115	Richmond	Shop & Residence	349120	Contributory	1850-1890
HO460	Burnley	Street	117	Richmond		167450	Not contributory	1950-1970
HO460	Burnley	Street	119	Richmond		157575	Not contributory	1950-1970
HO460	Burnley	Street	121	Richmond		167445	Contributory	1850-1890
HO460	Burnley	Street	123	Richmond	Shop	167440	Contributory	1980-1990
HO460	Burnley	Street	125	Richmond	Shop & Residence	167435	Contributory	1900-1915
HO460	Burnley	Street	127	Richmond	Shop & Residence	167430	Contributory	1900-1915
HO460	Burnley	Street	129	Richmond	Shop & Residence	167425	Contributory	1900-1915
HO460	Burnley	Street	131	Richmond	Shop & Residence	298910	Contributory	1900-1915
HO460	Burnley	Street	131 (rear)	Richmond	Shop & Residence	298915	Contributory	1900-1915
HO460	Burnley	Street	133	Richmond	Shop & Residence	390670	Contributory	1900-1915
HO460	Burnley	Street	133A	Richmond	Shop & Residence	390680	Contributory	1900-1915
HO460	Crown	Street	9	Richmond	Queens Terrace (Ho248)	168045	Individually Significant	1850-1890
HO460	Crown	Street	11	Richmond	Queens Terrace (Ho248)	168050	Individually Significant	1850-1890
HO460	Crown	Street	12	Richmond		168260	Contributory	1900-1915

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HO460	Crown	Street	13	Richmond	Queens Terrace (Ho248)	168055	Individually Significant	1850-1890
HO460	Crown	Street	14	Richmond		168255	Contributory	1850-1890
HO460	Crown	Street	15	Richmond	Queens Terrace (Ho248)	168060	Individually Significant	1850-1890
HO460	Crown	Street	16	Richmond		168250	Contributory	1850-1890
HO460	Crown	Street	17	Richmond	Queens Terrace (Ho248)	168065	Individually Significant	1850-1890
HO460	Crown	Street	18	Richmond		168245	Contributory	1915-1925
HO460	Crown	Street	19	Richmond		168075	Contributory	1850-1890
HO460	Crown	Street	20	Richmond		168240	Contributory	1900-1915
HO460	Crown	Street	21	Richmond		168080	Contributory	1850-1890
HO460	Crown	Street	22	Richmond		168235	Contributory	1900-1915
HO460	Crown	Street	23	Richmond		168085	Contributory	1850-1890
HO460	Crown	Street	24	Richmond		168230	Contributory	1900-1915
HO460	Crown	Street	25	Richmond		168090	Not contributory	1990-2000
HO460	Crown	Street	26	Richmond		168225	Contributory	1900-1915
HO460	Crown	Street	27	Richmond		168095	Not contributory	1850-1890
HO460	Crown	Street	28 (Unit 1)	Richmond		168215	Not contributory	1980-1990
HO460	Crown	Street	29	Richmond		168100	Contributory	1850-1890
HO460	Crown	Street	30 (Unit 2)	Richmond		168220	Not contributory	1980-1990
HO460	Crown	Street	31	Richmond		168105	Contributory	1850-1890
HO460	Crown	Street	33	Richmond		168110	Not contributory	1990-2000
HO460	Crown	Street	35	Richmond		168115	Not contributory	1990-2000
HO460	Crown	Street	37	Richmond		168120	Contributory	1900-1915
HO460	Crown	Street	39	Richmond		168125	Contributory	1900-1915
HO461 - Eleazer Lesser Edwardian Duplexes								
HO461	Appleton	Street	62	Richmond		167630	Individually Significant	1900-1915
HO461	Appleton	Street	64	Richmond		167640	Individually Significant	1900-1915
HO461	Appleton	Street	66	Richmond	House And Palm	167635	Individually Significant	1900-1915
HO461	Appleton	Street	68	Richmond		167630	Individually Significant	1900-1915
HO461	Highett	Street	389	Richmond		139300	Individually Significant	1900-1915
HO461	Highett	Street	391	Richmond		139295	Individually Significant	1900-1915
HO462								
HO462	Bromham	Place	6 (Unit 1)	Richmond	Civil Service Co-Operative Bakery	329390	Individually Significant	1900-1915
HO462	Bromham	Place	6 (Unit 2)	Richmond	Civil Service Co-Operative Bakery	329380	Individually Significant	1900-1915
HO462	Bromham	Place	6 (Unit 3)	Richmond	Civil Service Co-Operative Bakery	329370	Individually Significant	1900-1915
HO462	Bromham	Place	6 (Unit 4)	Richmond	Civil Service Co-Operative Bakery	329360	Individually Significant	1900-1915
HO462	Bromham	Place	6 (Unit 5)	Richmond	Civil Service Co-Operative Bakery	329350	Individually Significant	1900-1915
HO462	Bromham	Place	6 (Unit 6)	Richmond	Civil Service Co-Operative Bakery	329340	Individually Significant	1900-1915
HO462	Bromham	Place	6 (Unit 7)	Richmond	Civil Service Co-Operative Bakery	329330	Individually Significant	1900-1915
HO462	Bromham	Place	6 (Unit 8)	Richmond	Civil Service Co-Operative Bakery	329320	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 1)	Richmond	Civil Service Co-Operative Bakery	315020	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 2)	Richmond	Civil Service Co-Operative Bakery	315030	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 3)	Richmond	Civil Service Co-Operative Bakery	315040	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 4)	Richmond	Civil Service Co-Operative Bakery	315050	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 5)	Richmond	Civil Service Co-Operative Bakery	315060	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 6)	Richmond	Civil Service Co-Operative Bakery	315070	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 7)	Richmond	Civil Service Co-Operative Bakery	315080	Individually Significant	1900-1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO462	Bromham	Place	8 (Unit 8)	Richmond	Civil Service Co-Operative Bakery	315090	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 9)	Richmond	Civil Service Co-Operative Bakery	315100	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 10)	Richmond	Civil Service Co-Operative Bakery	315110	Individually Significant	1900-1915
HO462	Bromham	Place	8 (Unit 11)	Richmond	Civil Service Co-Operative Bakery	315120	Individually Significant	1900-1915
HO463								
HO463	Cremorne	Street	9-11	Cremorne	Factory	165335	Individually Significant	1900-1915
HO464 - Smith Street South Precinct								
HO464	Little Smith	Street	34	Fitzroy		338780	Not contributory	2007
HO464	Little Smith	Street	36	Fitzroy		338770	Not contributory	2007
HO464	Little Smith	Street	38	Fitzroy		338760	Not contributory	2007
HO464	Little Smith	Street	40	Fitzroy		338750	Not contributory	2007
HO464	Little Smith	Street	42	Fitzroy		377780	Not contributory	2012
HO464	Smith	Street	6	Collingwood		100000	Contributory	1900-1910
HO464	Smith	Street	8	Collingwood		100005	Contributory	1900-1915
HO464	Smith	Street	10	Collingwood		100010	Contributory	1900-1915
HO464	Smith	Street	12	Collingwood		100015	Not contributory	1930-1940
HO464	Smith	Street	14	Collingwood	British Crown Hotel, former	100020	individually significant	1850-1890
HO464	Smith	Street	20	Collingwood		100025	Contributory	1900-1915
HO464	Smith	Street	21-23	Fitzroy		266825	Contributory	1870-1883
HO464	Smith	Street	22	Collingwood		100030	Contributory	1900-1915
HO464	Smith	Street	24	Collingwood		100035	Contributory	1900-1915
HO464	Smith	Street	25	Fitzroy		266830	Not contributory	1960s
HO464	Smith	Street	26	Collingwood		100040	Contributory	1900-1915
HO464	Smith	Street	32	Collingwood		100045	Not contributory	1970-1980
HO464	Smith	Street	33	Fitzroy		266840	Contributory	1898-1910
HO464	Smith	Street	34 (Unit 1)	Collingwood		347380	Not contributory	2008
HO464	Smith	Street	34 (Unit 2)	Collingwood		347390	Not contributory	2008
HO464	Smith	Street	34 (Unit 3)	Collingwood		374400	Not contributory	2008
HO464	Smith	Street	34 (Unit 4)	Collingwood		374410	Not contributory	2008
HO464	Smith	Street	34 (Unit 5)	Collingwood		374420	Not contributory	2008
HO464	Smith	Street	34 (Unit 6)	Collingwood		374430	Not contributory	2008
HO464	Smith	Street	34 (Unit 7)	Collingwood		374440	Not contributory	2008
HO464	Smith	Street	34 (Unit 8)	Collingwood		374450	Not contributory	2008
HO464	Smith	Street	34 (Unit 9)	Collingwood		374460	Not contributory	2008
HO464	Smith	Street	34 (Unit 10)	Collingwood		374470	Not contributory	2008
HO464	Smith	Street	34 (Unit 11)	Collingwood		374480	Not contributory	2008
HO464	Smith	Street	34 (Unit 12)	Collingwood		374490	Not contributory	2008
HO464	Smith	Street	34 (Unit 13)	Collingwood		374500	Not contributory	2008
HO464	Smith	Street	34 (Unit 14)	Collingwood		374160	Not contributory	2008
HO464	Smith	Street	34 (Unit 15)	Collingwood		374170	Not contributory	2008
HO464	Smith	Street	34 (Unit 16)	Collingwood		374180	Not contributory	2008
HO464	Smith	Street	34 (Unit 17)	Collingwood		374190	Not contributory	2008

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO464	Smith	Street	34 (Unit 18)	Collingwood		374200	Not contributory	2008
HO464	Smith	Street	34 (Unit 19)	Collingwood		374210	Not contributory	2008
HO464	Smith	Street	34 (Unit 20)	Collingwood		374220	Not contributory	2008
HO464	Smith	Street	34 (Unit 21)	Collingwood		374230	Not contributory	2008
HO464	Smith	Street	34 (Unit 22)	Collingwood		374240	Not contributory	2008
HO464	Smith	Street	34 (Unit 23)	Collingwood		374250	Not contributory	2008
HO464	Smith	Street	34 (Unit 24)	Collingwood		374260	Not contributory	2008
HO464	Smith	Street	34 (Unit 25)	Collingwood		374270	Not contributory	2008
HO464	Smith	Street	34 (Unit 26)	Collingwood		374280	Not contributory	2008
HO464	Smith	Street	34 (Unit 27)	Collingwood		374290	Not contributory	2008
HO464	Smith	Street	35	Fitzroy		266845	Contributory	1898-1910
HO464	Smith	Street	36	Collingwood	Shop & residence	347510	Contributory	1900-1915
HO464	Smith	Street	37-39	Fitzroy		266850	Not contributory	1970-1980
HO464	Smith	Street	38	Collingwood	Shop & residence	100050	Contributory	1900-1915
HO464	Smith	Street	38a	Collingwood		381340	Contributory	1900-1915
HO464	Smith	Street	38B (Unit 1)	Collingwood		381300	Contributory	1900-1915
HO464	Smith	Street	38B (Unit 2)	Collingwood		381310	Contributory	1900-1915
HO464	Smith	Street	38B (Unit 3)	Collingwood		381320	Contributory	1900-1915
HO464	Smith	Street	38B (Unit 4)	Collingwood		381330	Contributory	1900-1915
HO464	Smith	Street	40	Collingwood		100055	Contributory	1850-1890
HO464	Smith	Street	41-47	Fitzroy		372310	Not contributory	2000-2010
HO464	Smith	Street	42	Collingwood		100060	Contributory	1850-1890
HO464	Smith	Street	44	Collingwood		100065	Contributory	1850-1890
HO464	Smith	Street	44a	Collingwood		277880	Contributory	1850-1890
HO464	Smith	Street	46	Collingwood		100070	Not contributory	1850-1890
HO464	Smith	Street	48	Collingwood		143930	Not contributory	1930-1940?
HO464	Smith	Street	48 (rear)	Collingwood		331750	Not contributory	1930-1940?
HO464	Smith	Street	50	Collingwood		100075	Contributory	1850-1890
HO464	Smith	Street	51	Fitzroy		266865	Individually Significant	1920s
HO464	Smith	Street	52	Collingwood	Shop & residence	100075	Contributory	1850-1890
HO464	Smith	Street	53	Fitzroy		266870	Individually Significant	1920s
HO464	Smith	Street	54	Collingwood	Shop & residence	100080	Contributory	1850-1890
HO464	Smith	Street	55	Fitzroy		266875	Contributory	1883-1914
HO464	Smith	Street	56	Collingwood	Shop & residence	100085	Contributory	1850-1890
HO464	Smith	Street	57	Fitzroy		338710	Contributory	1883-1914
HO464	Smith	Street	58	Collingwood	Shop & residence	100090	Contributory	1850-1890
HO464	Smith	Street	59	Fitzroy		364280	Individually Significant	1883-1914
HO464	Smith	Street	60	Collingwood	Shop & residence	100095	Contributory	1900-1915
HO464	Smith	Street	61	Fitzroy		364290	Individually Significant	1883-1914
HO464	Smith	Street	62	Collingwood	Commercial Hotel, former	100100	Contributory	1866c
HO464	Smith	Street	63	Fitzroy		338740	Contributory	1883-1917
HO464	Smith	Street	65	Fitzroy		377770	Contributory	1883-1917

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO464	Smith	Street	67	Fitzroy		266900	Individually Significant	1883-1913
HO464	Smith	Street	69	Fitzroy		266905	Individually Significant	1883-1913
HO464	Smith	Street	71	Fitzroy		266910	Individually Significant	1883/84
HO464	Smith	Street	73	Fitzroy		266915	Individually Significant	1883/84
HO464	Smith	Street	75-77	Fitzroy		266930	Contributory	1903
HO465								
HO465	Nicholson	Street	8	Fitzroy	Fitzpatrick Bros.Butter factory, later Metropolitan Dairy Farmers Pty Ltd, Later Avon Butter Factory	109990	Victorian Heritage Register	1932
HO466								
HO466	Spring	Street	8	Fitzroy	Factory/warehouse Complex, now part Meridian Complex	250125	Victorian Heritage Register	1870-1890
HO466	Spring	Street	10	Fitzroy	Factory/warehouse Complex	250130	Victorian Heritage Register	1870-1890
HO466	Spring	Street	12	Fitzroy	Baron & Son P/L Wool waste Factory/warehouse Complex, now offices	250135	Victorian Heritage Register	1870-1890
HO466	Argyle	Street	14-16	Fitzroy	Jubilee	269250	Victorian Heritage Register	1870-1890
HO467								
HO467	Hopetoun	Place	1	Fitzroy North	Former Melbourne Tramway and Omnibus Company stables	229650	Victorian Heritage Register	1879-1880
HO468								
HO468	Queens	Parade	111	Fitzroy North	Porter prefabricated iron store	247615	Victorian Heritage Register	1853-1856
HO469								
HO469	St Georges	Road		Fitzroy North	Yan Yean Water		Victorian Heritage Register	1853-1857
HO471 - Abinger Street Precinct								
HO471	Abinger	Street	13	Richmond	House	194585	Contributory	1880-1885
HO471	Abinger	Street	15	Richmond	House	194590	Not contributory	1880-1885
HO471	Abinger	Street	1/16	Richmond	Southern Brewery (Former)	194960	Contributory	1875-1880
HO471	Abinger	Street	2/16	Richmond	Southern Brewery (Former)	280315	Contributory	1875-1880
HO471	Abinger	Street	3/16	Richmond	Southern Brewery (Former)	280320	Contributory	1875-1880
HO471	Abinger	Street	4/16	Richmond	Southern Brewery (Former)	280325	Contributory	1875-1880
HO471	Abinger	Street	5/16	Richmond	Southern Brewery (Former)	280330	Contributory	1875-1880
HO471	Abinger	Street	6/16	Richmond	Southern Brewery (Former)	280335	Contributory	1875-1880
HO471	Abinger	Street	7/16	Richmond	Southern Brewery (Former)	280340	Contributory	1875-1880
HO471	Abinger	Street	8/16	Richmond	Southern Brewery (Former)	280345	Contributory	1875-1880
HO471	Abinger	Street	9/16	Richmond	Southern Brewery (Former)	280350	Contributory	1875-1880
HO471	Abinger	Street	10/16	Richmond	Southern Brewery (Former)	280355	Contributory	1875-1880
HO471	Abinger	Street	11/16	Richmond	Southern Brewery (Former)	280360	Contributory	1875-1880
HO471	Abinger	Street	17	Richmond	House	194595	Contributory	1880-1885
HO471	Abinger	Street	19	Richmond	House	194600	Contributory	1885-1890
HO471	Abinger	Street	21	Richmond	House	194605	Contributory	1885-1890
HO471	Abinger	Street	1/22	Richmond	Malt House (Former)	282595	Individually Significant	1937, 1990-2000
HO471	Abinger	Street	2/22	Richmond	Malt House (Former)	282600	Individually Significant	1937, 1990-2000
HO471	Abinger	Street	3/22	Richmond	Malt House (Former)	282605	Individually Significant	1937, 1990-2000
HO471	Abinger	Street	4/22	Richmond	Malt House (Former)	282610	Individually Significant	1937, 1990-2000
HO471	Abinger	Street	5/22	Richmond	Malt House (Former)	282615	Individually Significant	1937, 1990-2000
HO471	Abinger	Street	6/22	Richmond	Malt House (Former)	282620	Individually Significant	1937, 1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO471	Abinger	Street	7/22	Richmond	Malt House (Former)	282625	Individually Significant	1937, 1990-2000
HO471	Abinger	Street	23	Richmond	House (Terrace)	194610	Individually Significant	1884-1885
HO471	Abinger	Street	1/24	Richmond	Malt House (Former)	194930	Individually Significant	1880-1890
HO471	Abinger	Street	2/24	Richmond	Malt House (Former)	194925	Individually Significant	1880-1890
HO471	Abinger	Street	25	Richmond	House (Terrace)	194615	Individually Significant	1884-1885
HO471	Abinger	Street	27	Richmond	House	194620	Contributory	1882
HO471	Abinger	Street	30	Richmond	House (Terrace)	194920	Contributory	1885-1890
HO471	Abinger	Street	32	Richmond	House (Terrace)	194900	Contributory	1885-1890
HO471	Abinger	Street	34	Richmond	House (Terrace)	194895	Contributory	1885-1890
HO471	Abinger	Street	36	Richmond	House (Terrace)	194890	Contributory	1885-1890
HO471	Abinger	Street	38	Richmond	House (Terrace)	194885	Contributory	1885-1890
HO471	Abinger	Street	40	Richmond	House (Terrace)	194880	Contributory	1885-1890
HO471	Abinger	Street	42	Richmond	House	194875	Contributory	1905-1910
HO471	Abinger	Street	44	Richmond	House	194870	Not contributory	1910-1920
HO471	Abinger	Street	46	Richmond	House	194865	Contributory	1905-1910
HO471	Lyndhurst	Street	10	Richmond	House (Terrace)	195505	Contributory	1885-1890
HO471	Lyndhurst	Street	12	Richmond	House (Terrace)	195500	Contributory	1885-1890
HO471	Lyndhurst	Street	14	Richmond	House (Terrace)	195495	Contributory	1885-1890
HO471	Lyndhurst	Street	16	Richmond	House (Terrace)	195490	Contributory	1885-1890
HO471	Lyndhurst	Street	18	Richmond	House	195485	Not contributory	1990-2000
HO471	Lyndhurst	Street	18A	Richmond	House	195480	Not contributory	1990-2000
HO471	Lyndhurst	Street	19	Richmond	House	195575	Contributory	1880-1885
HO471	Lyndhurst	Street	20	Richmond	House	195475	Not contributory	1990-2000
HO471	Lyndhurst	Street	21	Richmond	House	195580	Contributory	1880-1885
HO471	Lyndhurst	Street	22	Richmond	House	195470	Not contributory	1930-1940
HO471	Lyndhurst	Street	23	Richmond	House (Terrace)	195585	Contributory	1880-1885
HO471	Lyndhurst	Street	25	Richmond	House (Terrace)	195590	Contributory	1880-1885
HO471	Lyndhurst	Street	26	Richmond	House (Terrace)	281480	Not contributory	1990-2000
HO471	Lyndhurst	Street	27	Richmond	House (Terrace)	195595	Contributory	1880-1885
HO471	Lyndhurst	Street	28	Richmond	House	195465	Not contributory	1990-2000
HO471	Lyndhurst	Street	29	Richmond	House	195600	Not contributory	1875-1880
HO471	Lyndhurst	Street	30	Richmond	House (Terrace)	195460	Contributory	1885-1890
HO471	Lyndhurst	Street	31	Richmond	House	195610	Contributory	1880-1885
HO471	Lyndhurst	Street	32	Richmond	House (Terrace)	195455	Contributory	1885-1890
HO471	Lyndhurst	Street	34	Richmond	House (Terrace)	195450	Contributory	1885-1890
HO471	Lyndhurst	Street	36	Richmond	House (Terrace)	195445	Contributory	1885-1890
HO471	Lyndhurst	Street	37	Richmond	Malt House (Former)	194965	Individually Significant	1880-1890
HO471	Lyndhurst	Street	38	Richmond	House (Terrace)	195440	Contributory	1885-1890
HO471	Lyndhurst	Street	39	Richmond	Malt House (Former)	195605	Individually Significant	1880-1890
HO471	Lyndhurst	Street	40	Richmond	House (Lyndhurst Terrace)	195435	Individually Significant	1874
HO471	Lyndhurst	Street	41	Richmond	Malt House (Former)	195625	Individually Significant	1930-1940
HO471	Lyndhurst	Street	42	Richmond	House (Lyndhurst Terrace)	195430	Individually Significant	1874
HO471	Lyndhurst	Street	43	Richmond	Malt House (Former)	195615	Individually Significant	1930-1940
HO471	Lyndhurst	Street	44	Richmond	House (Lyndhurst Terrace)	195425	Individually Significant	1874
HO471	Lyndhurst	Street	45	Richmond	Malt House (Former)	195620	Individually Significant	1930-1940
HO471	Lyndhurst	Street	46	Richmond	House (Lyndhurst Terrace)	195420	Individually Significant	1874
HO471	Lyndhurst	Street	48	Richmond	House (Lyndhurst Terrace)	195415	Individually Significant	1874
HO471	Lyndhurst	Street	49	Richmond	House	195630	Contributory	1890-1895

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HO471	Lyndhurst	Street	50	Richmond	House (Lyndhurst Terrace)	195410	Individually Significant	1874
HO471	Lyndhurst	Street	51	Richmond	House	195635	Contributory	1890-1895
HO471	Lyndhurst	Street	53	Richmond	House	195640	Contributory	1890-1895
HO472 - Bell Street Precinct								
HO472	Bell	Street	1	Richmond	House	197595	Contributory	1910-1915
HO472	Bell	Street	2	Richmond	House	197800	Contributory	1910-1915
HO472	Bell	Street	4	Richmond	House	197795	Contributory	1910-1915
HO472	Bell	Street	6	Richmond	House	197790	Contributory	1915-1920
HO472	Bell	Street	7	Richmond	House	421930	Not contributory	2005-2014
HO472	Bell	Street	8	Richmond	House	197785	Contributory	1910-1915
HO472	Bell	Street	9	Richmond	House	421940	Not contributory	2005-2014
HO472	Bell	Street	10	Richmond	House	197780	Not contributory	1910-1915
HO472	Bell	Street	11	Richmond	House	364320	Not contributory	2005-2014
HO472	Bell	Street	12	Richmond	House	197775	Contributory	1910-1915
HO472	Bell	Street	13	Richmond	House	364330	Not contributory	2005-2014
HO472	Bell	Street	14	Richmond	House	197770	Contributory	1910-1915
HO472	Bell	Street	15	Richmond	House	197600	Individually Significant	1911
HO472	Bell	Street	16	Richmond	House	197765	Contributory	1910-1915
HO472	Bell	Street	17	Richmond	House	197605	Individually Significant	1911
HO472	Bell	Street	18	Richmond	House	197760	Contributory	1910-1915
HO472	Bell	Street	19	Richmond	House	197610	Individually Significant	1911
HO472	Bell	Street	20	Richmond	House	197755	Contributory	1910-1915
HO472	Bell	Street	21	Richmond	House	197615	Individually Significant	1911
HO472	Bell	Street	22	Richmond	House	197750	Contributory	1915-1920
HO472	Bell	Street	23	Richmond	House	197620	Contributory	1910-1915
HO472	Bell	Street	25	Richmond	House	197625	Contributory	1910-1915
HO472	Bell	Street	27	Richmond	House	197630	Contributory	1910-1915
HO472	Bell	Street	29	Richmond	House	197635	Contributory	1910-1915
HO472	Benson	Street	1	Richmond	House	197565	Contributory	1910-1915
HO472	Benson	Street	3	Richmond	House	197570	Contributory	1910-1915
HO472	Benson	Street	5	Richmond	House	197575	Contributory	1910-1915
HO472	Benson	Street	7	Richmond	House	197580	Contributory	1910-1915
HO472	Benson	Street	9	Richmond	House	197585	Contributory	1910-1915
HO472	Benson	Street	11	Richmond	House	197590	Contributory	1910-1915
HO472	Coppin	Street	176	Richmond	House	198840	Contributory	1910-1915
HO472	Coppin	Street	178	Richmond	House	198845	Contributory	1910-1915
HO472	Coppin	Street	180	Richmond	House	198850	Contributory	1910-1915
HO472	Coppin	Street	1/182	Richmond	Units	198855	Not contributory	1960-1970
HO472	Coppin	Street	2/182	Richmond	Units	198860	Not contributory	1960-1970
HO472	Coppin	Street	3/182	Richmond	Units	198865	Not contributory	1960-1970
HO472	Coppin	Street	4/182	Richmond	Units	198870	Not contributory	1960-1970
HO472	Coppin	Street	5/182	Richmond	Units	198875	Not contributory	1960-1970
HO472	Coppin	Street	6/182	Richmond	Units	198880	Not contributory	1960-1970
HO472	Coppin	Street	7/182	Richmond	Units	198885	Not contributory	1960-1970
HO472	Coppin	Street	8/182	Richmond	Units	198890	Not contributory	1960-1970
HO472	Coppin	Street	9/182	Richmond	Units	198895	Not contributory	1960-1970
HO472	Coppin	Street	10/182	Richmond	Units	198900	Not contributory	1960-1970

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HO472	Coppin	Street	11/182	Richmond	Units	198905	Not contributory	1960-1970
HO472	Coppin	Street	12/182	Richmond	Units	198910	Not contributory	1960-1970
HO472	Coppin	Street	13/182	Richmond	Units	198915	Not contributory	1960-1970
HO472	Coppin	Street	14/182	Richmond	Units	198920	Not contributory	1960-1970
HO472	Coppin	Street	15/182	Richmond	Units	198925	Not contributory	1960-1970
HO472	Coppin	Street	16/182	Richmond	Units	198930	Not contributory	1960-1970
HO472	Coppin	Street	17/182	Richmond	Units	198935	Not contributory	1960-1970
HO472	Coppin	Street	184	Richmond	House	421920	Contributory	1910-1915
HO472	Coppin	Street	186	Richmond	House	364340	Contributory	1910-1915
HO472	Coppin	Street	188	Richmond	House	198950	Contributory	1912-1915
HO472	Coppin	Street	190	Richmond	House	198955	Contributory	1912-1915
HO472	Coppin	Street	192	Richmond	House	198960	Contributory	1912-1915
HO472	Coppin	Street	194	Richmond	House	198965	Contributory	1912-1915
HO472	Coppin	Street	196	Richmond	House	198970	Contributory	1913-1914
HO472	Coppin	Street	198	Richmond	House	198975	Contributory	1913-1914
HO472	Coppin	Street	200	Richmond	House	198980	Contributory	1913-1914
HO472	Coppin	Street	202	Richmond	House	198985	Contributory	1913-1914
HO472	Coppin	Street	204	Richmond	House	198990	Individually Significant	1913
HO472	Coppin	Street	206	Richmond	House	198995	Individually Significant	1913
HO472	Coppin	Street	208	Richmond	House	199000	Individually Significant	1913
HO472	Coppin	Street	210	Richmond	House	199005	Contributory	1910-1915
HO472	Mary	Street	145	Richmond	House	197335	Contributory	1910-1915
HO472	Mary	Street	147	Richmond	House	197340	Contributory	1910-1915
HO472	Mary	Street	149	Richmond	House	197345	Contributory	1910-1915
HO472	Mary	Street	151	Richmond	House	197350	Contributory	1910-1915
HO472	Mary	Street	153	Richmond	House	197355	Contributory	1910-1915
HO472	Mary	Street	155	Richmond	House	197360	Contributory	1910-1915
HO472	Mary	Street	157	Richmond	House	197365	Contributory	1910-1915
HO474 - Burnley Street Precinct								
HO474	Burnley	Street	345	Richmond	House (Burnley Terrace)	166930	Contributory	1880-1885
HO474	Burnley	Street	347	Richmond	House (Burnley Terrace)	166925	Contributory	1880-1885
HO474	Burnley	Street	349	Richmond	House (Burnley Terrace)	166920	Contributory	1880-1885
HO474	Burnley	Street	351	Richmond	House (Burnley Terrace)	166915	Contributory	1880-1885
HO474	Burnley	Street	353	Richmond	House (Burnley Terrace)	166910	Contributory	1880-1885
HO474	Burnley	Street	355	Richmond	House (Burnley Terrace)	166905	Contributory	1880-1885
HO474	Burnley	Street	357	Richmond	House (Burnley Terrace)	166900	Contributory	1880-1885
HO474	Burnley	Street	359	Richmond	House (Burnley Terrace)	166895	Contributory	1880-1885
HO474	Burnley	Street	361	Richmond	House (Burnley Terrace)	166890	Contributory	1880-1885
HO474	Burnley	Street	363	Richmond	House (Burnley Terrace)	166885	Contributory	1880-1885
HO474	Burnley	Street	365	Richmond	House (Burnley Terrace)	166880	Contributory	1880-1885
HO474	Burnley	Street	367	Richmond	House (Burnley Terrace)	166875	Contributory	1880-1885
HO474	Burnley	Street	369	Richmond	Shop And Residence	166870	Contributory	1885-1890
HO474	Burnley	Street	370	Richmond	Shop And Residence	404490	Contributory	1885-1890
HO474	Burnley	Street	371	Richmond	Shop And Residence	166865	Contributory	1885-1890
HO474	Burnley	Street	372	Richmond	Shop And Residence	203540	Contributory	1885-1890
HO474	Burnley	Street	373	Richmond	Shop And Residence	166860	Contributory	1885, 1925
HO474	Burnley	Street	374	Richmond	Shop And Residence	306500	Contributory	1885, 1915

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO474	Burnley	Street	375	Richmond	Shop And Residence	166855	Contributory	1885, 1915
HO474	Burnley	Street	376	Richmond	Shop And Residence	203530	Contributory	1885, 1915
HO474	Burnley	Street	377	Richmond	Former Bank Of Australasia (Ho238)	166850	Individually Significant	1889
HO474	Burnley	Street	378	Richmond	Shop And Residence	203525	Contributory	1887-1888
HO474	Burnley	Street	380	Richmond	Shop And Residence	203520	Individually Significant	1887-1888
HO474	Burnley	Street	381	Richmond	Office	390630	Not contributory	1980-1990
HO474	Burnley	Street	382-386	Richmond	Warehouse	203515	Not contributory	1980-1990
HO474	Burnley	Street	385-389	Richmond	Shops	166840	Contributory	1910-1915
HO474	Burnley	Street	388	Richmond	Shop And Residence	203510	Contributory	1885-1890
HO474	Burnley	Street	390	Richmond	Shop And Residence	203505	Contributory	1885-1890
HO474	Burnley	Street	392	Richmond	Shop And Residence	203500	Contributory	1885-1890
HO474	Burnley	Street	394	Richmond	Shop And Residence	203495	Contributory	1910-1915
HO474	Burnley	Street	396	Richmond	Shop And Residence	203490	Contributory	1910-1915
HO474	Burnley	Street	398	Richmond	Shop And Residence	203485	Contributory	1910-1915
HO474	Burnley	Street	400-402	Richmond	Shop And Residence	203480	Individually Significant	1912
HO474	Burnley	Street	404	Richmond	Shop And Residence	203470	Contributory	1915-1920
HO474	Swan	Street	395	Richmond	Rising Sun Hotel	190770	Contributory	1875, 1939
HO474	Swan	Street	405	Richmond	Shop And Residence	174770	Contributory	1900-1905
HO474	Swan	Street	407	Richmond	Shop And Residence	174760	Contributory	1900-1905
HO474	Swan	Street	409	Richmond	Shop And Residence	174755	Contributory	1890-1900
HO474	Swan	Street	411	Richmond	Shop And Residence	331530	Not contributory	1990-2000
HO474	Swan	Street	413	Richmond	Shop And Residence	174745	Individually Significant	1892
HO474	Swan	Street	415	Richmond	Shop And Residence	174740	Individually Significant	1892
HO474	Swan	Street	417	Richmond	Shop And Residence	174735	Contributory	1920-1925
HO474	Swan	Street	419	Richmond	Shop And Residence	174730	Contributory	1920-1925
HO476 - Edinburgh Street Precinct								
HO476	Canterbury	Street	44	Richmond	House	203290	Contributory	1885-1890
HO476	Canterbury	Street	46	Richmond	House	203285	Contributory	1885-1890
HO476	Canterbury	Street	48	Richmond	House	203280	Contributory	1885-1890
HO476	Canterbury	Street	50	Richmond	House	203275	Contributory	1885-1890
HO476	Canterbury	Street	52	Richmond	House	203270	Contributory	1885-1890
HO476	Canterbury	Street	54	Richmond	House	203265	Contributory	1885-1890
HO476	Canterbury	Street	56	Richmond	House	203260	Contributory	1885-1890
HO476	Canterbury	Street	58	Richmond	House	203255	Contributory	1885-1890
HO476	Edinburgh	Street	42	Richmond	House	202775	Individually Significant	1890
HO476	Edinburgh	Street	44	Richmond	House	202770	Contributory	1885-1890
HO476	Edinburgh	Street	45	Richmond	House	202375	Contributory	1880-1885
HO476	Edinburgh	Street	46	Richmond	House	202765	Contributory	1885-1890
HO476	Edinburgh	Street	47	Richmond	House	202380	Contributory	1880-1885
HO476	Edinburgh	Street	48	Richmond	House	202760	Contributory	1880-1885
HO476	Edinburgh	Street	49	Richmond	House	202385	Contributory	1885-1890
HO476	Edinburgh	Street	50	Richmond	House	202755	Contributory	1880-1885
HO476	Edinburgh	Street	51	Richmond	House	202390	Contributory	1885-1890
HO476	Edinburgh	Street	52	Richmond	House	202750	Contributory	1880-1885
HO476	Edinburgh	Street	53	Richmond	House	202395	Not contributory	1970-1980
HO476	Edinburgh	Street	54	Richmond	House	291810	Not contributory	1990-2000
HO476	Edinburgh	Street	54A	Richmond	House	291815	Not contributory	1990-2000

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO476	Edinburgh	Street	55	Richmond	House	202400	Not contributory	1990-2000
HO476	Edinburgh	Street	56	Richmond	House	202740	Contributory	1885-1890
HO476	Edinburgh	Street	57	Richmond	House	202405	Not contributory	1990-2000
HO476	Edinburgh	Street	58	Richmond	Terrace (Ho255)	202735	Individually Significant	1880-1885
HO476	Edinburgh	Street	59	Richmond	House	202410	Contributory	1880-1885
HO476	Edinburgh	Street	60	Richmond	Terrace (Ho255)	202730	Individually Significant	1880-1885
HO476	Edinburgh	Street	61	Richmond	House	202415	Contributory	1880-1885
HO476	Edinburgh	Street	62	Richmond	House	202725	Contributory	1885-1895
HO476	Edinburgh	Street	63	Richmond	House	202420	Contributory	1880-1885
HO476	Edinburgh	Street	64	Richmond	House	202720	Contributory	1885-1895
HO476	Edinburgh	Street	65	Richmond	House	202425	Contributory	1875-1880
HO476	Edinburgh	Street	66	Richmond	House	408660	Contributory	1885-1895
HO476	Edinburgh	Street	67	Richmond	House	202430	Contributory	1875-1880
HO476	Edinburgh	Street	68	Richmond	House	361920	Not contributory	2014
HO476	Edinburgh	Street	69	Richmond	House	202435	Not contributory	1880, 1925
HO476	Edinburgh	Street	70	Richmond	House	202705	Contributory	1885-1895
HO476	Edinburgh	Street	72	Richmond	House	202700	Contributory	1880-1885
HO476	Edinburgh	Street	74	Richmond	House	202695	Contributory	1880-1885
HO476	Glass	Street	31	Richmond	House	202935	Contributory	1880-1885
HO476	Glass	Street	33	Richmond	House	202940	Contributory	1880-1885
HO476	Glass	Street	35	Richmond	House	202945	Contributory	1880-1885
HO476	Glass	Street	37	Richmond	House	202950	Contributory	1880-1885
HO476	Glass	Street	39	Richmond	House	202955	Contributory	1880-1885
HO476	Glass	Street	41	Richmond	House	202960	Contributory	1880-1885
HO476	Newry	Street	9	Richmond	House (Terrace)	203225	Contributory	1884
HO476	Newry	Street	11	Richmond	House (Terrace)	203220	Contributory	1884
HO476	Newry	Street	12	Richmond	House (Jancourt)	203140	Individually Significant	1890
HO476	Newry	Street	13	Richmond	House (Terrace)	203215	Contributory	1884
HO476	Newry	Street	14	Richmond	House	203145	Contributory	1884
HO476	Newry	Street	15	Richmond	House (Terrace)	203210	Contributory	1884
HO476	Newry	Street	16	Richmond	House	203150	Contributory	1880-1885
HO476	Newry	Street	17	Richmond	House (Terrace)	203205	Contributory	1884
HO476	Newry	Street	18	Richmond	House (Tapao)	203155	Contributory	1880-1885
HO476	Newry	Street	19	Richmond	House	365160	Contributory	1875-1880
HO476	Newry	Street	20	Richmond	House	203160	Not contributory	1980-1990
HO476	Newry	Street	22	Richmond	House	203165	Not contributory	1910-1915
HO476	Newry	Street	26	Richmond	House	203170	Contributory	1885-1895
HO476	Newry	Street	28	Richmond	House	203175	Contributory	1880-1885
HO477 - Hosie Street Precinct								
HO477	Hosie	Street	5	Richmond	House	198300	Contributory	1914
HO477	Hosie	Street	7	Richmond	House	198305	Contributory	1914
HO477	Hosie	Street	9	Richmond	House	198310	Contributory	1914
HO477	Hosie	Street	11	Richmond	House	198315	Contributory	1914
HO477	Hosie	Street	13	Richmond	House	198320	Contributory	1914
HO477	Hosie	Street	15	Richmond	House	198325	Contributory	1914
HO477	Mary	Street	14	Richmond	House	196965	Contributory	1914
HO477	Mary	Street	16	Richmond	House	196960	Contributory	1914

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO477	Mary	Street	18	Richmond	House	196955	Contributory	1914
HO477	Mary	Street	20	Richmond	House	196950	Contributory	1914
HO477	Mary	Street	22	Richmond	House	196945	Contributory	1914
HO477	Mary	Street	24	Richmond	House	196940	Contributory	1914
HO478 - Mitchell Street Precinct								
HO478	Bliss	Street	1	Richmond	House	169830	Contributory	1911-1915
HO478	Bliss	Street	2	Richmond	House	169880	Contributory	1906-1910
HO478	Bliss	Street	3	Richmond	House	169835	Contributory	1911-1915
HO478	Bliss	Street	4	Richmond	House	169875	Contributory	1906-1910
HO478	Bliss	Street	5	Richmond	House	169840	Contributory	1911-1915
HO478	Bliss	Street	6	Richmond	House	169870	Contributory	1906-1910
HO478	Bliss	Street	7	Richmond	House	169845	Contributory	1911-1915
HO478	Bliss	Street	8	Richmond	House	169865	Contributory	1906-1910
HO478	Bliss	Street	9	Richmond	House	169850	Contributory	1911-1915
HO478	Bliss	Street	10	Richmond	House	169860	Contributory	1906-1910
HO478	Bliss	Street	11	Richmond	House	169855	Contributory	1911-1915
HO478	Cutter	Street	6	Richmond	House	170240	Contributory	1905-1910
HO478	Cutter	Street	8	Richmond	House	170245	Contributory	1910-1915
HO478	Cutter	Street	10	Richmond	House	170250	Contributory	1910-1915
HO478	Cutter	Street	12	Richmond	House	170255	Contributory	1910-1915
HO478	Cutter	Street	14	Richmond	House	170260	Contributory	1910-1915
HO478	Cutter	Street	16	Richmond	House	170265	Contributory	1910-1915
HO478	Cutter	Street	18	Richmond	House	170270	Contributory	1910-1915
HO478	Cutter	Street	20	Richmond	House	170275	Contributory	1910-1915
HO478	Cutter	Street	22	Richmond	House	170280	Contributory	1910-1915
HO478	Cutter	Street	24	Richmond	House	170285	Contributory	1910-1915
HO478	Cutter	Street	26	Richmond	House	170290	Contributory	1910-1915
HO478	Cutter	Street	28	Richmond	House	170295	Contributory	1910-1915
HO478	Mitchell	Street	1	Richmond	House	169770	Contributory	1911
HO478	Mitchell	Street	2	Richmond	House	169825	Contributory	1913
HO478	Mitchell	Street	3	Richmond	House	169775	Contributory	1911
HO478	Mitchell	Street	4	Richmond	House	169820	Contributory	1913
HO478	Mitchell	Street	5	Richmond	House	169780	Contributory	1911
HO478	Mitchell	Street	6	Richmond	House	169815	Contributory	1913
HO478	Mitchell	Street	7	Richmond	House	169785	Contributory	1911
HO478	Mitchell	Street	8	Richmond	House	169810	Contributory	1913
HO478	Mitchell	Street	9	Richmond	House	169790	Contributory	1911
HO478	Mitchell	Street	10	Richmond	House	169805	Contributory	1913
HO478	Mitchell	Street	11	Richmond	House	169795	Contributory	1911
HO478	Mitchell	Street	12	Richmond	House	169800	Contributory	1913
HO479 - Neptune Street Precinct								
HO479	Fraser	Street	21	Richmond	House	201710	Contributory	1888-1890
HO479	Fraser	Street	23	Richmond	House	201705	Contributory	1888-1890
HO479	Fraser	Street	25	Richmond	House	201700	Not contributory	1888-1890
HO479	Fraser	Street	27	Richmond	House	201695	Contributory	1888-1890
HO479	Fraser	Street	29	Richmond	House	201690	Contributory	1888-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO479	Fraser	Street	31	Richmond	House	201685	Contributory	1888-1890
HO479	Neptune	Street	22	Richmond	House	201820	Contributory	1890-1895
HO479	Neptune	Street	24	Richmond	House	201825	Contributory	1890-1895
HO479	Neptune	Street	26	Richmond	House	201830	Contributory	1890-1895
HO479	Neptune	Street	28	Richmond	House	201835	Contributory	1890-1895
HO479	Neptune	Street	30	Richmond	House	201840	Contributory	1890-1895
HO479	Neptune	Street	32	Richmond	House	201845	Contributory	1890-1895
HO479	Neptune	Street	34	Richmond	House	201850	Contributory	1890-1895
HO479	Neptune	Street	36	Richmond	House (Neptune Terrace)	201855	Contributory	1882-1885
HO479	Neptune	Street	38	Richmond	House (Neptune Terrace)	201860	Contributory	1882-1885
HO479	Neptune	Street	40	Richmond	House (Neptune Terrace)	201865	Contributory	1882-1885
HO479	Neptune	Street	42	Richmond	House (Neptune Terrace)	201870	Contributory	1882-1885
HO479	Neptune	Street	44	Richmond	House (Neptune Terrace)	201875	Contributory	1882-1885
HO479	Neptune	Street	46	Richmond	House (Neptune Terrace)	201880	Contributory	1882-1885
HO480								
HO480	Queens	Parade	205-211	Fitzroy North	Clifton Motor Garage (Former)	132155	Victorian Heritage Register	1938 façade, 1921
HO481 - Stawell Street Precinct								
HO481	Stawell	Street	6	Richmond	House	171240	Contributory	1910
HO481	Stawell	Street	8	Richmond	House	171245	Contributory	1910
HO481	Stawell	Street	10	Richmond	House	171250	Not contributory	1990-2000
HO481	Stawell	Street	12	Richmond	House	171255	Contributory	1910
HO481	Stawell	Street	14	Richmond	House	171260	Contributory	1910
HO481	Stawell	Street	16	Richmond	House	171265	Contributory	1910
HO481	Stawell	Street	18	Richmond	House	171270	Contributory	1910
HO481	Stawell	Street	20	Richmond	House	171275	Contributory	1910
HO481	Stawell	Street	22	Richmond	House	171280	Contributory	1910
HO481	Stawell	Street	24	Richmond	House	171285	Contributory	1910
HO481	Stawell	Street	26	Richmond	House	171290	Contributory	1915
HO481	Stawell	Street	28	Richmond	House	171295	Contributory	1915-1920
HO482								
HO482	Abinger	Street	84	Richmond	W. James & Co. Sack Merchants (Former)	294295	Individually Significant	1929
HO482	Abinger	Street	86	Richmond	W. James & Co. Sack Merchants (Former)	294265	Individually Significant	1929
HO483								
HO483	Burnley	Street	254	Richmond	House	203790	Individually Significant	1884-1885
HO484								
HO484	Burnley	Street	327-329	Richmond	Greek Orthodox Church	166945	Individually Significant	1962, 1985
HO485								
HO485	Corsair	Street	8	Richmond	Opportunity Club For Girls (Former)	202140	Individually Significant	1941
HO486								
HO486	Corsair	Street	30	Richmond	House	202185	Individually Significant	C.1889

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO487								
HO487	Dickens	Street	8	Richmond	House	169250	Individually Significant	1886-1887
HO488								
HO488	Farmer	Street	32	Richmond	Terrace	170045	Individually Significant	1892-1893
HO488	Farmer	Street	34	Richmond	Terrace	170040	Individually Significant	1892-1893
HO488	Farmer	Street	36	Richmond	Terrace	170035	Individually Significant	1892-1893
HO489								
HO489	Lord	Street	85	Richmond	Houses	200780	Individually Significant	1906
HO489	Lord	Street	87	Richmond	Houses	200775	Individually Significant	1906
HO489	Lord	Street	89	Richmond	Houses	200770	Individually Significant	1906
HO489	Lord	Street	91	Richmond	Houses	200765	Individually Significant	1906
HO490								
HO490	Stawell	Street	72	Richmond	Houses	171385	Individually Significant	1911
HO490	Stawell	Street	74	Richmond	Houses	171390	Individually Significant	1911
HO490	Stawell	Street	76	Richmond	Houses	171395	Individually Significant	1911
HO490	Stawell	Street	78	Richmond	Houses	171400	Individually Significant	1911
HO490	Stawell	Street	80	Richmond	Houses	171405	Individually Significant	1911
HO491								
HO491	Type	Street	69	Richmond	Floyd Green & Co. Glassworks (Former)	171045	Individually Significant	C.1895
HO491	Type	Street	89	Richmond	Floyd Green & Co. Glassworks (Former)	419930	Individually Significant	C.1895
HO492								
HO492	Wall	Street	33	Richmond	Terrace	198030	Individually Significant	1885-1887
HO492	Wall	Street	35	Richmond	Terrace	198025	Individually Significant	1885-1888
HO492	Wall	Street	37	Richmond	Terrace	198020	Individually Significant	1885-1889
HO492	Wall	Street	39	Richmond	Terrace	198015	Individually Significant	1885-1890
HO502								
HO502	Victoria	Parade	115	Fitzroy	Commonwealth Note and Stamp Printing Department (Former)	269200	Victorian Heritage Register	1929-1931
HO503								
HO503	James	Street	2	Abbotsford	Stables (former)	104475	Individually Significant	1895
HO505								
HO505	Johnston		219	Abbotsford	Shop & Residence	112985	Individually significant	1885-1890
HO505	Johnston		221	Abbotsford	Shop & Residence	112995	Individually significant	1885-1890
HO505	Johnston		223	Abbotsford	Shop & Residence	113000	Individually significant	1885-1890
HO505	Johnston		225	Abbotsford	Shop & Residence	113005	Not contributory	c.1960
HO505	Johnston		227	Abbotsford	Shop & Residence	113010	Not contributory	c.1960
HO505	Johnston		229	Abbotsford	Shop & Residence	113015	Contributory	1885-1890
HO505	Johnston		231	Abbotsford	Shop & Residence	113020	Contributory	1885-1890
HO505	Johnston		233	Abbotsford	Shop & Residence	113030	Contributory	1885-1890

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Overlay	Address	Type	Number	Suburb	Property Type	Property No.	Heritage Status	Estimated Date
HO505	Johnston		235	Abbotsford	Shop & Residence	113035	Contributory	1885-1890
HO505	Johnston		237	Abbotsford	Shop & Residence	113040	Contributory	1885-1890
HO505	Johnston		239	Abbotsford	Shop & Residence	405430	Contributory	1885-1890
HO505	Johnston		241	Abbotsford	Railway bridge & abutments	113055	Individually Significant	1901
HO505	Johnston		246	Abbotsford	Shop & Residence	113630	Contributory	1900-1910
HO505	Johnston		248	Abbotsford	Shop & Residence	113625	Contributory	1900-1910
HO505	Johnston		250	Abbotsford	Shop & Residence	113620	Contributory	1900-1910
HO505	Johnston		252	Abbotsford	Shop & Residence	113615	Contributory	1885-1890
HO505	Johnston		254	Abbotsford	Shop & Residence	113610	Contributory	1885-1890
HO505	Johnston		256	Abbotsford	Shop & Residence	113605	Contributory	1885-1890
HO505	Johnston		258	Abbotsford	Shop & Residence	113600	Individually significant	1885-1890
HO505	Johnston		260	Abbotsford	Shop & Residence	113595	Individually significant	1885-1890
HO505	Johnston		262	Abbotsford	Shop & Residence	113590	Contributory	1885-1890
HO505	Johnston		264	Abbotsford	Shop & Residence	113585	Contributory	1885-1890
HO505	Johnston		266	Abbotsford	Shop & Residence	113580	Contributory	1885-1890
HO505	Johnston		268	Abbotsford	Shop & Residence	113575	Contributory	1885-1890
HO505	Johnston		270	Abbotsford	Shop & Residence	113570	Not contributory	1885-1890
HO505	Johnston		272	Abbotsford	Shop & Residence	113565	Contributory	1885-1890
HO505	Johnston		274	Abbotsford	Shop & Residence	113560	Contributory	1885-1890, c.1930
HO510								
HO510	Fairfield	Road	358	Heidelberg	Residence & Service Centre	329540	Individually Significant	1955, c.1980
HO511								
HO511	Alphington	Road	730	Heidelberg	Shops	359780	Individually Significant	circa 1922
HO511	Alphington	Road	730A	Heidelberg	Shops	359790	Individually Significant	circa 1922
HO511	Alphington	Road	732	Heidelberg	Shops	270910	Individually Significant	circa 1922
HO511	Alphington	Road	734	Heidelberg	Shops	270915	Individually Significant	circa 1922
HO512								
HO512	Alphington	Road	760-764	Heidelberg	Shop	352660	Individually Significant	1922, 1930s-1940s
HO518								
HO518	Cremorne	Street	85-99	Cremorne	Melbourne Wire WorksFactory & Head Office, Former	165395	Individually Significant	1930-1940
HO519								
HO519	Gordon	Street	1-3	Cremorne	Factory, Former Nuttelex	162685	Individually Significant	1915-1925
HO519	Gordon	Street	5-9	Cremorne	Factory, Former Nuttelex	162680	Individually Significant	1915-1925
HO520								
HO520	Bromham	Place	26	Richmond	Factory/Warehouse	149765	Individually Significant	1905-1920
HO521								
HO521	Risley	Street	14	Richmond	York Boot Factory,Former	149645	Individually Significant	1880-1890

11.7 Brunswick and Smith Streets - Request for Interim DDOs

Executive Summary

Purpose

The purpose of the report is to outline:

(a) the proposed content of interim built form provisions for parts of Fitzroy and Collingwood;

(b) how the proposed interim built form provisions have been developed;

(c) the process to request interim provisions (i.e. a request for a Ministerial amendment to the Yarra Planning Scheme under Section 20(4) of the *Planning and Environment Act 1987,* and

(d) how permanent provisions are to be progressed.

Key Issues

To respond to increasing development pressure in the Fitzroy and Collingwood Activity Centres of Brunswick, Smith, Gertrude and Johnston Streets and the mixed use zone areas in Fitzroy East, officers have prepared draft interim Design and Development Overlays with advice of expert consultants to better guide development.

The work provides a strategically sound basis and a balance between being sensitive and/or protecting heritage character, sensitive residential interfaces and allowing development in less constrained areas. A balance has been struck to protect selected areas of the highest heritage consistency and allowing change in less restricted parts of the activity centres to ensure future housing capacity requirements are being met. The work builds on and supports the *Yarra Housing Strategy 2018* and the *Spatial Economic and Employment Strategy 2018*.

Financial Implications

The administrative fee to DELWP for requesting the Minister for Planning to introduce interim DDOs would be met within the existing budget.

PROPOSAL

In summary, that Council:

(a) note the officer report on the planning for the Fitzroy/Collingwood Activity centres and request for the Minister for Planning for an interim DDO schedules;

(b) note the preparation of the draft *Brunswick and Smith Street Built Form Review – Background Analysis Report,* individual Precinct Review reports and supporting heritage Analysis and recommendations prepared by Hansen Partnerships and GJM Heritage;

(c) endorse the interim Design and Development Overlay Schedules as in Attachment 11;

(d) request the Minister for Planning to introduce DDO schedules on an interim basis for the Fitzroy/Collingwood Activity centres, in accordance with the amendment documentation as outlined in the attachments;

(e) authorise the CEO to make any minor adjustments required to meet the intent of the above resolutions; and

(f) note a further report will be presented to Council in 2020 to request interim built form provisions for the stage 2 remaining precincts following further strategic work.

11.7 Brunswick and Smith Streets - Request for Interim DDOs

Reference: D19/184808
Authoriser: Director Planning and Place Making

Purpose

1. The purpose of the report is to outline:
   (a) the proposed content of interim built form provisions for parts of Fitzroy and Collingwood;
   (b) how the proposed interim built form provisions have been developed;
   (c) the process to request interim provisions (i.e. a request for a Ministerial amendment to the Yarra Planning Scheme under Section 20(4) of the *Planning and Environment Act 1987,* and
   (d) how permanent provisions are to be progressed.

Background

Managing Growth in Yarra's activity centres

2. Demand for housing within the City of Yarra is high due to its proximity to employment opportunities, existing infrastructure, heritage character and cultural offerings. This has led to increased levels of planning applications for multi-dwelling and commercial developments. This trend is supported by State and Local policy that directs employment and higher density of housing opportunities towards activity centres.
3. *Plan Melbourne* and the *Yarra Planning Scheme* generally direct job and housing growth towards major activity centres and to a lesser degree towards neighbourhood activity centres. The planning system in Victoria generally expects that major activity centres accommodate a higher rate of change than other areas.
4. Yarra's communities place great importance on planning provisions to better manage change and provide as much certainty as possible about future development outcomes. This includes ensuring a balance between maintaining heritage fabric in Yarra's activity centres and protecting sensitive residential interfaces whilst guiding new development and providing greater planning certainty.
5. To address these issues, Council is undertaking a program of preparing built form frameworks for its activity centres to enable the introduction of the interim Design and Development Overlays in the *Yarra Planning Scheme*, while permanent built form provisions are progressed. This work is well progressed in:
   (a) Johnston Street (interim provisions in place, amendment for permanent provisions currently being considered by the Minister for Planning);
   (b) Queens Parade (interim provisions in place, panel report received);
   (c) Swan Street (interim provisions in place, amendment for permanent provisions have been referred to a planning panel);
   (d) Bridge Road and Victoria Street (interim provisions in place, structure planning to inform permanent provisions underway); and
   (e) Collingwood South (interim provisions in place, structure planning to inform permanent provisions expected to commence in 2020).

Fitzroy and Collingwood Activity Centres

6. Within Fitzroy and Collingwood, there are several overlapping activity centres and mixed use areas. They include the Brunswick Street and Smith Street *Major* Activity Centres, the Johnston Street and Gertrude Street *Neighbourhood* Activity Centres and Mixed Use Zone areas adjacent to them. Built form provisions are being proposed for all these areas.

7. The Fitzroy and Collingwood activity centres are important for Yarra and the inner Melbourne area. They host a variety of employment, cultural and housing opportunities and they are known for their heritage retail strips and former industrial history. The area has transitioned from its industrial past to an area characterised by its vibrant retail, hospitality and arts and culture scene, with greater levels of residential and some office developments.

8. These activity centres are experiencing increased development pressure, however, the *Yarra Planning Scheme* currently provides limited guidance about the preferred built form outcomes, including building heights and setbacks.

9. The introduction of interim DDOs into the *Yarra Planning Scheme* would fill the gap in policy for these areas and provide strong guidance for new developments.

Discussion

10. Council has commissioned Hansen Partnership in association with GJM Heritage Consultants and Traffix Group to prepare a range of strategic work to underpin the introduction of interim DDO schedules for parts of Fitzroy and Collingwood into the Yarra Planning Scheme.

Study Area

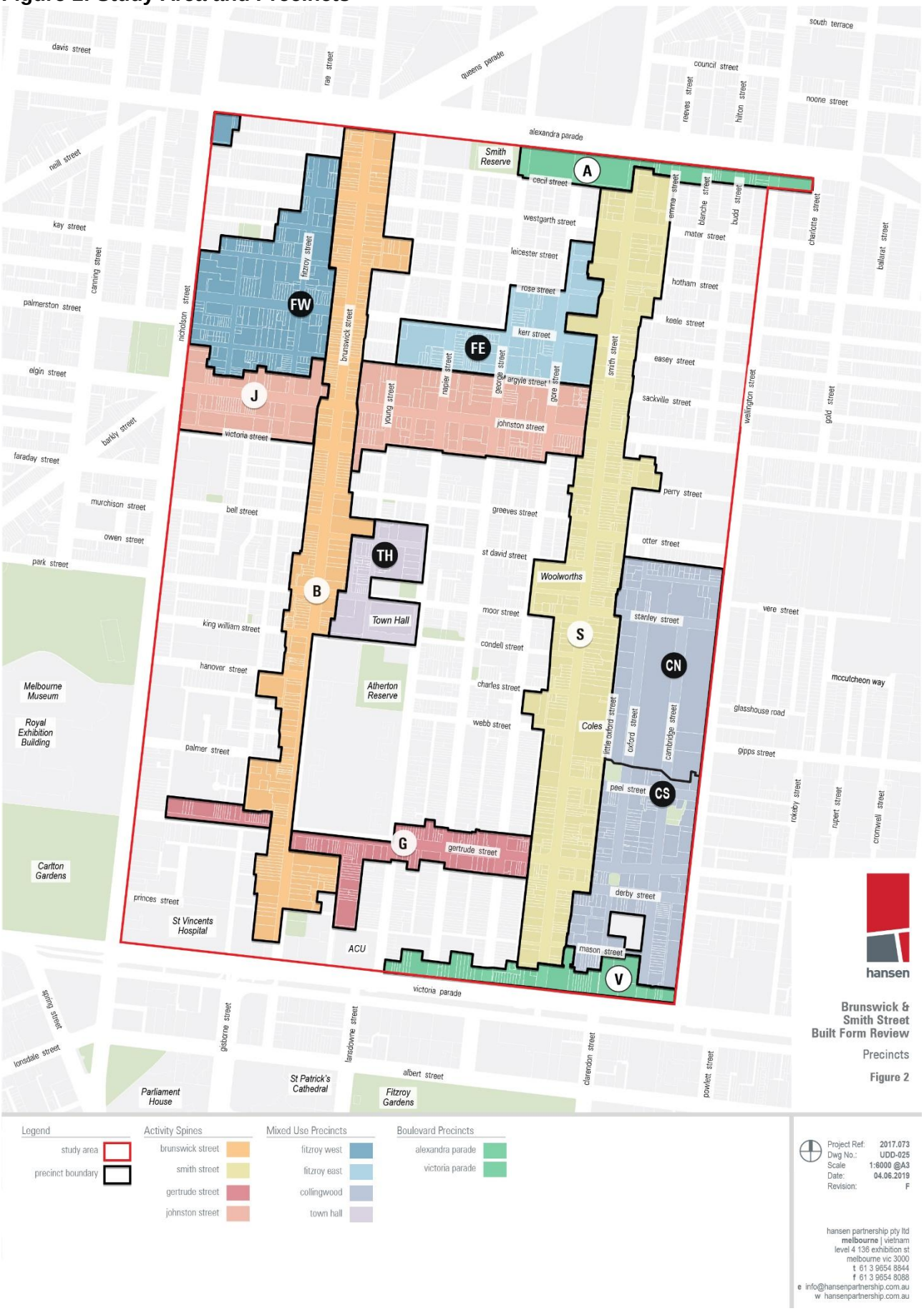
11. The study area encompasses the suburb of Fitzroy and the western portion of Collingwood. It is bound by Victoria Parade, Nicolson Street, Alexandra Parade and Wellington Street.

12. It is a diverse area consisting of the major retail spines of Brunswick and Smith Streets, the neighbourhood centre strips of Johnston and Gertrude Streets, with mixed use areas and low scale residential pockets sitting behind.

13. The built form review included land within a Mixed Use Zone and Commercial 1 Zone (see Figure 1).

14. The study area does not include the area to the east of Wellington Street (broadly known as the Gipps Street precinct).

Figure 1: Study Area and Precincts



Approach

15. The interconnected nature of the Fitzroy/Collingwood activity centres means they are unique when compared to other retail strips within inner Melbourne. A more holistic approach was taken to respond to the inter-relationship across the centres. This allowed the recognition of commonalities and the differences across the precinct areas.

16. Council officers have considered recent planning applications, panel recommendations and VCAT decisions in the development of built form provisions for the area.

17. The most recent Panel Report for Amendment C231 Queens Parade recommends that future development can be restricted depending on certain urban conditions and, importantly, if growth can be accommodated nearby to offset the restriction. In summary these conditions include:

    (a) highly intact and consistent heritage streetscape;

    (b) fine grain subdivision patterns / narrow allotments;

    (c) urban context leading to high visibility of potential upper level development; and that

    (d) higher levels of growth can be accommodated within the precinct or centre nearby.

18. The learnings have been applied to this work and resulted in a nuanced outcome, as outlined in this report.

19. The proposed built form provisions have been informed by comprehensive strategic work (see Figure 2 for an overview), which generally included:

    (a) overarching background documents were prepared analysing existing conditions, current built form, heritage fabric and traffic matters;

    (b) detailed 'Built Form Frameworks' and recommended provisions for specific precincts within the study area were prepared to provide specific context analysis, framework plans and built form control recommendations; and

    (c) officers then translated the recommendations from the five (5) individual Built Form Frameworks, heritage and traffic reports into nine schedules to the DDO. The schedules draw on character distinctions found in the Built Form Frameworks.

Brunswick and Smith Street Built Form Review – Background Analysis Report

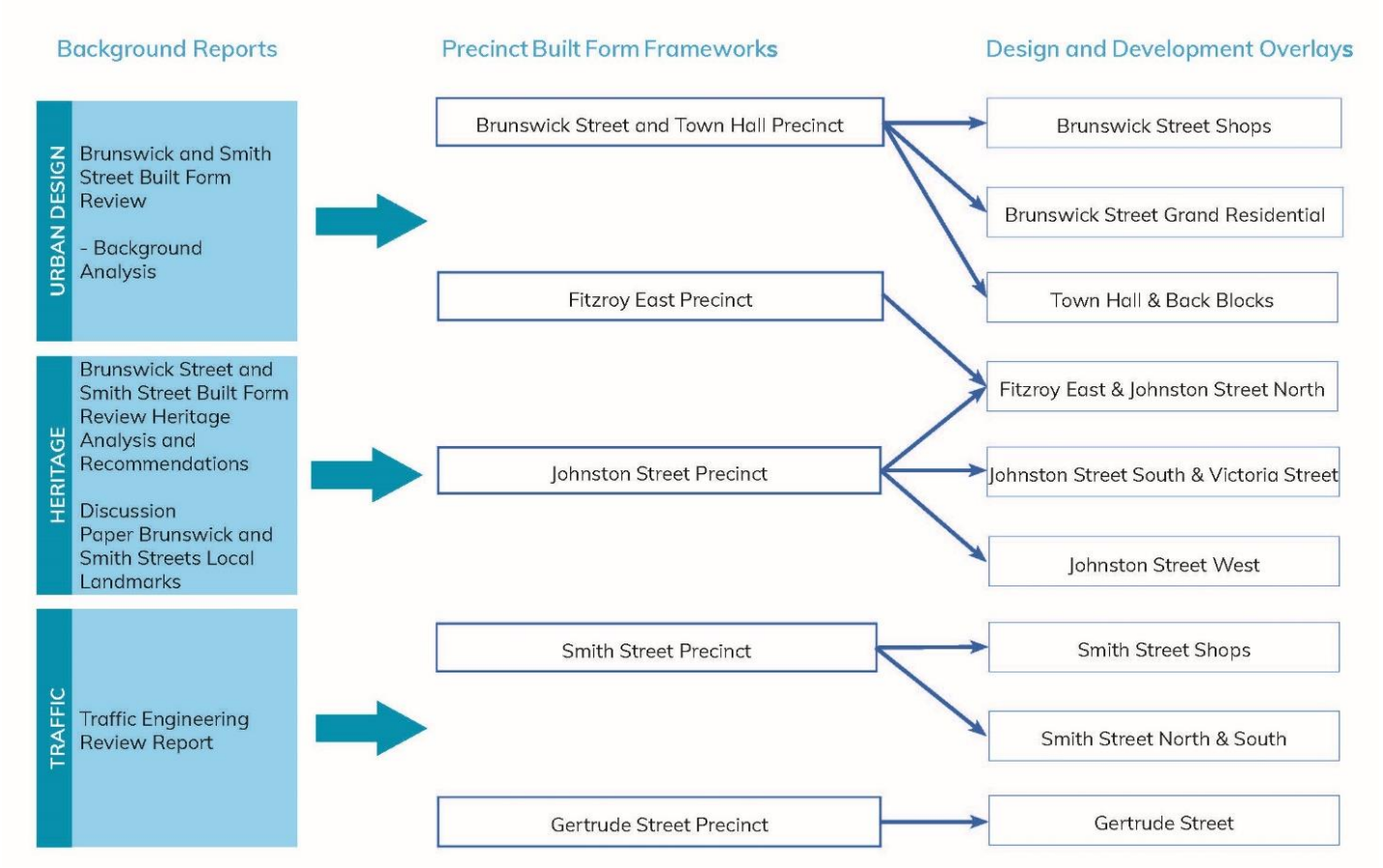
20. Hansen Partnership prepared the *Brunswick and Smith Street Built Form Review – Background Analysis Report* (see Attachment 1).

21. The *Background Analysis Report* provides a strong information basis on existing conditions across the entire study area. It reviews existing conditions and identifies the general direction of a preferred future built form character for each Built Form Framework Precinct.

22. The document considered a range of policy documents (planning zones, heritage, local/state policy), physical attributes (lot depths, road width, street wall heights, etc.), recent development trends and areas that have either experienced development pressure or that are subject to future change.

23. The *Background Analysis Report* assists Council in identifying appropriate ways to accommodate growth and change within the retail corridors and mixed use areas. A set of overarching principles was developed that generally guided the preparation of the subsequent Precinct Built Form Frameworks.

Figure 2: Fitzroy/Collingwood Activity Centres Built Form Work Overview



24. Based on the analysed conditions, the report identified ten (10) precincts within the study area. Developing built form provisions for these ten (10) precincts will be addressed in two stages:

Table 1: Built Form Provisions - Development Stages

Stage	Precinct
Stage 1 Precincts – completed, subject to prepared interim DDOs.	Brunswick Street Precinct (**B**) Town Hall Precinct (**TH**) Fitzroy East Precinct (**FE**) Gertrude Street Precinct (**G**) Johnston Street - west of Smith Street (**J**) Smith Street (**S**)
Stage 2 Precincts – subject to further work.	Alexandra Parade (**A**) – partially completed Victoria Parade (**V**) Collingwood Mixed Use (North) (**C**) Fitzroy West (**FW**) – Further investigation into the zoning is required before progressing.

25. Further detailed built form analysis and DDOs have been progressed for the Stage 1 precincts. For the remainder of the precincts, further strategic work is required. These precincts are discussed later in the report.

Heritage Advice

26. GJM Heritage were engaged to provide heritage advice to inform the Built Form Reviews and has prepared the following reports to assist officers in preparing built form provisions for the area:

    (a) *Brunswick Street and Smith Street Built Form Review – Heritage Assessments* (see Attachment 2)*;*

    (b) *Brunswick Street and Smith Street Built Form Review – Heritage Analysis and Recommendations* (see Attachment 3)*; and*

    (c) *Gertrude Street Built Form Review – Heritage Analysis and Recommendations* (see Attachment 4)*.*

27. The *Brunswick Street and Smith Street Built Form Review – Heritage Assessments* analysed errors, omissions and inconsistencies in the heritage overlays of the study area, including grading and mapping errors. It provides a basis for the detailed precinct reviews.

28. The report includes a number of other recommendations (such as changes to grading and zones) that should be advanced as part of a broader amendment implementing the permanent provisions for the area.

29. The above reports have informed the recommendations for future built form in the *Brunswick Street and Smith Street Built Form Review – Heritage Analysis and Recommendations* and in the *Gertrude Street Built Form Review – Heritage Analysis and Recommendations* and Hansen's subsequent Built Form Frameworks for each precinct in the study area. This combined work has had a strong influence on the proposed street wall heights, building setbacks and building heights in the proposed DDOs.

Traffic Advice

30. Traffix Group has prepared a *Traffic Engineering Assessment* (see Attachment 5) to inform the development of the DDOs. This assessment has focussed on identifying changes required to achieve safe and efficient vehicular and pedestrian access as the area is developed in accordance with the built form requirements.

Precinct Built Form Frameworks

31. Hansen Partnership, in association GJM Heritage Consultants, subsequently prepared five (5) Precinct Built Form Frameworks for the Stage 1 precincts (see Table 1).

32. The *Built Form Framework* for each precinct provides a detailed analysis and a thorough strategic basis for the recommended built form provisions. These reports provide the strategic justification and evidence (alongside other reports) needed to enable the Minister for Planning to consider a request to prepare and approve interim DDO schedules. They will provide the basis for the preparation of future structure plans for the activity centres and would be relied upon at any future Planning Panels considering a planning scheme amendment proposing permanent DDO schedules.

33. Namely, these reports are:

    (a) *Brunswick Street and Town Hall Built Form Framework 2019* (see Attachment 6);

    (b) *Smith Street Built Form Framework 2019* (see Attachment 7);

    (c) *Johnston Street Built Form Framework 2019* (see Attachment 8);

    (d) *Fitzroy East Built Form Framework 2019* (see Attachment 9); and

    (e) *Gertrude Street Built Form Framework 2019* (see Attachment 10)*.*

Precincts and Interim Design and Development Overlay Schedules

34. The recommended interim provisions (see Attachment 11 for all proposed interim DDOs) provide a balance between heritage/place character, sensitive residential interfaces and guiding change across the activity centres. Heritage matters have been considered in preparing the proposed interim DDO provisions. Built form provisions are proposed along the major activity centres of Smith and Brunswick Streets to protect their heritage character and that the majority of change is concentrated in a few areas only, spread between major and neighbourhood activity centres.

35. Most common are heights between 4 to 5 storeys along the Major activity centres of Brunswick and Smith Streets. In the Gertrude Street *Neighbourhood* Activity Centre heights are mostly 3 storeys, with some 4 storey areas. The north side of Johnston Street, the Fitzroy East mixed use area and the northern end of Smith Street are areas that would carry mid-rise development due to the larger allotments and/or lower consistency in heritage fabric.

36. Officers have translated the recommendations from the five (5) individual *Built Form Frameworks*, heritage and traffic reports into nine DDO schedules (see Figure 2).

37. Each DDO schedule has been tailored to address the unique built form typologies, heritage and character of that area.

38. The nine (9) DDO Precincts are outlined below in Table 2 and Figure 3:

Table 2: Proposed DDO Precinct Summary

DDO Name (Schedule)	*Comment*
Brunswick Street Shops (DDO29)	• The DDO precinct covers the Victorian retail shop fronts in the Commercial 1 Zone (C1Z) along Brunswick Street, between Gertrude Street and Alexandra Parade. • The area has a consistent heritage streetscape of high quality. There are some variations in street wall heights south of Johnston Street due to taller heritage buildings. • The lot sizes are generally narrow and relatively shallow (i.e. 30 metres or less) and have a fine grain subdivision and development pattern, with some larger lots south of Johnston Street west of the Artherton Gardens. • Recommended building heights are mostly between 4-5 storeys, with heights above 5 storeys being less common and on a few larger sites. The area with the highest level of heritage consistency and smaller lots is recommended low rise of up to 3 storeys.
Smith Street Shops (DDO30)	• The DDO precinct covers the Victorian retail shop fronts in the C1Z along Smith Street, between Derby Street and Kerr/Keele Streets. • The area has a consistent heritage streetscape of high quality. There are some variations in street wall heights south of Johnston Street due to taller heritage buildings (former department stores). • The lot sizes are generally narrow and relatively shallow (i.e. 30 metres or less) and have a fine grain subdivision and development pattern, with some large lots south of Johnston Street around the former department stores. • Recommended building heights are mostly of lower mid-rise between 4-5 storeys, with heights above 5 storeys being less

	common and on larger sites. • Very few sites within this precinct are above 6 storeys and generally on large sites (i.e. Woolworths).
Gertrude Street (DDO31)	• The DDO precinct covers the Victorian retail shop fronts in the C1Z between Brunswick Street and Smith Street. • It excludes land currently affected by DDO8 (subject to review of the World Heritage Site Environs of the Royal Exhibition Building). • The area has a consistent heritage streetscape of high quality, with few taller forms east of Napier Street (south side of Gertrude Street). • The lot sizes are generally narrow and vary considerably in depth. • Recommended building heights are mostly low rise of 3, partially 4 storeys where visibility can be minimised due to the deep allotments and higher heritage street walls.
Johnston Street West (DDO32)	• The DDO precinct covers the C1Z land west of Brunswick Street up to Nicholson Street and includes some land fronting Nicholson Street. • The C1Z land fronting Johnston Street has a varied heritage streetscape, which is more consistent and lower on the south side than the north. • Lot sizes vary quite considerably within this smaller precinct, with some being narrow and others with wide frontages. • Recommended building heights on the south side are between 5-6 storeys, with heights on the north side reaching a maximum of 8 storeys due to larger lots and less heritage context.
Brunswick Street – Grand Residential (DDO33)	• The DDO precinct covers the Victorian residential terraces in the Mixed Use Zone (MUZ) towards Brunswick Street, between Gertrude Street and Victoria Parade and the varied streetscape and built form on the east side of Brunswick Street. • There are several Victorian buildings listed in the Victorian Heritage Register. • The area has a very consistent, high quality residential heritage streetscape on the west side and is varied on the east, made up of residential terraces, shop fronts and modern institutional buildings. • The lot sizes vary greatly in frontage and depth. • Recommended building heights are mostly low rise of 4 storeys to limit visibility above the significant heritage context that is more open due to front setbacks.
Town Hall and Back Blocks (DDO34)	• The area between Napier and Brunswick Streets is comprised of a mix of industrial warehouse, residential and institutional character and buildings. • The heritage consistency across the precinct varies. Lot sizes

	are inconsistent also. • Important are views to the clock tower of the Fitzroy Town Hall building from the intersection of Young Street and Moor Street. • Recommended building heights are generally low rise of 4 storeys.
Johnston Street South and Victoria Street (DDO35)	• The south side of Johnston Street between Brunswick and Smith Street and the north side of Victoria Street is generally comprised of a mixed heritage industrial warehouse and residential character. • Lot sizes vary greatly due to the street network and mix of historic properties which also creates a varied heritage streetscape. • Recommended building heights are generally of lower mid-rise and relatively evenly spread between 3, 4, 5 and 6 storeys, location depending on lot sizes and heritage context.
Johnston Street North and Fitzroy East (DDO36)	• The north side of Johnston Street between Brunswick and Smith Streets mainly consists of modern commercial buildings with a higher street wall and limited heritage fabric. The mixed industrial heritage warehouse and Victorian residential character in the Fitzroy East Mixed Use Zone provides for a varied streetscape. The area has experienced recent development. • Sites in this precinct are generally larger and often have more than one street frontage in a fine grain street network. • Recommended building heights along the north side of Johnston Street are generally of mid-rise and between 7 to 9 storeys in the C1Z. • Recommended building heights in the Fitzroy East MUZ area range relatively evenly between 3, 4, 6 and 8 storeys. Recommended building heights generally transition down towards existing residential areas.
Smith Street North and South (DDO37)	• North of Kerr and Keele Streets and south of Mason Street, Smith Street generally consists of industrial heritage warehouses and modern commercial buildings on larger lots with some Victorian heritage shopfronts on smaller lots. • The precinct also include the mixed use zone properties fronting Emma Street. • Recent development of 7, 8 and 10 storeys has occurred in this precinct. • North of Westgarth and Hotham Streets there are fewer significant heritage buildings influencing the future built form outcomes. • Recommended building heights for properties towards Smith Street are generally of mid-rise character and between 7 to 8 storeys. • Recommended building heights for properties towards Emma Street are generally of lower mid-rise character and 5 storeys.

Figure 3: Interim Design and Development Overlay Area Map

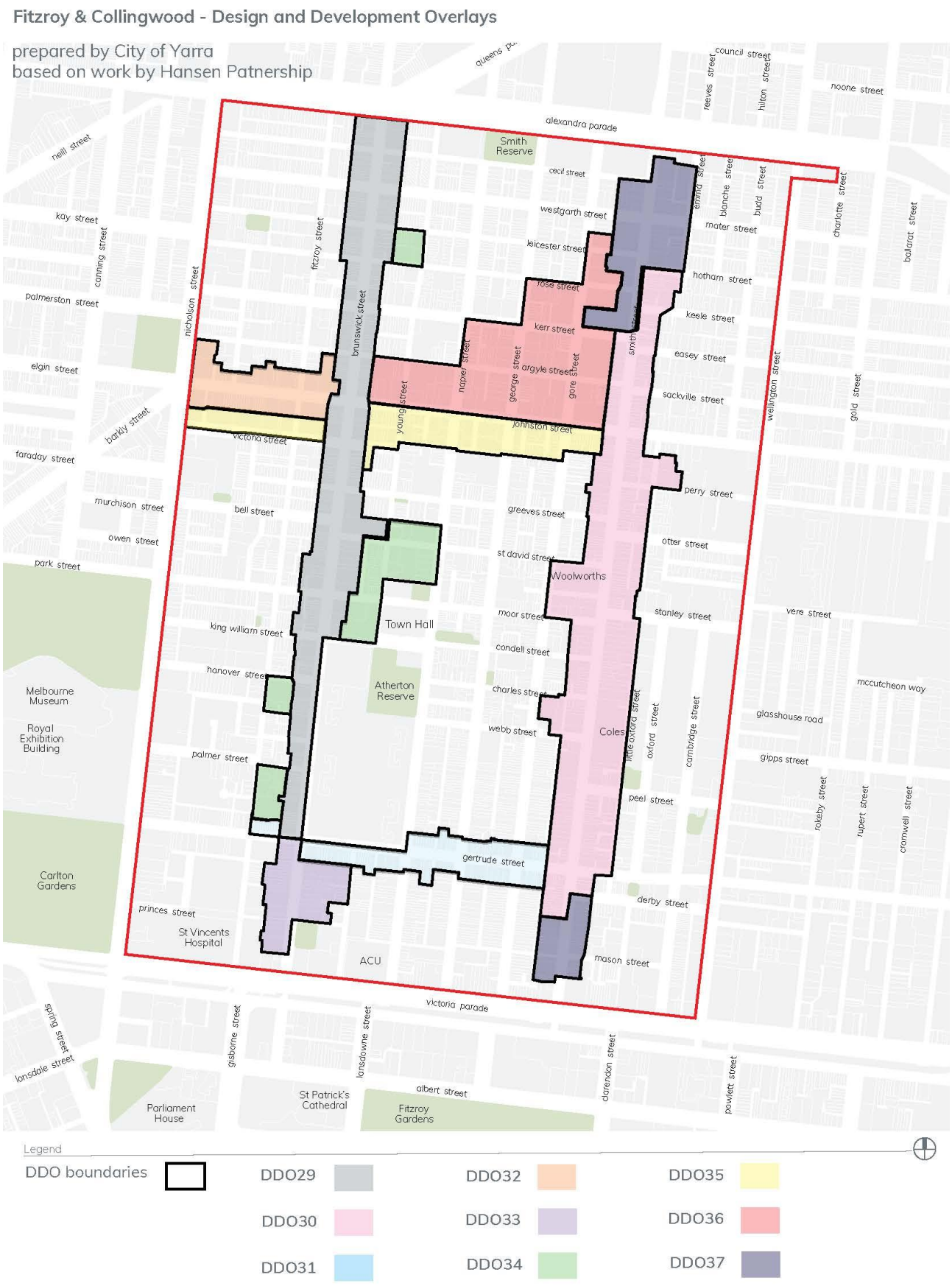
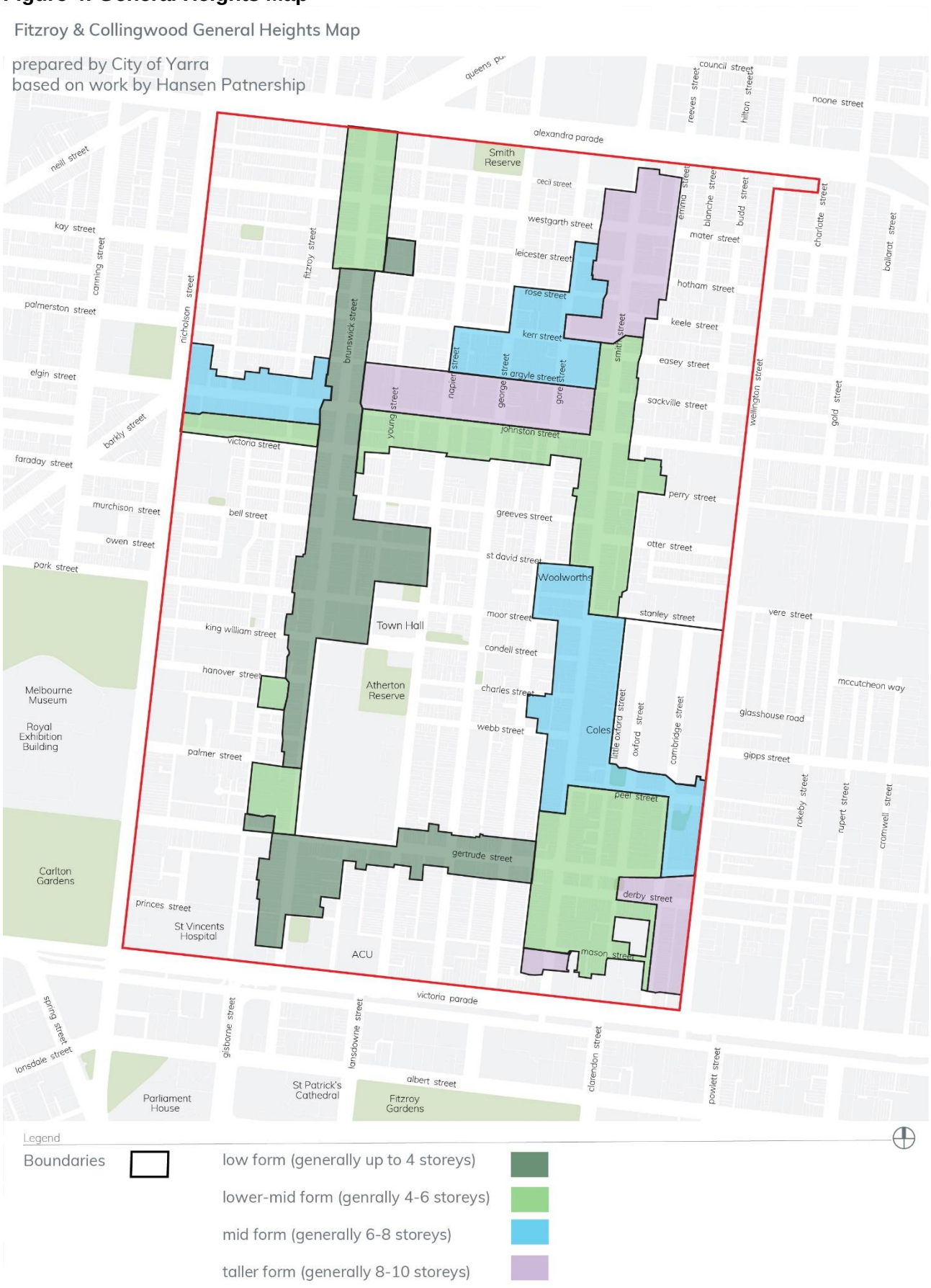


Figure 4: General Heights Map



39. The recommended provisions and requirements are the result of substantial testing of different options using 3D-modelling and cross sections, and a review of built and recently approved developments.

40. The content of the schedules to the DDO have considered and been guided by the key directions from Amendments C220 (Johnston Street East) and C231 (Queens Parade).

Gertrude Street DDO Boundary

41. The DDO boundary for the proposed *Gertrude Street (DDO31)* has been amended to not include the western end of Gertrude Street and Young Street south of Gertrude Street.

42. While included in the analysis the properties along Young Street, south of Gertrude Street, are predominantly residential terraces covered by the heritage overlay. Considering this the analysis has questioned the suitability of the current zone and whether the Neighbourhood Residential Zone would be more appropriate. This will be considered in a future zoning investigation.

43. Properties at the southern end of Young Street are part of the Australian Catholic University and are already covered by a Development Plan Overlay.

44. The western end of Gertrude Street is already affected by DDO8 which seeks to manages development in the Royal Exhibition Building Environs area and protect views to the building. It is not recommended to apply the DDO to this area as the current Planning Scheme provisions are being reviewed by Heritage Victoria. The built form work that has been undertaken by Council should be forwarded to Heritage Victoria to assist them in their review.

General Built Form Design Provisions

45. The DDO schedules provide guidance on building heights, street wall heights, upper level setbacks, front setbacks, rear setbacks, the setbacks between buildings and access and movement.

46. The key elements of all DDO Schedules for the Fitzroy/Collingwood Activity centres are summarised below in Table 3. More precinct-specific differences are mentioned in Table 4.

Table 3: Proposed General Built Form Requirements

Built Form Requirements	Description of proposed elements
Street wall	• Retain the existing heritage street walls along streets. • Infill development must match the height of abutting heritage buildings to achieve a consistent heritage street wall, which is generally 2-3 storeys or 8-11 metres, depending on the heritage parapet height. • New development would “turn a corner” and apply the same street wall height for a minimum of 8 metres to the side street. • Mandatory controls have been applied to areas with consistent heritage streetscapes to ensure this significant element of the street is retained. These are proposed for all areas excluding *Smith Street North and South (DDO37)* and *Johnston Street and Fitzroy East (DDO36).* • Areas where there is limited heritage consistency, a new street wall would be created. This is occurs in *Smith Street North and South (DDO37)* and *Johnston Street and Fitzroy East (DDO36).*

Built Form Requirements	Description of proposed elements
Upper Level Setbacks	• The recommended upper level setbacks to ensure that the heritage streetscape remains a prominent and defining element of the Fitzroy/Collingwood retail areas. • Upper levels would be recessive and should avoid a stepped form. Certain heritage forms may require a greater setback, depending on the individual heritage building and proposed development. • In areas with consistent heritage character a mandatory 8m setback is proposed. The areas include: – The DDOs affecting the retail streets of Gertrude Street, Brunswick Street and Smith Street. – Buildings within the HO in *Smith Street North and South (DDO37)*. Buildings not in the HO have discretionary (preferred) height provisions. • Along Johnston Street a 6m upper level setback is proposed to align with the setbacks set out in Johnston Street East (Amendment C220). – Mandatory controls are proposed for *Johnston Street West (DDO32)* and *Johnston Street South and Victoria Street (DDO35).* – Discretionary provisions are proposed for *Johnston Street North and Fitzroy East (DDO36)*. • Discretionary upper level setbacks of 6m apply towards all side streets.
Overall Building Heights	• The heights have been determined through an analysis of heritage values, lot depths, rear interface conditions and other built form elements (see Figure 4 and Attachments 1 to 9). • Mandatory controls are proposed in all DDO schedules excluding *Smith Street North and South (DDO37)* and *Johnston Street and Fitzroy East (DDO36).* • Mandatory controls are applied where there are consistent heritage streetscapes and to reduce the visual impact of new development and better respect the heritage significance of the building. • For areas with less heritage significance and consistency there is an opportunity for a new mid-rise form with discretionary height provisions. • *Smith Street North and South (DDO37)* and *Johnston Street and Fitzroy East (DDO36)* Schedules include a set of criteria that a development would need to comply with to exceed the preferred height limit. New development would need to achieve: – increased separation distances; – higher ESD standards; – increased private and communal open space; – housing diversity; and – no additional amenity impacts to residentially zoned properties.

Built Form Requirements	Description of proposed elements
Rear Interface Heights and Setbacks	• DDOs address residential interfaces through boundary wall heights and building setbacks at the rear. • Rear interface heights are determined by the adjacent zone and whether a laneway separates the properties from the proposed DDO area. These heights are discretionary to accommodate the variety of conditions on adjacent and development sites. • A maximum 8m height is proposed for sites abutting properties in the Neighbourhood Residential Zone (NRZ) and General Residential Zone (GRZ) where there is no lane with 11m (3 storeys) proposed to abut land with a laneway or in the MUZ. • The assessment of visual bulk and potential overshadowing would also assist in determining the appropriate boundary wall height. • A mandatory 45 degree setback envelope for upper levels above the rear interface height is proposed. This is to ensure that development provides an appropriate transition to the lower scaled development in adjacent residential zones.
Overshadowing and daylight	• The DDO schedules have a range of provisions that would manage overshadowing and daylight access to public land and sensitive residential land. • Mandatory overshadowing controls for the opposite footpaths and kerb outstands between 10am and 2pm at the equinox are proposed for main streets and wider side streets (over 14m). • The protection of sunlight to these locations is considered important to retain quality public spaces and a sense of openness as change occurs. • Discretionary overshadowing and daylight access provisions are proposed to: – meet overshadowing provisions of Clause 55.4-5 for residential land outside of the overlay; – limit overshadowing as per Clause 55.4-5 for residential land within the overlay; – ensure adequate daylight access to habitable room windows. In these locations more flexibility is considered appropriate to account for either different heights in the heritage fabric, topography changes and differing conditions on adjacent land.
Building Layout	• The retention of commercial activity is integral to the vibrancy of these centres. • The schedules require new development in C1Z areas to design the first two floors to allow for commercial uses. • In MUZ areas it is required to design the ground floor to be suitable for commercial uses and it is encouraged to design the first floor to be suitable for commercial activity.

Built Form Requirements	Description of proposed elements
Common boundary and side setbacks at upper levels	• To reduce the need for screening, allow for daylight access and create views to blue sky between taller buildings when viewed from the street, minimum setbacks are proposed at upper levels between buildings: – 4.5m to a balcony or living room window; – 3m to a commercial or non-habitable window.
Heritage	• The schedules include heritage design requirements which address upper level setbacks, design of upper levels and façade design. • The proposed design requirements ensure that infill and upper level development respect the surrounding heritage and streetscape character. • They are included to guide decision-making for commercial and industrial buildings, at least until such time as the heritage policy in Clause 22.02 is amended to more comprehensively address industrial, commercial and retail places. • The heritage significance of precincts has been a key consideration in determining the proposed requirements to reduce the visibility of new development and retain the heritage character of streetscapes. • The proposed interim provisions support improved heritage outcomes. • Lower building heights are proposed for areas with high levels of heritage streetscape consistency, greater potential visibility of upper level development and shallower allotments. Activity centres must still demonstrate a capacity to accommodate future residential and commercial growth.

Precinct Specific

47. Table 4 below summarises more precinct specific provisions for each proposed DDO area. See Attachment 11 for all proposed interim DDOs.

Table 4: Proposed provisions - Summary Precinct Specific

DDO Schedule	***Street Wall***	***Upper Level Setback***	***Building Heights***	***Rear Boundary Wall Height***
1.Brunswick Street Shops	**Mandatory** Match adjoining heritage parapet height (generally 8-11m). See control map - Attachment 1.	**Mandatory** 8m above Brunswick Street street wall. **Discretionary** 6m to side street.	**Mandatory** Generally 4-5 storeys. Highly consistent heritage streetscape north of Johnston Street generally 3 storeys up to Rose Street. Areas towards Alexandra Parade and south of Johnston a mixture of mostly 4, some areas at 5 or 6 storeys. See control map - Attachment 1.	**Discretionary** See Table 3.
2.Smith Street Shops	**Mandatory** Match adjoining heritage parapet height (generally 8-11m). See control map - Attachment 2.	**Mandatory** 8m above Smith street wall. **Discretionary** 6m to side street.	**Mandatory** Generally 4-5 storeys with some exceptions. See control map - Attachment 2.	**Discretionary** See Table 3.
3.Gertrude Street	**Mandatory** Match adjoining heritage parapet height (generally 8-11m). See control map - Attachment 3.	**Mandatory** 8m above Gertrude street wall. **Discretionary** 6m to side street.	**Mandatory** Generally 3 storeys with minor exceptions where visibility is strongly limited. See control map - Attachment 3.	**Discretionary** See Table 3.
4.Johnston Street West	**Mandatory** Match adjoining heritage parapet height (generally 8-11m) on south side, new 4 storey street wall on north side (13.6m). See control map - Attachment 4.	**Mandatory** 6m above Johnston street wall. **Discretionary** 6m to side street.	**Mandatory** Generally 5-6 storeys on south side, 6-8 storeys on north side. See control map - Attachment 4.	**Discretionary** See Table 3.
5.Grand Residential – Brunswick Street South	**Mandatory** Match adjoining heritage parapet height (generally 8-11m). See control map - Attachment 5.	**Mandatory** West: Upper levels to be set behind heritage buildings. East: 8m Brunswick above Street Wall Side Streets: 8m to Gertrude St	**Mandatory** Generally 4 storeys. See control map - Attachment 5.	**Discretionary** See Table 3.

DDO Schedule	***Street Wall***	***Upper Level Setback***	***Building Heights***	***Rear Boundary Wall Height***
6.Fitzroy Town Hall and Back Blocks	**Mandatory** Mix of heritage and new 3 storey street wall (generally 8-11m). See control map - Attachment 6.	**Discretionary** 6m above main street wall frontage Upper levels to retain views to Fitzroy Town Hall.	**Mandatory** Generally 4 storeys with some exceptions. See control map - Attachment 6.	**Discretionary** See Table 3.
7.Johnston Street South and Victoria Street	**Mandatory** Match adjoining heritage parapet height (generally 8-11m). See control map - Attachment 7.	**Mandatory** 6m above Johnston and Victoria Streets street wall **Discretionary** 6m to side street.	**Mandatory** Generally 4-6 storeys with some exceptions. See control map - Attachment 7.	**Discretionary** See Table 3.
8.Johnston Street North and Fitzroy East	**Discretionary** Mix of heritage and new 4 storey street wall (generally 8-15m). See control map - Attachment 8.	**Discretionary** 6m above main frontage street wall. 6m above side street.	**Discretionary** Maximum of 9 storeys along Johnston Street and an even mix of 3, 4, 6 and 8 storeys within Fitzroy East. See control map - Attachment 8.	**Discretionary** See Table 3.
9.Smith Street North and South	**Discretionary** Mix of heritage and new 3 storey street wall (generally 8-11m). See control map - Attachment 9.	**Mandatory** 8m above Smith Street street wall to heritage building. **Discretionary** 8m above Smith street wall for infill building. 6m to side street	**Discretionary** Mix of 7 to 9 storeys. See control map - Attachment 9.	**Discretionary** See Table 3.

Mandatory Controls

48. A number of DDO schedules include mandatory controls which address building heights, setback and street wall height.

49. Guidance of the application of mandatory controls is provided in the State Government *Planning Practice Note 59 and 60*. Planning Practice Note 60 details that mandatory height and setback controls will only be considered in 'exceptional circumstances', where they are absolutely necessary to achieve the built form objectives or outcomes identified within a comprehensive built form analysis.

50. Council officers have considered the Planning Practice Notes in the application of mandatory controls. Specifically the Practice Note requires that mandatory controls be underpinned by comprehensive strategic work, are consistent with state policy, take into consideration recent development activity and provide capacity to accommodate growth. The extensive strategic work undertake in the reports attached to this report provide sufficient justification for the use of mandatory controls in the interim.

51. It is important to note that the application of mandatory controls has been carefully considered and applied selectively and are not proposed to apply across all precincts and/or to all requirements within a DDO.

Next Steps

Stage 1 - Request for Interim DDO Schedules

52. Subject to Council supporting the officer recommendations, the request will be submitted to the Minister for Planning.

53. It is proposed that the interim DDO schedules have an expiry of 2 years. This would provide for the preparation of a structure plan (or equivalent strategy) and for the preparation, exhibition and panel consideration of the permanent DDO schedule. If additional time is required, Council may request for an extension to the expiry date.

Stage 2 - Remaining Precincts within the Study Area

54. The *Brunswick and Smith Street Built Form Review – Background Analysis Report* has identified ten (10) precincts within the Commercial 1 Zone/Mixed Use Zone areas that require built form guidance. It is proposed that these precincts be addressed in two stages. The stage 2 precincts have not been included as part of the suite of DDO schedules being proposed for the following reasons:

    (a) Fitzroy West: Further analysis of the precinct has identified that the Mixed Use Zone which applies to some of the land may not be entirely appropriate. Further investigation into the zoning is required before a built form framework plan is prepared;

    (b) Collingwood North: There is currently an application to include additional buildings within this precinct in the Victoria Heritage Register which is yet to be assessed by Heritage Victoria. Given the delay in this assessment, the urban design reports for Collingwood North will be updated and work completed to consider interim provisions;

    (c) Victoria Parade: Recent, high profile developments in both Alexandra Parade and Victoria Parade will have a substantial effect on the built form on each precinct (the St Vincent Hospital/ACU sites). Further work is required to determine a preferred future character built form provisions; and

    (d) Alexandra Parade: Further work is required to determine a preferred future character built form provisions for the area between Brunswick Street and Hoddle Street.

55. Council would progress individual Built Form Framework for each of these four areas in 2020.

Structure Planning and Permanent Provisions

56. A condition for the application of interim provisions through an amendment under Section 8(1) b and 20(4) of the *Planning and Environment Act 1987* is that Council is required to undertake further strategic planning work to support the introduction of permanent provisions into the Yarra Planning Scheme.

57. In this regard, Council will be undertaking comprehensive strategic work and community consultation over 2020-2021 period.

External Consultation

58. Council's Heritage Advisory Committee has been briefed on the preparation of the interim DDOs and their general intent.

59. No formal external consultation has been undertaken to inform the draft interim DDO schedules and there would be no formal statutory opportunity for the community to submit on the draft interim DDO schedules before it is submitted to the Minister for Planning.

60. The community would be consulted as part of the preparation of the structure plan (or equivalent strategy) that is prepared for this area. A consultation plan would be prepared to guide that consultation.

61. In addition, the community would also have the opportunity to submit on the permanent DDO schedules as part of the full planning scheme amendment.

Internal Consultation (One Yarra)

62. The *Brunswick and Smith Street Built Form Review – Background Analysis Report*, various Precinct Built Form Frameworks and heritage reports have been prepared by consultants with input from Council's Urban Design, Strategic Planning and Statutory Planning teams.

63. Council's Senior Heritage Advisor had input into the urban design and heritage reports.

Financial Implications

64. The administrative fee to DELWP for requesting the Minister for Planning to introduce interim DDOs will be met within the existing budget.

Economic Implications

65. There are no economic implications for requesting the Minister for Planning to introduce interim DDOs to the areas outlined in this report.

Sustainability Implications

66. There are no sustainability implications for requesting the Minister for Planning to introduce interim DDOs to the areas outlined in this report.

Social Implications

67. There are no specific social implications for requesting the Minister for Planning to introduce interim DDOs to the areas outlined in this report beyond providing some increased certainty to the community around the future built form in the area outlined in this report.

Human Rights Implications

68. There are no known human rights implications for requesting the Minister for Planning to introduce interim DDOs to the areas outlined in this report.

Communications with CALD Communities Implications

69. Any future consultation on the structure plan (or equivalent strategy) for the Fitzroy/Collingwood activity centres and the exhibition of the permanent DDO schedules would involve consultation in accordance with the *Planning and Environment Act 1987* and also Council's consultation policies.

Council Plan, Strategy and Policy Implications

70. The request to introduce interim DDO schedules for the Fitzroy/Collingwood activity centres supports the following strategies in the Council Plan:

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

    (b) 4.3 Plan, promote and provide built form and open space that is accessible to all ages and abilities.

Legal Implications

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

Options

72. Officers are recommending that Council seek approval of interim planning provisions by the Minister for Planning as outlined in the report and attachments as the most expeditious approach to provide improved planning provisions and certainty whilst further strategic planning work is undertaken.

Conclusion

73. The *Brunswick and Smith Street Built Form Review* and *Detailed Precinct Review and Built Form Frameworks* has been prepared which provides built form recommendations for the future development in the Fitzroy/Collingwood Activity centres. The reports' recommendations balance the need to accommodate growth and development in activity centres with the strong heritage values that are present throughout, while also considering the impacts to the sensitive residential areas behind.

74. The introduction of interim provisions as detailed in the nine DDO schedules into the Yarra Planning Scheme under Section 8(1) b and Section 20(4) of the *Planning and Environment Act 1987* would improve planning provisions across centres and provide greater planning certainty.

75. Whilst no formal community consultation has been undertaken on the draft interim DDO schedules, the preparation of a structure plan (or equivalent strategy) for the Fitzroy/Collingwood study area would provide an opportunity for the community to inform the content of future permanent DDO schedules. The community would also have an opportunity to submit on the formal exhibition process to introduce the permanent DDO schedules into the planning scheme. This opportunity would occur following the completion of the structure plan or equivalent strategy.

RECOMMENDATION

1. That Council:
   (a) note the officer report on the planning for the Fitzroy/Collingwood Activity centres and request for the Minister for Planning for interim DDO schedules;
   (b) note the preparation of the draft Brunswick and Smith Street Built Form Review – Background Analysis Report, individual Precinct Review reports and supporting heritage analysis and recommendations prepared by Hansen Partnerships and GJM Heritage as in Attachments 1 to 10;
   (c) note the background analysis, built form frameworks and supporting heritage and transport reports as outlined in Attachments 1 to 10 and endorse them as a basis of seeking interim Planning Scheme provisions, and
   (d) endorse the interim Design and Development Overlay Schedules as outlined in Attachment 11.
2. That Council request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the Planning and Environment Act to introduce DDO schedules on an interim basis for the Fitzroy/Collingwood Activity centres, with required amendment documentation as in Attachment 12.
3. That Council authorise the CEO to make any minor adjustments required to meet the intent of the above resolutions.
4. That Council note a further report will be presented to Council in 2020 to request interim built form provisions for the stage 2 remaining precincts following further strategic work.

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TITLE: **Strategic Planner**
TEL: **9205 5075**

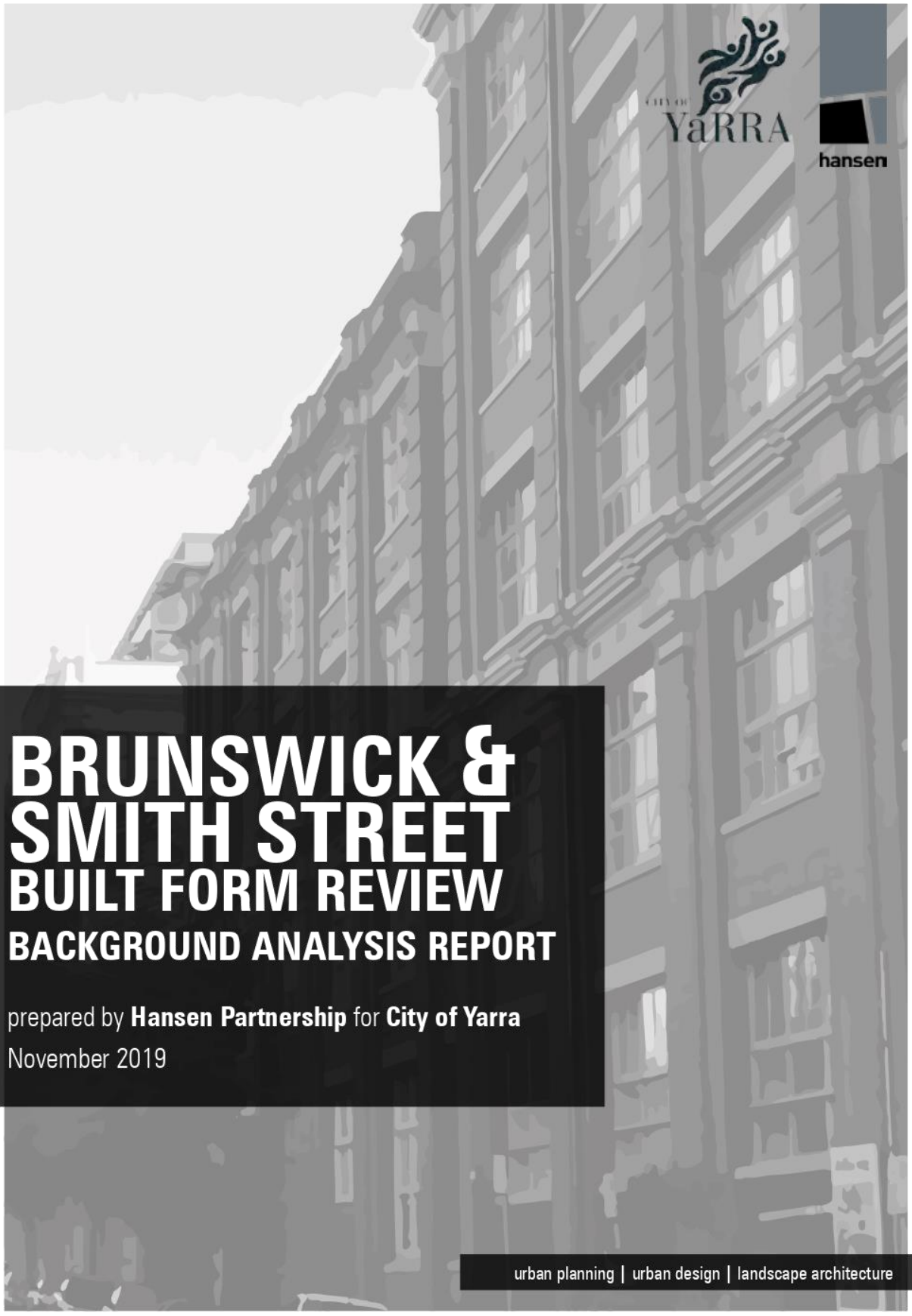
Attachments

1 Attachment 1 - Background Analysis Report
2 Attachment 2 - Heritage Assessments
3 Attachment 3 - Brunswick-Smith St Heritage Built Form Review
4 Attachment 4 - Gertrude St Heritage Built Form Review
5 Attachment 5 - Brunswick Street Built Form Framework
6 Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres
7 Attachment 7 - Smith Street Built Form Framework
8 Attachment 8 - Johnston Street Built Form Framework
9 Attachment 9 - Fitzroy East Built Form Framework
10 Attachment 10 - Gertrude Street Built Form Framework
11 Attachment 11 - Fitzroy Design and Development Overlays
12 Attachment 12 - Amendment Documents

Attachment 1 - Attachment 1 - Background Analysis Report



Version	A	B	
Issue Date	08/02/2019	22/11/2019	


City of YaRRA
hansen
BRUNSWICK & SMITH STREET
BUILT FORM REVIEW
BACKGROUND ANALYSIS REPORT
prepared by Hansen Partnership for City of Yarra
November 2019
urban planning | urban design | landscape architecture

Attachment 1 - Attachment 1 - Background Analysis Report

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1.0 Introduction

The following background report has been prepared for the City of Yarra to provide extensive and overarching urban design analysis and strategic planning context for the entire Brunswick Street and Smith Street study area.

The report has been prepared by Hansen Partnership (Urban Design) with the support of City of Yarra's internal working group that included Urban Design, Strategic Planning and Statutory Planning officers. It incorporates input from GJM Heritage to ensure the heritage values and significance are considered in formation of future controls. Inputs have also been provided by Traffix Group to understand the access and movement requirements, particularly from rear laneways. Recommendations from review of Yarra Landmarks Policy prepared by Ethos Urban were considered to understand retention of key views to landmark buildings.

The overall study area was defined by Council at the outset of the project and is shown in Figure 1.

The report provides a comprehensive 'stocktake' of the existing conditions and based on this identifies areas likely to experience development pressure and areas of potential change. This base information will be further synthesized to form 'foundation' information for each precinct. The report sets out clear vision, principles and factors influencing the formation of future precincts and built form recommendations.

The report also defines and divides the large study area in individual precincts. These precincts classify the different spatial components across the broader area into primarily the 'traditional' retail corridors or the diverse mixed use areas. The report provides key directions to define the future character of all precincts.

This report should ultimately be read in conjunction with the associated, more detailed individual precinct reports. It is noted that subject to subsequent and more detailed consideration that there may be some inconsistencies between this overall background work and later precinct work. In such an instance to more recent work should prevail.

KEY FINDINGS

- The focus of north-south and east west activity spines.
- Confined sphere along those corridors.
- Comprises fine to medium grain subdivision patterns.

1.1 Purpose

The overarching purpose of this project is to provide a built form framework for the Brunswick Street-Smith Street precinct and adjoining mixed use areas that will ensure the value of these streets and surrounds are protected from inappropriate development. The framework aims to provide directions to find acceptable ways to accommodate growth and change within the corridors and mixed use areas of Collingwood and Fitzroy. This is to be achieved by undertaking rigorous analysis of the urban environment to underpin directions for urban management and subsequent built form controls.

This built form review work, will inform future Council lead strategic planning work for these Activity Centres.

1.2 Study Area

The study area compasses the entire suburb of Fitzroy and the western portion of Collingwood. It is bounded by Victoria Parade to the south and Alexandra Parade in the north, and Nicholson Street to the west and Wellington Street to the east.

The study area is centred along the two Major Activity Centres which extend along both Brunswick and Smith Streets. This includes Johnston Street (west of Smith Street) which forms part of the network of the two major activity centres. The study area also contains the Neighbourhood Activity Centre area along Gertrude and the adjoining mixed use areas.

The study area is approximately 175.5ha in size and is approximately the same size as the Melbourne CBD (Hoddle Grid).

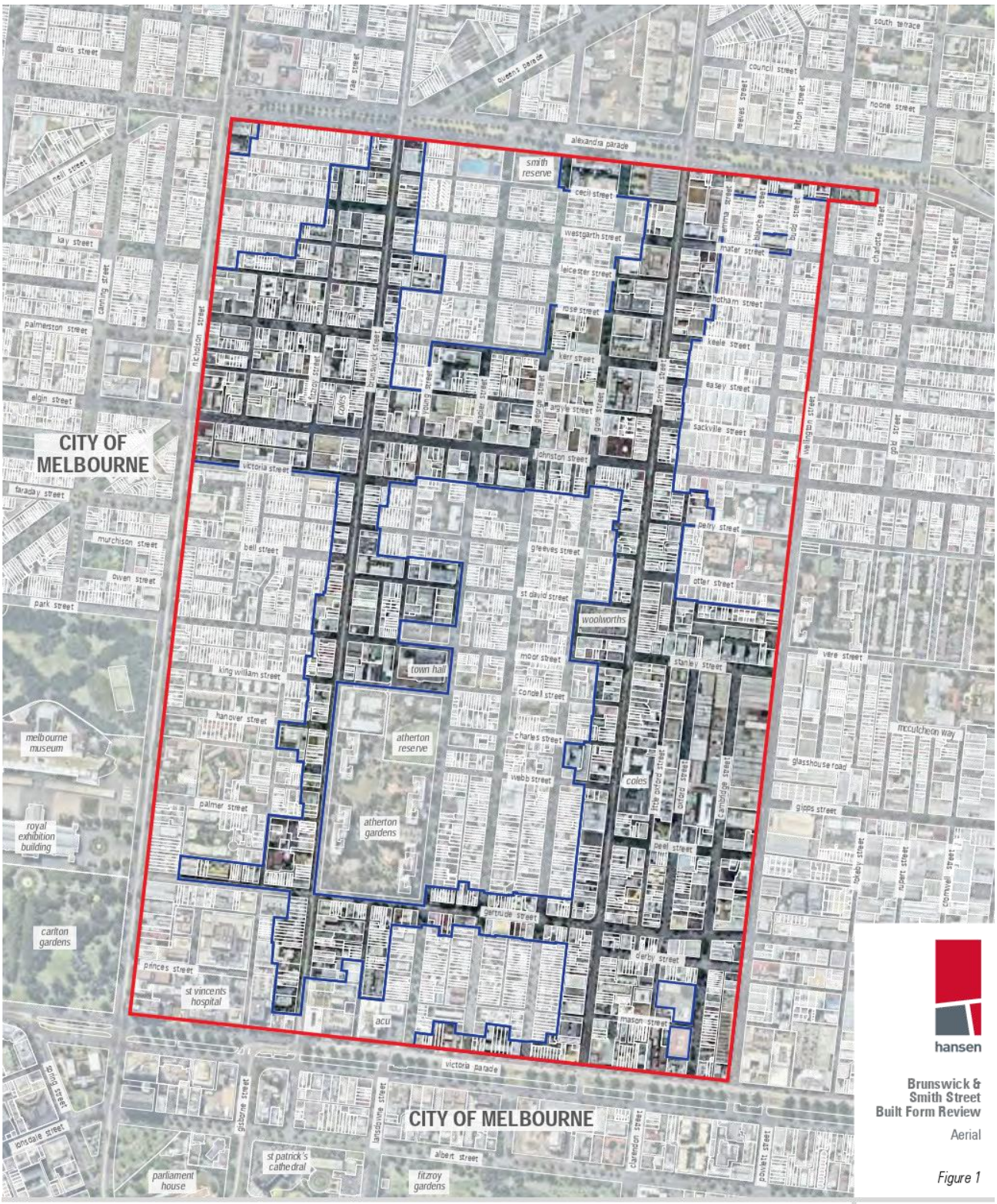
The built form review boundary is defined by the Commercial and Mixed Use Zones and therefore comprises the properties within the following zones:

- Commercial 1 Zone (C1Z);
- Commercial 2 Zone (C2Z); and
- Mixed Use Zone (MUZ).

The predominantly residential parts of the study area are excluded from the review area. These areas are already zoned residential, being predominantly either General Residential Zone - Schedule 2 (GRZ2) or Neighbourhood Residential Zone - Schedule 1 (NRZ1), which both restrict development to a mandatory maximum height of 9m. There are also a few properties zoned either General Residential Zone - Schedule 3 (GRZ3) and General Residential Zone – Schedule 4 (GRZ4), which limit development to a mandatory maximum heights of 11m and 11.5 respectively.

The review area also excludes the Health and Education Precinct around St Vincent's Hospital and ACU along Victoria Parade and the Easey Street employment precinct on north of Johnston Street.

Attachment 1 - Attachment 1 - Background Analysis Report



1.3 Strategic Context

Fitzroy and Collingwood are one of the oldest suburbs in Melbourne and have special significance in Yarra's context and a much wider catchment beyond. The proximity to the Melbourne CBD and other parts of inner Melbourne, including good access to public transport makes these areas attractive for residents, businesses and visitors. It attracts people from all over Victoria for its unique and vibrant atmosphere created by people, range of shops, artistic and cultural offers, a popular night-time economy offering good quality restaurants, bars and pubs with live music. The abundance of options available within the study area makes it a vibrant place while retaining a strong local community vibe.

Smith Street and Brunswick Street (and the intervening sections of Gertrude and Johnston Streets) form a networked activity core. The retail strips comprise fine-grained urban structure, highly intact heritage streetscapes and heritage places that contribute to Yarra's identity and the story of Melbourne. Gertrude Street is also considered one of the most historically significant Aboriginal areas in urban Victoria. Johnston Street presents an important east west connection that links the municipalities of Melbourne and Boroondara and has an emerging retail and employment role. Alexandra Parade and Victoria Parade are key routes connecting other municipalities to Yarra and further to Melbourne and accommodates an important employment hub. In particular, the St Vincent's Hospital and Australian Catholic University along Victoria Parade is of state significance and spans within City of Melbourne.

The mixed use areas behind the retail strips provide a mix of commercial, retail, light manufacturing and residential uses which add to the diverse character of the suburbs and contributes further in making the area a network of activities. It comprises the industrial history of Melbourne with MacRobertson and Foy and Gibson complexes.

The area is predominantly characterised by a dense inner city urban fabric and consequently there is a notable absence of public spaces for recreational use. The streets are important public spaces, where much of the social interaction takes place. The footpaths serve a range of functions, including shopping and dining, walking, commuters waiting to catch trams and access to kerbside parking. All of these functions further contribute to the vibrancy of Brunswick Street, Smith Street and Gertrude Street.

The linear activity centres of Brunswick Street and Smith Street, as well as the former industrial areas of Fitzroy and Collingwood are experiencing increased development pressure, due to their proximity to the CBD, public transport and prevailing State Policy which encourages consolidation and intensification of inner urban areas. The challenge in planning for growth has been the need to accommodate new development that is sensitive to the heritage significance and the surrounding residential areas. Presently, there is limited guidance within the Planning Scheme which informs built form heights, setbacks, massing arrangements and design requirements.

1.4 Landmarks and Tall Structure

The City of Yarra places great importance on its landmarks and tall structures and the Municipal Strategic Statement (MSS), which is reinforced by Local Policies (Clause 21.05 and 22.13), seeks to retain its prominence and key visual links. In the context of the study area, the following landmarks and tall structures are identified:

- Fitzroy Town Hall (within study area);
- St Marks Church (within study area);
- Hungarian Reformed Church spire;
- Croatian Catholic Church spire;
- Alexandra Parade shot tower;
- St Patricks Cathedral (within City of Melbourne); and
- Royal Exhibition Building (within City of Melbourne).



Fitzroy Town Hall on George Street

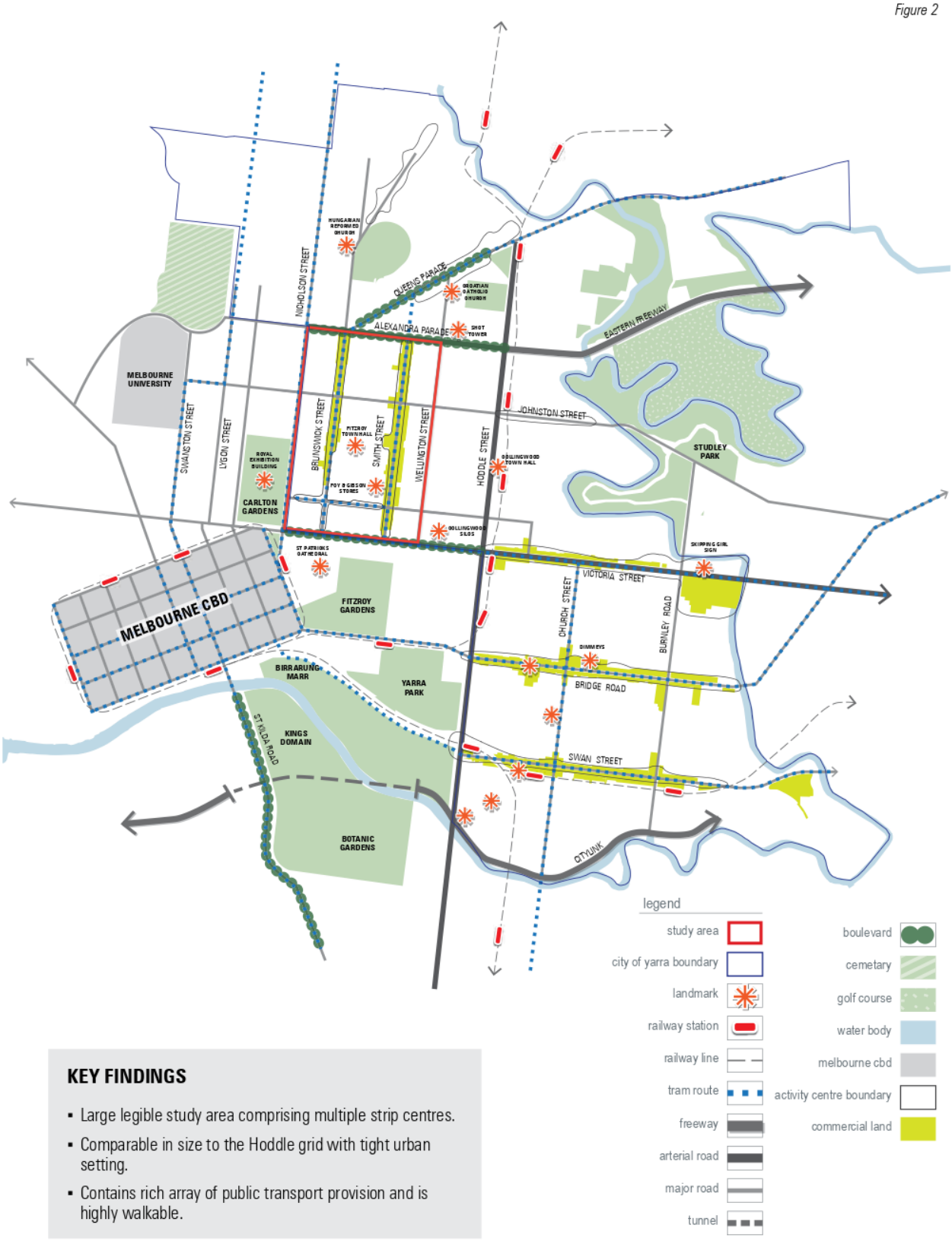


Brunswick Street, looking south towards St. Patricks Cathedral



Royal Exhibition Building

Figure 2



KEY FINDINGS

- Large legible study area comprising multiple strip centres.
- Comparable in size to the Hoddle grid with tight urban setting.
- Contains rich array of public transport provision and is highly walkable.

2.0 Planning Policy Context

This section reviews the relevant State and Local Planning Policies that influence existing and future built form outcomes within the Study Area. This section should be read in conjunction with Appendix A: Relevant Planning Framework.

The following Documents are referred to and form part of the broader Policy Context:

- Planning Policy Framework (PPF) (refer to Appendix A);
- Urban Design Guidelines for Victoria;
- Urban Design Charter;
- Practice Note No.60 Height and Setback Controls for Activity Centre;
- Practice Note No.59 – The Role of Mandatory Provisions in Planning Schemes;
- City of Yarra Urban Design Strategy;
- City of Yarra Housing Strategy;
- Review and Development of the City of Yarra Landmarks Policy;
- Amendment C231 - Queens Parade;
- Amendment C220 - Johnston Street; and
- Amendment C140 – Smith Street.

2.1 Zones

Commercial 1 Zone (C1Z)

The C1Z applies to properties which primarily abuts the main streets of Brunswick, Smith Gertrude and Johnston Streets, as well as the eastern portion of properties along the northern side of Victoria Parade. This provision reflects the generally fine grain commercial and retail function and character of these streets in addition, the C1Z supports the role of Activity Centres by encouraging vibrant mix of commercial centres for retail, office, business, entertainment and community uses. It also supports provision of residential uses at densities complementary to role and scale of centre.

Commercial 2 Zone (C2Z)

The C2Z is applied to more discrete pockets of land or larger individual properties with prominent main street positions to the edges of the study area, north of Johnston Street. It also applies to two properties on the corner of Nicholson Street and Alexandra Parade, a strip of properties which front Nicholson Street (between Johnston Street and Kerr Street) and large parcels to either side of Gore Street, which front Alexandra Parade.

The largest pocket is centred around Easey Street in an area bounded by Johnston Street to the south, Wellington Street to the east, Hotham and Keele Streets to the north and the rear of properties which line the eastern side of Smith Street, to the west. However, this is not included within the built form review area as it is covered by JSLAP and is an important employment precinct which needs special strategic consideration. The recommendations from JSLAP and interface with Easey Street pocket should be taken into consideration for built form recommendation.

Mixed Use Zone (MUZ)

The MUZ applies to numerous larger pockets of land scattered throughout the study area and generally reflect the areas manufacturing heritage. MUZ supports provision of residential, commercial, industrial uses that respond to the existing or preferred neighbourhood character of the area.'

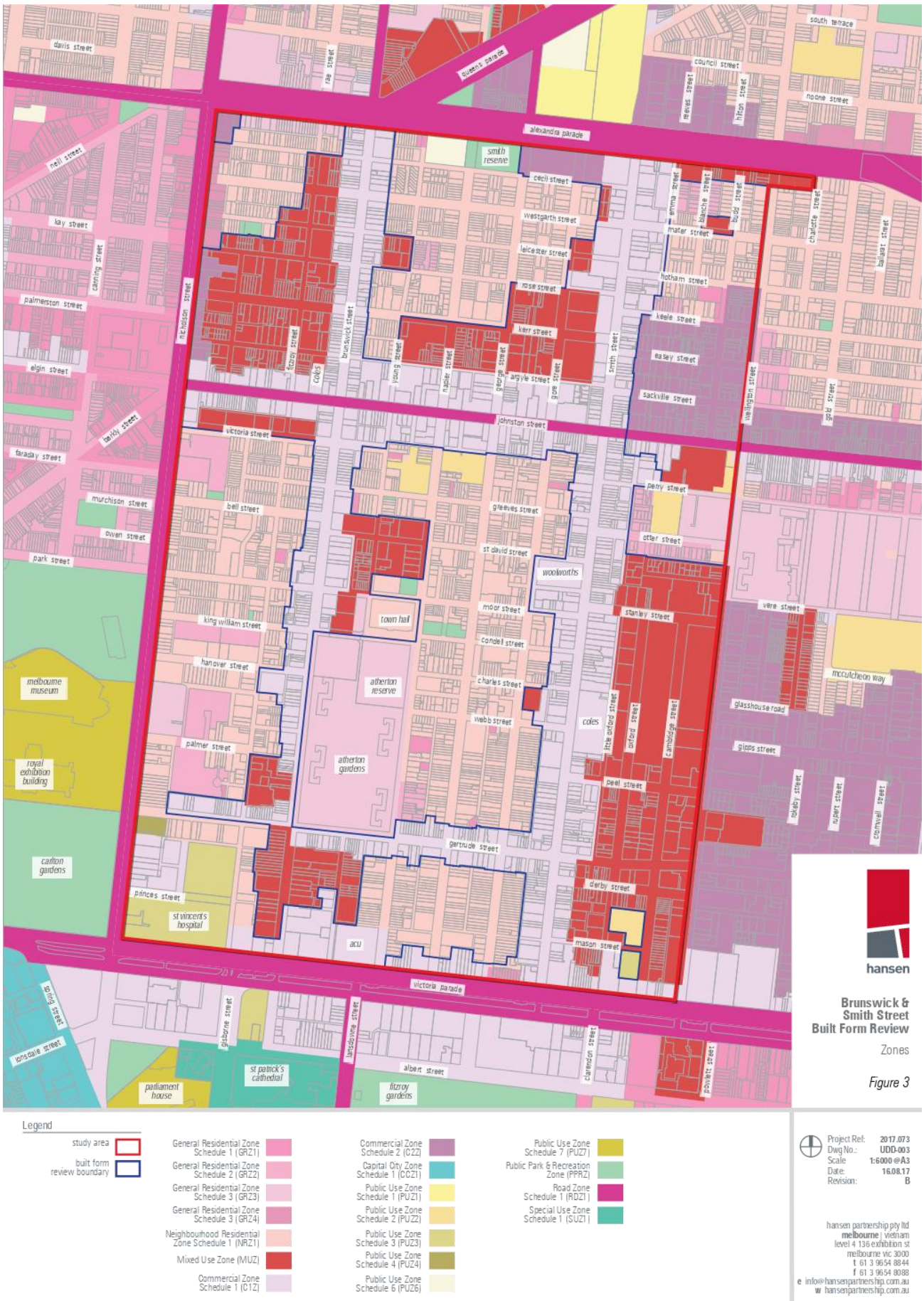
The largest of the MUZ areas is located to the south-eastern quadrant of the study area on the 'Collingwood slope' (between the rear of properties along the eastern side of Smith Street and Wellington Street. This area is defined by the Foy and Gibson legacy in the north, with large properties and strong manufacturing built form still dominant today. To the south of Peel Street the area is finer grain, evidence of the original residential neighbourhood, clusters around the Primary School, on Cambridge Street.

The second largest MUZ area is located to the north-western quadrant of the study area, to the rear of properties which front Johnston, Brunswick and Nicholson Streets. The other notable pocket is largely defined by the Mac Peterson factory and is centred around Kerr Street, north of Johnston Street (between Brunswick and Smith Streets).

KEY FINDINGS

- Contains 4 (possibly 5) critical mixed use cells with capacity for new development.
- Sensitive interface with the valued NRZ 'heart'.
- Johnston Street is the only vicroads asset within the study area.

Attachment 1 - Attachment 1 - Background Analysis Report



2.2 Overlays

Heritage Overlays

Existing Heritage Overlays cover the vast majority of the study area (refer Figure 4) with the exception of three pockets of land located between Smith and Wellington Streets and another pocket at the northern end of Smith Street and Nicholson Street, just north of Johnston Street. This reflects the areas rich history and early era of initial subdivision and development, being the first suburbs to emerge beyond the original 'Hoddle Grid'.

The study area cover contains the following heritage precincts:

- HO311 – Brunswick Street Precinct;
- HO318 – Collingwood Slope Precinct;
- HO321 – Gold Street Precinct;
- HO324 – Johnston Street Precinct;
- HO333 – Smith Street Precinct;
- HO334 – South Fitzroy Precinct;
- HO361 – World Heritage Environs Area Precinct;
- HO464 – Smith Street South Precinct; and
- HO336 – Victoria Parade Precinct.

While, the review area contains the following heritage precincts:

- HO311 – Brunswick Street Precinct;
- HO318 – Collingwood Slope Precinct;
- HO333 – Smith Street Precinct;
- HO334 – South Fitzroy Precinct;
- HO361 – World Heritage Environs Area Precinct;
- HO464 – Smith Street South Precinct; and
- HO336 – Victoria Parade Precinct.

Key finding from the relevant Statements of Significance are as follows:

- **HO311 – Brunswick Street Precinct** - one of the first north-south thoroughfares dating from the 1840s, with simply detailed buildings. Comprising predominantly masonry buildings which contributes to the survival of an unusually high number of early commercial buildings. Continuity and high integrity of upper level facades and use of consistent facade module that promotes visual unity and for the view of St Patrick's Cathedral as taken from within Brunswick Street's length, being one of the most significant urban vistas in Melbourne.



Brunswick Street Precinct - Brunswick Street, looking north

- **HO318 – Collingwood Slope Precinct -** as a remnant area of substantially 19th century mixed commercial, residential and industrial development that once typified the area. For the contribution provided by well preserved Edwardian-ear and inter-war factory buildings, and the massive and substantially intact former Foy and Gibson complex that is characterised by a strong sense of mass and a consistency of materials (predominantly red brick with rendered dressings).



Collingwood Slope Precinct - Cambridge Street, looking south

- **HO333 – Smith Street Precinct** - as the City's most important Victorian and Edwardian-ear commercial strip, serving the whole of Collingwood and Fitzroy and beyond, in the late 19th and early 20th centuries. As a substantially intact collection of well preserved commercial and retail buildings of note, including hotels, shop and some industrial buildings to the north of Johnston Street. For the unusual or particularly ornate and exuberant Italianate and Edwardian details on many buildings, reflecting the importance of this retail strip in the broader history of manufacturing and retailing in Melbourne.



Smith Street South Precinct - Smith Street, looking south

- **HO334 – South Fitzroy Precinct -** As the earliest urban area outside the Melbourne City grid to be settled, with several buildings surviving as testimony to its early establishment. As a substantially intact collection of predominantly mid to late nineteenth and early twentieth century building stock, interspersed with well preserved inter-war residential, commercial, retail and industrial buildings that contribute to the historical character of the area. For the relatively large number of individually significant buildings, being predominantly solid masonry rather than clad with timber. For the landmark qualities of some large factory and warehouse buildings from the late 19th and earlier 20th century, such as the MacRobertson confectionery complex which are significant features in the skyline of this predominantly low rise suburb.



South Fitzroy Precinct - Garfield Street, looking east

- **HO361 – World Heritage Environs Area Precinct** is of historical and social significance for its association with the World Heritage listed Royal Exhibition Building and Carlton Gardens. The building is the most complete 19th century international exhibition site in the world. The precinct is of architectural and aesthetic significance. It retains substantially intact 19th century streetscapes, particularly on Nicholson Street (north of Gertrude Street), the south side of Gertrude Street. The streetscapes display a comparatively high proportion of original nineteenth form and fabric, including substantial areas of 2 storey, with some 3 storey residential and commercial development. Materials and architectural elements include face brick, bluestone and rendered masonry construction materials; pitched and hipped iron and slate-clad roofs; chimneys; prominent parapets and pediments; post-supported verandahs, many with elaborate iron lacework or timber detailing; a high proportion of iron palisade fences; and typically zero or shallow front setbacks with gardens. The precinct additionally exhibits a typically fine grain pattern of urban development, generally emphasised by the regularity of the terrace row subdivisions, narrow allotments and street grid. The precinct provides for significant views to the Royal Exhibition Building including direct views to the building, dome and garden setting from bordering/ abutting streets.



World Heritage Environs Area Precinct - Gertrude Street, looking west

- **HO464 – Smith Street South Precinct** - The west side of Smith Street, south of Gertrude and Langridge Streets, shares the same common history as the east (Collingwood) side opposite, and also that of the remainder of Smith Street, further north, added to which is its distinctively different specific history, which emanated from a slower pace of development which culminated in a later phase of development which completed the street. Collectively they span the Victorian, Edwardian and inter-War eras and individual examples from each era are the original, or first substantial, building, including additions, on the site.



Smith Street South Precinct - eastern side of Smith Street, south of Derby Street

- **HO336 – Victoria Parade Precinct** - substantially intact collection of middle class late 19th century residential building stock, supported by key commercial, institutional and religious buildings. Presents as an important and elegant boulevard entrance to central Melbourne, containing an impressive collection of 2 storey Victorian-era buildings.



Victoria Parade Precinct - Victoria Parade looking north east

Significant Streetscapes

In addition to the existing heritage overlays, GJM have identified areas of 'significant streetscape'. Refer GJM report.



source: National Trust

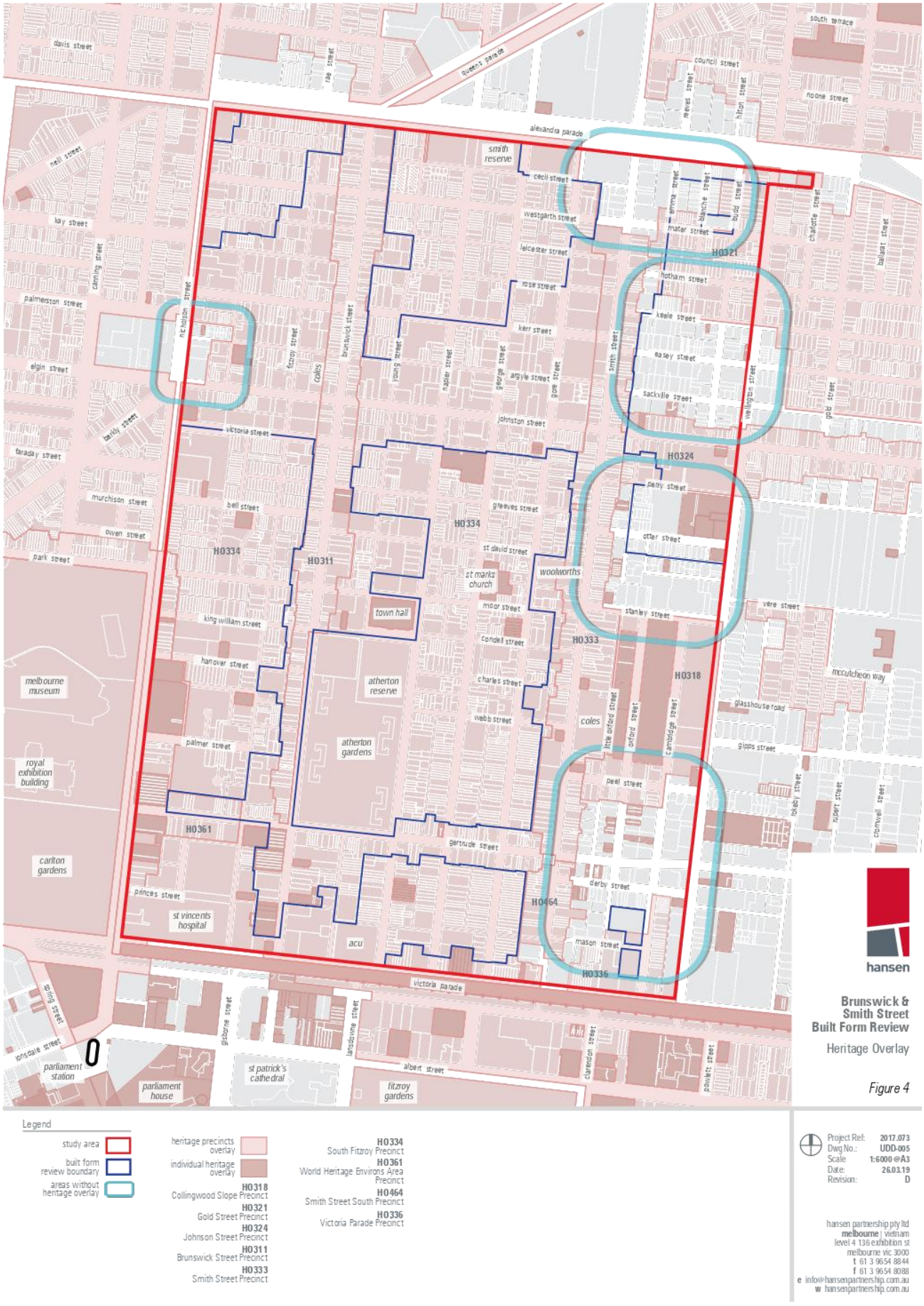


Smith Street Precinct - Smith Street, looking south

KEY FINDINGS

- Extensive heritage fabric and associated protection
- Comprises isolated pockets (not affected by the heritage overlay) to the east.
- Contains discrete clusters of individually significant heritage overlays - primarily in the southern portion (south of Johnston Street).

Attachment 1 - Attachment 1 - Background Analysis Report



Design and Development Overlays

The study area contains 4 Design and Development Overlays as follows:

- DDO08 – Fitzroy South;
- DDO10 – Johnston Street Precinct – West of Smith Street;
- DDO12 – Former NMIT Site 35 Johnston Street, Collingwood;
- DDO13 – Emma Street Precinct, Collingwood; and
- DDO23 - Collingwood South (Mixed Use) Precinct

The extent of these overlays is relativity small as they only apply to discrete precincts or specific sites. The largest DDO is the Johnston Street Precinct (DDO10) which applies to properties which front Johnston Street generally between Brunswick and Smith Streets.

DDO8 Fitzroy South

Applies to properties along the northern side of Gertrude Street, between Nicholson Street and Fitzroy Street.

Given the relatively confined area of the DDO and its purpose in relation to protecting views of the World Heritage Listed, Royal Exhibition Building, it is understood from Council that DDO8 is intended to remain in place. Therefore, the Built Form Framework will not seek to inform future built form controls along Gertrude Street – west of Brunswick Street.

We also appreciate that Heritage Victoria will be undertaking a review of the World Heritage Environs Area in 2020, which will assess the effectiveness of DDO8 and may result in refinements to strengthen the DDO.

DDO10 Johnston Street Precinct – West of Smith Street

Applies to properties fronting both side of Johnston Street, between Brunswick Street and Gore Street.

It is anticipated that the Built Form Framework will inform future built form controls along this section of Johnston Street, replacing the existing DDO10.

DDO12 Former NMIT Site 35 Johnston Street, Collingwood

Applies to properties fronting both Johnston Street and Perry Street that made up the former NMIT campus. None of these properties fall within the built form review area. Therefore, this DDO does not impact on future built from controls implemented as a result of this project.

Given the site specific nature of the DDO, it is understood from Council that DDO12 is intended to remain in place. Therefore, the Built Form Framework will not to inform future built form controls at 35 Johnston Street, Collingwood.

DDO13 Emma Street Precinct, Collingwood

Applies to properties along the western side of Emma Street. It is understood from Council that DDO13 is intended to remain in place. Therefore, the Built Form Framework is unlikely to inform future built form controls within the Emma Street Precinct.

DDO23 Collingwood South (Mixed-Use) Precinct

Now applies to properties along the western side of Wellington Street generally between Peel Street and Victoria Parade and properties along Oxford Street and Cambridge Street, generally south of Peel Street and fronting Peel Street, Langridge Street, Derby Street and Mason Street, between Little Oxford Street and Wellington Street.

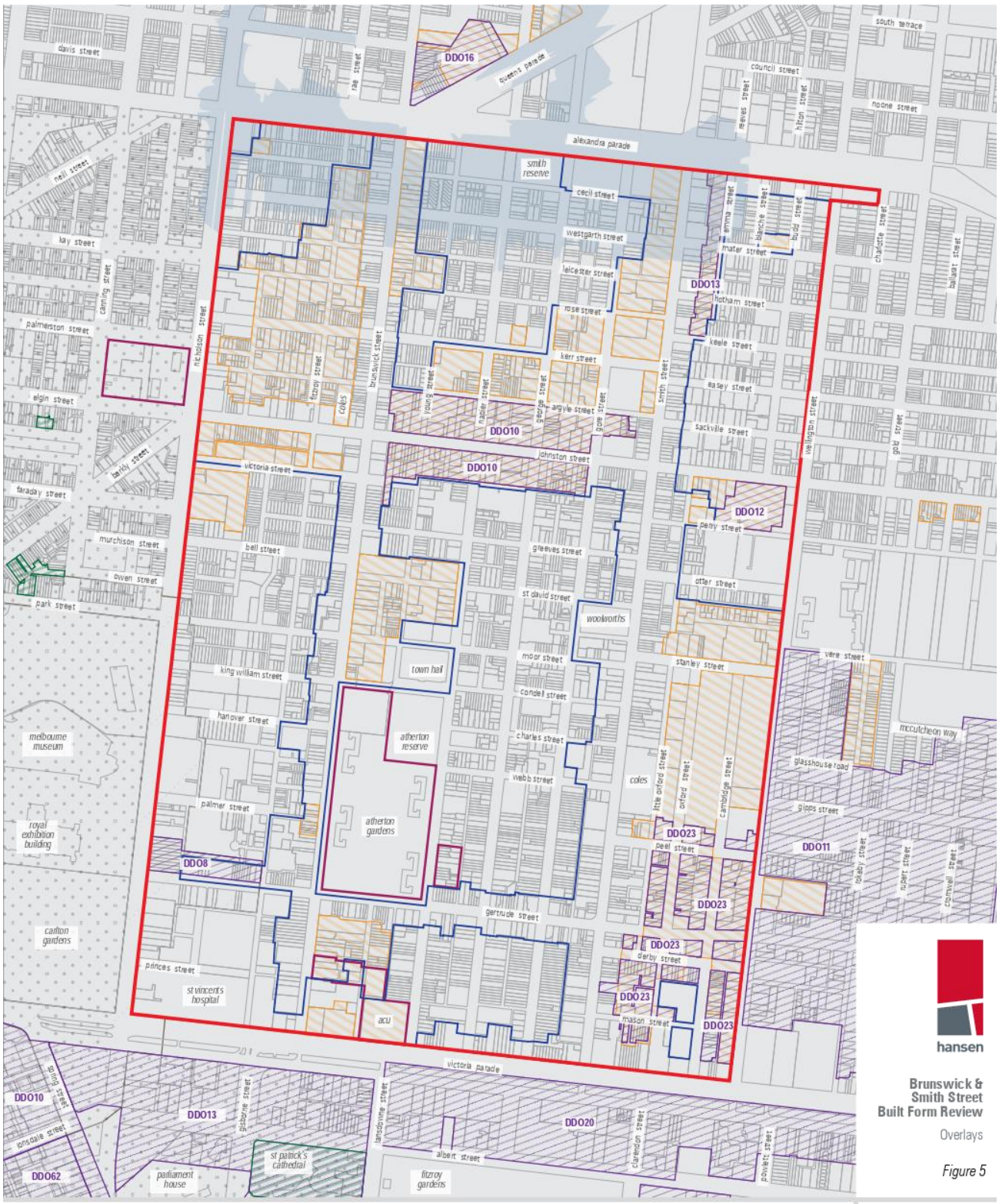
This interim DDO which endorsed as part of C250 in November 2018 and implements part of the Collingwood Built Form Framework which forms part of this project. Implementing built form controls for this area was prioritised by Council due to development pressure and community sentiment. The current DDO23 is due to expired on 18 October 2020.

It is understood that the Council intention is to implement a permanent DDO23 to replace this interim one. However the ultimate control may differ to the current one.

DDO Summary

All the DDOs which apply within the built form review area, seek development that respects the prevailing low-rise and heritage fabric, while enhancing the street for pedestrian activity. Prevailing streetwall height are to be reinforced with upper levels setback to be recessive.

Attachment 1 - Attachment 1 - Background Analysis Report



Special Building Overlay

Applies to properties to the northern extent of the study area, predominantly north of Westgarth Street, between Nicholson Street and Emma Street.

Key Purpose (in relation to built form)

- *To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*

Environmental Audit Overlay

Applies to many properties within the review area, and primarily the MUZ land, given its former industrial use.

Purpose

- *To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.*

2.3 World Heritage Environs Area

Applies to all properties fronting the Carlton Gardens, with the exception of St Vincent's Hospital.

Objectives

- *To protect significant views and vistas to the Royal Exhibition Building and Carlton Gardens.*
- *To maintain and conserve the significant historic character (built form and landscapes) of the area.*
- *To ensure new development in the area has regard to the prominence and visibility of the Royal Exhibition Building and Carlton Gardens.*

Policy

It is policy to:

- *Retain and conserve individually significant and contributory places, including contributory fabric, form, architectural features and settings, to assist with maintaining the heritage character of the setting and context of the Royal Exhibition Building and Carlton Gardens.*
- *Retain and conserve the valued heritage character of streetscapes to assist with maintaining the heritage character of the setting and context of the Royal Exhibition Building and Carlton Gardens.*
- *Retain the predominantly lower scale form of development which provides a contrast to the dominant scale and form of the Royal Exhibition Building.*
- *Protect direct views and vistas to the Royal Exhibition Building and Carlton Gardens from bordering/abutting streets and other views and vistas to the dome available from streets within the precinct including Gertrude Street, Marion Lane and in Victoria Parade immediately east of the junction with Nicholson Street.*
- *Discourage the introduction and proliferation of permanent structures and items such as shelters, signage (other than for historic interpretation purposes), kiosks and the like around the perimeter of the Royal Exhibition Building and Carlton Gardens in order to:*
  - *Avoid impacts on the presentation of the Royal Exhibition Building and Carlton Gardens, including impacts on axial views along treed alleys and avenues; and*
  - *Minimise inappropriate visual clutter around the perimeter of the Royal Exhibition Building and Carlton Gardens.*



Clause 22.14-2 World Heritage Environs Area (WHEA)

Built Form Implications

- The extensive heritage control coverage in tandem with the heritage gradings of individually significant or contributory demonstrate the heritage importance and dominance within the built form fabric.
- Future controls will need to acknowledge the valued heritage character and ensure development respects the prevailing heritage fabric and sensitively responds to key elements such as streetwall height, streetscape rhythm, architectural expression and transitions to heritage forms.
- Development above the prevailing streetwall height will need to be recessive, through either provision of a setback and/or a clear distinction in architectural treatment.
- Development along Gertrude Street will need to protect existing views toward the Royal Exhibition Building's dome. This will considerably limit the extent (height and mass) of development along the north side of Gertrude Street, west of Brunswick Street.
- Both the SBO and EAO do not have a major implications on future development in terms of overall scale and massing, however they still need to be considered, with the SBO potentially impacting at street level.

KEY FINDINGS

- Broad Heritage Overlay coverage.
- Flooding implications to northern extent.
- Limited built form guidance with discrete DDO areas.
- Industrial legacy impacts to predominantly MUZ pockets.

2.4 Heritage

Heritage Grading

Figure 6 shows heritage gradings associated with existing buildings which are affected by Heritage Overlay. These gradings are categorised into:

Individually Significant

- Most individually significant buildings are clustered generally as follows:
  - along the western side of Brunswick Street (south of Gertrude Street);
  - along Victoria Parade;
  - in the Foy and Gibson precinct at the northern end of Oxford and Cambridge Streets;
  - in the Mac Roberston precinct along Gore Street (between Johnston and Kerr Streets); and
  - the western side of Brunswick Street to both sides of the Johnston Street junctions.
- Most individually significant buildings occupy larger sites associated with former manufacturing business or significant dwellings.
- Other individually significant buildings are located on corner sites. Therefore, visually exposed from multiple vantage points and often being current (or former) pubs.

Contributory

- Most buildings along Brunswick, Smith and Gertrude Streets are categorised as of contributory heritage value.
- They often contain the finer grain traditional 'high street' shops with dwellings above and rear laneway access.

Non-Contributory

- Most non-contributory buildings are concentrated within the mixed use precincts and along the northern side of Johnston Street (between Brunswick and Smith Street).
- Other non-contributory pockets contains commercial/warehouse forms from more recent eras of development – such as the cluster to the north and west of the Fitzroy Town Hall and towards the Nicholson Street end of Rose and Kerr Streets.

Victorian Heritage Register (VHR)

The Victorian Heritage Register lists and provides legal protection for heritage places and objects that are significant to the history and development of Victoria.

There are numerous VHR places within the built form review area. These places are legally protected and cannot be altered in any way without a permit or permit exemption from Heritage Victoria.

This permit is required in addition to any permit issued by Council.

Built Form Implications

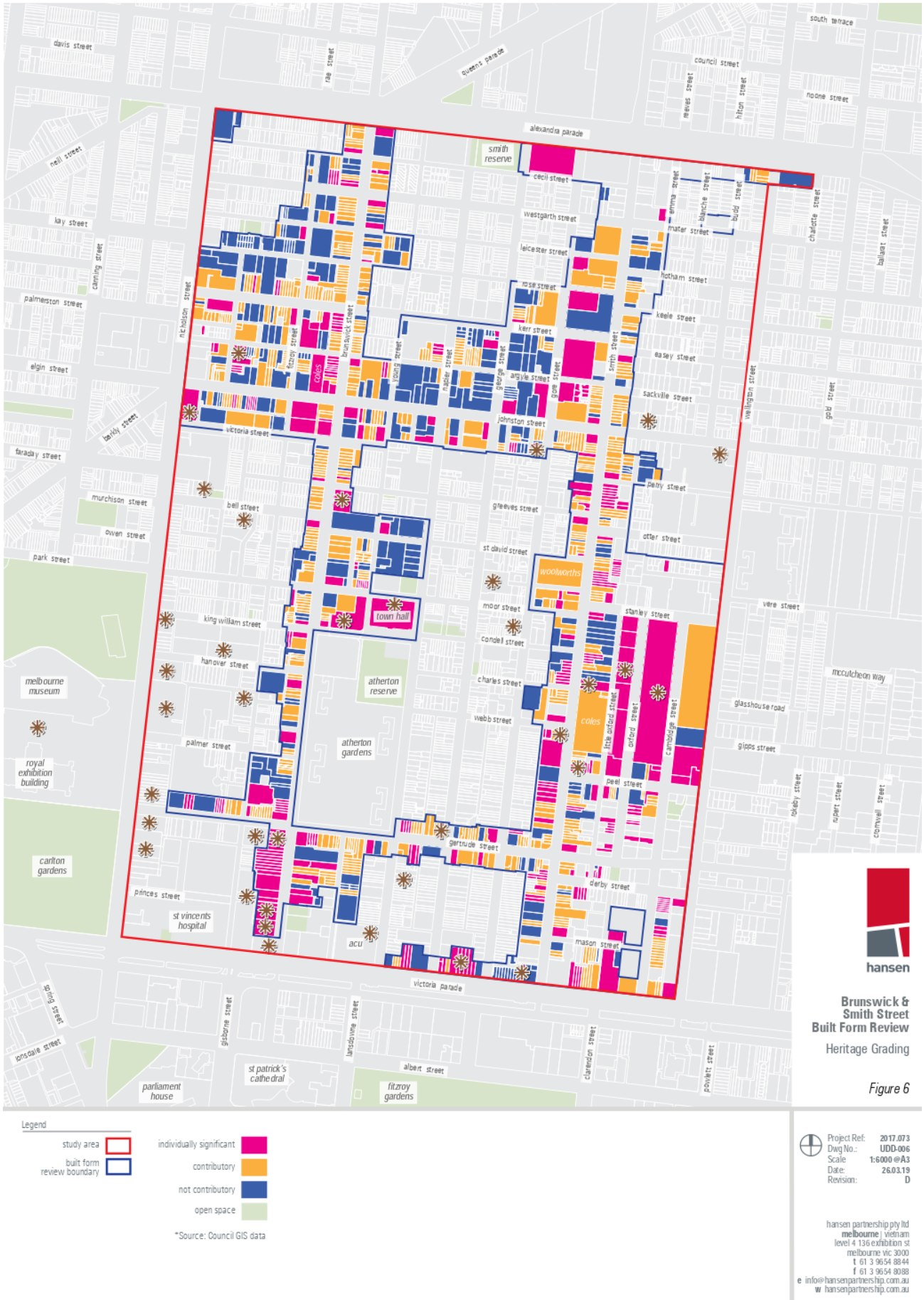
Heritage gradings of specific sites or precincts will have implications for future proposed built form. Critical observations area:

- Heritage significance may restrict, or influence future development outcome both on heritage listed sites and adjacent land;
- Development of VHR places require Heritage Victoria approval in addition to Council approval;
- Intact heritage streetwalls and facades dominate the Major Activity Centres;
- The former manufacturing areas centred around the Foy and Gibson and Mac Robertson precincts are charactered by robust industrial buildings and 3-4 storey streetwalls;
- Landmarks and tall structures within the immediate and wider contexts influence the urban structure of linear Activity Centres and their visual relationship and protection of important view lines must be taken into consideration; and
- The requirement for new development on heritage sites to be recessive and not dominate the heritage fabric may influence the ability to achieve upper levels.

KEY FINDINGS

- Notable heritage fabric along the principle commercial spines, which forms a key feature of these streets.
- Greater capacity in the non-contributory heritage cells to the north of Johnston Street.

Attachment 1 - Attachment 1 - Background Analysis Report



hansen

Brunswick & Smith Street Built Form Review

Heritage Grading

Figure 6

Legend

- study area
- built form review boundary
- individually significant
- contributory
- not contributory
- open space

*Source: Council GIS data

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3.0 The Place

This chapter of the report documents the physical conditions of the study area.

3.1 Terrain and Slope

- Topographic features within the study area is highly influenced by the high point (at RL 45) and surrounding plateau located at the southern end of Brunswick Street approximate to the junction of Victoria Parade.
- This plateau then gently falls to the north along Brunswick Street to Alexandra Avenue.
- Gertrude Street is largely flat between Nicholson Street (in the west) and Napier Street, then it crests the hill before falling steeply towards to east, down to Smith Street and continues to fall down to Wellington Street.
- A ridge line extents north from Gertrude Street (located centrally between George and Gore Streets) and terminates at St Marks Church.
- The 'Collingwood slope' occurs to either side of Smith Street (between Victoria Parade and Easey Street), with land falling towards the east contributing to the character of the area.
- Land to the north of Kerr and Keele Streets is essential flat and reaches a low point of RL 21 at Alexandra Parade.

Built Form Implications

- Topography will have implications on the scale of development as future forms will have to provide suitable transition in height as land slopes.
- Topography will also impact on streetwall presentations as buildings might need to 'step' ground floors in order to respond to street level.

KEY FINDINGS

- Elevated landform to the south.
- Notable Gore-Napier street ridgeline.
- Collingwood slope to east – enables opens views to hills.
- Lower lying, flat land to the north of Johnston Street.
- Change of visual experience with changing topography.

Existing Conditions



Gentle fall along Brunswick Street to the north

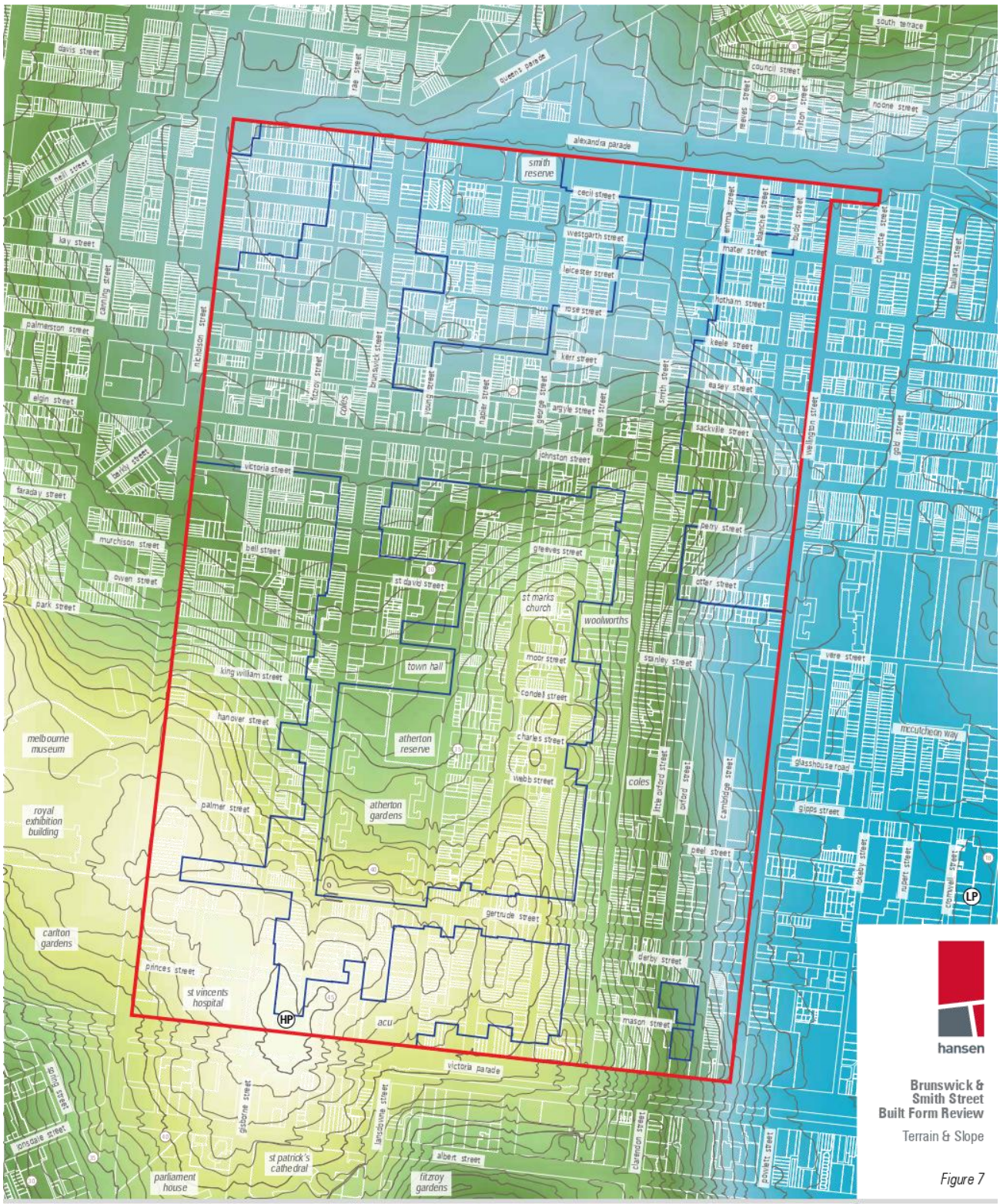


Crest along Gertrude Street, with land falling away to the east



Gradual fall towards the north along Nicholson Street

Attachment 1 - Attachment 1 - Background Analysis Report



3.2 Key View Corridors and Vistas

Key view corridors along the main street spines are 'framed' by traditional streetwalls and terminated by identified landmarks of heritage significances as follows:

- The Brunswick Street corridors is terminated at both ends. To the south by the spine of St Patrick's Cathedral and to the north by the spine of the Hungarian Reformed Church.
- Both the Brunswick Street and Smith Street corridors are characterised by the long stretches of heritage streetscapes that are visually dominate due to a lack of street trees.
- Gertrude Street also comprises stretches of heritage streetscapes, however views to these forms a 'filtered' by the street trees.
- To the west Gertrude Street is terminated by views to the Royal Exhibition Building and Carlton Gardens.
- The Wellington Street corridor is terminated to the north by the Croatian Catholic Church spire.
- Both the Fitzroy Town Hall (on Napier Street) and the St Marks Church (on George Street) are identified as heritage landmarks and their identified primary views will need to be protected, as will primary views to other heritage landmarks as documented in the Landmarks Study.
- The Landmarks Study also identifies other primary views to nearby landmark (outside the study area) which will need to be considered as part of the built form testing.
- Terminating views occur within the review area and primarily to either side of Smith Street in response to the east-west streets which traverse the Collingwood Slope and the offset nature of the street grid pattern. Other east-west terminating views are caused by the prominent social housing 'slab' forms which are aligned in a north-south orientation.
- There are a number of instances of distant views (along east-west streets) from Smith Street across the eastern suburbs of Melbourne to the Dandenong Ranges.
- Distant views and vistas to the Dandenong Ranges (in the east) occur also due to the Collingwood Slope, the views are primarily from Smith Street, looking down east-west streets as the land falls away to the east.
- Confined views are present within a number of streets, due to their significant street tree planting, containing mature trees resulting in a strong avenue effect with canopies meeting in the middle. These streets are mostly within the residential areas and therefore outside of the review boundary.

Built Form Implications

- New development will need to be sited, massed and designed in order to avoid visual encroachment upon the identified landmarks, as seen from the primary view points, consistent with the Landmarks Study.
- Desire to retain prominence of heritage streetscapes, with development sensitively sited and massed to ensure visual primacy of streetwall profiles is maintained.

Existing Conditions



Brunswick Street, looking south towards St Patrick's Cathedral

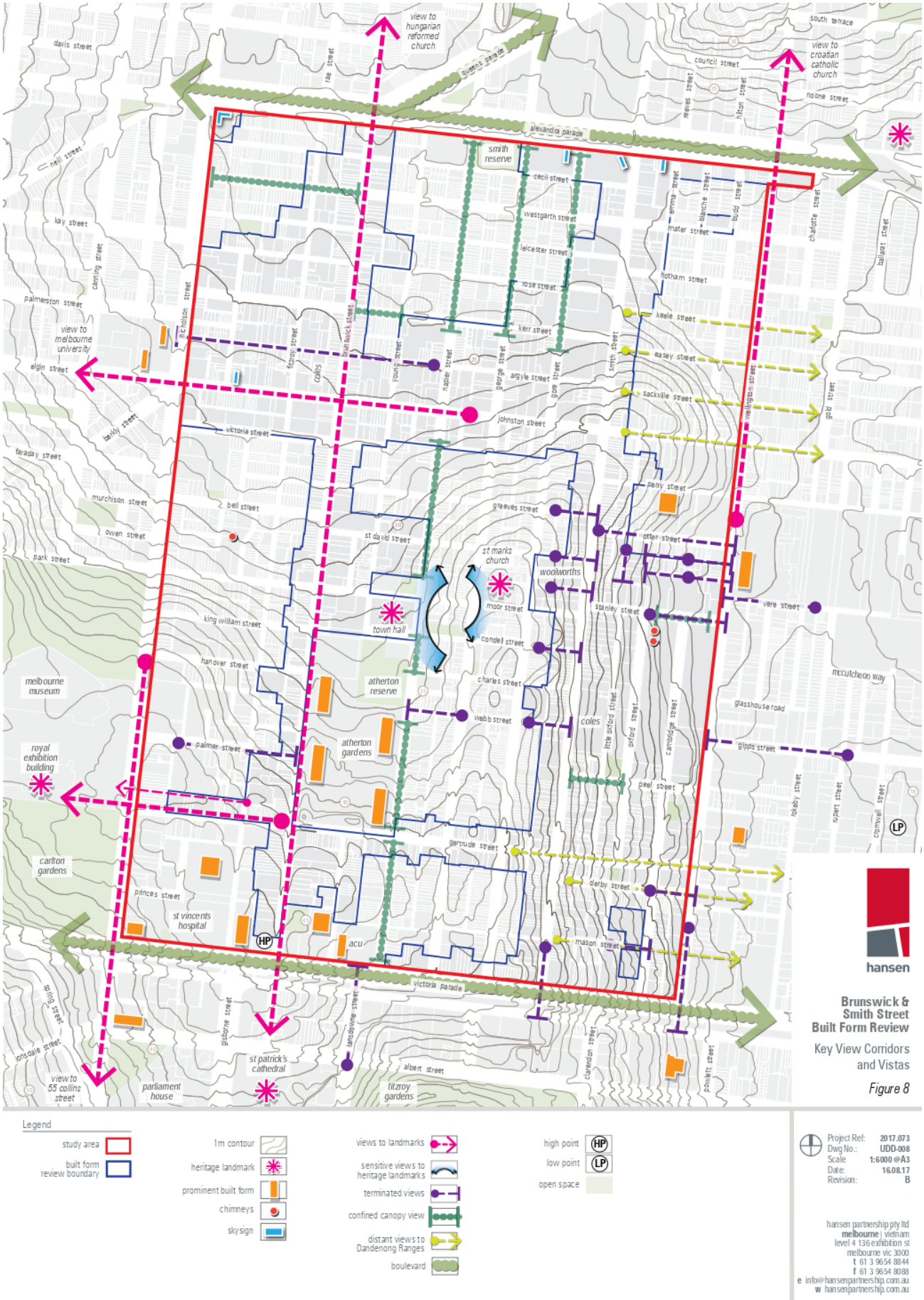


Gertrude Street, looking west towards the Royal Exhibition Building



Nicholson Street, looking south towards the Melbourne CBD

Attachment 1 - Attachment 1 - Background Analysis Report



3.3 Built Form

Dominant Built Form

The dominant built form character predominantly consists of 2 storey Victorian and Edwardian commercial buildings which are built to the street frontage and side boundaries along the tram corridors of Brunswick, Smith and Gertrude Streets. The largely intact presence of these attached heritage forms creates strong and distinct streetscape character. These traditional shopfront forms are the define the streetwall datum of these significant retail streets, with some scattered taller and more prominent department store forms punctuating the streetscape.

To the east of Smith Street, on the Collingwood Slope, the dominant built form character is clearly defined by the Foy & Gibson complex, comprising large brick industrial buildings which create a strong and consistent streetscape character along Oxford and Cambridge Streets, to the north of Peel Street. These intact heritage streetscapes are a legacy of Collingwood's industrial past.

The northern end of Smith Street and the western end of Langridge Street are emerging as pockets of taller forms as former industrial and warehouse forms make way for new mixed use apartment developments. These new buildings generally comprise either retained heritage bases or new streetwalls to match the prevailing streetwall profile, while their rising forms are visually prominent of the skyline.

The section of Johnston Street, between Brunswick and Smith Streets is the most varied from a built of character perspective. It comprises a diverse range of building types, scale and forms.

The southern section of Brunswick Street, south of Gertrude Street, consists predominantly of grand terrace residents with small garden setbacks. These 2 storey heritage dwellings create a consistent streetscape character.

Built Form Implications

- Ensure the existing dominant built forms are respected and remain the major contributor of future built form character to maintain sense of place.
- Retaining the heritage streetwall profile and ensuring new streetswalls respect the scale and built form rhythm of the street is critical to maintaining the existing streetscape character.
- The dispersed tall buildings are not the key influence when defining the future built form character



Dominant 2 storey shopfronts along Brunswick Street



Recent development at northern end of Smith Street



Attached 2 storey heritage terraces fronting Brunswick Street

3.4 Tall and Prominent Built Form

There are a number of substantial and prominent buildings within the study area and surrounding it which have a notable visual presence on the area. These buildings are as follows:

- The four Atherton Gardens towers located within the urban block defined by Brunswick and Gertrude Streets, which rise to 21 storeys;
- The St Vincent's Hospital campus located in the south-western corner of the study area containing numerous taller buildings;
- The Australian Catholic University (ACU) campus located along Victoria Parade (between Brunswick and Napier Street) containing the Daniel Mannix and Mary Glowrey buildings;
- The NMIT building located between Perry and Otter Streets which rises to 8 storeys;
- The social housing tower located immediately outside the study area at 240 Wellington Street, which rises to 21 storeys;
- The Yorkshire Brewery development, also outside of the study area across Wellington Street, which retains the prominent heritage fabric of the former brewery, with 3 new rising forms to a maximum height of 17 storeys;
- The two social housing towers located immediately outside of the study area on the corner of Nicholson and Elgin Streets, which rise to 18 storeys;
- A further social housing tower located immediately outside of the study area, on the eastern side of Wellington Street, which rise to 21 storeys; and
- Orica House – Melbourne's first skyscraper, located to the south of the study area on the corner of Nicholson and Albert Streets.

KEY FINDINGS

- Importance of the long, grid based north-south views to traditional landmark buildings along Brunswick Street.
- Availability of easterly views from high ground, across the Collingwood slope to the Dandenong Ranges.
- There are a suite of short and intimate views that are in both the residential areas and particularly the Brunswick spine.

Signage and Billboards

There are a few prominent heritage advertising signs within the study area, as follows:

- Patersons – to either side wall of 175 Smith Street; and
- Cox Bro - to the southern side wall of 143 Brunswick Street.

There are also a few advertising 'billboards' (wall-signs) within the study area that are part of the existing character of the area, particularly at night time, as follows:

- On the side wall of 207 Wellington Street;
- At 248 Gertrude Street – wrapping open space node on corner of Gertrude and Smith Streets; and
- On side wall of 268 Nicholson Street.

Chimneys and Shot towers

There are a number of heritage chimneys which stand as a reminder of the areas industrial past. These isolated tall and slender structures form local landmarks.

- Clifton Hill Shot tower at the corner of Alexandra Parade and Copper Lane (outside study area), which is identified at Clause 22.03 as an important landmark.
- The Twin brick chimneys at 120 Oxford Street (near the corner of Stanley Street) as part of the Foy and Gibson complex,
- Brick chimney at the rear of 8 Spring Street; and
- Brick chimney at the rear of 8 Cremorne Street.

Built Form Implications

- Need to retain views to these chimneys and heritage signage as much as possible to help keep recognition of the area's historical landmarks and icons.



Prominent Patersons store and signage along Smith Street

3.5 Existing Building Heights

The study area is generally characterised by low-rise traditional built form of 1-3 storeys (predominantly 2 storey buildings), with taller form located on larger former manufacturing sites clustered around the former Foy & Gibson and MacRobertson precincts. The main street corridors a dominated by 2 storey Victorian and Edwardian commercial buildings, which are built to the street edge and side boundaries, creating strong streetscape definition.

The built form anomalies of the Atherton Garden towers and institutions such as St Vincent's Hospital, the Australian Catholic College (ACU) and NMIT represent the most prominent built forms, within the study area. While these large buildings do fall outside of the review area, their presence does influence the identity of the area given their visual prominence and function.

As a general pattern there is a strong correlation between lot size and building height, whereby the larger the land size the taller the building. Similarly, taller buildings are also generally located on wider lots, with the finer grain parcelled typically 'capped' at 2 storeys.

Development interest around the Collingwood Slope has the capacity for change given lack of sensitive interfaces, existing robust built form, broad streets and relatively limited heritage sensitivity. This is evidence in the numerous recent and proposed mixed use/residential developments to the east of Smith Street, and supported by the increased provision of public open space in this area.

Built Form Implications

Understanding the existing built form fabric (pattern) provides an indication for future built form as such built form will need to respond to its context.

Future redevelopment of fine grained heritage shopfronts with upper level residential or office additions may be feasible, provided rear laneway access is available for vehicular access.

Fine grain residential areas will see minimal change in building heights.

KEY FINDINGS

- Predominately low-rise 1-3 storey forms.
- New mixed use infill of a higher scale (7 and 8 storey) to the east.
- Taller traditional building stock, larger format factories / warehouses to the west.
- Large areas of consistent intact traditional commercial street frontages along spines.



Former Foy and Gibson buildings in Oxford Street

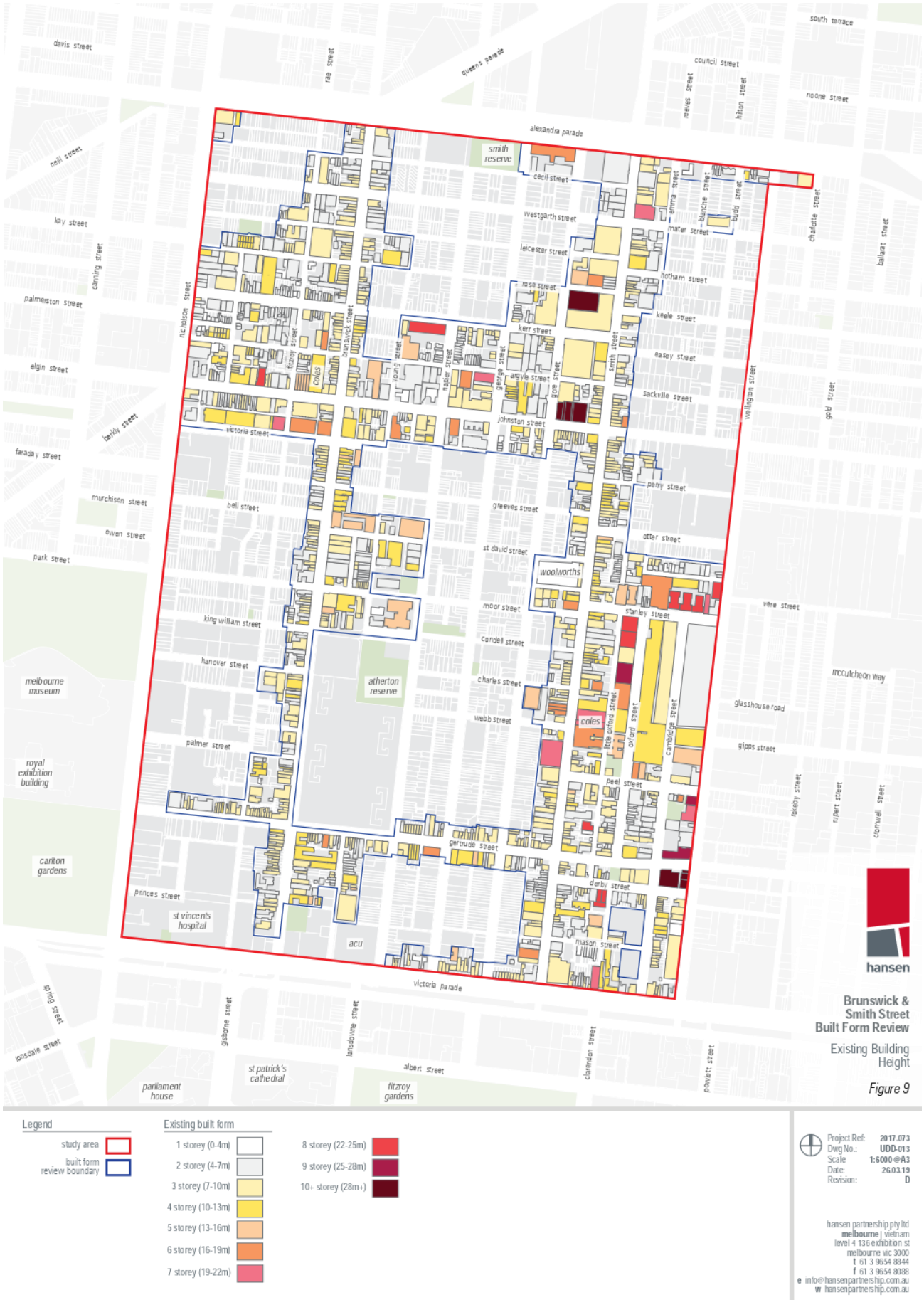


Atherton Garden's towers as viewed from Gertrude Street (outside Review Area)



ACU as viewed from Brunswick Street (outside Review Area)

Attachment 1 - Attachment 1 - Background Analysis Report



3.6 Development Approvals

Increasing development pressure has occurred within the study area. Recent applications have tended to occur within the MUZ precincts demonstrate a trend to more intense and taller developments due to a lack of heritage fabric and less sensitive interfaces.

These developments have significantly transformed the built form character of these mixed use pockets from low-rise warehouses forms to mixed use and largely residential forms of generally between 6 to 10 storeys.

There has been considerably less recent development occurring along the 'traditional' retail corridors, this is largely a combination of smaller and finer grain land parcels as well as heritage considerations. In addition, some section of these corridors abut sensitive residential interfaces which restricts the development potential to the rear of the retail corridors. However, as the development opportunities within the MUZ areas are realised, it is anticipated that the development industry's focus will shift to these activity spines.

Along Victoria Parade, both St Vincent's Hospital and ACU, which already comprise larger and prominent institutional forms and in the midst of significant redevelopment and expansion of their operations. While, largely located immediately outside of the review area (and therefore beyond the influence of this project) their recent approvals for high-rise forms will transform the western end of Victoria Parade.

The northern end of Smith Street is another development 'hot spot', where the existence of larger sites has aided the realisation of some taller forms. The emerging built form character of these new developments comprises a street wall height that broadly accords with the 2 storey traditional forms with upper levels setback, to be recessive.

Overall there is a strong pattern and clear preference for development on larger sites, which are also located predominately within the mixed use areas due to their industrial past. As the availability of these larger sites diminishes, land consolidation will become more prevalent in order to accommodate larger developments.

KEY FINDINGS

- Strong pattern of development occurring on larger sites
- More development pressure in mixed use areas
- Clear correlation between site size and development height



'Holme' at Landridge Street, Collingwood

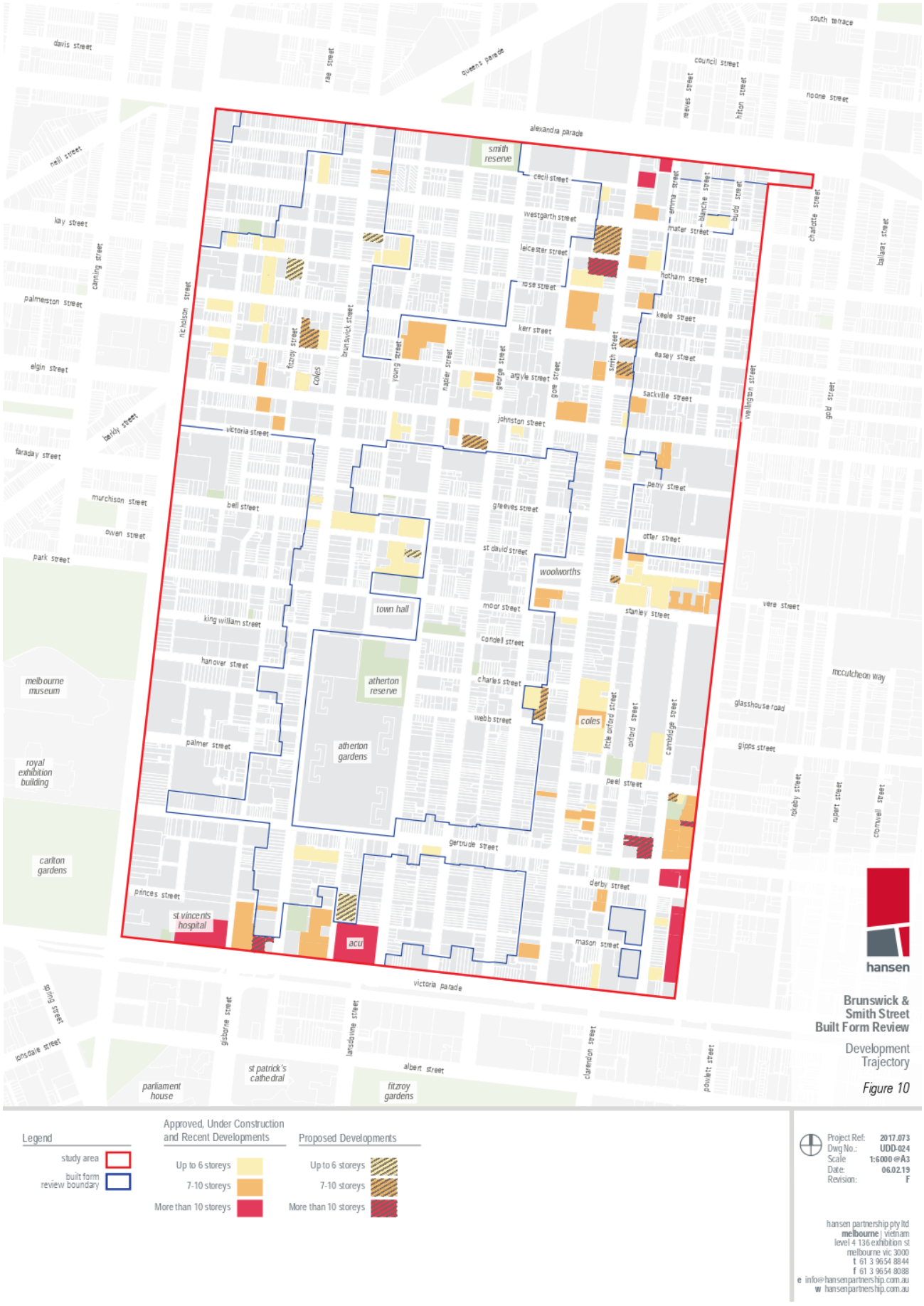


'Oxley Apartments' on Stanley Street, Collingwood



'Milieu' at 108 Peel Street, Collingwood

Attachment 1 - Attachment 1 - Background Analysis Report



3.7 Public Realm and Open Space

The study area lacks sufficient open space provision. While its proximity to significant parks within the City of Melbourne to some degree offsets this green space provision it is considered that addition open space and enhanced public realm is required to complement the increased local population and anticipated future growth.

There are a number of existing open spaces are identified within and around the study area and the protection of these key open spaces is critical in shaping future urban form.

Given the general lack of open space, the importance of the footpaths along the retail spines is heightened. This is reinforced by the more recent provision of public space nodes at corner locations along both Brunswick and Smith Streets which provide important spaces for pedestrians to pause and rest. These spaces are typically extensions to the footpath and provide small urban spaces, incorporating bespoke streetscape furniture.

Existing canopy vegetation within the residential streetscapes also offer high amenity and contribute significantly to the leafy green character of these desirable Fitzroy streets.

Existing canopy vegetation within the surrounding arterial roads and central median also offer high amenity and contribute substantially to the landscape character of the area. As a significant streetscale feature such boulevard trees should be acknowledged and protected. These include the central medians of Alexandra Parade (between Nicholson Street and Gold Street) and Victoria Parade (between Nicholson and Hoddle Street).

Built Form Implications

- Need to ensure that future developments do not compromise the amenity of existing public open spaces and public space nodes by avoiding additional overshadowing of these spaces.
- Consider the design of developments abutting existing public open spaces to ensure appropriate visual interaction and provision of passive surveillance.

KEY FINDINGS

- Lack of principal public open space provision.
- The sensitive NRZ areas have generous canopy tree cover.
- Pedestrian concentrations are aligned with key land use functions.
- Lack of street trees along commercial spines and in some MUZ streets.

Existing Conditions



Cambridge Street Reserve

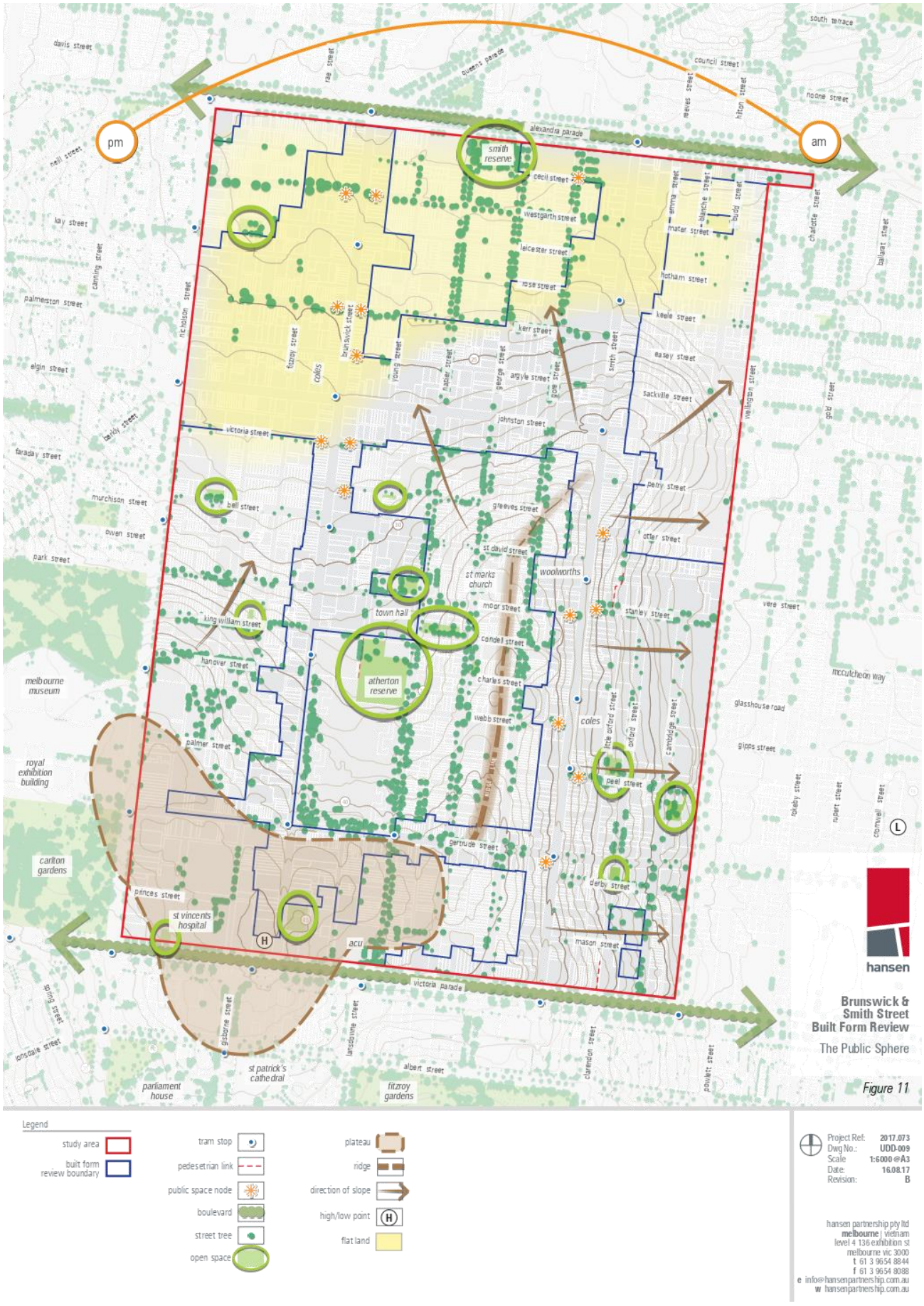


Oxford Street Reserve



Pause place at corner of Brunwick and Westgarth Streets

Attachment 1 - Attachment 1 - Background Analysis Report



3.8 Subdivision Pattern

Predominately the subdivision pattern reflects the area's initial era of development, which dates from the 1839.

The study area comprises of varied allotment sizes which facilitate development of diverse building types and land uses. The subdivision pattern typically has a robust and permeable street grid pattern, arranged into regular urban blocks with provision of rear lanes (for nightcart access).

The exception to this pattern is on the Collingwood Slope, where large lots prevail (due to the areas manufacturing past) and in the south-west corner (of the study area) where the St Vincent's Hospital and ACU campus has over time eroded the original finer grain subdivision. The other obvious exception is the Atherton Garden precinct, where a regime of 'slum clearance' during the 1970s completely removed the original subdivision and created a 'super block'.

Lot Sizes

Within the Review Area, the majority of lots size are less than 600m2 in size. These fine grain lots are generally located along either the main street spines or within residential side streets. Larger lots 601m2 to 1,200m2 are distributed throughout the Review Area, with distinct clusters within the mixed use areas, along Johnston Street and to either end of Smith Street. These more moderate grain lots often occupy corner positions. There area approximately 70 lots greater than 1,200m2 in size. These lots typically reflect their industrial, department store or civic history.

Built Form Implications

- Smaller and often narrower lot dimensions often correlate to a fine grain streetscape presentation.
- Larger lots can more readily accommodate vehicle access and storage associated with apartment development.
- Variety of lot sizes in mixed use pockets could create diversity in future character.
- Consolidation of lots could lead to the creation of broader facades, eroding the prevailing fine grain streetscape rhythm.

KEY FINDINGS

- Proliferation of larger lot sizes in MUZ pockets.
- Intricate fine grain spines.
- Diverse pattern along Johnson Street



Small lot at 15 Johnston Street

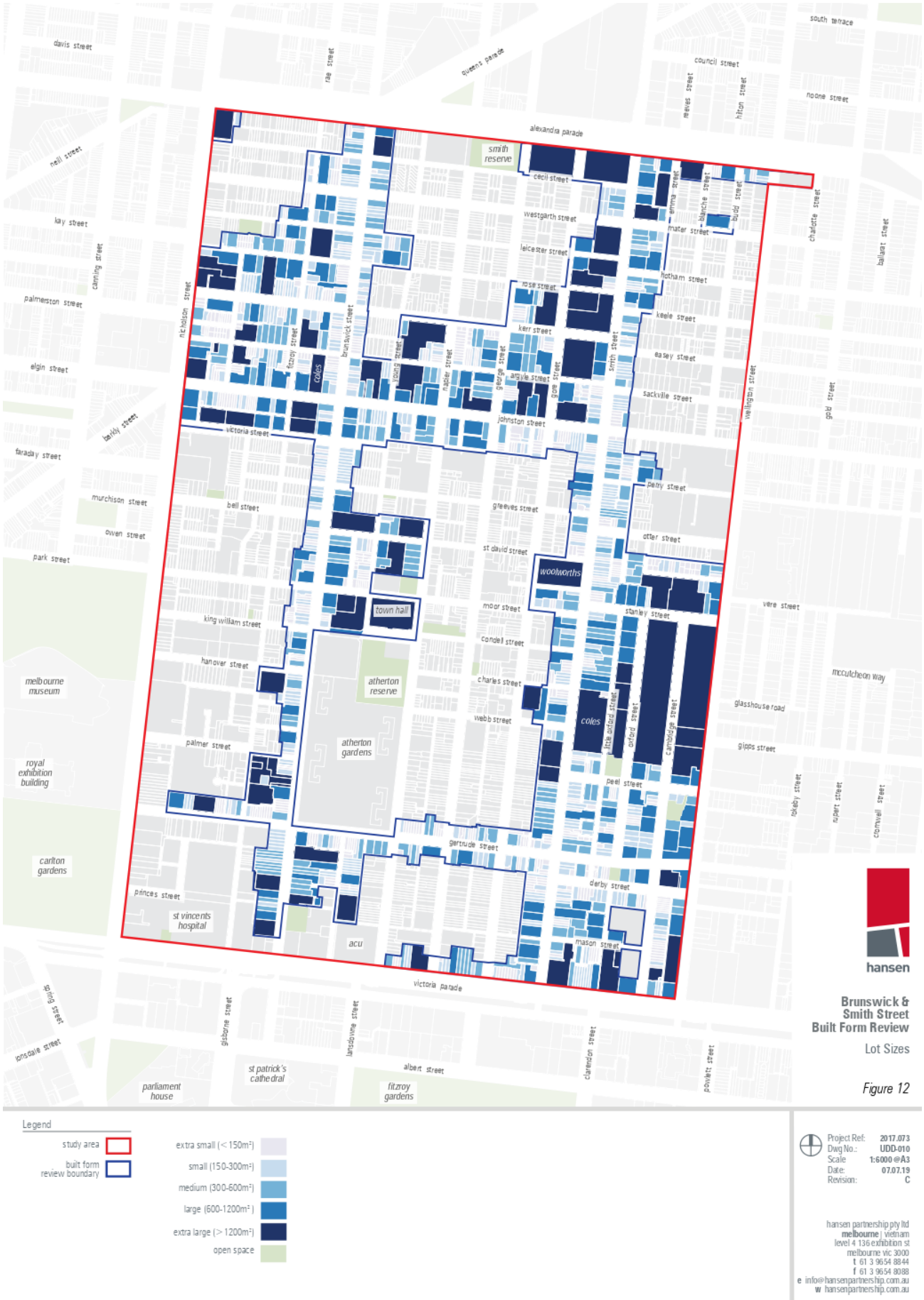


Medium lot at 107 Johnston Street



Large lot at 95 Victoria Street

Attachment 1 - Attachment 1 - Background Analysis Report



Frontage Width

Predominately, the 'traditional' retail corridors comprise a finer grain subdivision pattern of frontage widths less than 12m. These properties generally accommodate traditional shop front buildings with a shop presenting to the street and dwelling above. However, and particularly along Smith Street, this finer grain rhythm is interspersed with broad, 'extra large' frontages which are a legacy of the street's early role as Melbourne's prime retail strip centred around the Foy & Gibson departments stores. Also, to the north of Johnston Street, Smith Street has a generally larger grain. This is clear evidence of this section of the street's industrial past with the MacRobertson factory buildings still a prominent component of local character.

Brunswick, Smith and Gertrude Streets are dominated by smaller lot widths, contributing to a fine grain streetscape rhythm.

The mixed use areas comprise a diversity of lot widths, with no regular pattern of grain or streetscape rhythm clearly evidence. Given, the mix of frontage widths these areas overall present a moderate grain, comprising both heritage dwellings and industrial warehouses side by side.

The former industrial areas are clearly evident, the large factories often consolidated land and dissolved the original subdivision pattern. The former Foy & Gibson and MacRobertson factory complexes resulted in entire urban blocks being consolidated.

Built Form Implications

- Fine grain rhythm is major contributor to the overall streetscape character, particularly along Brunswick, Smith and Gertrude Streets and will need to be retained.
- Larger lot frontages need to ensure articulation and modulation to appropriately 'break up' form to reflect prevailing character.
- Fine grain subdivision pattern within the Brunswick and Smith Street Activity Centres is representative of the special character that defines these heritage commercial strips and must be protected and enhanced.
- Small and narrow lots, particularly along the commercial strips will limit development potential for single sites. Therefore, lot consolidation might be needed in order to redevelop. Maximising ground level activation and ground level presentation to establish an inviting and high amenity urban environment while retaining the heritage fabric is a key influence in shaping the future urban form along Brunswick, Smith and Gertrude Streets.

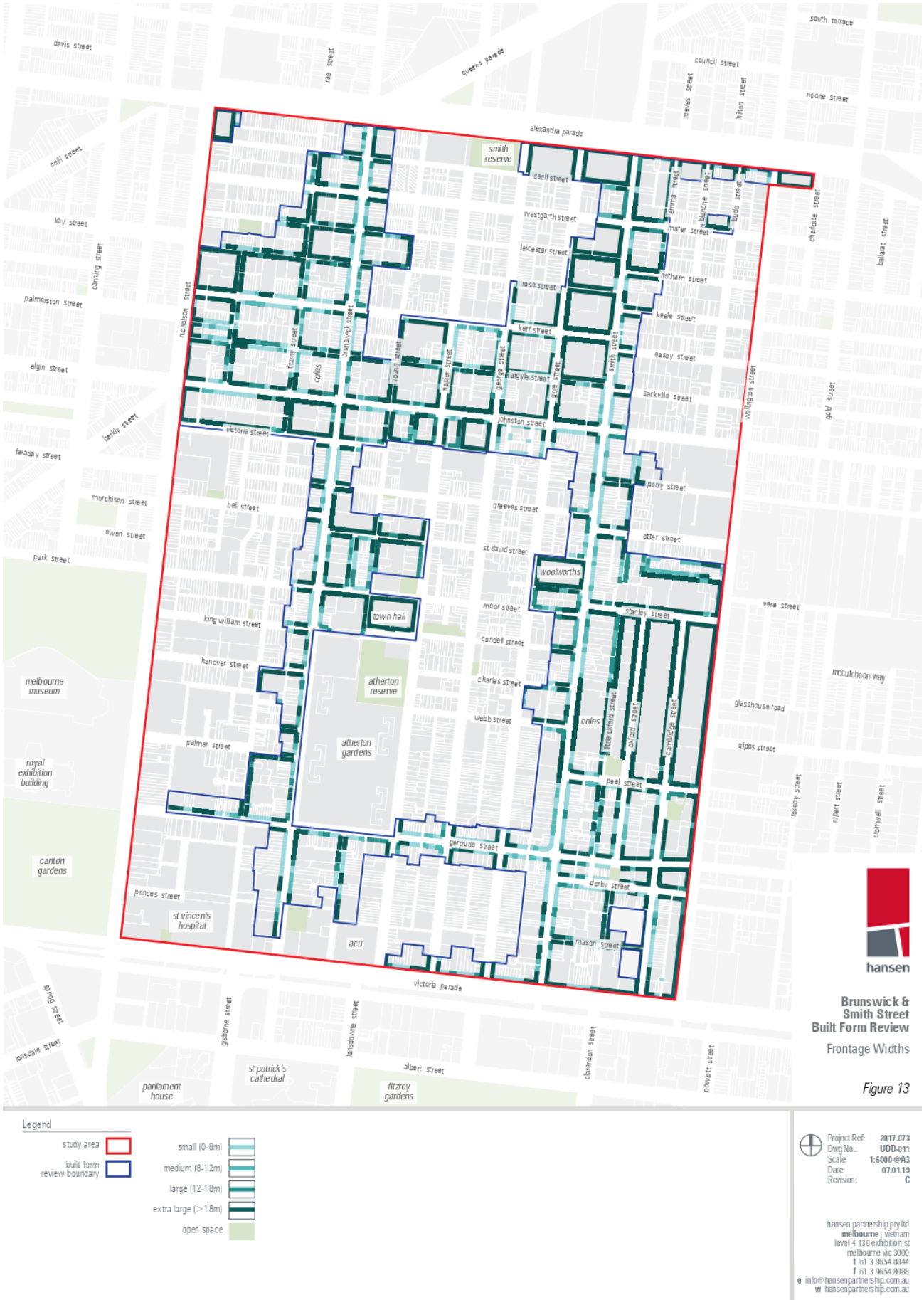
KEY FINDINGS

- Fine grain pattern along principal spines.
- Moderate grain in MUZ pockets.
- Broader frontages found in 'back blocks'- former industrial areas.



Extra large frontage width at 152-160 Smith Street

Attachment 1 - Attachment 1 - Background Analysis Report



Lot Depth

The lot depths vary greatly across the study area. However, the analysis revealed that the majortiy of lot depths are between 20m and 30m. Given the regular grid pattern of the subdivision lot depths are generally consistent within each urban block. There are some scattered areas of shallow (less than 10m deep lots) which relate to either more recent subdivision activities, creating smaller units developments or the provision of sub-stations.

Otherwise, the deepest lots (50m+) correlate with the manufacturing past of the area and signify both the Foy & Gibson and MacRobertson's factory complexes.

Built Form Implication

- Deeper lots are often more able to accommodate changing built form as the off-site impacts can be minimised and managed. These lots are predominantly located in the MUZ pockets and generally clustered around the Collingwood Slope or Kerr Street precinct.
- Deeper lots may need guidance in relation to building separation to minimise amenity impacts within developments.
- Site with rear access for vehicles are more desirable.
- Development on deeper lots may need guidance to ensure it does not overwhelm smaller lots and undermine the character of the area.
- Shallow lots need to take sensitive interfaces more strongly into consideration to avoid awkward rear boundary transitions.



20-25m deep lots on south side of 152 Johnston Street

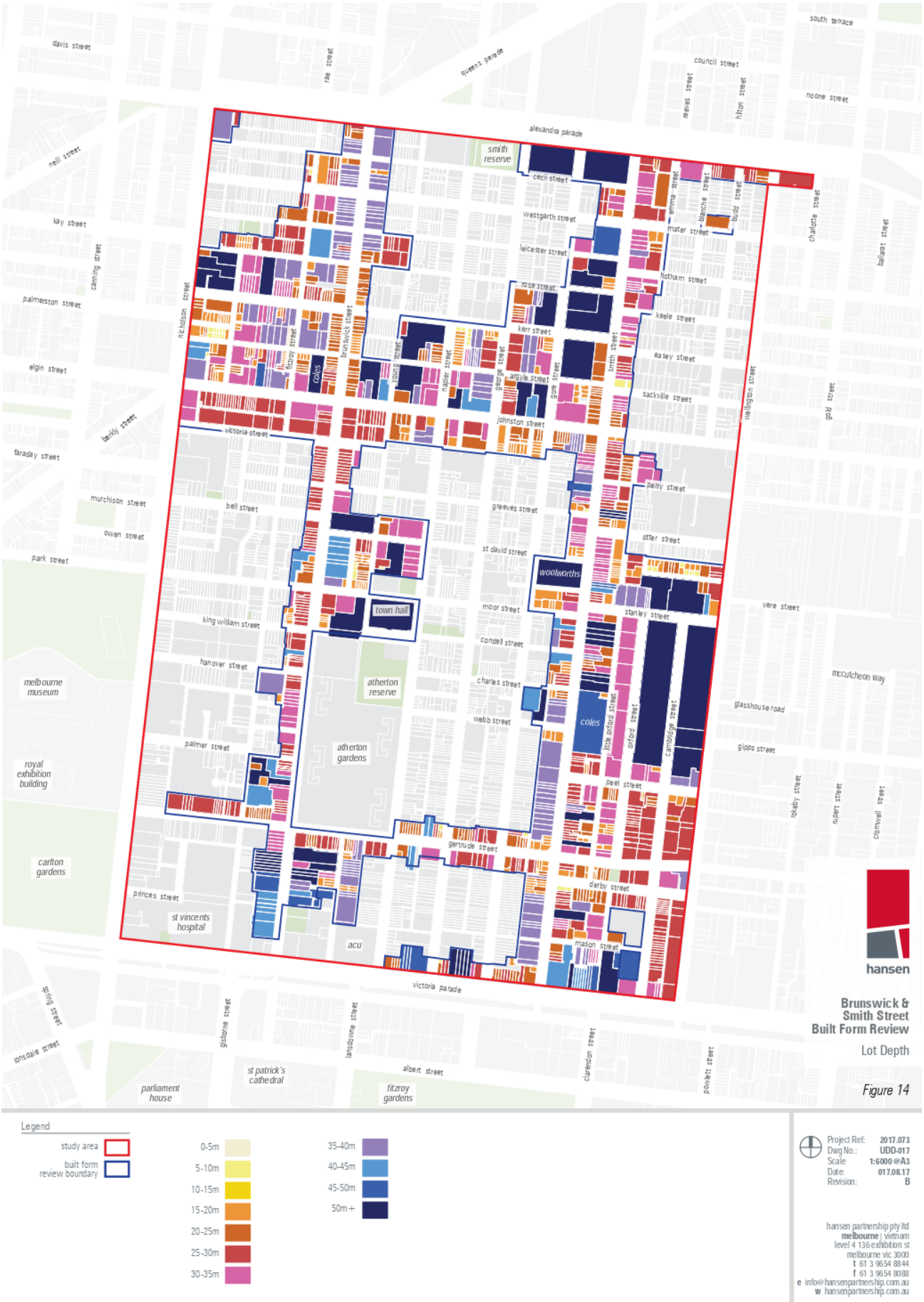


35-40m deep lot on western side of Smith Street

KEY FINDINGS

- Majority of depths between 20m and 30m.
- Isolated pockets of shallow lots to rear of main spines.
- Deeper lots reflect industrial past.

Attachment 1 - Attachment 1 - Background Analysis Report



3.9 Land Use

The study area contains a diverse land use mix which reflects its varied allotment pattern. The four main street spines (of Brunswick, Smith, Gertrude and Johnston Streets) are evident by their predominantly commercial/retail/office land use designation. Scattered across the study area and often on corner lots are pubs/taverns, with a clear concentration along Brunswick Street (north of Johnston Street).

The built form review area comprises a large network of activities and incorporates two Major Activity Centres (MACs) of Brunswick Street and Smith Street, as well as one Neighbourhood Activity Centre (NAC) being Gertrude Street. These different linear active streets perform different 'roles' from a land use perspective. Brunswick Street has a high proportion of restaurants, cafes, and licensed venues evidence of its nightlife. Smith Street has a high proportion of retail shops, anchored by two full line supermarkets and link to the streets history as the City's prime shopping strip. In many ways, Gertude Street is a continuation of Smith Street, with retail and cafe uses prevailing and following the tram provision. Johnston Street is more mixed, comprising a bit of everything with showrooms and offices being the predominant use.

There are three emerging mixed use precincts where contrasting uses from warehouse/factory sit next to more recent mixed use and apartment developments. Generally these developments occupy the larger allotments, demonstrating that the 'lowest hanging fruit' is being capitalised on first.

Within the mixed use areas there are also pockets and isolated residential dwellings scattered amongst the warehouse forms and recent developments.

Otherwise, there is a concentration of civic and community activities which cluster around the edges of the Atherton Gardens estate.

Built Form Implications

- Land uses contribute to role and function of a place, eventually influencing social/pedestrian experience, character and identity.
- Land use has implications on the layout, access and servicing requirements.

KEY FINDINGS

- 3 Emerging mixed use 3 pockets.
- Concentration of civic and community activities in and around Atherton Gardens.
- Unknown upper levels uses within traditional commercial buildings.

Existing Conditions



Traditional shopfronts in Smith Street

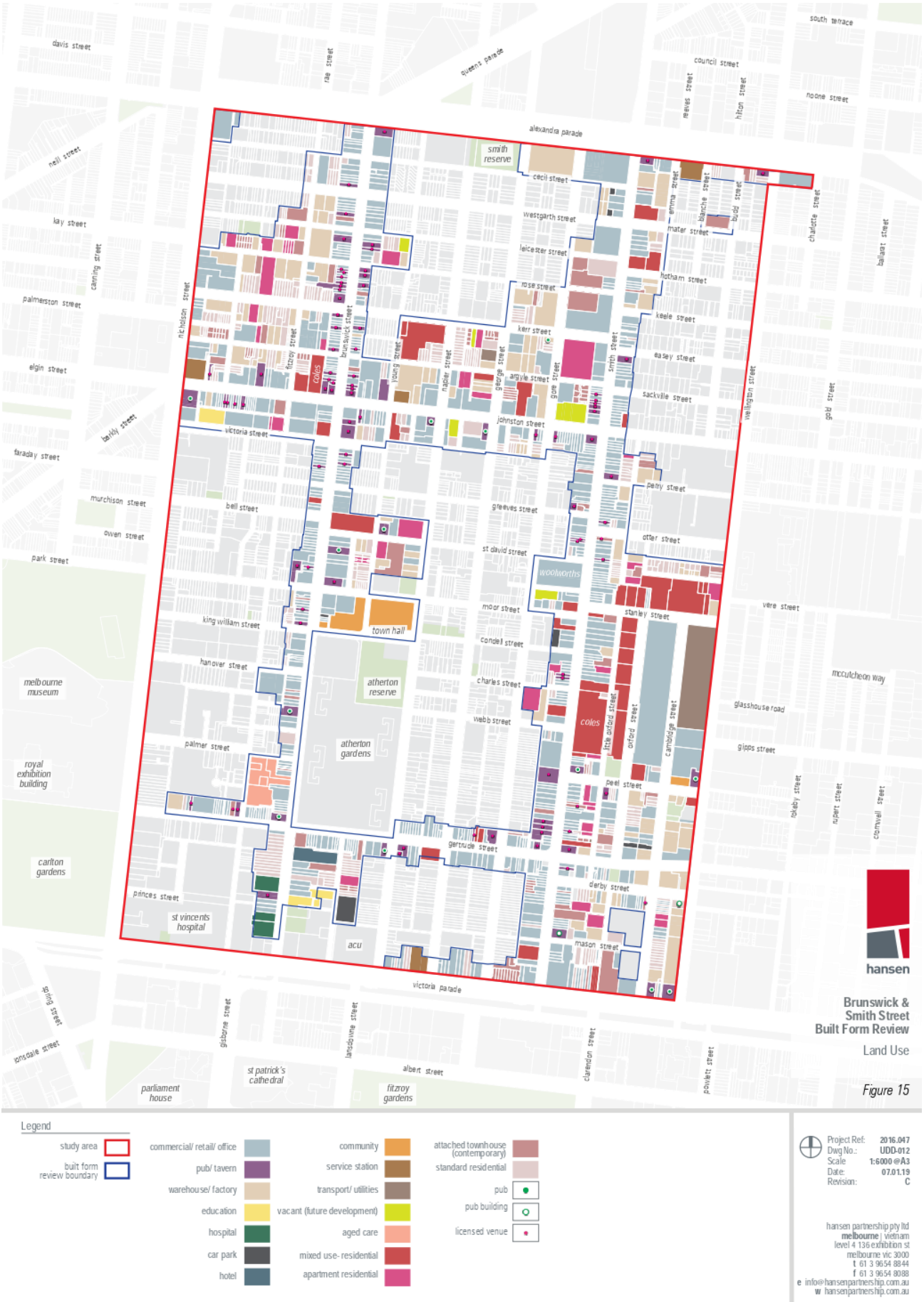


Terrace housing in Argyle Street



Woolworths supermarket on Smith Street

Attachment 1 - Attachment 1 - Background Analysis Report



hansen

Brunswick & Smith Street Built Form Review

Land Use

Figure 15

Legend

- study area
- built form review boundary
- commercial/ retail/ office
- pub/ tavern
- warehouse/ factory
- education
- hospital
- car park
- hotel
- community
- service station
- transport/ utilities
- vacant (future development)
- aged care
- mixed use- residential
- apartment residential
- attached townhouse (contemporary)
- standard residential
- pub
- pub building
- licensed venue

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Dwg No.:	UDD-012
Scale	1:6000 @A3
Date:	07.01.19
Revision:	C

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3.10 Streetwall Heights

Streetwall presentation is a major contributor to the established character and identity of these streets. It provides the spatial definition of these corridors that defines them and reinforces the continuous and linear nature of the street edge.

The traditional retail corridors of Brunswick, Smith and Gertrude Streets and the section of Johnston Street (west of Brunswick Street) comprise predominately consistent streetscapes, primarily due to their 2 storey (traditional) heritage streetwalls and zero setbacks.

Smith Street's streetwalls do slightly vary in parts (south of Stanley Street) due to the legacy of the original department store forms and (to the north of Kerr Street) where industrial uses and factories evolved.

In order to maintain the prevailing streetwalls heights along these consistent streetscapes, to date newer forms often incorporate a 'contemporary' 3 storey streetwall in order to match the height of the 'traditional' 2 storey form.

Within the mixed use areas and the section of Johnston Street, between Brunswick and Smith Streets, the streetwalls a more varied in height (and setbacks) which results in a more mixed built form character. This diversity in built form defines these sections of their respective streets and differentiates them from the more consistent stretches.

The areas which contain the higher and more 'robust' streetwall presentations are predominately as a result of former industrial uses, where either the heritage factory streetwalls retain or have been replaced by new streetwalls (around 4 storeys) in height. This is particularly strong along the streetscapes of Oxford and Cambridge Streets as a result of the Foy & Gibson complex.

Built Form Implications

- Streetwall definition highly contributes in defining the streetscape character and pedestrian experience.
- Heritage streetwalls need to be retained and future developments need to be recessed to retain dominant streetscape character and three dimensional form as viewed from the public realm to avoid 'facadism'.
- New streetwalls need to respect and not dominate neighbouring
- heritage context
- Significantly influences the overall height of new development to ensure it does not visually dominate the existing streetwall character when viewed from opposite side of the street.

Existing Conditions



2 Storey traditional streetwalls along Brunswick Street

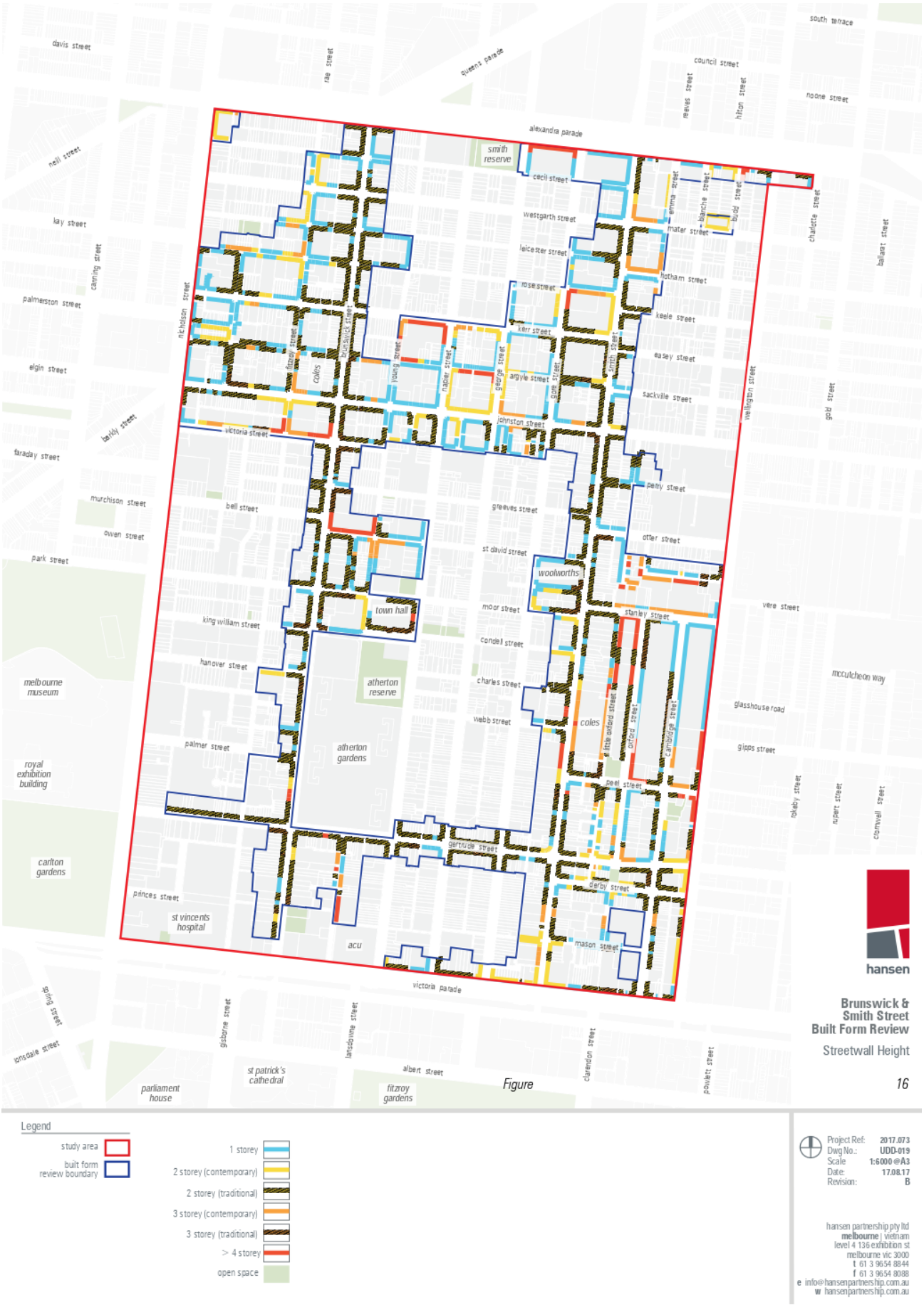


Varied streetwall presenation along Smith Street - south of Stanley Street

KEY FINDINGS

- Predominantly consistent 2 Storey streetwall to retail strips
- Sections of higher streetwall to reflect robust factory forms
- More varied streetwall to Smith Street - south of Stanley Street

Attachment 1 - Attachment 1 - Background Analysis Report



hansen

Brunswick & Smith Street Built Form Review

Streetwall Height

Figure 16

Legend

- study area
- built form review boundary
- 1 storey
- 2 storey (contemporary)
- 2 storey (traditional)
- 3 storey (contemporary)
- 3 storey (traditional)
- > 4 storey
- open space

Project Ref: 2017.073
Dwg No.: UDD-019
Scale 1:6000 @A3
Date: 17.08.17
Revision: B

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3.11 Access and Movement

The study area is bounded by arterial roads to three sides with Nicholson Street (to the west) and Alexandra and Victoria Parades (to the north and south). Johnston Street is the only other VicRoads road within the study area, however it is classified as a main road – not an arterial.

Both Alexandra and Victoria Parades have a generous road reservation width of 60m or greater and present boulevard treatments comprising wide central medians and significant avenue planting. Victoria Parade also accommodates tramlines within the central median.

Tram services

The study area is well served by public transport primarily in the form of trams which run along:

- Victoria Parade (routes 12 and 109);
- Nicholson Street (routes 86, 95 and 96);
- Gertrude Street (route 86);
- Brunswick Street (route 11 and 112); and
- Smith Street (route 86).

These tram routes enable direct connections to Brunswick, Box Hill, Bundoora, Docklands, Melbourne CBD, Port Melbourne, St Kilda, and Victoria Gardens.

Bus services

The following bus routes operate along:

- Victoria Parade 302, 303, 305, 309 313, 315, 318, 340, 684, and 905-908;
- Johnston Street 200, 201, 203, 205 and 207; and
- Alexandra Parade 546.

Principle Bicycle Network

The suburbs of Fitzroy and Collingwood enjoy excellent cycle provision (on paper) with the Principle Bicycle Network is located:

- along Brunswick Street;
- along Napier Street;
- along Wellington Road;
- along Alexandra Parade;
- along Johnston Street;
- along Gertrude Street; and
- along Victoria Parade.

However, cyclists have space along these streets with all other road users and it is generally considered to not be a safe environment for cyclists. Wellington Street comprises the only on-street (Copenhangen style) cycles lane within the study area.

Laneways

The study area benefits from the existence of many laneways, which perform an important service function in providing vehicle access to the rear of properties. This is particularly important for properties which front the main 'retail spines' of Brunswick, Smith, Gertrude and Johnston Streets as it enables the presentation of continuous shopfronts to the street, which servicing and loading functions occurring to the rear.

The role of laneways in further heightened due to both the tram provision or VicRoads control along the main streets. In both instances this makes it also impossible to gain vehicle access from the street frontage. As a result, properties which has access to a second street frontage or a laneway are more likely to develop.

Traffix Group (Traffic Engineers) have undertaken an audit of all of the laneways within the study area. The purpose assess the existing conditions and provide an overview as to how laneways can be upgraded to accommodate additional vehicle movement and functionality. This audit classifies the laneways into three categories (unconstrained, partially constrained/minor improvements required and highly constrained/challenging to remedy) and provided traffic management recommendations to enhance movement within the constrained laneways.

For further detailed please refer to the Traffix Group memorandum dated 6th October 2017.

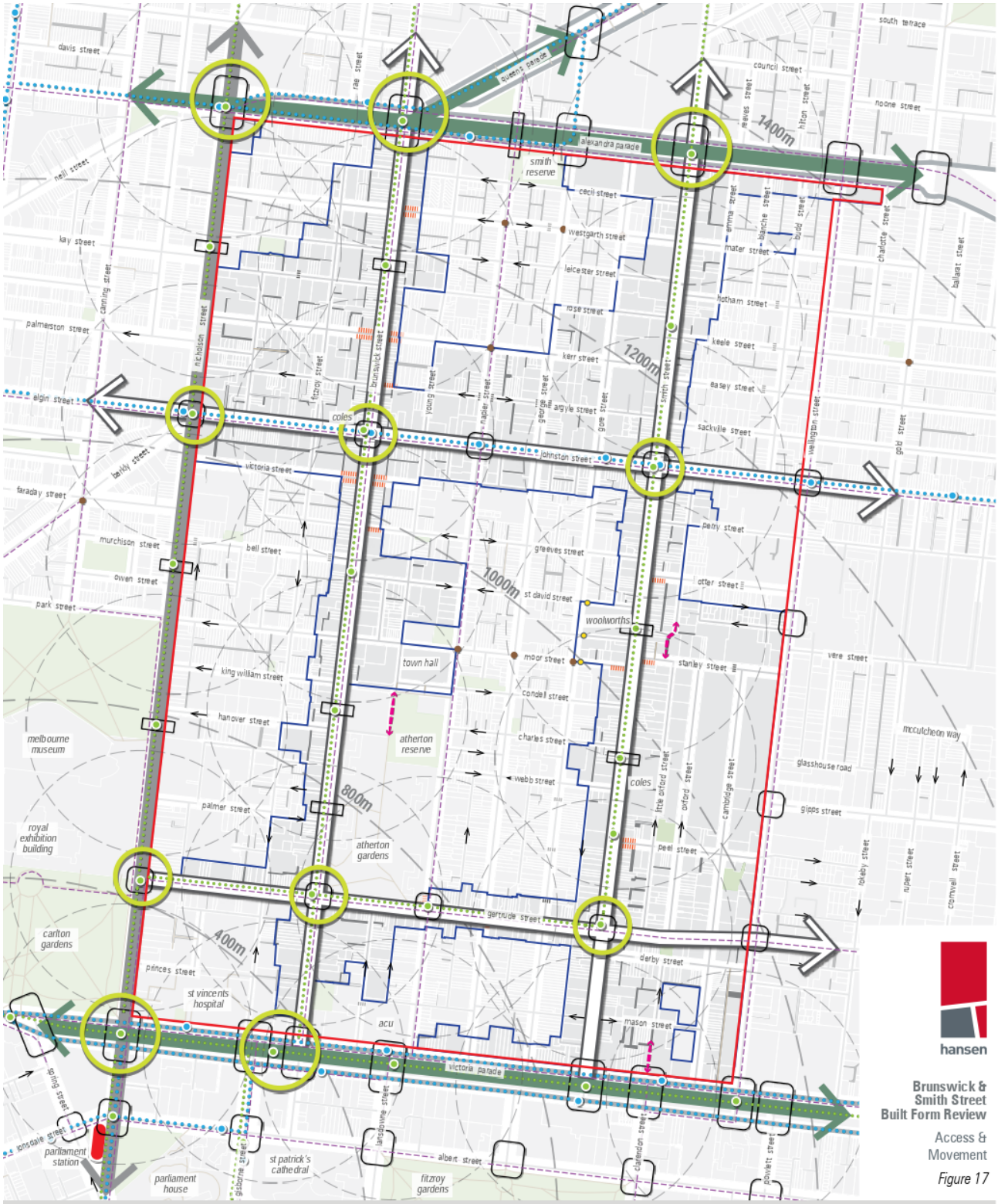
Built Form Implications

- The high levels of public transport accessibility enjoyed by the built form review area facilitates growth and urban consolidation.
- The provision for cyclists and end of trip facilities should be encouraged and provided for in new developments.
- The presence of laneways or multiple street frontages to provide vehicle access greatly aids the development viability and provides flexibility within the design in terms of site access and available frontages for provision of services.
- The existing conditions of laneways (particularly width - for ease of vehicle access, waste removal and built form separation) can influence the scale of development.

KEY FINDINGS

- Strong grid access allows multiple choice for legibility and permeable movement.
- Rich layers of public transport (tram and bus).
- Contrast between congested main roads & quieter back streets.

Attachment 1 - Attachment 1 - Background Analysis Report



3.12 Street Widths

Street width is a key element in contributing to the character of a place or street and its role in a movement sense. Often the wider the street, the more important it is in a movement and built form sense. This is evident in both the boulevards of Alexandra and Victoria Parade.

The study area contains a variety of street widths comprising either, predominantly 20m wide road reservations for main streets and other street, or narrower 10m wide road reservations for little streets. There is also a precinct in the north-east corner of the study area which contains 15m wide streets.

- 70m - Victoria Parade (bounding the study area to south).
- 60m - Alexandra Parade (bounding the study area to north).
- 30m - Nicholson Street (bounding the study area to west).
- 20m - Brunswick, Smith, Johnston and Gertrude Streets (main retail streets) as well as the following east-west streets: Westgarth- Mater, Kerr, Victoria, Bell, Otter, Stanley, Peel, Derby and the following north-south streets: Napier, George, Gore, Oxford (north of Gertrude Street), Cambridge and Budd.
- 15m - Moor, King William, Hanover, Princes, Hotham, Keele, Easey, Sackville, Emma and Blanche Streets.
- 10m - Cecil, Leicester, Rose, Argyle, Perry, Little Wellington, Napoleon, Greeves, St David, Condell, Charles, Webb, Mason, Fitzroy, Young, Little Oxford, and Oxford (south of Derby Street).

Built Form Implication

- Wider streets can more successful accommodate taller and more robust built form, without becoming too enclosed. Also when the broader street is located to the southern side of the site, it can be overshadowed by the built form.
- Conversely, narrower streets can become overwhelmed and visually dominated by taller forms more easily.

KEY FINDINGS

- No clear correlation between street width and existing role.
- Predominantly 20m wide streets.
- Tight 10m wide streets to north of Johnston Street in Fitzroy.

Existing Conditions



20m wide Brunswick Street streetscape

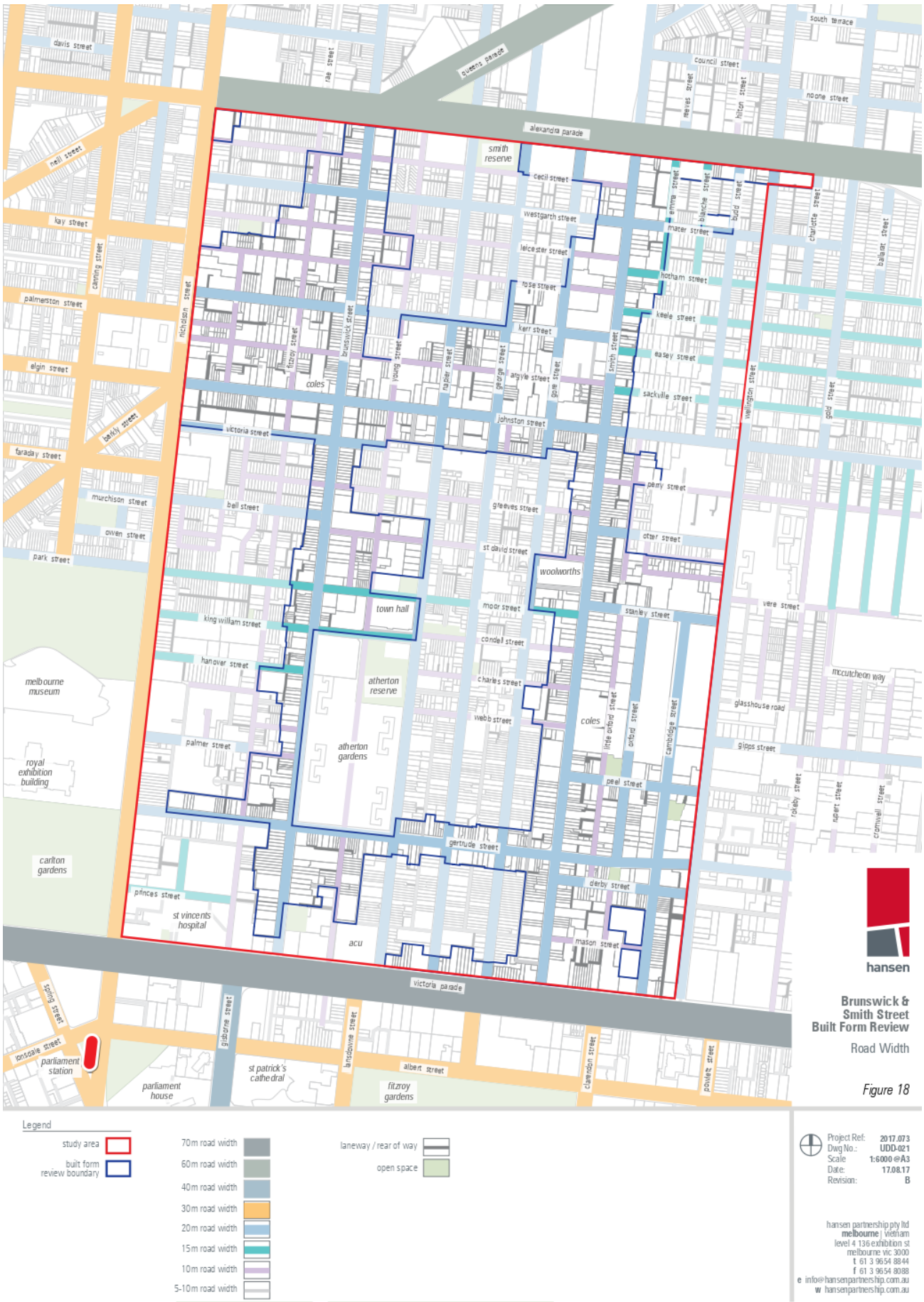


60m wide Victoria Parade streetscape



10m wide Leicester Street streetscape

Attachment 1 - Attachment 1 - Background Analysis Report



3.13 Rear Access

Due to the age of the original subdivision pattern service laneways were provided for the night cart. The provision and legacy of these service lanes provides opportunities for vehicle access and delivers to occur to the side or rear of the properties, leaving the primary street frontage free of cross-overs and able to provide active ground floor frontage to the street.

The existence of these laneways also provides separation between land parcels enabling shared access to light and air.

The analysis shows that most properties have either rear access or duel street frontages. Only relatively few properties have one street access, and of those only a small proportion are properties that front a main road (VicRoads road). This is important, because in such inner urban areas and along either VicRoads controlled roads and/or roads with tram provision, the ability to gain vehicle access is very difficult and/or undesirable.

Therefore, the provision and ability to access properties from the side or rear greatly aids in a site's likelihood to redevelop.

Built Form Implications

- The availability of service lanes or multiple street frontages aids a better design outcome and a sites' development potential.
- Properties without rear access need specific consideration around access, particularly fronting Wellington Street.
- Properties that have access to laneways should utilise them for access to allow active edges at street level fronting main streets.

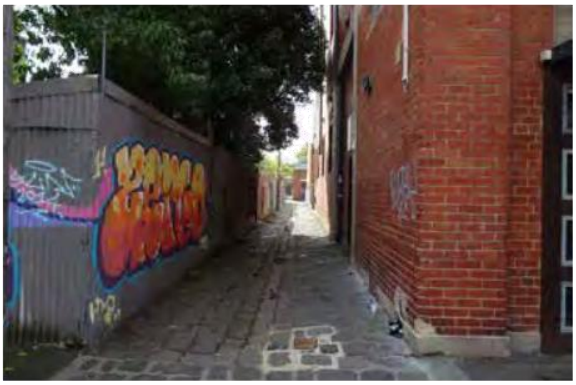
KEY FINDINGS

- Most properties comprise rear access or multiple points of access.
- Minimal properties constrained by vehicle access.

Existing Conditions



Rear bluestone service laneway, located between Johnston and Victoria Streets

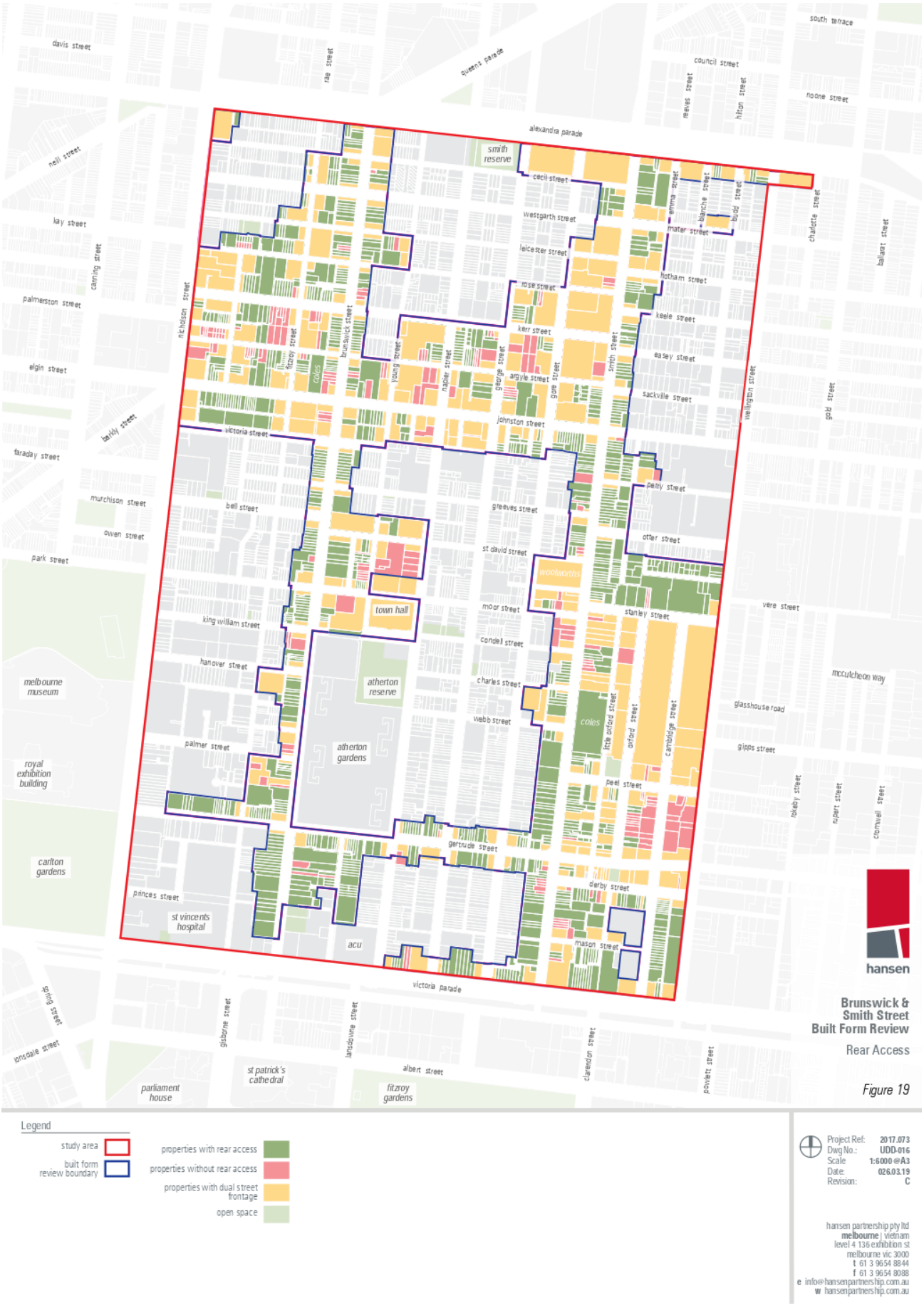


Narrow bluestone service laneway, located north of Rose Street



Little Napier Street represents a broader service laneway

Attachment 1 - Attachment 1 - Background Analysis Report



3.14 Sensitive Interfaces

The Built Form Review Area has numerous interface conditions with abutting properties, lanes and open space. Some of those interface conditions are more sensitive than other due to the nature of the land use and spatial arrangement of properties and separation as a result of either laneways or streets. The following arrangement and relationship between properties at the edge of the study area (as illustrated in Figure 17) occurs:

- Back to back
- Side to back
- Side to side
- Laneway

This identifies the interface conditions to the periphery, to primarily the more 'sensitive' residentially zoned land. These interfaces are already covered by Clause 22.05 of the Yarra Planning Scheme, which primarily seeks to protect the amenity of residential uses from nearby commercial and industrial uses.

Built Form Implications

- Development with residential interface need to take into consideration amenity impacts including visual bulk
- Developments with laneway interface benefit with some separation between properties, however, they still need to take into consideration amenity impacts including visual bulk.
- South side interface is the most sensitive interface has it has major implications on overshadowing in addition to other amenity impacts.

KEY FINDINGS

- Predominant interface condition is across a lane or common boundary.
- Sensitivity in the residential 'heart' precinct is paramount.
- The mixed use/commercial precinct to the north-east is less sensitive, as compared to residential interfaces.

Existing Conditions



Typical back to back laneway interface - between Young and Napier Streets

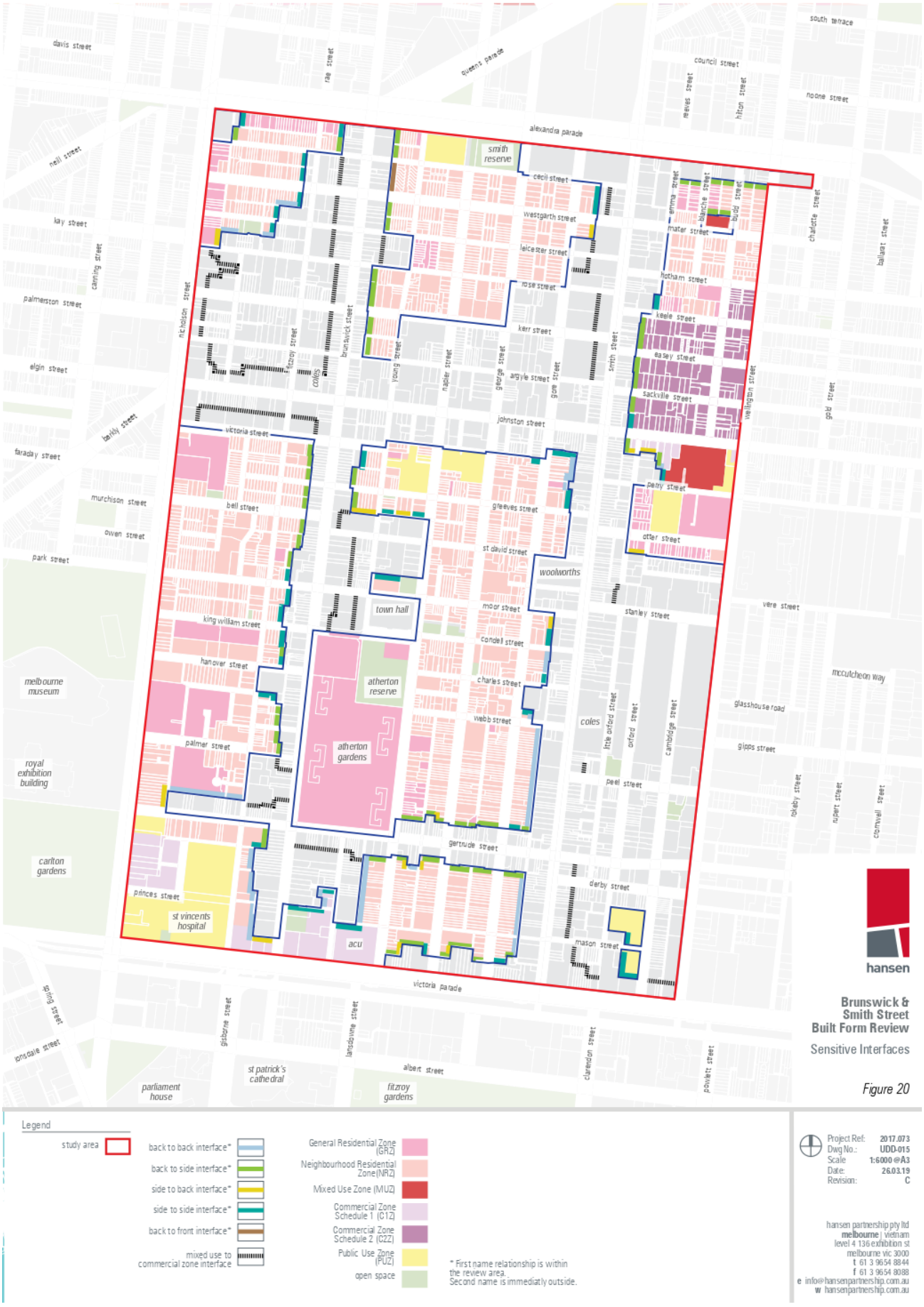


Typical back to side laneway interface - behind 142 Gertrude Street



Typical side to side laneway interface - Greeves Street looking north

Attachment 1 - Attachment 1 - Background Analysis Report



3.15 Development Influences

Figure 19 maps the various characteristic which are considered to add a level of complexity or constraint to redevelopment of a site. The first of these characteristics are to do with the physical attributes of the site, in terms of its width, size and if it has rear access. Typically the narrower and smaller a site the harder it is to redevelop. Also, the provision of rear (or side) access for vehicles greatly assists a site's ability to successfully store the necessary provision of cars on-site.

The condition and heritage status of any existing built form on the site can also restrict a site's redevelopment potential. Therefore, sites subject to a site specific heritage overlay are generally more heavily constrained than site's covered by a broader precinct heritage overlay. In addition to the heritage overlays, a building may also be graded as being individually 'significant' or 'contributory'. As a result the heritage value of the site and its existing fabric can constraint its redevelopment potential.

Likewise, the condition and status of any building on the site can also inform how likely or not it is to redevelop within the foreseeable future. Site's which contain large, recently completed buildings are unlikely to redevelop given the recent capital investment in the building and its economic life.

Pubs often occupy prominent corner sites. Corner sites are generally attractive redevelopment opportunities as their corner attributes allow greater access to outlook and opportunity for street frontage and vehicle access. However, Pubs contain some limitations to redevelopment, such as their iconic status within the socal fabric of the local community. While, primarily from a built form perspective, the heritage nature of the building would limit redevelopment potential.

Licensed venues, depending on their nature and hours of operation these businesses can impact above surrounding sites from a redevelopment perspective. These venues can operate late into the night, producing noise which would be an undesirable amenity outcome for nearby or future residents. Similarly, for noise reasons Live Music venues also impact upon to redevelopment potential of nearby site.

The sites, within the Built Form Review area which are not impacted upon by the above constraints therefore, are considered to have the best development potential.

KEY FINDINGS

- Much of the study area is constrained by heritage status.
- Significant redevelopment has already occurred or is in the works.
- Cluster of less constrained sites north of Johnston Street.

Existing Conditions



Example of relatively recent development - The Max on Brunswick Street

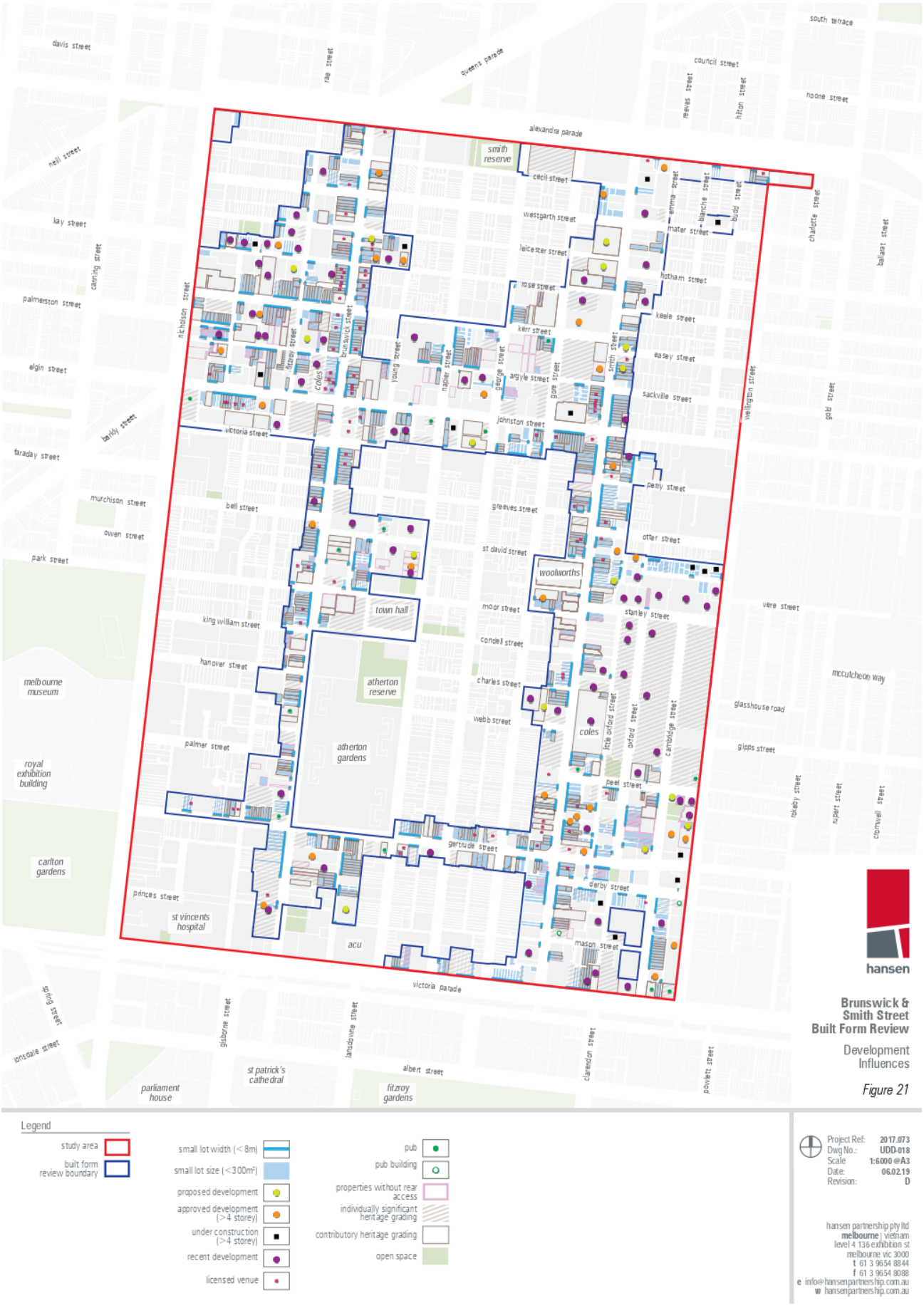


Napier Hotel on the corner of Napier and Moor Streets



The Night Cat live music venue on Johnston Street

Attachment 1 - Attachment 1 - Background Analysis Report



3.16 Level of Change

In order to understand the varying degree of built form change likely to occur across the study area, a high level analysis exercise was undertaken to determine the spatial arrangement and distribution of built form change.

It was agreed to undertake this analysis in a consistent manner with the Victoria Street and Bridge Road Built Form Reviews and categories areas into either low, moderate or high change. These titles describe the defined areas propensity to accommodate development and associated built form change. They do not describe the potential height, scale or intensity of the potential development.

The analysis was on the following Change Criteria:

- Lot size;
- Lot depth;
- Lot width;
- Strata titling;
- Heritage values;
- Service access provision;
- Recent development; and
- Recent approvals and development proposals.

LEVEL OF CHANGE CRITERIA

LEAST	MODERATE	MOST
▪ Small size lots (<150m2); ▪ Shallow lots (<25m); ▪ Narrow lots (<8m); ▪ Strata titles; ▪ No laneway access; and ▪ Individually Significant buildings.	▪ Medium size lots (between 151-600m2); ▪ Medium depth (between 25m-35m); ▪ Medium width (between 8m-18m); ▪ Laneway access; and ▪ *Contributory building.	▪ Large size lots (>601m2); ▪ Deep lots (>35m); ▪ Wide lots (>18m); ▪ Laneway access; and ▪ Non-contributory building.

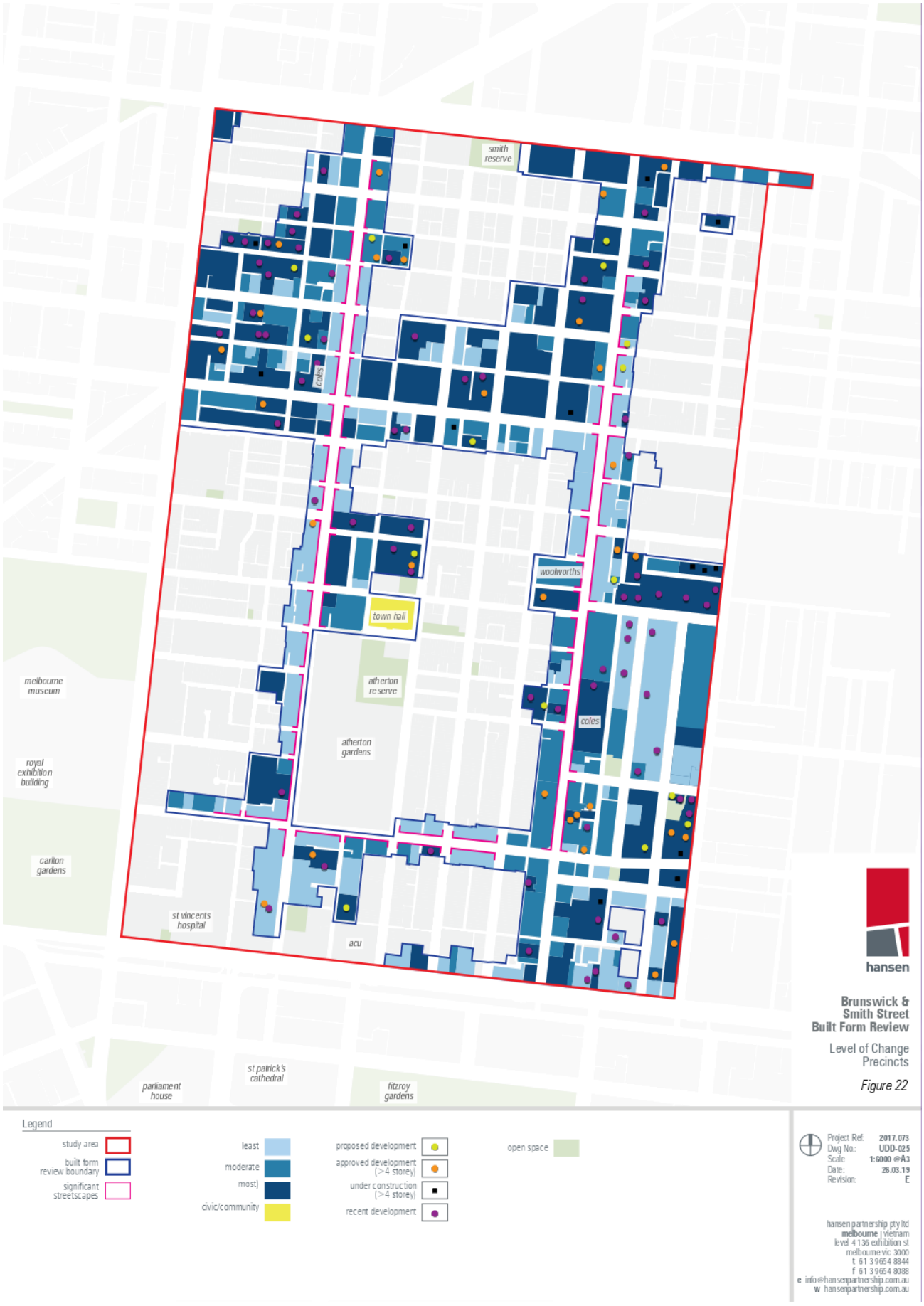
INDICATIVE LAYOUT



CIVIC & COMMUNITY

- Public buildings and community assets, including churches

Attachment 1 - Attachment 1 - Background Analysis Report



3.17 Summary

Our urban design analysis of the Brunswick and Smith Street precincts as part of the Built Form Review has confirmed a number of important precinct 'attribute close and, which have both shaped the form and character of the city as it stands today and which also served as important determinants of its evolution as a growing and regenerating urban system. The following key features represent a summary synthesis of a thorough 'sieve mapping' process exploring the study area's topography, block arrangement, streetscape, subdivision, built fabric and spatial conditions. The critical findings are as follows:

- The study area and centres are particularly large and diverse – the precinct comprises at least 4 strip centres on an east-west and north-south axis, which each represent somewhat different composition and quality. Diversity and variation of building stock is an inherent characteristic of each Centre, recognizing an ability to absorb sometimes dramatic shifts in scale and form.
- Given the linear and grid-based framework of streets, lanes and thoroughfares emanating from activity spines, they are pre-eminent walking places – the importance of the pedestrian realm and the combined effects of the ground plane, active (granular) frontages and a diverse street wall of a 'human scale' are defining features.
- The commercial spines are largely defined by the fine grain retail fabric of traditional order – these precincts are heavily constrained given their heritage qualities and limited site size (particularly width). Respect for intact traditional frontages is paramount. Furthermore, rear access where available is of considerable benefit.
- The extensive mixed use precincts 'behind the spine' represent areas with potential for notable redevelopment as part of a post-industrial transformation – these areas are not typically affected by heritage overlays, however many have already been realised or approved developments in place. Further opportunities for growth in these precinct is apt.
- The study area includes particularly sensitive residential hinterlands (within heritage overlays) - these intact traditional neighbourhoods are tightly wedged between commercial and mixed use growth areas. The spatial and visual interplay between these established areas and the evolving spines represents a critical urban design issue.
- The character of both the commercial spine and mixed use cells varies considerably across the precinct – important topographical and skyline factors influence the character of each of these precincts, including long flat terminal views along spines to the west, and open panoramic vistas to the East across the 'Collingwood Slope'. Views to designated landmarks are particularly important in this precinct.
- The quality of the public domain is heavily constrained and subjected to increasing demands with urban intensification – other than the principal pedestrian realm of foot paths and laneway is, there is a significant lack of quality public space, however a series of new pocket parks and passes have been generated to the east of Smith Street. The protection of public amenity of streets and lanes is a critical ambition.

- There is very limited built form and guidance provided for future development of the precinct – the lack of clearly defined development envelopes for particular conditions and typologies has resulted in considerable variances across the 4 strip centres. DDO controls only apply to confined areas, which constrains the ability for designs to respond appropriately to local conditions.
- The areas have a common set of parameters that distinguish them from each other and that are part of their success an attractive area for businesses and people to be in Smith, Brunswick and Gertrude Streets as traditional, mostly heritage main streetscapes. While, Johnston Street and the mixed use back blocks are more diverse. Given the sheer extent and complexity of the built form review area more detailed investigations will need to be undertaken at a precinct by precinct level. These precincts will be defined by the role and existing built form character of the areas.

KEY FINDINGS SUMMARY

- Large area, comprising 4 strip centres within a 'tight' urban setting that is highly walkable.
- Defined by fine grain activity spines along tram routes.
- Contains key mixed use pockets with development capacity.
- Significant heritage fabric and extensive broad heritage coverage.
- Limited built form guidance - only discrete DDO application.
- Notable terrain - 'Collingwood slope'.
- Importance of distant views to 'traditional' landmarks.
- Lack of principal public realm.
- Sensitivity in the residential 'heart' precinct is paramount.
- Minimal properties constrained by vehicle access.
- Mixed use land not covered by heritage overlay largely already developed.
- Generally limited potential along main retail spines.

4.0 Future Built Form Precincts

Given the sheer size and complexity of the Review Area, following the initial background research and existing conditions analysis phase it was determined to divide the overall area into smaller place based precincts.

This chapter of the report documents these street or place based precincts and defines their existing built form character and designated a 'change rating'. The change rating seeks to simply communicate the precincts anticipated propensity to accommodate built form change into the future.

The Review Area was divided into 10 precincts. The precincts are primarily defined by the functions as either:

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

Activity Spines

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

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

Mixed Use Areas

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

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

Boulevards

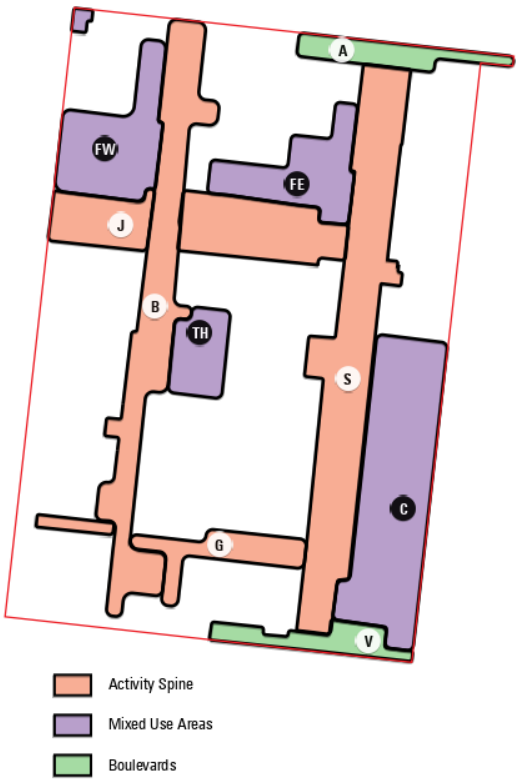
The Boulevards are the non-residential land to the northern and southern edges of the review area which front the broad road corridors of:

- Alexandra Parade; and
- Victoria Parade.

10 Precincts

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

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



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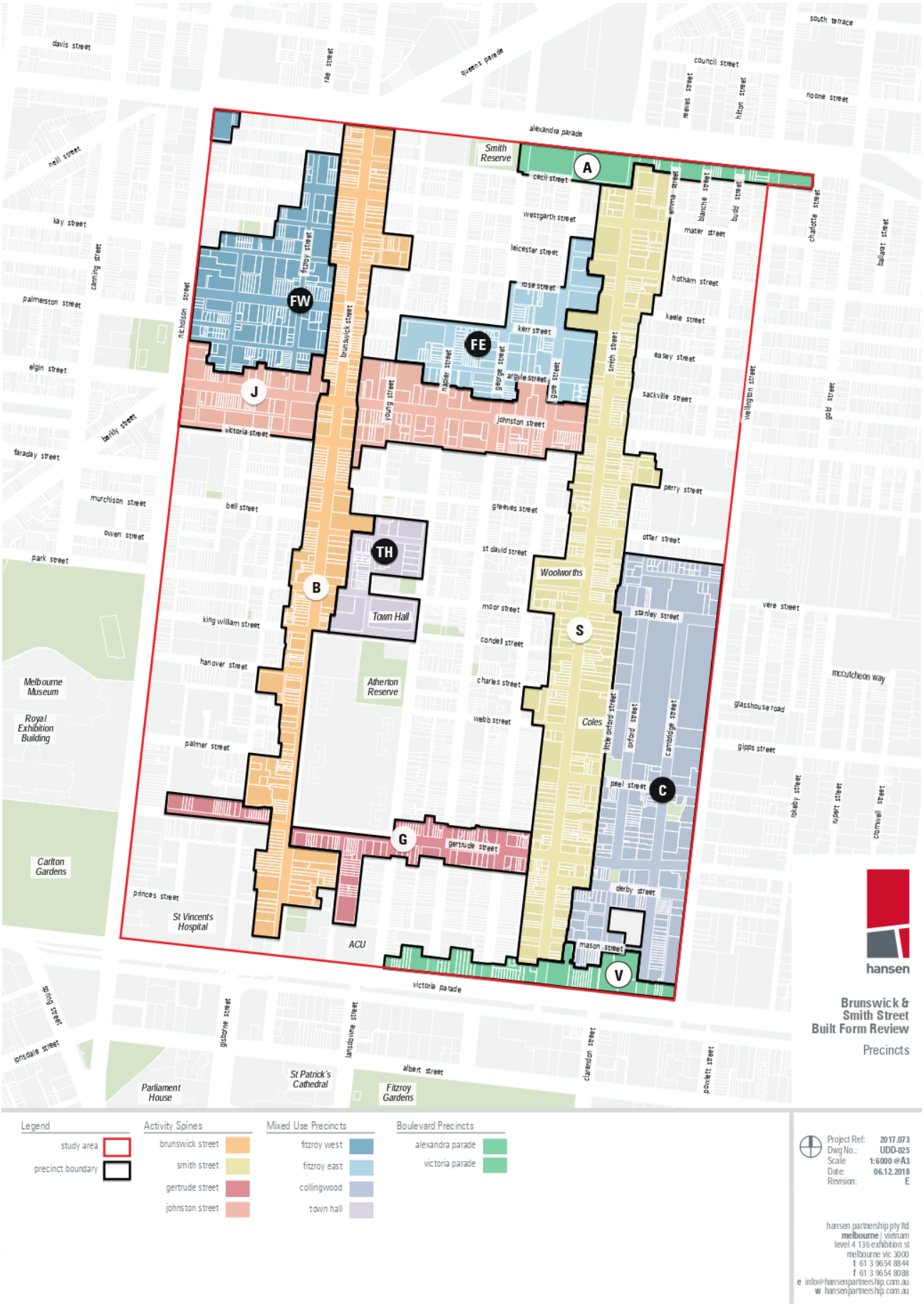


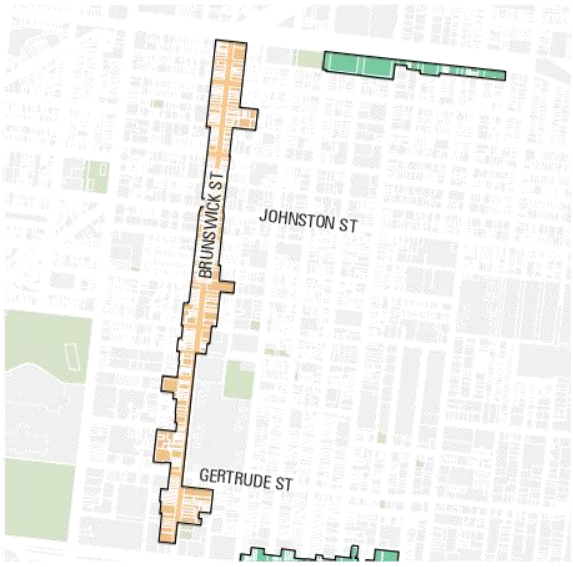
Typical Typology

PRECINCT 1: BRUNSWICK STREET (B)

HS S

Boundary Description

This precinct is bound by Alexandra Parade in the north and Victoria Parade in the south. The western and eastern edges are defined by the rear boundaries of commercial properties fronting Brunswick Street.



Precinct map

Precinct Influences

Brunswick Street, Fitzroy is identified as one of the City of Yarra's Major Activity Centres. It is defined by its two main roads being Alexandra Parade to the north and Victoria Parade to the south and represents one of Melbourne's most intact Victorian retail corridors.

The Brunswick Street corridor is defined by its predominantly traditional Victorian streetscapes, corner pub buildings and larger institutional forms to the south. New developments are typically in shop-top format, or clustered within Mixed Use Zone (MUZ) areas behind the retail spine, including around the Fitzroy Town Hall.

Brunswick Street is a unique Major Activity Centre spine with a particularly strong north-south visual framework informed by largely intact heritage retail buildings. The spine is defined by predominately 2 storeys consistent heritage street walls to the north of Johnston Street and a more diverse street wall mix to the south of Johnston Street. The corridor benefits from a series of important local landmarks, typically found at corners which act as critical wayfinding elements.

The topography slopes gently to the south of St David Street, leading to the open profile of Atherton Gardens and the east-west commercial spine of Gertrude Street. To the south of Gertrude Street are an assemblage of significant heritage residential and commercial buildings of different setbacks associated with St Vincent's Hospital. To the periphery, the precinct is hemmed in by low-scale heritage residential and warehouse forms with discrete contemporary infill in the form of 4-6 storey apartment buildings.

Change Rating



Precedent Built Form







Typical Typology

PRECINCT 2: SMITH STREET (S)

HS S

Boundary Description

This precinct is bound by Victoria Parade in the south and Alexandra Parade in the north. The eastern and eastern extent of the precinct is defined by the rear boundary of commercial properties fronting either side Smith Street.



Precinct map

Change Rating



Precinct Influences

Smith Street is one of the City of Yarra's Major Activity Centres and a key metropolitan activity spine with a long retail tradition and largely intact heritage character. The street defines the boundary between the suburbs of Fitzroy and Collingwood and is hemmed in by predominately Fitzroy residential properties and diverse Collingwood residential, mixed use and former industrial properties to either side. The overall streetscape character is diverse, comprising sections of highly consistent heritage scale and rhythm, sections defined by the strong profile of prominent heritage retail buildings and areas to the northern end where contemporary, renewal and taller forms have emerged.

Smith Street is a unique Activity Centre spine with a particularly strong north-south visual framework informed continuous segments of traditional and largely intact heritage retail buildings typically extend from anchoring key intersections such as Johnston and Gertrude Streets, before variation is presented by punctuations of 'grand retail' forms, remnant of the historical department store typology. Medium rise apartment forms set behind traditional street walls represents an emerging character of change, particularly north towards Alexandra Parade.

The corridor benefits from a series of important local landmarks, typically occurring at corners which act as important wayfinding elements through the precinct. Other local landmarks occur mid-block, some of which are located at the termination of perpendicular streets, increasing the visual extent and influence of these buildings, such as the Victorian Heritage Registered Post Office. The topography gently falls north of Johnston Street, resulting in the taller contemporary forms generally sited within the line of traditional 2 storey parapets in long distant corridor views from higher land south of Johnston Street. While the corridor is largely defined by long segments of fine grained allotments, the precinct presents a number of anomalous larger sites accommodating warehouses found both along the spine as well as in the adjacent 'back-blocks.'

Precedent Built Form







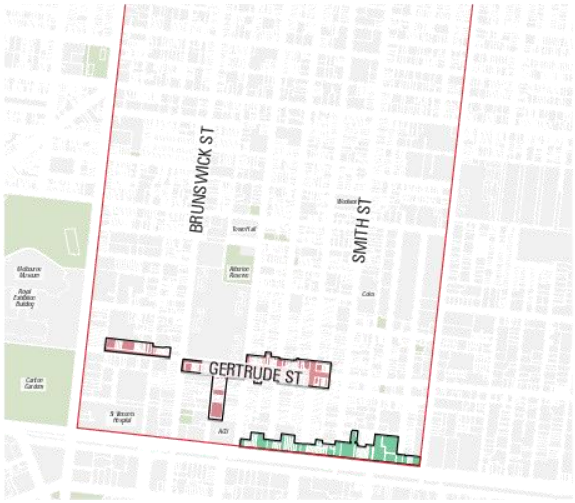
Typical Typology

PRECINCT 3: GERTRUDE STREET (G)

HS S

Boundary Description

This precinct is divided by the Brunswick Street precinct and bound to the east by Nicholson Street and to the west by the rear of commercial properties with frontages to the west side of Smith Street. To the north and south, the precinct is bound by the rear of properties with frontages to Gertrude Street (with the exception of Atherton Gardens).



Precinct map

Precinct Influences

Gertrude Street, Fitzroy is identified as one of City of Yarra's six Neighbourhood Activity Centres (NAC) and represents one of Melbourne's intact Victorian retail corridors. It is anchored by two main roads including Nicholson Street to the west and Smith Street to the east.

The Gertrude Street spine is defined by predominantly traditional Victorian retail forms and corner pub buildings. New contemporary forms are limited and typically comprises ground floor retail with residential apartments above. There is one contemporary mixed-use development along the spine with multi-dwelling residential forms existing behind the retail spine on the south side.

Change Rating



Precedent Built Form







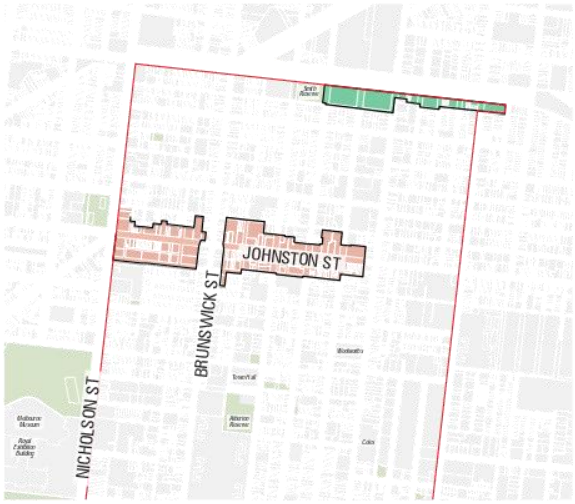
Typical Typology

PRECINCT 4: JOHNSTON STREET (J)

HS S R

Boundary Description

The smallest defined precinct, along the western section of Johnston Street bound by Nicholson Street to the west and an unamed laneway to the rear of Brunswick Street properties. The south of the precinct is defined by Victoria Street and the north is defined by the rear of properties on the north side of Johnston Street.



Precinct map

Precinct Influences

Johnston Street today is a mixed urban area, main street corridor defined by the coexistence of heritage shopfront forms, new apartment developments and remnant Victorian era cottages and corner pub buildings. These prevailing elements sit side by side with more modest 20th Century forms that is 'ripe' for renewal.

The Johnston Street precinct, between Smith and Nicholson Streets is a critical opportunity spine in Fitzroy and part of the long corridor linking Johnson Street East (in Collingwood) with Elgin Street (within the City of Melbourne) to the west. This particular section of Johnson Street is mixed in profile with two very distinctive portions. Firstly, an eastern area (between Smith and Brunswick Streets) which comprises some deep former industrial lots and a mixed arrangement of retail, residential and contemporary infill.

Secondly, a smaller western area (between Brunswick and Nicholson Streets) comprising typically fine-grained traditional retail stock and some important heritage elements, most notably at the Nicholson Street junction and extending southward along Victoria Street. Both precincts are 'hemmed in' by sometimes delicate residential stock principally to the south and more mixed fabric to its north. Johnston Street crosses (on a perpendicular alignment) the key Smith Street and Brunswick Street activity spines and offers long terminal views is to the west to the municipal threshold and uphill towards the University of Melbourne.

Change Rating



Precedent Built Form







Typical Typology

PRECINCT 5: FITZROY WEST (FW)

HR R

Boundary Description

This precinct is bound by Nicholson Street to the west and the rear of Johnston Street properties to the south. The eastern extent is defined by the rear of commercial properties with a frontage to the western side of Brunswick Street. The northern extent of the precinct is defined by the designation of MUZ land. To the corner of Alexandra Parade is an isolated pocket of land subject to the C2Z and bound by NRZ to the east.



Precinct map

Precinct Influences

Fitzroy West today is particularly diverse with respect to its built form character, comprising commercial and saw tooth warehouse forms along its Nicolson Street edge, which transition to more finer grain mix of dwellings, heritage building and contemporary developments.

The Fitzroy West precinct is notable for its mixed profile of Victorian heritage terraces, low order warehouse and medium rise contemporary apartment forms across a grid street network. This compact precinct is recognizable for its 'behind the spine' or 'back block' position, reflecting an area of transition between the more active profile of Nicholson Street and established heritage residential neighbourhoods to the north.

The precinct does not exhibit any high-rise form, but is more clearly defined by medium scale contemporary apartment developments, broad industrial complexes and finer grained residential stock addressing often broad tree-lined streetscapes. The east-west alignment of Kerr Street is a key conduit and a defining 'green' street linking Nicholson Street to Smith Street, flanked by a variety of different local forms, including a corner hotel, robust warehouses.



Precedent Built Form







Typical Typology

PRECINCT 6: FITZROY EAST (FE)

HW HR R

Boundary Description

One of the largest renewal precincts, comprising sites along Alexandra Parade to the north, surrounding Smith Street (to the east and west) as well as a larger extent to the south surrounding the north and south of Johnston Street between Smith and Brunswick Streets. This precinct comprises a direct interface to NRZ and PUZ land, with the eastern extent defined by the rear of commercial properties fronting the eastern side of Smith Street (north of Keele Street) and the rear of commercial properties along the western side of Brunswick Street (south of Kerr Street).



Precinct map



Precinct Influences

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

The Fitzroy East precinct is notable for its mixed profile of Victorian heritage terraces, low order warehouse and medium rise contemporary apartment forms across a close knit grid street network. This compact precinct is recognizable for its 'behind the spine' or 'back block' position, reflecting an area of transition between the more active profile of Johnson Street and established heritage residential neighbourhoods to the north and west.

The precinct does not exhibit any high-rise form, but is more clearly defined by medium scale contemporary apartment developments, broad industrial complexes and finer grained residential stock addressing often broad tree-lined streetscapes. There is some distinction between the profile of development abutting the wide north-south aligned Napier, George and Gore Streets, compared to the more confined cross-section of Argyle Street. The east-west alignment of Kerr Street is a key conduit and a defining 'green' street linking Nicholson Street to Smith Street, flanked by a variety of different local forms, including a corner hotel, robust warehouses and the widely recognized 'Cheese Grater'

Precedent Built Form







Typical Typology

PRECINCT 7: COLLINGWOOD (C)

HW HR R

Boundary Description

This precinct encompasses the Collingwood slope and is bound by Victoria Parade to the south, Wellington Street to the east and Little Wellington Street to the north. The western extent is defined by the rear of commercial properties along the eastern side of Smith Street.



Precinct map

Precinct Influences

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

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

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

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

Change Rating



Precedent Built Form







Typical Typology

PRECINCT 8: TOWN HALL (8)

HR R

Boundary Description

Bounded by Napier Street to the east, Exhibition Street to the north and King William Street to the south. The western extent is defined by the rear of commercial properties along the eastern side of Brunswick Street. South of Langridge Street, the precinct 'wraps' PUZ land including Sacred Heart Primary School.



Precinct map

Precinct Influences

The Town Hall Precinct is a discreet mixed pocket located behind Brunswick Street, focused around the heritage Town Hall and influenced by the surrounding leafy green residential streets of Fitzroy. Key views to the Town Hall and its associated clocktower are experienced from Brunswick Street and on approach along Moor Street from the west.

This precinct is largely characterised by narrow east-west streets and a varied subdivision pattern which heightens the sense of arrival to Brunswick Street and the transition to fine grain residential interfaces. This confined precinct has transformed considerably in recent years, from predominately low order heritage and post-war warehouse forms to more recent mixed use apartment typologies of 4 to 6 storeys, concentrated along St David Street and Napier Street.

Change Rating



Precedent Built Form







5.0 Existing Built Form Typologies

Based on the contextual and built form analysis of the previous sections, differences in the feel and built form character are emerging between certain areas within the wider study area. The interplay between street function and role, employment activities, existing heritage fabric and more recent built form, streetwall heights and overall heights has resulted in differences that can be translated into descriptions of a dominant character within an area. It allows an identification of important aspects per area, which will inform the formulation of future character statements and provide a direction for the relevant built form parameters for development activity.

In an attempt to simplify and distil the existing diverse built form character of Fitzroy and Collingwood we undertook a typological approach to classify the built form into 7 types in order to understand the spatial distribution.

The 7 existing built form typologies are as follows:

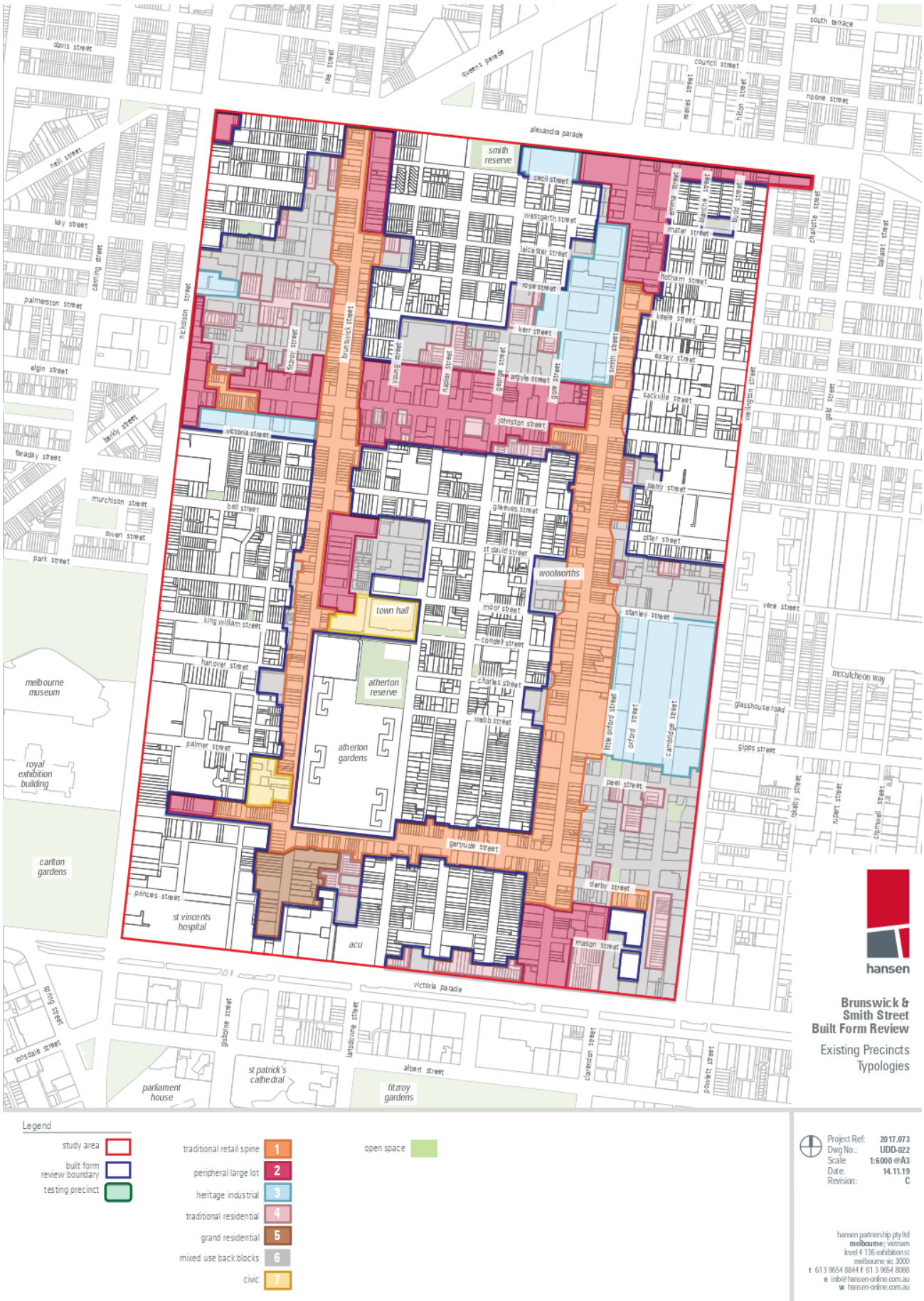
- Traditional Retail Spine;
- Peripheral Main Street;
- Heritage Industrial;
- Traditional Residential;
- Grand Residential;
- Mixed Use Back Blocks; and
- Civic

However, the Civic typology only applies to the following:

- Fitzroy Town Hall;
- The Sacred Heart Church and School; and
- Brotherhood of St. Laurence.

Therefore, it was deemed not necessary to document their existing built form characteristics.

Attachment 1 - Attachment 1 - Background Analysis Report



TYPOLOGY 1: TRADITIONAL RETAIL SPINE



Located predominately along Smith Street, Brunswick Street, Gertrude Street and the western portion of Johnston Street, the traditional retail spine precinct comprises of mainly fine grain shop fronts with a distinguished heritage character. The traditional, old charm main street character with wide shop windows at ground floor, verandahs over footpaths and narrow frontages host non-generic, individual commercial and gastronomy businesses that attract a lot visitors, leading to a busy pedestrian environment. The design of buildings and their streetwall and character is very consistent due to the strong re-occurrence of key characteristics and façade elements.

Key Characteristics

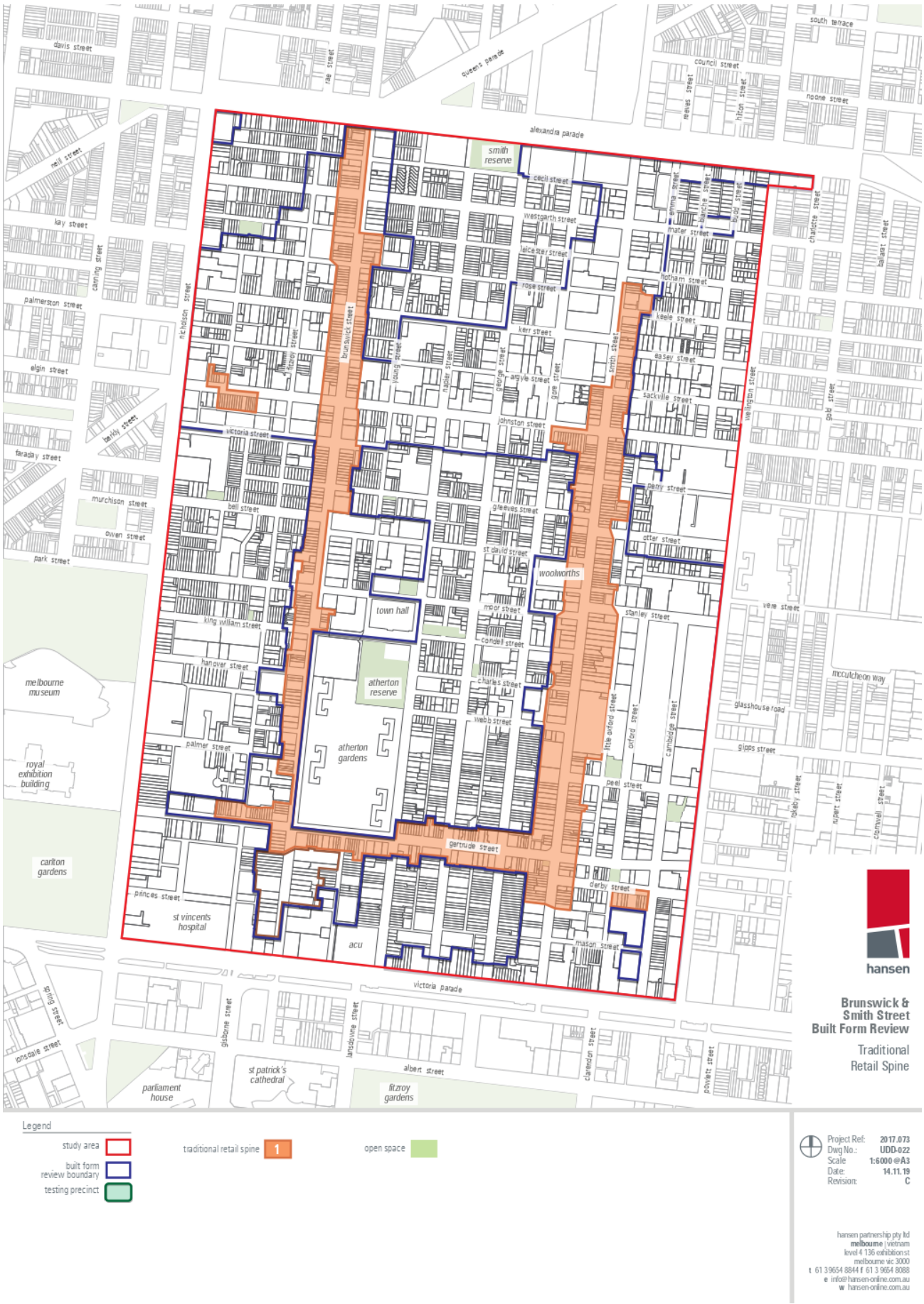
- Main frontage with central tram provision
- Long linear streetscapes corridors with strong streetwall profile
- Predominately fine grain subdivision
- Strong heritage fabric
- Prominent 2 storey traditional streetwall presentation
- Consistent built form rhythm
- Significant heritage built form fabric
- Highly glazed ground floor (shop) fronts at ground floor
- Skillion verandahs or canopy above footpath
- Upper levels are more solid with several vertical windows, pilasters often continued from ground floor
- Decorative parapet and visible chimneys
- Limited landscape provision
- On-street kerbside parking
- Provision of rear laneways for service access







Attachment 1 - Attachment 1 - Background Analysis Report





TYPOLOGY 2: PERIPHERAL MAIN STREET

Located along the northern and southern ends of Smith Street, the northern end of Brunswick Street, Johnston Street between Brunswick and Smith Streets and a portion along Nicholson Street, the moderate grain spine precinct comprises of moderate grain shop fronts with a mix of contemporary and heritage character.

These areas resemble a mix between 1 to 3 storey streetwalls and similar overall heights. Recent developments are higher, but overall still the exception. The more robust bulk and less ornate facades (in comparison to the traditional main streets) and generally larger windows at ground and upper levels create a post-war industrial and commercial street appearance

Key Characteristics

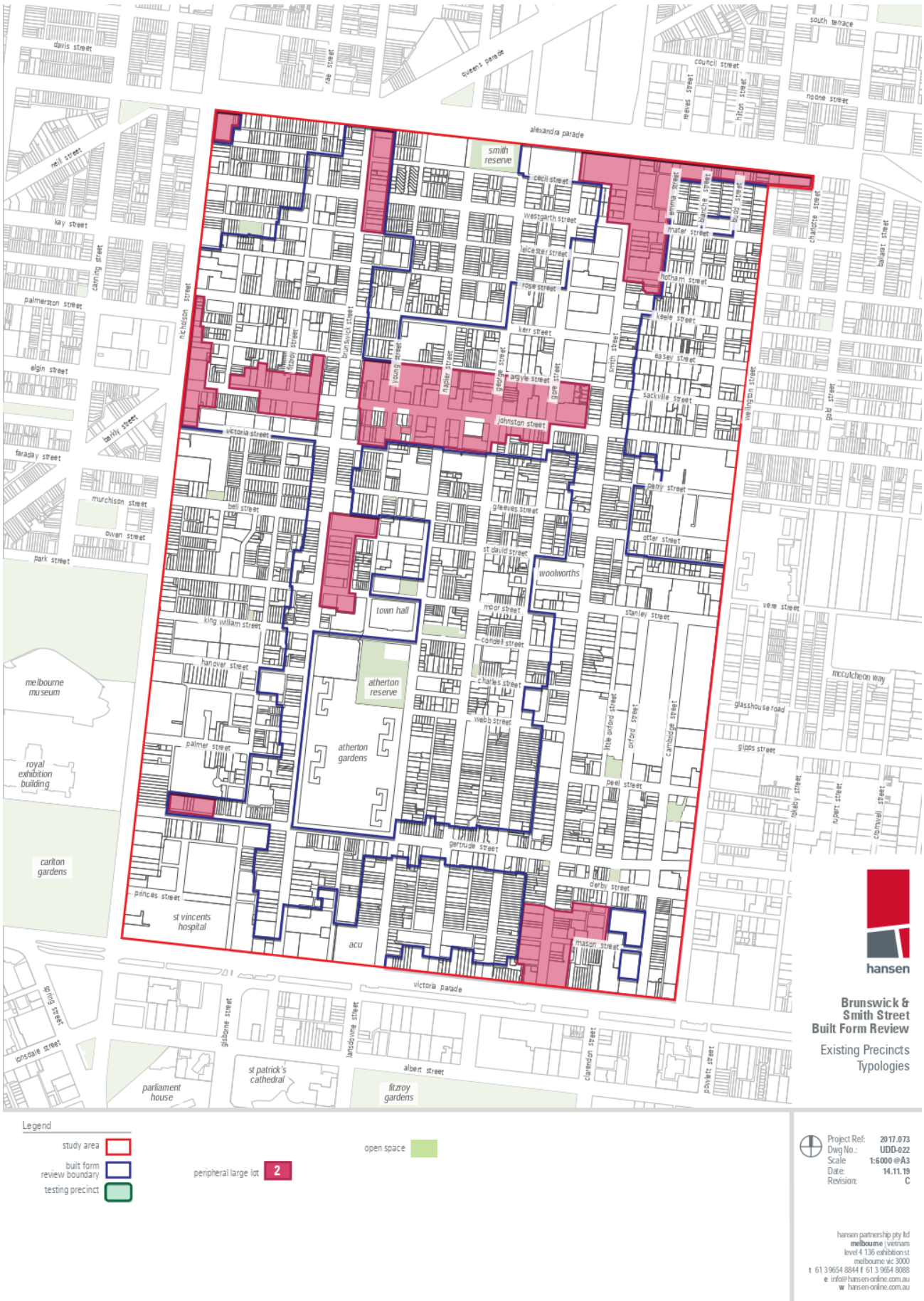
- Main road frontage
- Mainly moderate grain subdivision
- Mix of heritage and contemporary fabric
- Prominent 2-3 storey streetwall presentation
- Inconsistent built form rhythm
- Highly glazed ground floor (shop) fronts
- Absence of canopies and awnings
- Fascia is more modern and less ornate
- Windows more horizontally aligned and larger
- Pockets of recently completed development
- Limited landscape provision
- On-street kerbside parking
- Bus and tram provision in most areas
- Provision of rear laneways for service access







Attachment 1 - Attachment 1 - Background Analysis Report





TYPOLOGY 3: HERITAGE INDUSTRIAL

Typically comprising the larger land parcels and comprise either remnant heritage factory buildings which have been renovated or recent infill developments. Located at the MacRobertson precinct to the north of Johnston Street and west of Smith Street, the Foy and Gibson precinct on the Collingwood slope, the Victoria Street properties to the west of Brunswick Street as well as 3 smaller pockets to the periphery of the study area, all comprising main street frontages. These locations are dispersed across the study area, defined by the original industrial forms and factories and were the cornerstone for the development of Collingwood and Fitzroy at that time.

Key Characteristics

- Predominately large grain subdivision
- Clear contrast to surrounding subdivision and built form
- Strong industrial fabric
- Varied streetwall presentation
- A mix of robust and intact 1-2 storey industrial built form and newer developments
- Red brick facades articulated via pilasters, plinth, window sills and fascia of different material or colour, larger windows.
- Considerable individually significant heritage fabric
- Limited landscape provision
- On-street parking
- Often occupy full urban blocks
- Limited rear laneways for service access

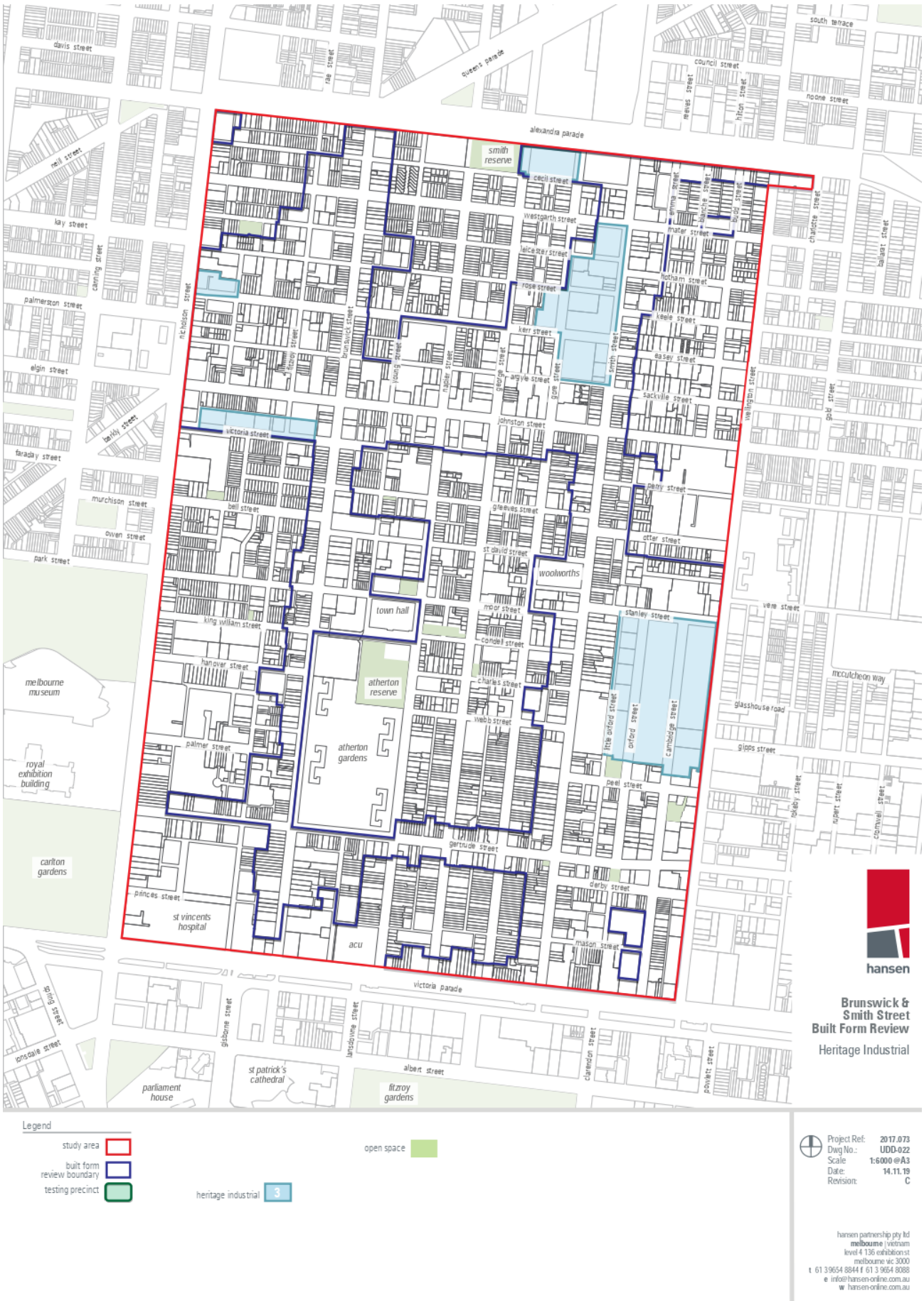


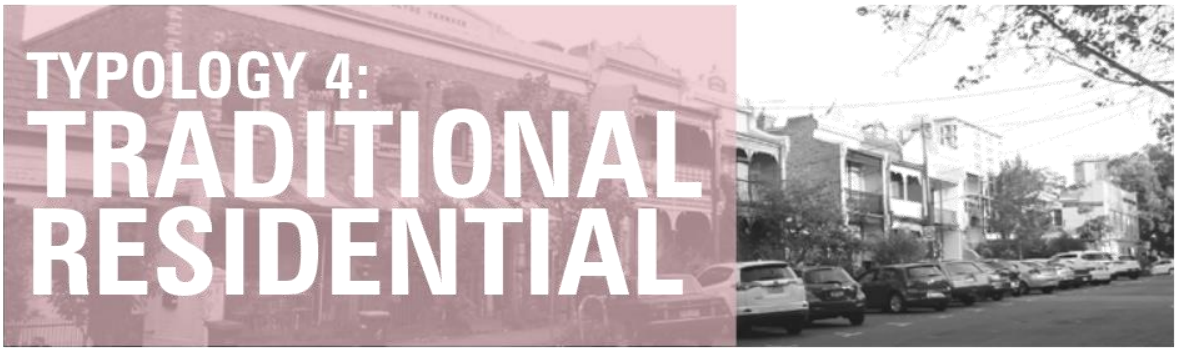






Attachment 1 - Attachment 1 - Background Analysis Report





TYPOLOGY 4: TRADITIONAL RESIDENTIAL

The traditional residential 'precinct' includes small pockets scattered throughout predominantly the mixed use back blocks, with a few instances along Johnston Street. Its characteristics include fine grain subdivisions and attached heritage terrace housing.

Key Characteristics

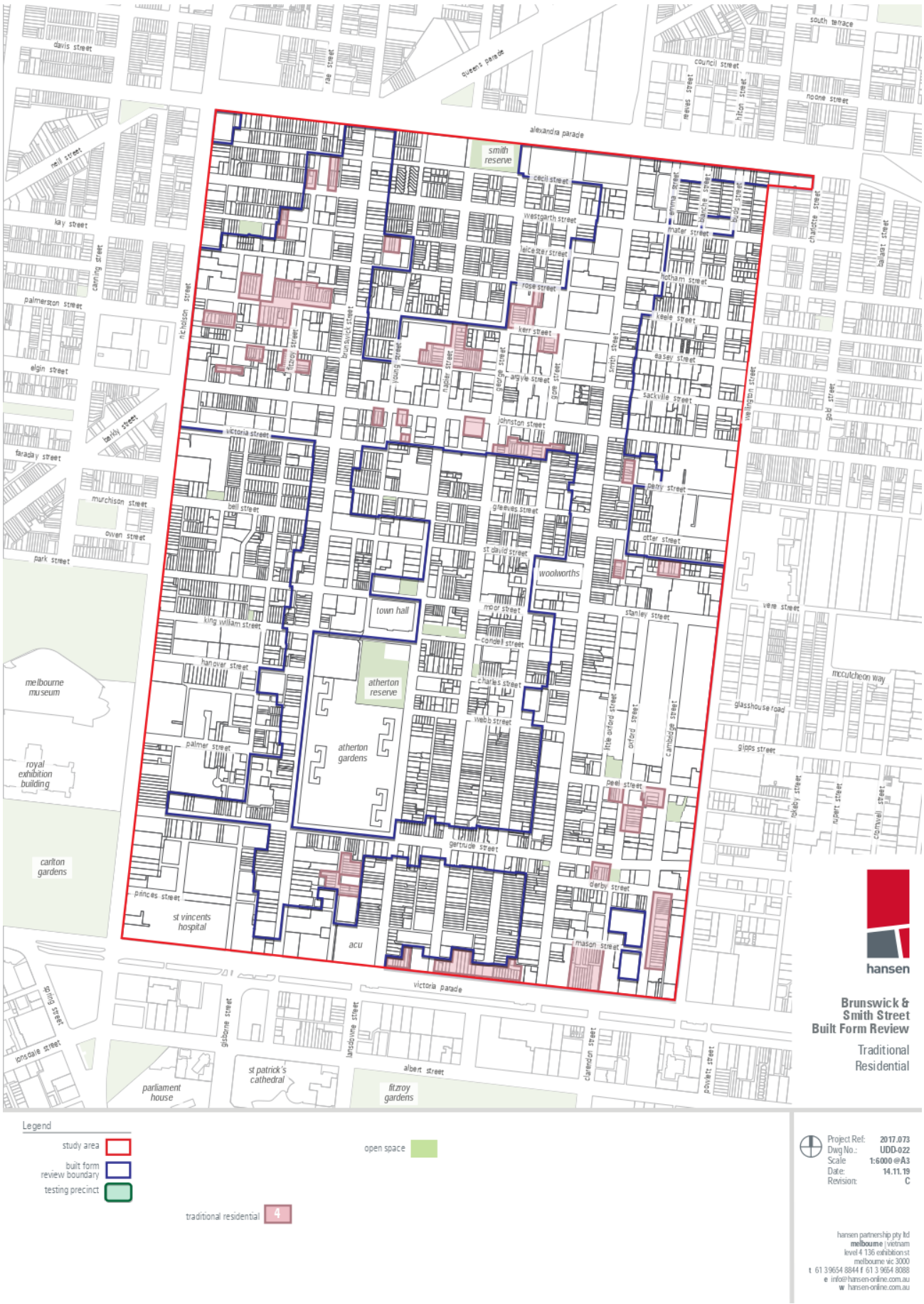
- Small narrow lot size
- Predominately fine grain subdivision with some larger grain lots
- Intact heritage fabric
- 1-2 storey scale
- Attached terrace dwellings
- Inconsistent fine grain built form rhythm
- Predominately heritage dwellings with some contemporary additions and new buildings
- Some landscape provision with small front setbacks
- On-street kerbside parking
- Often provision of rear laneways for service access







Attachment 1 - Attachment 1 - Background Analysis Report





TYPOLOGY 5: GRAND RESIDENTIAL

Located to either side of Brunswick Street (south of Gertrude Street) this predominantly intact precinct of more opulent heritage homes and 'high street' forms.

Key Characteristics

- Main road frontage
- Varied subdivision grain and lot depth
- Strong heritage fabric
- Predominantly 2-3 storey streetwall presentation
- Attached forms and more ornated architectural features
- Some landscape provision within small front setbacks
- On-street kerbside parking
- Partial provision of rear laneways for service access
- Central tram provision

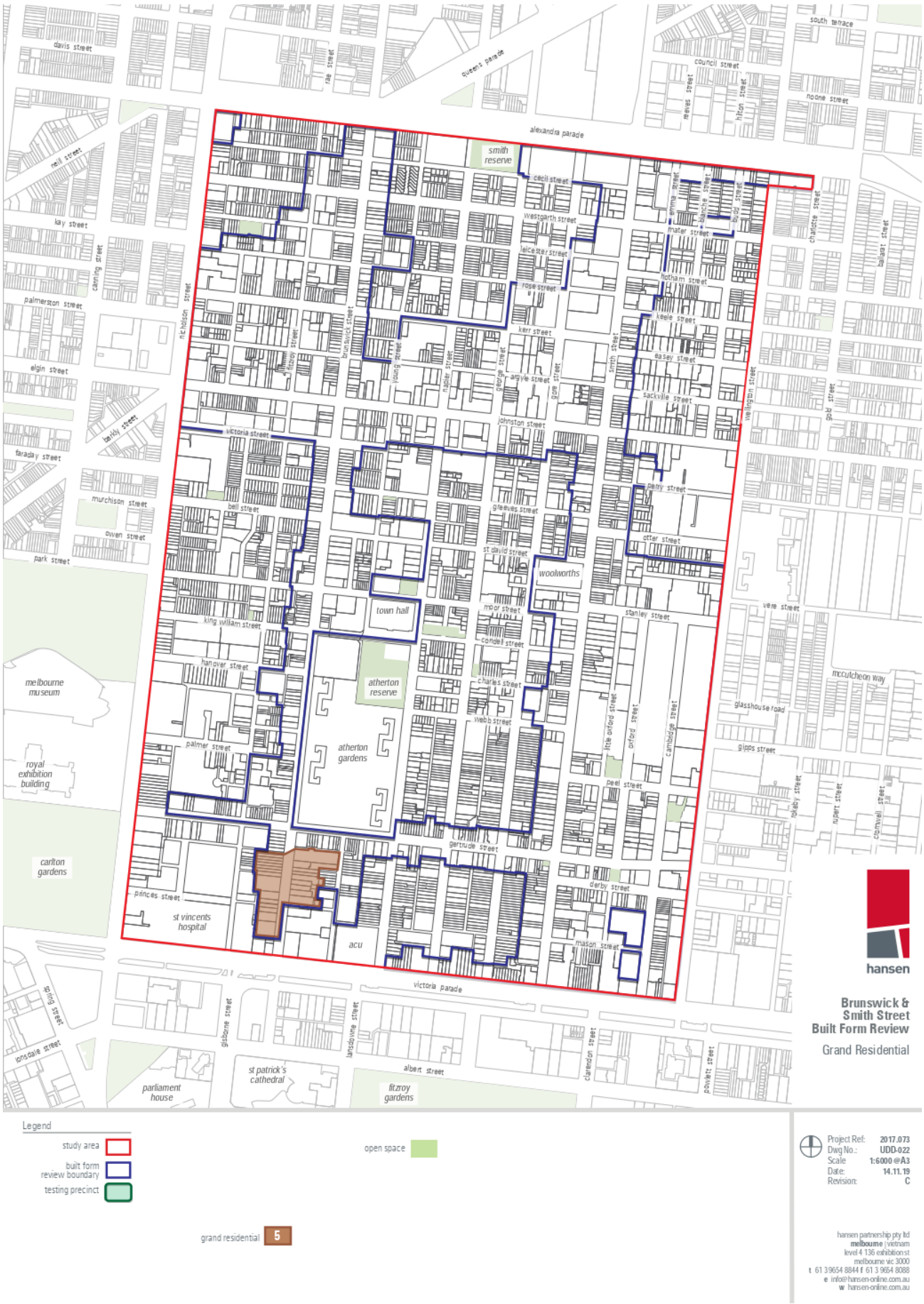








Attachment 1 - Attachment 1 - Background Analysis Report





TYPOLOGY 6: MIXED USE BACK BLOCKS

The varied grain mixed use precincts are located predominately within the mixed use zone (behind the spine) and comprises of a moderate grain subdivision pattern with areas of fine grain residential lots. This precinct is characterised by its variety of industrial and contemporary built form with pockets of traditional residential scattered within the precinct. It comprises a variety of heritage and post-war industrial built form, with some recent mixed use development infill. Traditional, small scale heritage residential form is scattered across these areas. Due to a lack of landscaping and narrower streets back blocks within Fitzroy West have a 'harsher' appearance than those in Fitzroy East or Collingwood South.



Key Characteristics

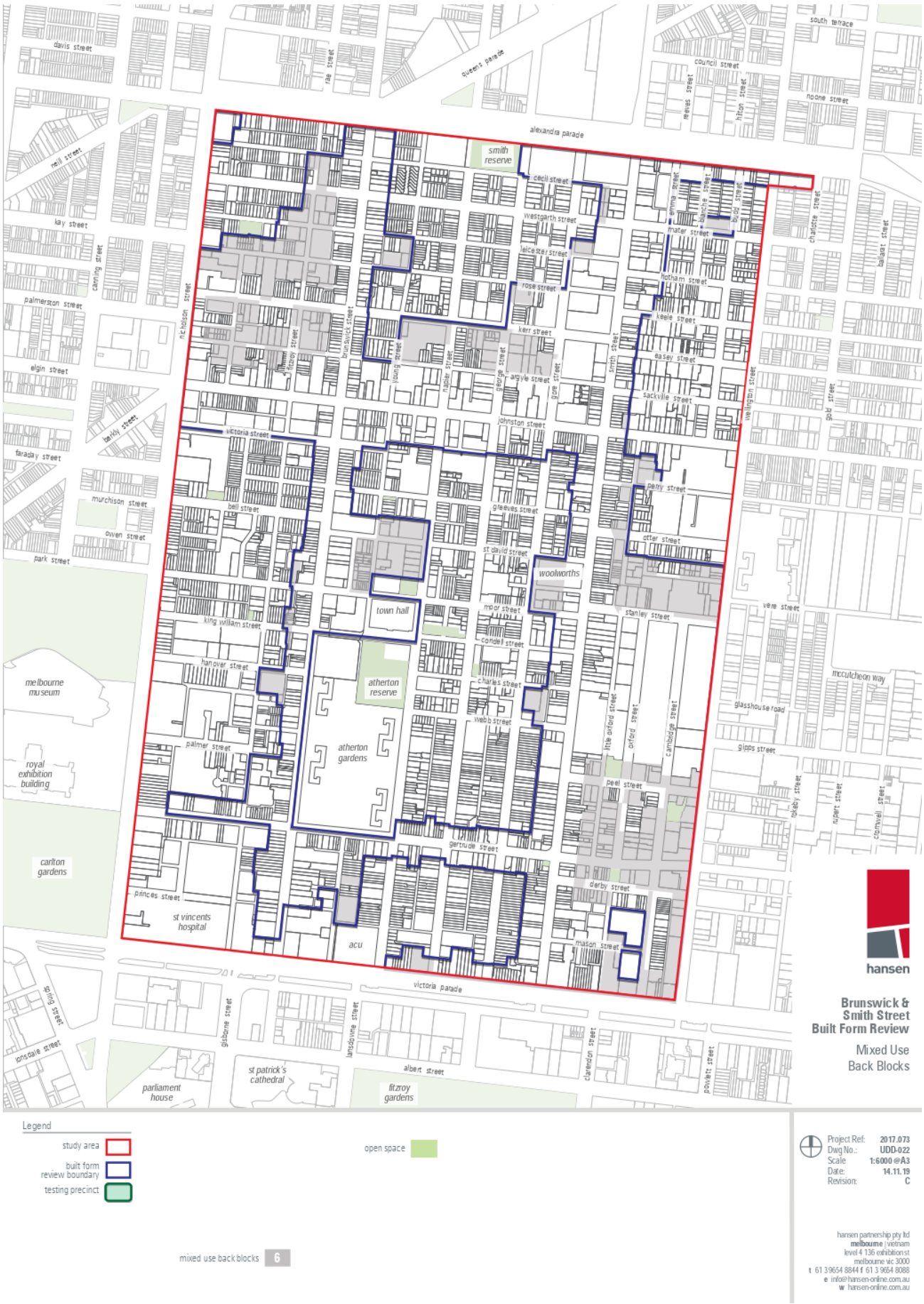
- Predominantly local street frontage
- Medium size lots and grain with some fine grain residential
- Mix of industrial and contemporary fabric with pockets of residential
- Varied streetwall heights
- Predominant 2 storey streetwall comprising brick or render with horizontially emphasised fenestration
- Inconsistent built form rhythm and presentation
- Largely non contributory or no heritage grading
- Limited streetscape landscape provision, particularly in Fitzroy West
- On-street kerbside parking
- Bus and tram provision in close proximity
- Provision of rear laneways for service access







Attachment 1 - Attachment 1 - Background Analysis Report



Attachment 1 - Attachment 1 - Background Analysis Report



APPENDIX A

Planning Policy Framework

The Planning Policy Framework (PPF) provides the planning policy direction for Victoria, and form part of all local Planning Schemes (including the Yarra Planning Scheme) at Clauses 10-19.

The relevant directions within the PPF are as follows:

Clause 11.03-1

- *To build up activity centres as a focus for high-quality development activity and living for the whole community by developing a network of activity centres*
- *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community*

Clause 11.06-2

- *To provide housing choice close to jobs and services*

Clause 15.01-1

- *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

- *To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties*

Clause 15.01-2

- *To ensure development responds to its existing context and reinforces special characteristics of local the local environment, such as heritage key landmarks, views and vistas*

Clause 15.01-4

- *To improve community safety and encourage neighbourhood design that makes people feel safe*

Clause 15.02-1

- *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions*

Clause 15.03-1

- *To ensure the conservation of places of heritage significance*

Clause 16.01-2

- *To locate new housing in or close to activity centres and in urban renewal precincts and sites that offer good access to jobs, services and transport*

Clause 16.01-3

- *To identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne*

Clause 16.01-4

- *To provide for a range of housing types to meet increasingly diverse needs*

Clause17.01-1

- *To encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities*

Clause 18.01-1

- *To create a safe and sustainable transport system by integrating land-use and transport*

Other relevant state-wide documents include:

- Plan Melbourne;
- The Better Apartment Design Standards (BADS); and
- The Urban Design Guidelines for Victoria (2017).

Plan Melbourne 2017-2050

Is the overall strategic plan tp guide Melbourne's future growth in population and employment while ensuring it remains liveable, sustainable and accessible for all.

It is guided by 9 principles which are translated into 7 outcomes. Each outcome has a set of directions to achieve it. There is an emphasis on growing the city in a sustainable manner that makes the best possible use of existing, well located and accessible centres such as Fitzroy (Brunswick Street and Smith Street), which are both identified as being major activity centres.

The most relevant principles are as follows:

Principle 1 : A distinctive Melbourne

- *Melbourne has an enviable natural environment, important Aboriginal cultural heritage values, a rich inheritance of open space, and landmark buildings and streets created during the population booms of the Gold Rush and post-War period.*
- *To ensure Melbourne remains distinctive, its strengths will be protected and heritage preserved while the next generation of growth is planned to complement existing communities and create attractive new neighbourhoods.*

The extensive heritage fabric within built form review area, has to be carefully considered when formulating new built form controls.

Principle 5: Living locally - 20 minute neighbourhoods

- *Creating accessible, safe and attractive local areas where people can access most of their everyday needs within a 20-minute walk, cycle or local public transport trip, will make Melbourne healthier and more inclusive.*
- *Due to the specialised and diverse nature of work, many people will still need to travel outside of this 20-minute neighbourhood for their jobs.*

Given the proximity of the built form review area to central Melbourne and infrastructure it provides excellent opportunity for 'sustainable' growth.

The relevant directions are as follows:

Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.

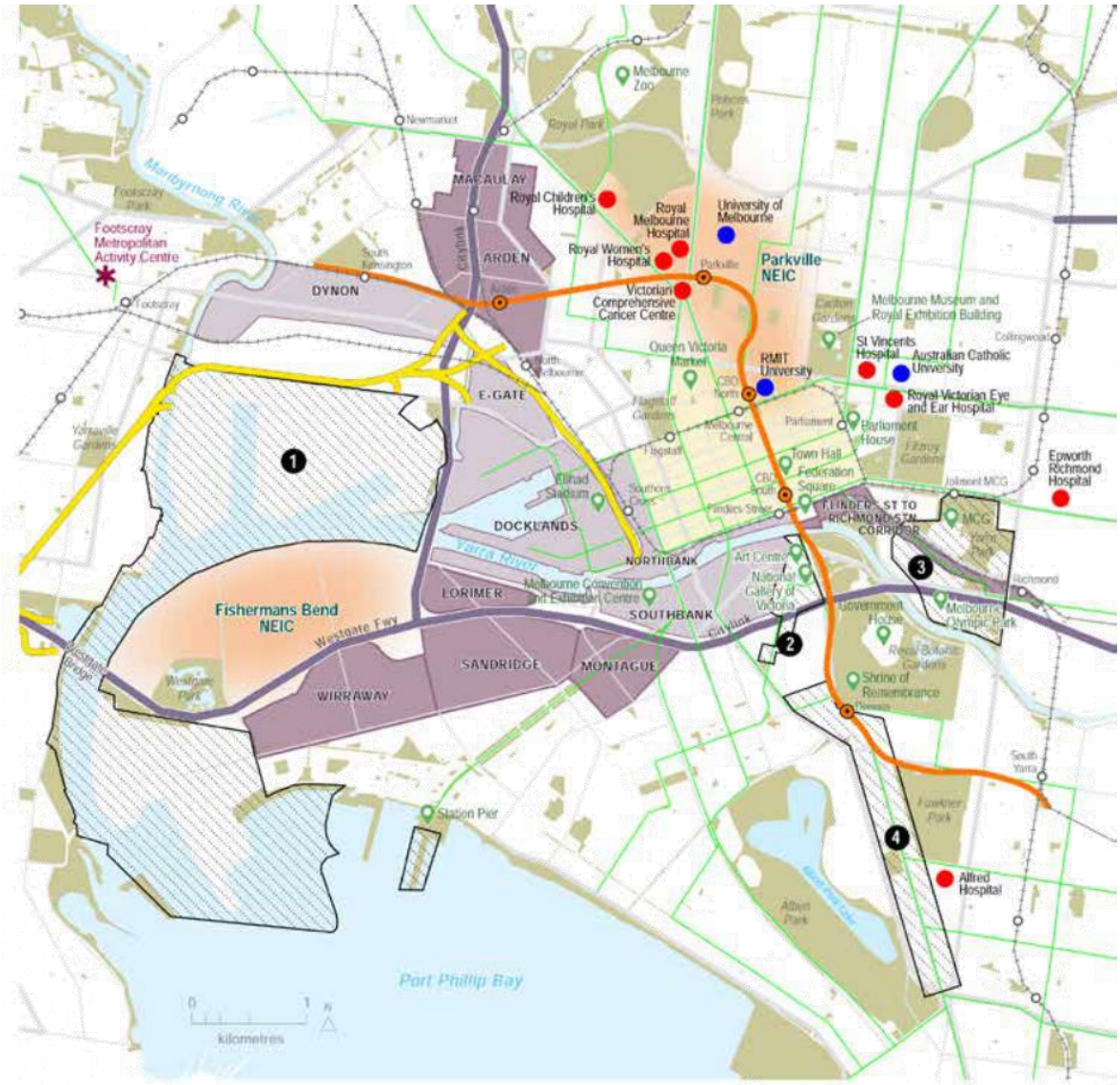
Direction 2.2: Deliver more housing closer to jobs and public transport.

Direction 2.5: Provide greater choice and diversity of housing.

Direction 4.4: Respect Melbourne's heritage

Direction 5.1: Create a city of 20-minute neighbourhoods.

Given the activity centre status and close proximity of the study area to the central city means its continued growth will create likely demand and increased development pressure on Brunswick Street and Smith Street and the nearby mixed use pockets.



Map 4

Key features in and around Melbourne's central city

- Central Business District
- National employment and innovation cluster (NEIC)

Major urban renewal precinct (2015 - 2051+)

- Priority precinct (1)
- Other precinct
- Health facility
- Education facility

- Key precinct
  - 1 Port of Melbourne
  - 2 Arts precinct
  - 3 Sports precinct
  - 4 St Kilda Road precinct
- Landmark
- Public open space

- Metro Tunnel (rail)
- New station
- State-significant road corridor
- Western Distributor (potential alignment)
- Rail network
- Train station
- Tram network
- Road network
- Waterway
- Waterbody

(1)Priority precincts:
1 Fishermans Bend (Lorimer, Montague, Sandridge, Wirraway)
2 Arden and Macaulay
3 Flinders Street Station to Richmond Station Corridor

Source: Department of Environment, Land, Water and Planning

The Urban Design Guidelines for Victoria (2017).

The Victorian State Government developed the Urban Design Guidelines for Victoria to support state agencies, local government and the urban development sector to deliver, functional and enjoyable places for people to live, work, and spend leisure time. The guidelines aim to create neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity. These places may be urban areas in metropolitan Melbourne and in regional cities and towns.

- The guidelines are ordered within urban elements:
- 1. Urban structure – the overall topography and land division pattern
- 2. The movement network – the roads, streets, and paths
- 3. Public spaces – areas for public recreation
- 4. Public transport environs – the spaces and buildings around stations, bus and tram interchanges
- 5. Buildings – and their contribution to their setting
- 6. Objects in the public realm – facilities located in streets and public spaces.

The Better Apartment Design Standards (BADS)

The Better Apartment Design Standards apply to all new apartment developments across Victoria.

The Standards were introduced in 2017 and provide clear rules for apartment design to improve liveability and ensure an acceptable standard of internal amenity.

Local Planning Policy Framework

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

The Relevant Clauses of the MSS are summarised below.

Clause 21.03: Vision

Relevant sections in the MSS vision are:

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

Clause 21.04: Land Use

21.04-1 Accommodation and housing

- *'Yarra will continue to accommodate its share of the housing growth of the inner Melbourne Metropolitan region.'*

Objective 1: To accommodate forecast increases in population

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.

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.

Clause 21.05: Built Form

Addresses matters relating to Heritage and Urban Design.

Clause 21.05-1 Heritage establishes a strong policy position to acknowledge, protect and enhance heritage places within the City of Yarra. Relevant strategies includes:

Strategy 14.1: Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.

Strategy 14.2: Support the restoration of heritage places.

Strategy 14.3: Protect the heritage skyline of heritage precincts.

Strategy 14.5: Protect the significant landscape and heritage within streets, parks, gardens, waterways or other open spaces.

Strategy 14.6: Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

Clause 21.05-2 Urban Design recognises the valued low-rise urban form of the City of Yarra and that the existing urban form is punctuated by taller buildings located near activity centres as well as landmark buildings, with objectives to reinforce the existing urban framework and to retain Yarra's identity as a low-rise urban form with pockets of higher development.

Relevant strategies include:

Strategy 16.2: Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.

Strategy 17.1: Ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.

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: significant upper level setbacks; Architectural design excellence; best practice environmental sustainability objectives in design and construction; high quality restoration and adaptive re-use of heritage buildings; positive contribution to the enhancement of the public domain; and provision of affordable housing.

Further specifically relevant objectives and strategies of Clause 21.05-2 Urban Design include:

Objective 18: To retain, enhance and extend Yarra's fine grain street pattern.

Strategy 18.1: Encourage the re-establishment of streets and laneways through new development sites where such links were part of the historic street pattern,except where this will cause detrimental traffic impacts.

Objective 19: To create an inner city environment with landscaped beauty.

Strategy 19.1 Require well resolved landscape plans for all new development.

Strategy 19.2: Encourage opportunities for planting suitable trees and landscape areas in new development.

Strategy 19.3: Encourage the retention of mature vegetation.

Strategy 19.4: Protect mature and healthy flora species where they have heritage value or are a valued part of the character of an area.

Objective 20: To ensure that new development contributes positively to Yarra's urban fabric.

Strategy 20.1: Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.

Strategy 20.2: Require development of Strategic Redevelopment Sites to take into account the opportunities for development on adjoining land.

Strategy 20.3: Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.

Objective 21: To enhance the built form character of Yarra's activity centres.

Strategy 21.1: Require development within Yarra's activity centres to respect and not dominate existing built form.

Strategy 21.2: Require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts, each of which may have a different land use and built form character.

Strategy 21.3: Support new development that contributes to the consolidation and viability of existing activity centres.

Clause 21.08: Neighbourhoods

Clause 21.08-5: Collingwood

Identifies properties to either side of Smith Street as forming the Smith Street Major Activity Centre and the creation of a mid block pedestrian through link, connecting Smith Street and Wellington Street between Stanley Street and Langridge Street.

Identifies a number of strategic redevelopment sites within the study area, most of which has already developed except for the sites along the western side of Wellington Street, between Stanley Street and Langridge Street.

Seeks a land contribution to open space in preference to monetary contribution when residential subdivision occurs.

Seeks to support development that maintains and strengthens the preferred character of the relevant Built Form Type and seeks to encourage redevelopment of 113 Wellington Street (Police Workshop) in a way that contributes positively to the urban fabric and public domain of Yarra subject to maintaining and reinforcing the built form character of the area.

Seeks to strengthen the built form of land adjacent to Alexandra Parade.

In the area bound by Johnston Street, Wellington Street, Victoria Parade and Smith Street (including both side of Smith Street), seeks to:

- Maintain the varied profile of the skyline and the built form character of Smith Street;
- Ensure no new development presents as a dominating built form along Smith Street;
- Retain the prominence of the key 'icon' (landmark) buildings in the Smith Street streetscape such as Pattersons, Safeway (now Woolworths) and the Post Office;
- Maintain Foy and Gibson complex of buildings as a large dominating visually cohesive group of buildings; and
- Ensure new development respects the scale of adjoining existing clusters of low rise residential properties.

Clause 21.08-7:Fitzroy

Identifies properties to either side of Brunswick Street and Gertrude Street as forming the Brunswick Street Major Activity Centre (with the exception of Atherton Gardens - which is a Strategic redevelopment site) and identifies properties to either side of Smith Street as forming the Smith Street Major Activity Centre.

Seeks to encourage the redevelopment of the following strategic redevelopment sites: the Atherton Gardens Housing Estate in a way that contributes positively to the urban fabric and public domain of Yarra.

Seeks to support the improvement to the built form of land adjacent to Alexrandra Parade and the Atherton Gardens Housing Estate.

Seeks to maintain the visual prominence of the Fitzroy Town Hall and Spire of St Marks.

Seeks to support the existing scale and character of the Brunswick Street and Gertrude Street activity centres.

Clause 22.02: Development Guidelines for Sites Subject to the Heritage Overlay

This policy guides the protection and improvement of places, including buildings, identified as having cultural and natural heritage significance. Every building is classified as being individually significant, contributory or non-contributory within a given heritage overlay area.

The relevant objectives are as follows:

- *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance;*
- *To retain significant view lines to, and vistas of, heritage places; and*
- *To preserve the scale and pattern of streetscapes in heritage places.*

Clause 22.03: Landmarks and Tall Structures.

This policy seeks to retain important landmarks and icons in the municipality and the view lines to them. Those identified that are contained within the study area are:

- Clocktower of Fitzroy Town Hall; and
- Spire of St Marks Church, George Street, Fitzroy

Development should protect the silhouette/profile of St Patrick's Cathedral seen from the-intersection of Brunswick Street with St Georges Road.

Development should protect the views to the drum, dome, lantern and flagpole of the World Heritage Listed Royal Exhibition Building seen from the footpath on the south side of-Gertrude Street and along Marion Lane, west of Fitzroy Street.

In March 2018, a Review of the Landmarks within Yarra was completed by Ethos Urban and adopted by Council. This work has been incorporated within this Background Analysis and will inform more detailed precinct work and future heights and setbacks.

Clause 22.05: Interfaces Use Policy

This policy seeks to reduce conflict between commercial, industrial and residential activities, and supporting appropriate industrial and commercial activity.

New dwellings must be constructed to protect residents as much as reasonably possible from the inherent conflicts. There is also a need to ensure that commercial and industrial activities are well managed having regard to their proximity to residential uses.

Objectives:

- *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.*
- *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

Clause 22.05-4.1: Dwelling Design, seeks new residential development to be setback 30m amongst other design responses to minimise the impacts of noise, overlooking and other amenity impacts from commercial and industrial uses.

Clause 22.05-4.2: Non-Residential Development Near Residential Properties, seeks to minimise overlooking from residential uses into new commercial and industrial developments by the use of setbacks and other design responses.

Clause 22.07: Development Abutting Laneways

This policy aims to retain laneways and enhance their amenity. Of relevance is that, when the possibility exists, laneways be used for vehicular access instead of the street frontages.

The relevant policy is as follows:

- *Development respect the scale of the surrounding built form.*
- *Development not obstruct existing access to other properties in the laneway.*

Clause 22.10: Built Form and Design Policy

This policy applies to all new developments, except those affected by the Heritage Overlay. The Design Objectives must be met whereas the Design Guidelines are a means to meet the objectives and, consequently, other solutions may be considered by Council.

Relevant Design Objectives are as follows:

Clause 22.10-3.2: Urban form and character

- *To retain and extend the City's fine grain of street pattern and urban form.*

Clause 22.10-3.3: Setbacks & Building Height

- *To ensure that the setbacks and height of new developments are appropriate for the desired neighbourhood character.*

Clause 22.10-3.4: Street and Public Space Quality

- *To ensure ground levels and interface treatments positively engage with the public realm.*

Clause 22.10-3.6: Site Coverage

- *To ensure that the site coverage of new development complements the desired neighbourhood-character of the area and responds to the features of the site*

Clause 22.10-3.8: Off-Site Amenity

- *To ensure that new development does not prejudice the rights of adjoining and/or nearby landusers (especially residents) to enjoy solar access, privacy, and acceptable noise levels.*

Clause 22.12: Public Open Space Contribution

This policy applies to all residential and mixed use proposals with a residential component.

The relevant objectives are as follows:

- *To identify when and where land contributions for public open space are preferred over cash contributions.*
- *To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.*

Review & Development of the City of Yarra Landmarks Policy (March 2018)

The purpose of this study is to review the list of nominated landmarks in the Landmarks and Tall Structures Policy and recommend how the Policy could be improved to protect the City's landmarks.

Relevant to the study area the report identifies two Landmarks within the study area, being:

- the Clock tower of the Fitzroy Town Hall (201 Napier Street, Fitzroy); and
- the Spire of the St Mark's Church (268 George Street, Fitzroy).

It also identifies four Landmarks that are visible from the study area, being:

- Shot tower (94 Alexander Parade, Clifton Hill);
- Spire of St John's Church (61 Queens Parade, Clifton Hill);
- Spire of St Luke's Church (121-123 St Georges Road, North Fitzroy); and
- Spire of St Patrick's Catheral (1 Catheral Place, East Melbourne).

The review identifies both primary and secondary views in relation to each landmark. However, only the primary views provide the most identifible and prominent views of the landmarks and are considered to be worthy of planning scheme protection.

Recommended revised policy should:

- Protect the primary views to the city's important landmarks, as identified;
- Retail the visual prominence of the identified architectural elements of each landmark in primary views to the landmark;
- Ensure that new development is appropriately sited and scaled so that it avoids encroachment upon the identified architectural elements of the landmarks, as seen in the primary views;
- Ensure that, where a landmark is currently appreciated within a"clear sky" context, adequate setback and building separation is provided to maintain clear sky between identified architectural elements and new development to retain the prominence of the landdmark; and
- Minimise direct sources of light spill from new development that would reduce the visual prominence of identified landmark illuminated signs at night time.

Other recommendations

In places where pressure for higher scale built form is anticipated, such as activity centres or strategic redevelopment sites, detailed building height and setbacks for landmarks of high significance should be implemented through a Design and Development Overlay (DDO).

The DDO will allow specific building height and setback distances around a landmark to be stipulated in the planning scheme and will therefore carry a greater statutory weight than the requirements of a Local Policy. The DDO requirements can be implemented either as discretionary or mandatory controls.

DDOs would be prepared through further urban design analysis and visual assessment, as well as integration with strategic land use objectives for the area.

Clock tower of the Fitzroy Town Hall

- Identifies three key views - Views 1-3 as being 'primary views' that warrant protection.
- However, only view 3 occurs from within the Review Area.

Spire of St Marks Church

- Identifies three key views - Views 1-3 as being 'primary views' that warrant protection.
- However, none of these views occurs from within the Review Area.

Shot tower

- Identifies three key views - Views 1-3 as being 'primary views' that warrant protection.
- However, only view 1 may impact on the Review Area.

Spire of St Lukes Church

- Identifies three key views - Views 1-3 as being 'primary views' that warrant protection.
- However, only view 1 may impact on the Review Area.

Spire of St Patricks Cathedral

- Identifies one key view - View 1 as being 'primary views' that warrant protection.
- View 1 may impact on the Review Area.

Yarra Housing Strategy (Adopted September 2018)

The purpose of this study is to prepare a housing growth framework that sets a preferred vision for Yarra over the next 15 years. The strategy will provide clear policy direction about where residential development will be focused, and where it will be limited, in order to meet the changing needs of our community.

In respect to heritage, the strategy seeks to continue to protect existing high value heritage areas across Yarra. It notes that about two thirds of all properties in Yarra are covered by the Heritage Overlay and, in fact, more properties are covered by the Heritage Overlay in Yarra than in any other municipality in Victoria. The strategy will need to respond to the high level of heritage protection in Yarra.

While Yarra's activity centres have key attributes that make them ideal for accommodating housing growth, they also include unique and intact heritage streetscapes and buildings. The Heritage Overlay applies to large sections of Yarra's major activity centres including Brunswick, Smith and Swan Streets, as well as Bridge Road. Future growth in these areas will need to be managed to respond to the heritage significance of these centres.

In respect to economic development, the strategy seeks to retain land for non-residential uses to support arts, cultural and other employment and economic uses. It notes that Yarra is an attractive location for residential development, which if not managed and planned, could displace existing economic activity. Yarra's activity centres however are appropriate locations for new housing, given their proximity to services, facilities and public transport. However, Council recognises that there are economic benefits that flow on from additional housing in activity centre.

In respect to communal open space, the strategy seeks to encourage the provision of communal spaces in housing development. It notes that apartments will be the predominant housing form built over the next 15 years and there is a need to ensure that the needs of all household types are considered in the design of communal open space in high density developments.

In respect to diversity and adaptability, the strategy seeks to promote the inclusion of accessible and adaptable housing and housing suitable for all life stages. It notes that Yarra supports the tertiary institutions and also student housing that has good access (by walking, cycling or public transport) to these institutions.

In respect to affordable housing, the strategy seeks to support provision of affordable housing, including through co-housing and housing associations. It notes that the strong demand to live in Yarra has resulted in rapid house price growth and high land values in the past decade. To maintain Yarra's social and economic diversity, there needs to be more affordable housing.

This strategy recommends introducing requirements into the Yarra Planning Scheme that seek at least 10% affordable housing when sites are rezoned for residential use, and in significant developments of 50 or more dwellings.

In respect to sustainability, the strategy seeks to encourage housing development with high environmental qualities. It notes that with increased growth and development there is a corresponding community expectation to increase the standards of design and amenity, communal open and internal space and responsiveness to local character.

The strategy indicates that the spatial extent of the Brunswick Street and Smith Street Major Activity Centre has expanded to incorporate the surrounding Mixed Use Zone land and therefore differs to the boundaries contained within Clause 21.08. The strategy identifies the 'new' Gertrude Neighbourhood Activity Centre.

The strategy updates Yarra's identified strategic redevelopment sites, currently identified in Clause 21.08. Notably it removes the Atherton Gardens site and retains three strategic redevelopment sites which have yet to be realised. It does not identify any new strategic development sites within the study area.

In the short to longer term (0-15 years), future housing supply in Yarra is anticipated to be provided from the following sources:

- The remaining 13 Strategic Redevelopment Sites;
- The 10 year pipeline of planned major residential developments identified in the Victorian Government's UDP2017;
- Development sites within activity centres and mixed use precincts that have been identified as suitable for future residential growth; and
- Minimal and incremental development in established residential areas around Yarra.
- The Strategic Housing Framework Plan identifies a hierarchy of change across Yarra. In relation to the Study Area, all of the residential zoned land is identified as Minimal Change, while Gertrude Street, Fitzroy west (back blocks) and the Foy and Gibson complex are identified as Incremental Change. Much of the Brunswick Street, Johnston Street and Smith Street corridors are identified as Moderate Change, with the Collingwood South precinct (generally DDO23 area) and the middle section of Johnston Street (between Brunswick and Smith Street) and the northern end of Smith Street are identified as High Change.

Clause 43.01: Heritage Overlay

The study area is extensively covered by Heritage Overlays. The purpose of the overlay is:

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if thiswill demonstrably assist with the conservation of the significance of the heritage place.

The study are also contains the following site specific heritage covers:

- HO95 – 15-17 Bedford Street Collingwood;
- HO96 – 33-47 Bedford Street Collingwood;
- HO98 – 1 Derby Street Collingwood;
- HO99 – 2 Derby Street Collingwood;
- HO100 – 3-7 Derby Street Collingwood;
- HO101 – 8 Derby Street Collingwood;
- HO102 – 10-16 Derby St & 7 Langridge Street Collingwood;
- HO107 – 8-10 Johnston Street Collingwood;
- HO108 – 51 Keele Street Collingwood;
- HO115 – 12 Napoleon Street Collingwood;
- HO117, 118, 119, 120 – 32-38 Otter Street Collingwood;
- HO121 – 37 Oxford Street Collingwood;
- HO122 – 39-41 Oxford Street Collingwood;
- HO123 – 50-52 Oxford Street Collingwood;
- HO124 – 51-57 Oxford Street Collingwood;
- HO125 – 59-63 Oxford Street Collingwood;
- HO126 – 58-62 Oxford Street Collingwood;
- HO127 – 79-93 Oxford Street Collingwood;
- HO128 – 95-101 Oxford Street Collingwood;
- HO129 – 103-135 Cambridge St & 7-11 Stanley St & 68-172 Oxford St & 103-115 Oxford St & 114 -118 Langridge St Collingwood;
- HO133 – 25-27 Sackville Street Collingwood;
- HO135 – 114-116 Smith Street Collingwood;
- HO136 – 174-176 Smith Street Collingwood;
- HO137 – 2 Stanley Street Collingwood;
- HO140 – 59 Wellington Street Collingwood;
- HO142 – 46 Peel Street Collingwood;
- HO144 – 53 Otter St & 215-225 Wellington Street Collingwood;
- HO145 – 62 Easey Street & 261 Wellington Street Collingwood;
- HO148 – 17 Bell Street Fitzroy;
- HO149 – 40-48 Bell Street & 27-31 John Street Fitzroy;
- HO150 – 7-9 Brunswick Street Fitzroy;
- HO151 – 11 Brunswick Street Fitzroy;
- HO152 – 13 Brunswick Street Fitzroy;
- HO153 – 25 – 37 Brunswick Street Fitzroy;
- HO154 – 39-49 Brunswick Street Fitzroy;
- HO155 – 236-248 Brunswick Street Fitzroy;
- HO156 – 34-38 Fitzroy Street Fitzroy;
- HO157 – 317 – 339 George Street Fitzroy;
- HO158 – 250-270 George Street Fitzroy;
- HO159 – 64-66 Gertrude Street Fitzroy;
- HO160 – 181-183 Gertrude Street & 89 George Street Fitzroy;
- HO167 – 161 – 209-221 Gore Street Fitzroy;
- HO168 – 331 Gore Street Fitzroy;
- HO169 – 333 Gore Street Fitzroy;
- HO170 – 335 Gore Street Fitzroy;
- HO171 – 35 Hanover Street Fitzroy;
- HO179 – 172 – 36-50 Napier Street Fitzroy;
- HO181 – 48 A Nicholson Street Fitzroy;
- HO180 – 126 Moor Street & 201 Napier Street Fitzroy;
- HO182 – 44 Nicholson Street Fitzroy;
- HO183 – 50-68 Nicholson Street Fitzroy;
- HO184 – 88 Nicholson Street Fitzroy;
- HO185 – 98 Nicholson Street Fitzroy;
- HO186 – 122 Nicholson Street Fitzroy;
- HO187 – 165-169 Smith Street Collingwood;
- HO190 – 77 Victoria Parade Fitzroy;
- HO191 – 196 – 169-179 Victoria Parade Fitzroy;
- HO197 – 203 Victoria Parade Fitzroy;
- HO345 – 38 – 40 Brunswick Street Fitzroy;
- HO347 – 22 Brunswick Street Fitzroy;
- HO354 – 67-71 Johnston Street Collingwood;
- HO355 – Young Street - Unknown address;
- HO356 – 12 Cowell Street & 185-193 Fitzroy Street Fitzroy;
- HO385 – 97-107 King William Street Fitzroy;
- HO417 – 44 Oxford St & 63 Cambridge Street Collingwood;
- HO422 – 4 Henry Street Fitzroy;
- HO471 – 218-222 Nicholson Street Fitzroy; and
- HO472 – 12-16 Argyle Street & 8-10 Spring Street Fitzroy.

Design and Development Overlays

The study area contains 4 Design and Development Overlays as follows:

- DDO08 – Fitzroy South;
- DDO10 – Johnston Street Precinct – West of Smith Street;
- DDO12 – Former NMIT Site 35 Johnston Street, Collingwood;
- DDO13 – Emma Street Precinct, Collingwood; and
- DDO23 - Collingwood South (Mixed Use) Precinct

The extent of these overlays is relativity small as they only apply to discrete precincts or specific sites. The largest DDO is the Johnston Street Precinct (DDO10) which applies to properties which front Johnston Street generally between Brunswick and Smith Streets.

DDO8 Fitzroy South

Applies to properties along the northern side of Gertrude Street, between Nicholson Street and Fitzroy Street.

Design Objectives

- *To protect the World Heritage values of the Royal Exhibition Building and Carlton Gardens.*
- *To reinforce the built form character of the area as being essentially of low-rise buildings.*
- *To protect views of the drum, dome, lantern and flagpole of the Royal Exhibition Building from the footpath on the south side of Gertrude Street and along Marion Lane, west of Fitzroy Street.*

DDO10 Johnston Street Precinct – West of Smith Street

Applies to properties fronting both side of Johnston Street, between Brunswick Street and Gore Street.

Design Objectives

- *To retain the valued features which contribute to the preferred future character and heritage of the area.*
- *To ensure development fits with its context and the preferred future character.*
- *To develop streets with a human scale and vibrant street life.*
- *To improve the pedestrian environment in Johnston Street.*
- *To encourage high quality new development.*

Buildings and works

Built form should address the following design principles:

- *Buildings should be built to the street frontage and side boundaries of the site.*
- *Taller buildings should be setback and spaced to create new interest and variety in building forms.*
- *The form, massing, materials, finishes and detailed design of buildings respond to the preferred character of the area.*
- *Ensure active ground level frontages and designs which facilitate street level activity.*
- *The street frontage façade of infill development should complement the predominant street frontage height of nearby and abutting properties. The street façade height should not exceed three storeys or 12 metres.*
- *Development above street façade height should be set-back and not exceed four to six storeys.*
- *Setbacks should meet the following view line and amenity setback criteria:*
  - *Avoid increased overshadowing of street and public space between 10am and 2pm at the equinox (22 September);*
  - *Where sites adjoin fine grained, low rise residential development, provide a stepped transition in height at the sensitive interface to minimise amenity impacts;*
  - *Minimise the visual intrusion of the upper levels when viewed from footpaths or public spaces.*
- *In the area north of Johnston Street and east of Napier Street, new development must respect the height of the former MacRobertson complex and avoid dominating these buildings.*

It is anticipated that the Built Form Framework will inform future built form controls along this section of Johnston Street, replacing the existing DDO10.

DDO12 Former NMIT Site 35 Johnston Street, Collingwood

Applies to properties fronting both Johnston Street and Perry Street that made up the former NMIT campus. None of these properties fall within the built form review area. Therefore, this DDO does not impact on future built from controls implemented as a result of this project.

Design Objectives

- *To encourage regeneration of the site through high quality architecture.*
- *To respect and respond to any retained heritage fabric on the site.*
- *To facilitate an adaptive re-use of the site.*
- *To encourage urban design that provides for a high level of community safety and comfort.*
- *To maintain a suitable level of amenity to adjacent residential uses through the design, height and form of proposed development.*
- *To ensure that overshadowing of neighbouring properties and public space is within reasonable limits.*
- *To ensure that new built form is adequately articulated and modulated.*

- *To ensure that the combination of uses and the intensity of development is compatible with the capacity of the existing road system.*
- *To ensure that the number of vehicle accessways along Perry and Johnston Streets are limited, and that vehicle parking is concealed from street view.*
- *To ensure that new development responds to the neighbourhood character and site influences.*
- *Development should recognise and respond to the slope of the site.*
- *To ensure that buildings properly address the public realm, including that of Johnston and Perry Streets.*
- *To provide for pedestrian permeability through the site.*
- *To require energy efficient building design.*
- *To provide for an appropriately sized, well designed and located area of public open space that is publicly accessible with good surveillance and has active interfaces with appropriate uses.*

DDO13 Emma Street Precinct, Collingwood

Applies to properties along the western side of Emma Street.

Preferred future character:

- *An area where future development respects the scale and character of buildings in the area, particularly the heritage buildings in Smith Street.*
- *The valued low-rise character of the heritage areas retained. The remaining non-heritage sites may be redeveloped in scale with surrounding buildings.*

Design Objectives:

- *To retain the valued features which contribute to the preferred future character and heritage of the area.*
- *To ensure development fits with its context and the preferred future character.*
- *To encourage an appropriate transition between the scale and character of the traditional retail strip centre in Smith Street and lower-rise residential areas to the east.*
- *To encourage high quality new development.*

DDO23 Collingwood South (Mixed-Use) Precinct

Now applies to properties along the western side of Wellington Street generally between Peel Street and Victoria Parade and properties along Oxford Street and Cambridge Street, generally south of Peel Street and fronting Peel Street, Langridge Street, Derby Street and Mason Street, between Little Oxford Street and Wellington Street.

This interim DDO which endorsed as part of C250 in November 2018 and implements part of the Collingwood Built Form Framework which forms part of this project. Implementing built form controls for this area was prioritised by Council due to development pressure and community sentiment. The current DDO23 is due to expired on 18 October 2020.

Design Objectives

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

It is understood that the Council intention is to implement a permanent DDO23 to replace this interim one. However the ultimate control may differ to the current one.

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GJM Heritage

Brunswick Street and Smith Street Built Form Review

Heritage Assessments



Figure 1. 377-387 Brunswick Street, Fitzroy, photo dated c1900-c1920 (State Library of Victoria, Image H2004.89/17).

25 November 2019

Prepared for the City of Yarra

GJM Heritage

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Attachment I – Heritage Citation: Mononia, 21 Brunswick Street, Fitzroy

Attachment J – Heritage Citation: Fmr Champion Hotel, Shops & Residences, 50-54 Brunswick Street & 90-100 Gertrude Street, Fitzroy

Attachment K – Heritage Citation: Fmr Priest's Residence & Mission Hall, 434 Gore Street & 170 Leicester Street, Fitzroy

Attachment L – Heritage Assessment: Gasometer Hotel, 484 Smith Street, Collingwood

Attachment M – Heritage Assessment: Johnston Street West Precinct, Fitzroy

Attachment N – Heritage Assessment: Gertrude Street Precinct, Fitzroy

Summary of Recommendations

Following is a summary of the findings and recommendations arising from the further heritage assessment and analysis work undertaken.

Note: references to 'Appendix 8' in this report relate to the Incorporated Document 'City of Yarra Review of Heritage Overlay Areas 2007: Appendix 8 (revised May 2018)'.

HO number	Address	Recommendation	Report Reference
Statement of Significance Review			
HO311	Brunswick Street Precinct, Fitzroy	Update statement of significance to identify contributory elements and accord with PPN1	Section 2
HO333	Smith Street Precinct, Fitzroy and Collingwood	Update statement of significance to identify contributory elements and accord with PPN1	Section 2
HO334	South Fitzroy Precinct, Fitzroy	Update statement of significance to identify contributory elements and accord with PPN1	Section 2
HO464	Smith Street South Precinct, Fitzroy and Collingwood	Update statement of significance to identify contributory elements and accord with PPN1	Section 2
Prepare a Statement of Significance			
HO153	Barcelona Terrace, 25-37 Brunswick Street, Fitzroy	Prepare an individual Statement of Significance with supporting documentation to guide decision-making	Section 3
HO311	Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy	Update all properties to individual significance. Prepare an individual Statement of Significance with supporting documentation to guide decision-making	Section 3
HO333	Stanford Block, 121-129 Smith Street, Fitzroy	Prepare an individual Statement of Significance with supporting documentation to guide decision-making	Section 3
HO334	Former Dental Surgery, 17-19 Brunswick Street, Fitzroy	Prepare an individual Statement of Significance with supporting documentation to guide decision-making	Section 3
HO334	Mononia, 21 Brunswick Street, Fitzroy	Prepare an individual Statement of Significance with supporting documentation to guide decision-making	Section 3
HO334	Former Champion Hotel and Shops and Residences, 50-54 Brunswick Street & 90-100 Gertrude Street, Fitzroy	Prepare an individual Statement of Significance with supporting documentation to guide decision-making	Section 3

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HO number	Address	Recommendation	Report Reference
HO334	Former Priest's Residence and Mission Hall, 434 Gore Street & 170 Leicester Street, Fitzroy	Prepare an individual Statement of Significance with supporting documentation to guide decision-making	Section 3
Assessment for Inclusion in the Heritage Overlay on a Site-Specific Basis			
TBC	Gasometer Hotel, 484 Smith Street, Collingwood	Prepare an assessment to include this place in the HO on an individual basis	Section 4
Heritage Grading Review			
HO311	131 Brunswick Street, Fitzroy	Re-grade from Not-Contributory to Contributory Amend Appendix 8 to identify 131 Brunswick Street as 'Contributory' to HO311	Section 5.1
HO311	Godfrey's Buildings, 266-274 Brunswick Street, Fitzroy	Re-grade from Contributory to Individually Significant Amend Appendix 8 to identify 266-274 Brunswick Street as 'Individually Significant' to HO311	Section 5.2
HO311	Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy	Re-grade all properties to Individually Significant Amend Appendix 8 to identify 287-297 Brunswick Street as 'Individually Significant' to HO311	Section 5.3
HO311	377-387 Brunswick Street, Fitzroy	Re-grade all properties to Individually Significant Amend Appendix 8 to identify 377-387 Brunswick Street as 'Individually Significant' to HO311	Section 5.4
HO333	316-322 Smith Street, Collingwood	Re-grade from Contributory to Individually Significant Amend Appendix 8 to identify 316-322 Smith Street as 'Individually Significant' to HO333	Section 5.5
HO334	237-241 Napier Street, Fitzroy	Re-grade from Not-Contributory to Contributory Amend Appendix 8 to identify 237-241 Napier Street as 'Contributory' to HO334	Section 5.6
HO334	9-19 Victoria Street, Fitzroy	Re-grade from Not-Contributory to Contributory Amend Appendix 8 to identify 9-19 Victoria Street as 'Contributory' to HO334	Section 5.7

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HO number	Address	Recommendation	Report Reference
HO464	51-53, 59-61 & 67-69 Smith Street, Fitzroy	Re-grade from Individually Significant to Contributory Amend Appendix 8 to identify 51-53 Smith Street as 'Contributory' to HO464 Remove internal controls	Section 5.8
Heritage Overlay Boundary Review			
HO311	105-107 Johnston Street, Fitzroy	Remove from HO311 and include within proposed Johnston Street West Precinct Amend Appendix 8 and Planning Map No. 5HO	Section 6.1
HO311 & HO334	88 & 90 Alexandra Parade, Fitzroy	Remove from HO311 and include in HO334 Amend Appendix 8 and Planning Map No. 1HO	Section 6.2
HO311 & HO334	51 Brunswick Street, Fitzroy	Include the full extent of 51 Brunswick Street in HO311 Amend Planning Map No. 5HO	Section 6.3
HO311 & HO334	304 Brunswick Street, Fitzroy	Include the full extent of 304 Brunswick Street in HO311 Amend Planning Map No. 5HO	Section 6.4
HO333	244-246, 248 & 250 Smith Street, Collingwood	Include the full extent of the properties within HO333 Amend Planning Map No. 6HO	Section 6.5
Creation of New Precincts			
Currently part of HO334	Johnston Street West Precinct, Fitzroy	Prepare a mapped extent and statement of significance for a new precinct at the western end of Johnston Street (including Victoria Street).	Section 7
Currently part of HO334	Gertrude Street Precinct, Fitzroy	Prepare a mapped extent and statement of significance for a new precinct on Gertrude Street.	Section 7

1. Introduction

In 2017, the City of Yarra engaged GJM Heritage to participate in the *Brunswick Street and Smith Street Built Form Review* (the Built Form Review) with Hansen Partnership. The purpose of the Built Form Review is to determine where and how new development can appropriately occur along and around the Brunswick Street and Smith Street commercial 'High Streets'. Heritage advice has been provided to ensure that the Built Form Review – and the subsequent proposed Design and Development Overlay (DDO) – appropriately responds to the heritage fabric and values of the study area, leading to appropriately balanced decision-making when considering new development opportunities.

A key component of the Built Form Review has been to:

- Review the suitability of the extent of the existing Heritage Overlays within the study area and to identify where gaps or inconsistencies exist (if any); and
- Review the suitability of the existing Statements of Significance for heritage places and precincts against the extant heritage fabric and identify where the statements require updating for the purposes of properly considering built form recommendations; and
- Review the current gradings for heritage places in Appendix 8 and identify where updates are required.

A series of recommendations arose from the above heritage assessment and analysis. These recommendations include:

- Updates to existing Statements of Significance (refer to Section 2)
- Compilation of new Statements of Significance (refer to Section 3)
- Inclusion of one (1) place in site-specific Heritage Overlays in the Yarra Planning Scheme (refer to Section 4)
- Update to heritage gradings in Appendix 8 (refer to Section 5)
- Update to Heritage Overlay boundaries (refer to Section 6)
- Creation of two (2) new heritage precincts that currently form part of existing HO334 (refer to Section 7).

The main report of the Built Form Review includes a summary of the findings and recommendations, arising from the further heritage assessment and analysis work contained in this report.

While it is acknowledged that there is some inconsistency in the application of the 'Individually Significant', 'Contributory' and 'Not-Contributory' grading system applied through the Appendix 8, this project does not seek to comprehensively assess individual buildings with a view to regrading except where obvious anomalies or inconsistencies were identified. For the purposes of this report, the following grading definitions from Clause 22.02 - Development Guidelines for Sites Subject to the Heritage Overlay have been applied:

> *Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also Contributory.*
>
> *Contributory: The place is a contributory element within a larger heritage place. A contributory element could include a building, building groups and works, as well as building or landscape parts such as chimneys, verandahs, wall openings, rooflines and paving.*
>
> *Not contributory: The place is not individually significant and not contributory within the heritage place.*

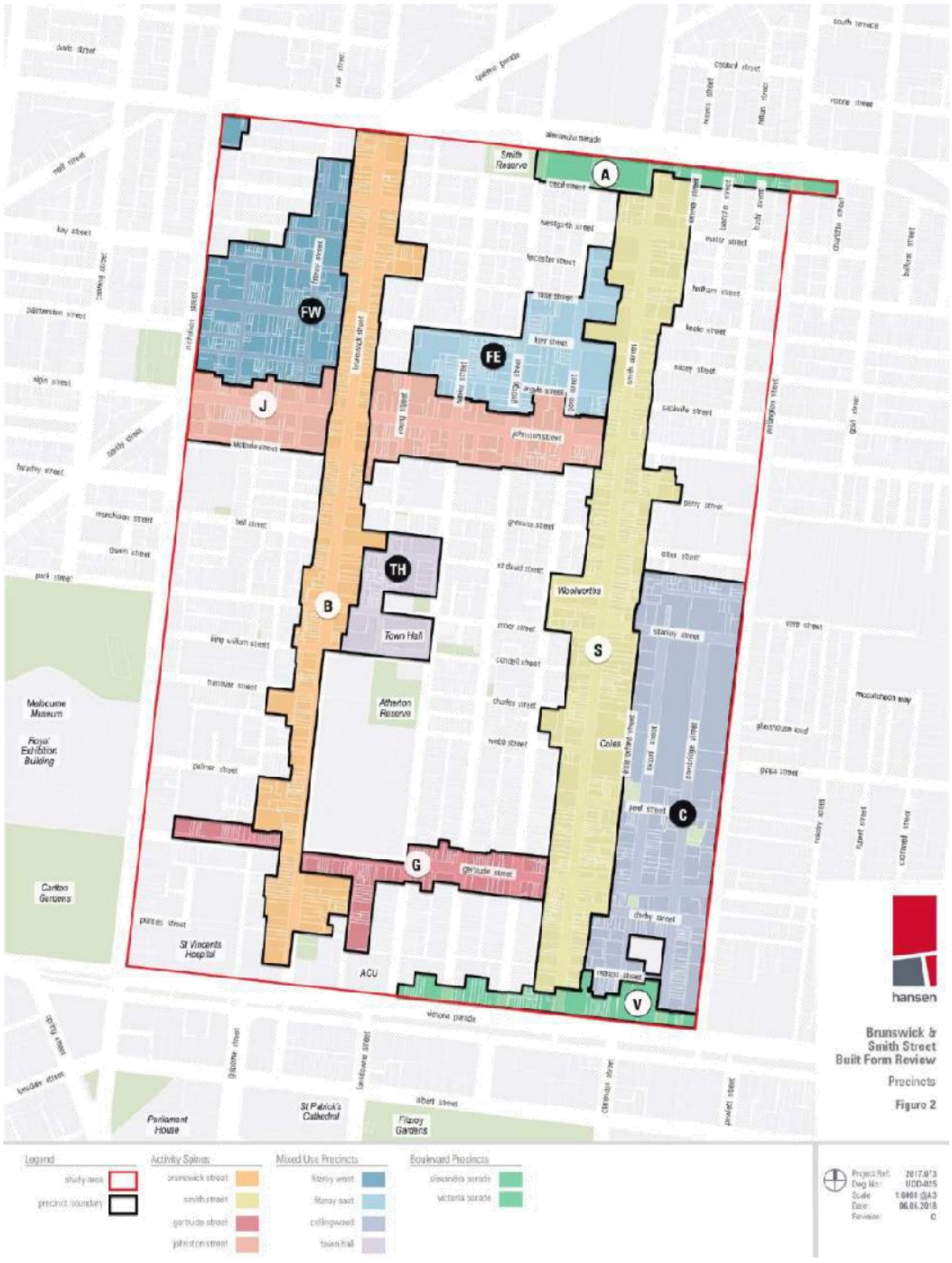


Figure 2. Precinct Map (©Hansen, 6 June 2018)

2. Statement of Significance Review

A key part of the Built Form Review has been to analyse the existing Statements of Significance for heritage precincts and individually significant places within the Study Area to ensure that they remained current and useful for managing change within the Study Area.

The review found that existing Statements of Significance for the individual places and heritage precincts within the Study Area were generally sound; however, updates were recommended for the following locally significant precincts:

HO No.	Precinct name	Attachment No.
HO311	Brunswick Street Precinct, Fitzroy	Attachment A
HO333	Smith Street Precinct, Fitzroy and Collingwood	Attachment B
HO334	South Fitzroy Precinct	Attachment C
HO464	Smith Street South Precinct, Fitzroy and Collingwood	Attachment D

It is recommended that this report be referenced as a 'Background Document' in the Table to Clause 72.08 – Background Documents of the Yarra Planning Scheme. The Statements of Significance prepared for a place or precinct within the Study Area are recommended to be incorporated into the Yarra Planning Scheme and specified in the Schedule to the Clause 43.01 - Heritage Overlay.

3. New Statements of Significance

One site-specific Heritage Overlay (Barcelona Terrace, HO153) required the preparation of a Statement of Significance consistent with the Department of Environment, Land, Water & Planning's *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018) (PPN1) to appropriately inform future decision-making for the place.

The remaining six 'Individually Significant' graded places listed below are considered to be 'atypical' in the context of their respective Heritage Precincts and it is recommended that Statements of Significance appended to this report are adopted to appropriately guide future decision-making for these properties.

Precinct HO No.	Place name	Address	Attachment No.
HO153	Barcelona Terrace	25-37 Brunswick Street, Fitzroy	Attachment E
HO311	Solway Buildings	287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy	Attachment F
HO333	Stanford Block	121-129 Smith Street, Fitzroy	Attachment G
HO334	Former Dental Surgery	17-19 Brunswick Street, Fitzroy	Attachment H
HO334	Mononia	21 Brunswick Street, Fitzroy	Attachment I
HO334	Former Champion Hotel and Shops and Residences	50-54 Brunswick Street & 90-100 Gertrude Street, Fitzroy	Attachment J
HO334	Former Priest's Residence and Mission Hall	434 Gore Street & 170 Leicester Street, Fitzroy	Attachment K

4. Assessment for Inclusion in the Heritage Overlay on a Site-Specific Basis

One place has been assessed and is recommended for inclusion in the Heritage Overlay on a site-specific basis:

Place name	Address	Attachment No.
The Gasometer Hotel	484 Smith Street, Collingwood	Attachment L

It is further recommended that:

- Appendix 8 be updated to reflect the above finding.
- The Statement of Significance for the place be incorporated within the Schedule to the Heritage Overlay.

4.1 Methodology

The assessment has been completed having regard to PPN1 and the gradings for heritage places as defined in Council's Heritage Policy at Clause 22.02 of the Yarra Planning Scheme ('Development Guidelines for sites subject to the Heritage Overlay').

The property was visually inspected from the street and historic research was conducted using a variety of sources including historic plans and maps (including Melbourne and Metropolitan Board of Works Plans), contemporary newspaper notices and advertisements, Sands and McDougall Directories, and historic photographs and aerials. Comparative analysis against similar places identified in the Heritage Overlay was undertaken to determine whether the place satisfied the threshold for local heritage significance.

5. Heritage Grading Review

Various places within Heritage Precincts HO311, HO333, HO334 and HO464 were considered in terms of the heritage gradings applied through Appendix 8.

The following material provides justification for the regrading of a small number of places in Appendix 8.

5.1 131 Brunswick Street, Fitzroy (HO311)



Figure 3. 131 Brunswick Street, Fitzroy (GJM Heritage, Oct 2019)



Figure 4. 131 Brunswick Street within HO311 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO311	131 Brunswick Street, Fitzroy	Shop & residence	252075	Not contributory	Unknown

Historical background and description overview

This two-storey building fronting Brunswick Street had been built by 1899, as indicated by the Melbourne and Metropolitan Board of Works (MMBW) Detail Plan (*Figure*).

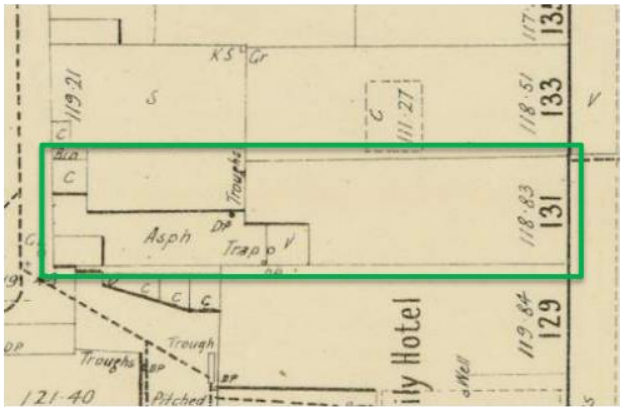


Figure 5. Footprint of the building shown on the 1899 MMBW Detail Plan (No. 1205, dated 1899).

The extant building may date as early as c1860 (not confirmed). No. 131 was formerly addressed as 113 (and later 119) Brunswick Street, which was listed in the Sands & McDougall Directories from c1860 (earlier directories did not list street numbers), occupied by George H Williams, chemist and druggist. Long term occupant (and presumably owner) of the building was chemist T A Ewing, who was the occupant from c1865 (then addressed at 113). Following Thomas Adam Ewing's death in 1879[1], the business of T A Ewing, chemist, continued to operate at the property until c1900, after which another chemist occupied the building.[2] Thomas A Ewing, JP and Fitzroy Town Councillor (and Mayor 1873-74), was a local figure. A plaque was erected in 1879 at the Fitzroy Free Public Library to commemorate his association with the establishment of the library.[3]

The property is a simple two-storey nineteenth century building with hipped corrugated steel roof concealed behind a plain (possibly modified) parapet. The rendered front façade contains two rectangular upper windows with simple rendered frames (sashes replaced), a cornice dividing the upper and street levels, and an early shopfront form with two side entrances and a central display window.

This simple Victorian building is similar to a number of 'Contributory' buildings of similar intactness within HO311. These include properties at 135-137, 178-182 and 269 Brunswick Street (window openings retained and parapets modified) and 121-131 Brunswick Street (window openings modified and parapet retained). Early shopfront forms have also been retained at 178-182 and 269 Brunswick Street.

Recommendation

This simple Victorian building is similar to a number of 'Contributory' buildings of similar intactness within HO311, including the nearby property at 135-137 Brunswick Street.

It is recommended that Appendix 8 be amended to identify 131 Brunswick Street as 'Contributory' to HO311.

5.2 Godfrey's Buildings, 266-274 Brunswick Street, Fitzroy (HO311)



Figure 6. 266-274 Brunswick Street, Fitzroy (GJM Heritage, October 2018)



Figure 7. 266-274 Brunswick Street indicated in blue, within HO311 (VicPlan)

[1] *The Age*, 18 Sep 1879, p1.
[2] Sands & McDougall directories: 1860, 1865, 1870, 1880, 1890, 1900, 1910.
[3] *The Telegraph, St Kilda, Prahran and South Yarra Guardian*, 6 Dec 1888, p3.

Current gradings in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO311	266 Brunswick Street, Fitzroy	Godfrey's, Shop & residence	252570	Contributory	1880-1890
HO311	268 Brunswick Street, Fitzroy	Godfrey's, Shop & residence	252565	Contributory	1880-1890
HO311	270 Brunswick Street, Fitzroy	Godfrey's, Shop & residence	252560	Contributory	1880-1890
HO311	272 Brunswick Street, Fitzroy	Godfrey's, Shop & residence	252555	Contributory	1880-1890
HO311	274 Brunswick Street, Fitzroy	Godfrey's, Shop & residence	252540	Contributory	1880-1890

Historical background and description overview

'Godfrey's Buildings' at 266 to 274 Brunswick Street were built in 1887 for owner George Godfrey. According to the 1887 City of Fitzroy rate books (recorded December 1887), Godfrey did not own or occupy any property in this part (on the east side) of Brunswick Street at this date. However, in December 1888, George Godfrey was rated as the owner of the row of five occupied buildings at 266-274 Brunswick Street. The corner building at no. 274 was valued (Net Annual Value) at £200, and nos. 266-272 were rated at £130 each.[4]

In 1887, notices in *The Age* requested a large quantity of sand, and advertised for a 'plasterer and improver', with applicants to apply to 'Godfrey's Buildings, Brunswick Street, Fitzroy'.[5] Early the following year in January 1888 advertisements were placed in *The Age* requesting occupants – specifically booksellers and grocers – to occupy Godfrey's Buildings, the 'grandest buildings in Australia'.[6] George Godfrey was also the rated owner of the row at 267-275 Brunswick Street in 1890.[7]

In 1890, the shops were occupied by a bookshop, auctioneer, haberdasher, boot shop and furniture shop.[8] Ten years later in 1900, occupants comprised a dressmaker, chemist, auctioneer, perambulator makers and a music warehouse.[9] The row of five buildings was shown on the 1897 and 1900 MMBW plans (*Figure* & *Figure*). The four northern buildings (268-274) were each constructed with a cellar, with all buildings extending to the rear (eastern) boundary. Shopfront verandahs extended across the five Brunswick Street facades. By 1930, the name 'Godfrey's Buildings' was no longer recorded in the Sands & McDougall Directories above the list of addresses and their occupants (the name was still listed in 1920).

[4] Rate Books (RB), City of Fitzroy, West Ward: 1887-1888, page 115; 1888-89, entries 635-639.
[5] *The Age*: 23 May 1887, p8; 23 Aug 1887, p7.
[6] *The Age*: 12 Jan 1888, p3; 23 Jan 1888, p3.
[7] Rate Books, City of Fitzroy, West Ward: 1888-89, entries 635-639; 1890-91, entries 592-96 & 581-585.
[8] Rate Books, City of Fitzroy, West Ward: 1890-91, entries 592-96 & 581-585.
[9] Sands & McDougall Directory: 1900.

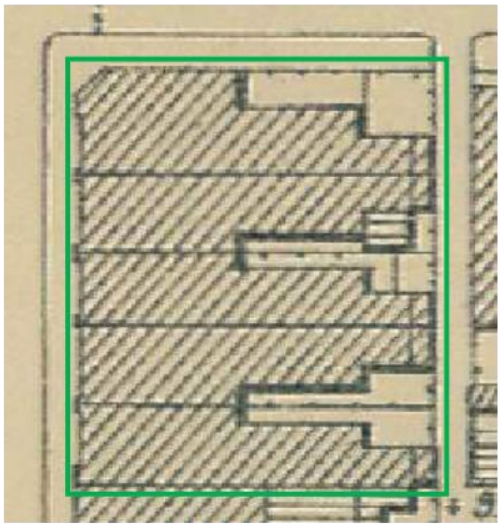


Figure 8. Plan showing the footprints of the buildings in 1897. The diagonal hatching indicates buildings constructed of brick or stone; vertical/horizontal hatching indicates buildings constructed of timber (MMBW Plan No. 28, scale 160ft to 1 inch, dated 1897).

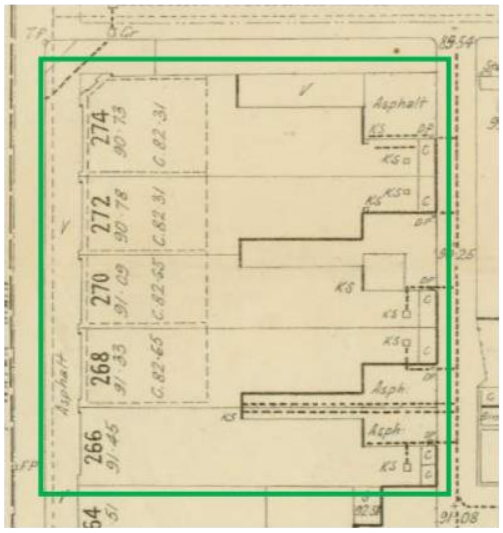


Figure 9. Footprints of the buildings in 1900 (MMBW Detail Plan No. 1193, dated 1900).

Photos dated to the 1970s show the building without the shop verandahs (*Figure* & *Figure*).



Figure 10. Photo dated between 1970 and 1974 (State Library of Victoria, Image CUAFY53/10).



Figure 11. Numbers (left to right) 272, 270 and 268 Brunswick Street, in 1978 (City of Yarra Libraries, image FL1343).

Godfrey's Buildings, 266-274 Brunswick Street, Fitzroy is situated on the east side of Brunswick Street to the south of Johnston Street, on the south corner of Victoria Street. Built in 1887, the building displays characteristics of the High Victorian style.

The building comprises a row of five three-storey shops and residences with two street facades, and splayed corner, of rendered brick (partially overpainted) and a parapet which conceals the roof behind. The south and rear elevations are of exposed brickwork.

The Brunswick Street façade is divided into identical bays, each containing triple arch-headed window openings at the upper level, triple rectangular window openings below and dividing pilaster strips, some with decorative ball finials, at each party wall. The window pattern is repeated with single windows in the splayed

corner and in a single bay in Victoria Street. A heavy cornice runs across these main facades at first floor level and a balustraded parapet runs across the four southernmost facades. The corner building is distinguished by a solid parapet above the splayed corner which contains the nameplate 'Godfrey 1' and an absence of balustrading either side. The elevation to Victorian Street is treated as a secondary façade with simple window openings and moulded panel detailing.

Concave verandahs have been reconstructed at street level. Shop front forms appear to have been generally retained.

The building retains a high degree of integrity to the Victorian period in fabric, form and detail, particularly at the upper two levels. While the building has undergone alterations, including the removal of some ball finials and the reconstruction of street verandahs, these do not diminish the ability to understand and appreciate the place as a fine example of a Victorian commercial building.

The commercial premises at 266-274 Brunswick Street, Fitzroy are of note as a representative and intact example of a shop and residence built in the Victorian 1880s boom period.

Commercial buildings from this period were most commonly two-storeys, with fewer single-storey and three or four-storey premises constructed. They were typically built as rows of attached identical buildings, as pairs or as individual buildings with no side setbacks from adjoining properties and no front setback.

Within the City of Yarra, large numbers of commercial premises built in the Victorian period are included in the Heritage Overlay, both on a site-specific basis and as 'Individually Significant' places within precincts. Comparative examples which broadly display characteristics similar to Godfreys Buildings include commercial premises at:

- 229-231 Brunswick Street, Fitzroy (1870-90), individually significant in HO311, Brunswick Street Precinct
- 341-347 Brunswick Street, Fitzroy (1880-90), individually significant in HO311, Brunswick Street Precinct
- Stanford Block, 119-129 Smith Street (1880-90), individually significant in HO333, Smith Street Precinct.



Figure 12. 229-231 Brunswick Street, Fitzroy (Google)



Figure 13. 341-347 Brunswick Street, Fitzroy (Google)



Figure 14. Stanford Block, 119-129 Smith Street, Fitzroy (Google)

Like these places, Godfrey's Buildings at 266-274 Brunswick Street, Fitzroy displays a range of characteristics which have strong associations with the Victorian period and the building remains highly intact to demonstrate these associations.

Recommendation

The row of five highly intact, three-storey shops and residences built in 1887 are comparable to places within HO311 and HO333 that are graded 'Individually Significant'.

It is recommended that Appendix 8 be updated to identify 266-274 Brunswick Street as 'Individually Significant' to HO311.

5.3 Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy (HO311)



Figure 15. 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy (left to right) (GJM Heritage, Sep 2018)



Figure 16. 287-297 Brunswick Street & 108-110 Johnston Street indicated in blue, within HO311 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO311	287 Brunswick Street, Fitzroy	AOE House, Shop & residence	252465	Individually Significant	1900-1915
HO311	289 Brunswick Street, Fitzroy	AOE House, Shop & residence	252470	Contributory	1900-1915
HO311	293 Brunswick Street, Fitzroy	AOE House, Shop & residence	252475	Contributory	1900-1915
HO311	295 Brunswick Street, Fitzroy	AOE House, Shop & residence	286445	Contributory	1900-1915

Historical background and description overview

The south-west corner of Brunswick and Johnston streets was occupied by the Fitzroy Market in the late nineteenth century, as annotated on the 1900 MMBW Detail Plans (*Figure* & *Figure*). The block bound by Brunswick, Johnston, Fitzroy and Victoria streets was owned by Henry Hoyt during this period.[10]

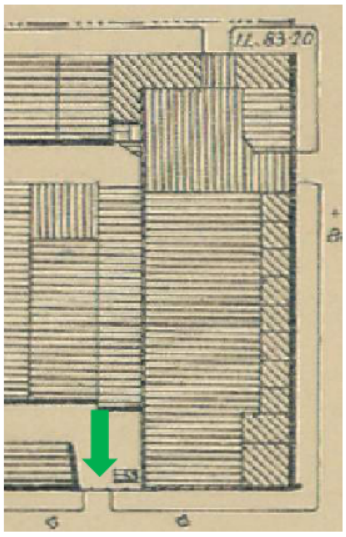


Figure 17. The south-west corner of Brunswick and Johnston streets in 1897 showing earlier buildings occupying the area. The vehicular crossover (indicated by the green arrow) off Victoria Street shows the alignment of the existing lane. The diagonal hatching indicates buildings constructed of brick or stone; vertical/horizontal hatching indicates buildings constructed of timber (MMBW 28, scale 160ft to 1 inch, dated 1897).

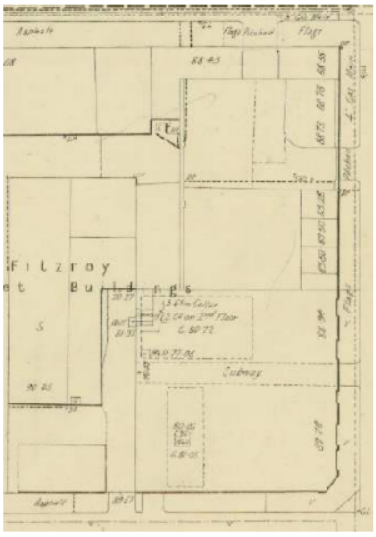


Figure 18. The corner property in 1900, showing earlier buildings occupying the area, annotated 'Fitzroy Market Buildings' (MMBW Detail Plan 1193, dated 1900).

The Herald published an article in May 1911 featuring the new buildings 'on the site of the old bus stables' at the corner of Brunswick and Johnston streets, described as 'a notable improvement in suburban shop

[10] Lewis, Miles, 'The First Suburb' in Fitzroy History Society & Cutten History Committee (2014, 1st edition 1989), *Fitzroy : Melbourne's first suburb*, South Yarra [Vic.], p28.

architecture'.[11] The site measured 206ft (62.8m) to Johnston Street and 108ft (32.9m) to Brunswick and Fitzroy streets. The Solway Theatre was to be built on the site, fronting Johnston Street (immediately west of the subject site). The article further described the subject site:

> *... there are eight shops adjoining the theatre in Brunswick Street, a shop and two furniture arcades in Brunswick street, and mantelpiece showrooms on the corner of Fitzroy street. Mr William Rain is the architect for the whole of these properties. The contractors are – For the theatre, Mr L. Hansen, and for the shops, Messrs Herd and Son. Mr Rain has also in hand other shop buildings in Clifton Hill and Hampton road, Hampton, and a large villa residence at Alphington.*[12]

Illustrations of the Brunswick and Johnston street elevations published in May 1911 show the six bays fronting Brunswick Street and four bays fronting Johnston Street, and the configuration of the shopfronts and arcades (Figure & Figure). The illustrations show the first floor (narrow) openings with a pair of three-paned windows. The corner turret bore the name 'Solway' at parapet level (replaced with 'A.O.F. House' in the 1970s).



Figure 19. Illustration of the new building, published in May 1911 (The Herald, 25 May 1911:3).



Figure 20. Illustration of the new building, published in May 1911. Architect William Rain was noted in the bottom right corner (The Herald, 25 May 1911:3).

The Solway Picture Theatre, and presumably 'Solway Buildings', was built for owners Griffiths and West Pty Ltd (Hoyts Theatres Ltd were confirmed as partner owners in 1928).[13] A plan of the new buildings at 287-293

[11] *The Herald*, 25 May 1911, p3.
[12] *The Herald*, 25 May 1911, p3.
[13] *The Argus*, 7 Sep 1911, p10;

Brunswick Street, dated 9 May 1911, confirmed the architect as William Rain (listed as the agent) (Figure 2).[14] Contemporary newspaper articles also attributed the design of the Solway Theatre to William Rain.[15] The Solway Theatre at 84 Johnston Street was demolished in 1928 and replaced with Hoyts Regent Picture Theatre which opened in 1929 (closed in 1959 and demolished 1983) and was designed by prolific theatre architect Charles N Hollinshed.[16]

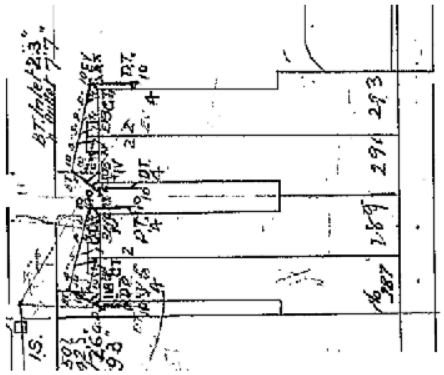


Figure 2. Plan showing footprints of the buildings at 287-293 Brunswick Street in May 1911, annotated with sewerage works. North is up (Property Sewerage Plan No. 78136, 9 May 1911)

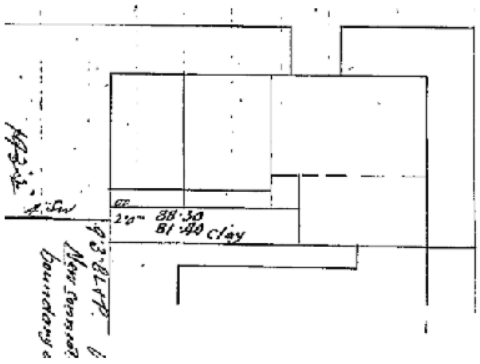


Figure 3. Plan showing footprints of the corner buildings at 295-297 Brunswick Street, and those fronting Johnston Street, dated October 1911. North is up (Property Sewerage Plan No. 78134, 30 October 1911)

In 1915, the shops fronting Brunswick Street were occupied by a draper, 'Solway Shoe Store', a fancy goods depot, tobacconist, tailors and D W Keir's 'The Solway Clothing Co'.[17] Later newspaper articles made reference to 'Solway Buildings' as the premises of the Solway Clothing Company; the company was listed as the occupants of 295-297 Brunswick Street until at least 1970.[18] Solway Clothing also later occupied 294 Brunswick Street[19]; this company is presumably named after the existing building. In March 1922, *The Age* reported on a fire at the 'Solway Buildings', then owned by Daniel W Keir.[20]

A photo dating to c1949 (Figure 4) shows the corner section of the 'Solway Buildings' with the return verandah over the pedestrian footpath. By the 1970s the verandah had been replaced, along with some of the shopfronts (Figure 5 - Figure 7).

The corner building (addressed today as 295-297 Brunswick Street and 108-110 Johnston Street) was purchased by Trustees of the Ancient Order of Foresters in Victoria, Friendly Society, in July 1974, and the Society subsequently listed as the owner from 1989 to 1995.[21] During this period the name 'A.O.F. House' was placed on the parapet of the corner building.

Property Sewerage Plan No. 78136, 28 August 1928.
[14] Property Sewerage Plan No. 78136, 9 May 1911.
[15] *The Argus*, 7 Sep 1911, p10.
[16] Property Sewerage Plan No. 78136, 28 August 1928;
Sands & McDougall Directories;
Allom Lovell & Associates (1998), *City of Yarra Heritage Review: Thematic History*, p98.
[17] Sands & McDougall Directory: 1915.
[18] *The Argus*, 24 Jun 1915, p6;
Sands & McDougall Directories.
[19] State Library of Victoria picture collection, Image CUAFY53/10.
[20] *The Age*, 29 Mar 1922, p10;
Property Sewerage Plan No. 78136, 27 April 1923.
[21] Landata Victoria, Certificate of Title V9013/F794.



Figure 4. Detail of a photo of 'Solway men's wear' on the corner of Brunswick and Johnston streets, c1949 (State Library of Victoria, Image a39997).



Figure 5. The Brunswick Street facade in a photo dated 1970-1974 (State Library of Victoria, Image CUAFY154/6-7).



Figure 6. A detail of the Brunswick Street corner in a photo dated 1970-1974 (State Library of Victoria, Image CUAFY154/6-7).



Figure 7. A detail of the south end of the Brunswick Street facade in a photo dated 1970-1974 (State Library of Victoria, Image CUAFY154/6-7).

The Solway Buildings are located on a large site at the south-west corner of Brunswick and Johnston Streets, Fitzroy. Built in 1911, the building displays characteristics of the Federation Free Style and contrasts with the earlier Victorian-era buildings which are located on the other three corners at this intersection.

The building comprises a row of six two-storey shops and residences fronting Brunswick Street and a row of four two-storey shops and residences fronting Johnston Street. Upper facades are of red brick with render contrasts (partially overpainted) and a parapet conceals a series of gabled and hipped roofs. The corner of the building is splayed with a large projecting oriel window at first floor level and a distinctive round tower, with circular windows and a domed roof, above the parapet. The oriel window comprises a pair of timber framed windows and an infill window head displaying sinuous Art Nouveau-inspired applied decoration.

The two main facades are articulated in a similar manner. Pairs of arch-headed windows line the first-floor façade and bold facetted vertical elements, capped with decorative balls, delineate the individual premises. An exaggerated undulating parapet line, with bold rendered band, is punctuated by both these and additional facetted elements. As indicated in the original drawings, the width of the individual bays across the facades is uneven and this is reflected in minor variations in the window and parapet detailing.

A number of the shopfronts to Brunswick Street retain their early forms however post-supported verandahs have been removed and replaced by cantilevered awnings. The original vehicular opening to the rear of the building, located at the west end of the Johnston Street façade, remains.

The building retains a high degree of integrity to the Federation period in fabric, form and detail. While the building has undergone some alterations, including painting of the face brickwork and alterations to shopfronts, these do not diminish the ability to understand and appreciate the place as a fine example of a commercial building from the Federation period.

Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy is of note as a fine, intact and representative example of a large commercial building constructed in the Federation period of the early twentieth century.

Commercial buildings from this period were most commonly of two-storeys, with fewer single-storey and three or four-storey premises constructed. They were typically built as rows of attached identical buildings, as pairs or as individual buildings with no side setbacks from adjoining properties and no front setback. Occasionally the façade had a central focal point or patterning continued over more than one bay. Corner properties commonly had a splayed or curved corner and addressed both streets.

Solway Buildings is of particular note as a substantial and intact two-storey corner building containing ten shopfronts – six to Brunswick Street and four to Johnston Street. Within the City of Yarra, comparative commercial premises built in the Federation period are included in the Heritage Overlay, both on an individual basis and as 'Individually Significant' places within precincts. Comparative examples which broadly display characteristics similar to Solway Buildings include commercial premises at:

- 285-289 Smith Street, Fitzroy (1900-15), individually significant in HO333, Smith Street Precinct
- Hannaford's Pianos and Organs, 219 Smith Street, Fitzroy (1900-15), individually significant in HO333, Smith Street Precinct
- Shawcross Building, 320 Brunswick Street, Fitzroy (1900-15), individually significant in HO311, Brunswick Street Precinct
- 377-87 Brunswick Street, Fitzroy (1900-15), individually significant in HO311, Brunswick Street Precinct.



Figure 8. 285-89 Smith Street, Fitzroy (Google)



Figure 9. 377-87 Brunswick Street, Fitzroy (Google)

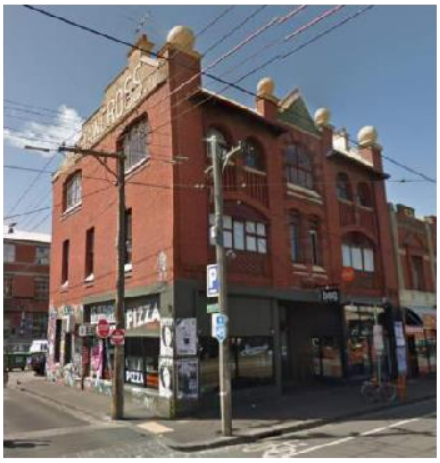


Figure 10. Shawcross Building, 320 Brunswick Street, Fitzroy (Google)



Figure 30. Hannaford's Pianos and Organs, 219 Smith Street, Fitzroy (Google)

Like these places, the Solway Buildings display a range of characteristics which have strong associations with the Federation period and the building remains highly intact to demonstrate these associations.

Recommendation

287-297 Brunswick Street and 108-110 Johnston Street were built as a complex on the prominent corner site in 1911. Architect designed, they present a consistent and uniform façade to Brunswick and Johnston streets and therefore warrant a consistent grading to the entire complex.

It is recommended that that Appendix 8 be amended to identify 287-297 Brunswick Street and 108-110 Johnston Street as 'Individually Significant' to HO311.

An individual Statement of Significance has been prepared for this place with an atypical form – see Section 3.

5.4 377-387 Brunswick Street, Fitzroy (HO311)



Figure 11. 377-387 Brunswick Street, Fitzroy (GJM Heritage, October 2019)



Figure 12. 377-387 Brunswick Street indicated by blue polygon, within HO311 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO311	377 Brunswick Street, Fitzroy	Shop & residence	308050	Individually Significant	1900-1915
HO311	379 Brunswick Street, Fitzroy	Shop & residence	239280	Contributory	1900-1915
HO311	381 Brunswick Street, Fitzroy	Shop & residence	239285	Contributory	1900-1915
HO311	383 Brunswick Street, Fitzroy	Shop & residence	343640	Contributory	1900-1915
HO311	385 Brunswick Street, Fitzroy	Shop & residence	239295	Contributory	1900-1915
HO311	387 Brunswick Street, Fitzroy	Shop & residence	239300	Contributory	1900-1915

Historical background and description overview

In 1900, the north-west corner of Brunswick and Rose streets was occupied by a flour mill (Figure 13), later known as the Union Flour Mills and Bakery.[22] The extant row of six buildings was constructed in 1907 for owner J Macleod and designed by prominent architect Charles D'Ebro.[23] In February 1907, D'Ebro called for tenders for the 'purchase and removal' of the Union Flour Mills on Brunswick Street.[24] A Property Sewerage Plan dated June 1907 confirmed the owner of the row as J MacLeod and the agent as C A D'Ebro of 99 Queen Street, Melbourne. The 1907 plan showed the footprint of the six buildings constructed at 377-387 Brunswick Street, with a building on the rear boundary of 377, addressed as 89 Rose Street (since replaced) (Figure 14).

[22] Sands & McDougall Directories.
[23] Listed as the agent on Property Sewerage Plan No. 31037, dated 17 June 1907.
[24] *The Age*, 2 Feb 1907, p4.

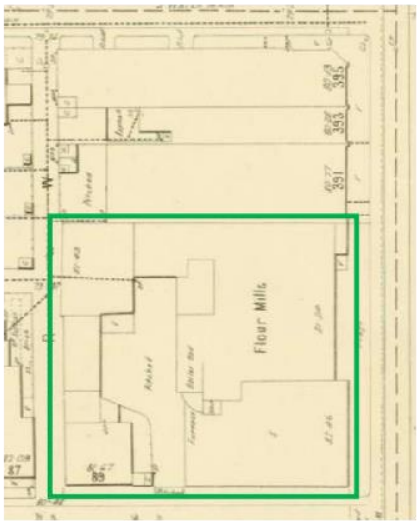


Figure 13. The north-west corner of Brunswick and Rose streets in 1900, showing the area occupied by flour mills (Melbourne and Metropolitan Board of Works Detail Plan 1241, dated 1900).

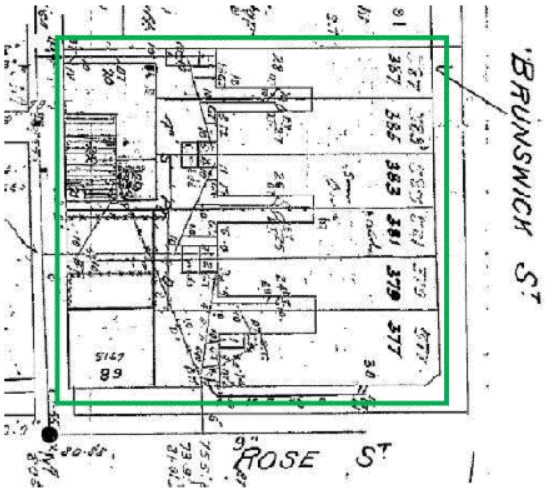


Figure 14. Footprints of the six buildings shown on the PSP plan dated June 1907, annotated with plumbing works (Property Sewerage Plan No. 31037, dated 17 June 1907).

In 1910, the occupants of the row included a chemist, importer of glassware and crockery, tailor, a boot warehouse and pastrycook. Some tenants remained for a number of decades, while at other shops the use remained consistent.[25] The row of six shops was advertised for sale in 1919 as a 'grand shop investment' at the 'centre of retail activity'. The ad described the '6 handsome and substantial brick two-storey shops and dwellings' at 377 to 387 Brunswick Street.[26]



Figure 15. The row in c1900-c1920 with an early verandah to the shopfronts (State Library of Victoria, Image H2004.89/17).

[25] Sands & McDougall Directories.
[26] *The Argus*, 16 Aug 1919, p2.

In 1930 the row was occupied by a chemist, individual, dealer, confectioner and tobacconist, boot warehouse, draper and pastrycook.[27]

The row of shops and residences at 377-387 Brunswick Street, Fitzroy is situated on the west side of Brunswick Street to the north of Johnston Street, on the north corner of Rose Street. Built in 1907, the building displays characteristics of the Federation Free Style.

The building is a row of six two-storey shops and residences with red brick upper facades and a parapet which conceals a longitudinal gabled roof behind. The two street facades of this building, and the splayed corner, are articulated in an identical manner.

The upper facades contain pairs of rectangular double-hung windows with shallow arched heads, applied decorative motifs in between and thick continuous render bands at head and sill levels. These bands continue across the facades and are broken by slim brick pilasters at the party walls which rise to finials at the parapet level. The parapet combines steep pediments and low horizontal sections which alternate across the individual buildings. This results in three pediments facing Brunswick Street, one at the splayed corner and one facing Rose Street. Heavy capping lines the undulating parapet and is repeated as a cornice below.

The pairs of rectangular double-hung windows at 383 and 385 Brunswick Street have been replaced with single sets of triple sliding windows which have been inserted into new horizontal openings. This has interrupted the repetitive patterning across the Brunswick Street façade.

Shopfronts generally retain their early forms however post-supported street verandahs have all be removed and replaced with suspended awnings at 377 - 383 Brunswick Street.

The row of shops and residences, 377-87 Brunswick Street, Fitzroy is of note as a fine, intact and representative example of a large commercial building constructed in the Federation period of the early twentieth century.

Commercial buildings from this period were most commonly of two-storeys, with fewer single-storey and three or four-storey premises constructed. They were typically built as rows of attached identical buildings, as pairs or as individual buildings with no side setbacks from adjoining properties and no front setback. Occasionally the façade had a central focal point or patterning continued over more than one bay. Corner properties commonly had a splayed or curved corner and addressed both streets.

The row of shops and residences, 377-387 Brunswick Street, Fitzroy is of particular note as a substantial and intact two-storey corner building containing six shopfronts facing Brunswick Street. Within the City of Yarra, comparative commercial premises built in the Federation period are included in the Heritage Overlay, both on an individual basis and as 'Individually Significant' places within precincts. Comparative examples which broadly display characteristics similar to the building at 377-87 Brunswick Street, Fitzroy include commercial premises at:

- 285-289 Smith Street, Fitzroy (1900-15), individually significant in HO333, Smith Street Precinct
- Hannaford's Pianos and Organs, 219 Smith Street, Fitzroy (1900-15), individually significant in HO333, Smith Street Precinct
- Shawcross Building, 320 Brunswick Street, Fitzroy (1900-15), individually significant in HO311, Brunswick Street Precinct.

[27] Sands & McDougall Directory: 1930.

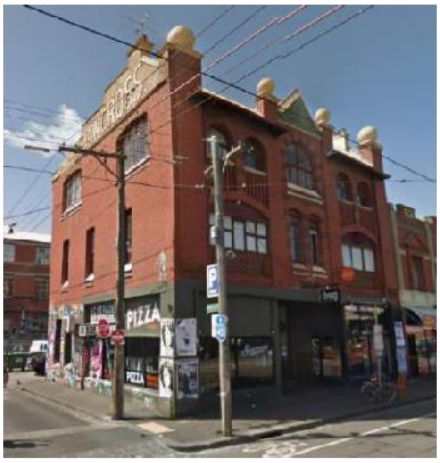


Figure 16. Shawcross Building, 320 Brunswick Street, Fitzroy (Google)



Figure 17. Hannaford's Pianos and Organs, 219 Smith Street, Fitzroy (Google)



Figure 18. 285-89 Smith Street, Fitzroy (Google)

Like these places, the commercial premises, 377-387 Brunswick Street, Fitzroy displays a range of characteristics which have strong associations with the Federation period and the building remains highly intact to demonstrate these associations.

Recommendation

377-387 Brunswick Street were built as a row in 1907, designed by prominent Melbourne architect Charles D'Ebro. The contiguous row presents an intact, uniform façade to Brunswick and Rose streets, despite some alterations, and therefore warrants a consistent grading to the entire row.

It is recommended that that Appendix 8 be amended to identify 377-387 Brunswick Street as 'Individually Significant' to HO311.

5.5 316-322 Smith Street, Collingwood (HO333)



Figure 19. 316-322 Smith Street, Collingwood (GJM Heritage, October 2018)



Figure 40. 316-322 Smith Street indicated by blue polygon, within HO333 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO333	316 Smith Street, Collingwood	Shop & residence	117475	Contributory	1880-1890
HO333	318 Smith Street, Collingwood	Shop & residence	117480	Contributory	1880-1890
HO333	320 Smith Street, Collingwood	Shop & residence	117480	Contributory	1880-1890
HO333	322 Smith Street, Collingwood	Shop & residence	117485	Contributory	1850-1890

Historical background and description overview

The row of four shops and residences were built for owner Patrick Coyle, licensed victualler, who owned and ran the Albion Hotel on the corner of Perry Street, immediately south. It appears that the row was built in 1885, with Coyle rated for the four brick shops in November 1885, all of which were tenanted. From construction, no. 316 had a higher Net Annual Value as it also comprised a 'factory'.[28] The row may have replaced two earlier buildings on the site.[29]

[28] Rate Books, City of Collingwood: 1884, entries 1350-1351; 1885, entries 1365-1368; 1886, entries 1374-1377; 1889, entries 5233-5236.
[29] Sands & McDougall Directories.

Coyle was previously the landlord of the Grace Darling Hotel, in the late 1870s.[30] Upon Coyle's death in 1888, his probate records reported that his assets comprised land on Smith Street, holding The Albion Hotel and four shops and premises at 276-282, let to tenants (current 316-322).[31]

In 1890, no. 316 was occupied by George Newtown, draper, 318 by Mark Allan, photographer, 320 by Heggie & Sons, boot dealers, and 322 by I Herman, tobacconist. The shops continued to be occupied by various commercial tenants to present day.[32]

MMBW plans showed the footprint of the four buildings and the timber outbuildings in 1897 and 1900 (Figure 20 & Figure 21). The 1900 plan indicates that a verandah extended along the four shopfronts (since replaced), across the public 'flagged' footpath. A postcard dated c1908 (*Figure 22*) showed the row; clearly visible are the first floors and parapets with urns (urns since removed/lost).

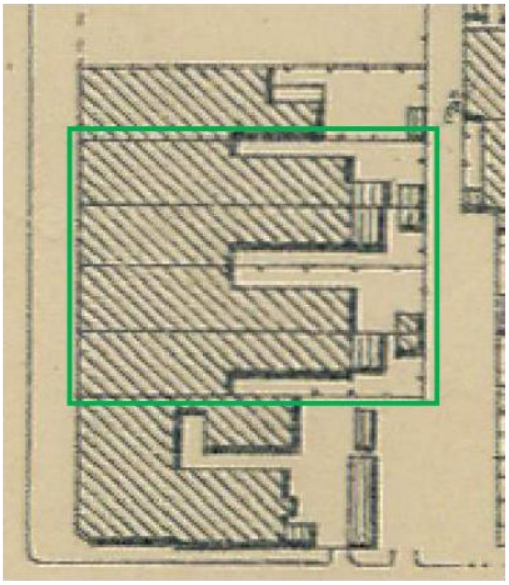


Figure 20. An 1897 plan showing footprints of the row of buildings, and their outbuildings (indicated by green polygon). The diagonal hatching indicates buildings constructed of brick or stone; vertical/horizontal hatching indicates buildings constructed of timber (MMBW Plan 28 (scale 160 ft to 1 inch), dated 1897).

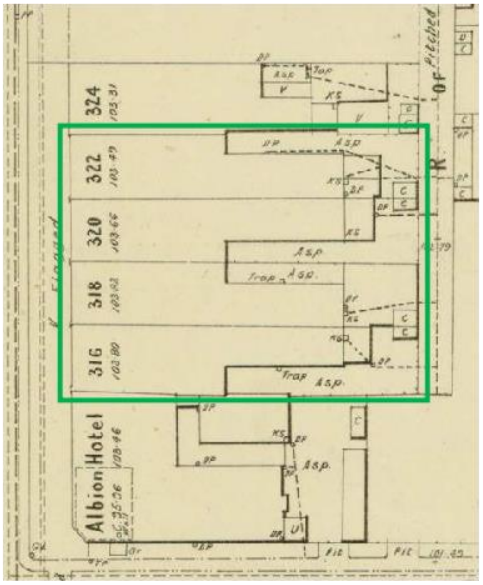


Figure 21. Footprints of the row at 316-322 Smith Street in 1900, indicated by green polygon (MMBW Detail Plan 1196, dated 1900).

[30] *The Age*, 18 Jun 1879, p3.
[31] Patrick Coyle, Probate and Administration Files via Public Records Office Victoria, VPRS 28/P0, unit 488, item 39/645.
[32] Sands & McDougall Directories.

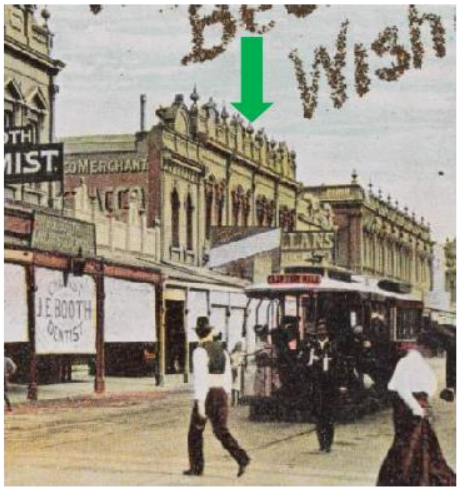


Figure 22 Detail of a c1908 colourised postcard showing the east side of Smith Street, looking south from Johnston Street. The row at 316-322 Smith Street indicated by the green arrow (State Library of Victoria, Image H33677/19).

The row of shops and residences, 316-322 Smith Street, Collingwood is situated on the east side of Smith Street to the south of Johnston Street and to the north of Perry Street. Built in 1885, the building displays characteristics of the High Victorian style of the 1880s.

The building is a row of four two-storey shops and residences with rendered upper facade and a parapet which conceals the roof behind. Pilaster strips divide the upper façade into four identical bays, each containing a pair of windows with segmental hoods supported on elaborately decorated corbels. A heavy corbelled cornice and decorative balustrade, with four repetitive pediments and patera frieze, crown the facade. Decorative corbels and pedestals (all urn finials removed), divide the cornice and balustrade into four identical sections.

Later cantilevered verandahs have replaced earlier post-supported verandahs and modern shopfronts have replaced original shopfronts.

The building retains a high degree of integrity to the Victorian period in fabric, form and detail, particularly at the upper levels. While the building has undergone alterations, including the removal of all urn finials street verandahs and shopfronts, these do not diminish the ability to understand and appreciate the place as a fine example of a Victorian commercial building.

The commercial premises at 316-322 Smith Street, Collingwood are of note as a representative and intact example of a shop and residence built in the Victorian 1880s boom period.

Commercial buildings from this period were most commonly two-storeys, with fewer single-storey and three or four-storey premises constructed. They were typically built as rows of attached identical buildings, as pairs or as individual buildings with no side setbacks from adjoining properties and no front setback.

Within the City of Yarra, large numbers of commercial premises built in the Victorian period are included in the Heritage Overlay, both on an individual basis and as 'Individually Significant' places within precincts. Comparative examples which broadly display characteristics similar to the commercial premises at 316-322 Smith Street, Collingwood include commercial premises at:

- 248-250 Smith Street, Collingwood (1880-90), individually significant in HO333, Smith Street Precinct
- 299-303 Smith Street, Fitzroy (1880-90), individually significant in HO333, Smith Street Precinct
- Stanford Block, 119-129 Smith Street (1880-90), individually significant in HO333, Smith Street Precinct.

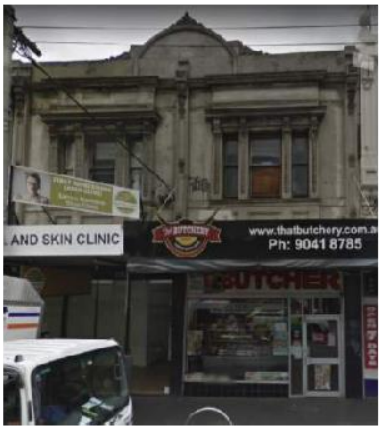


Figure 23. 248-50 Smith Street, Collingwood (Google)



Figure 24. 299-303 Smith Street, Fitzroy (Google)

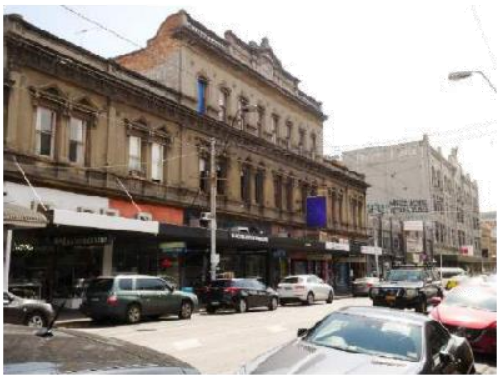


Figure 25. Stanford Block, 119-29 Smith Street, Fitzroy (GJM Heritage, Sep 2017)

Like these places, the commercial premises at 316-322 Smith Street, Collingwood display a range of characteristics which have strong associations with the Victorian period and the building remains highly intact to demonstrate these associations.

Recommendation

The row of four highly intact, two-storey shops and residences built in 1885 are comparable to places within HO333 that are graded Individually Significant.

It is recommended that Appendix 8 be amended to identify 316-322 Smith Street, Collingwood as 'Individually Significant' to HO333.

5.6 237-241 Napier Street, Fitzroy (HO334)



Figure 26. 237-241 Napier Street, Fitzroy. Top: St David Street and Napier Street elevations.
Bottom: Napier Street and Exhibition Street elevations (GJM Heritage, Oct 2018)



Figure 27. 237-241 Napier Street within HO334 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO334	237 Napier Street, Fitzroy	CF Rojo & Sons Factory/warehouse, later part Thonet	265110	Not contributory	1929-

Historical background and description overview

In 1925, there were no buildings that fronted the west side of Napier Street, between St David Street and what is now Exhibition Street.[33]

In July 1929, architect Harry J James invited tenders for the construction of 'furniture warehouse, offices and factory' for C F Rojo and Sons Pty Ltd.[34] Contemporary newspapers indicate that James was a local architect, practicing in the area primarily during the interwar period, based at 109 Hoddle Street, Collingwood in the 1930s. The date 1929 and name C. F. Rojo & Sons Pty Ltd remains on the St David Street elevation parapet,

[33] Sands & McDougall Directory: 1925.
[34] *The Age*, 27 Jul 1929, p1.

along with the established date, 1877 (similar lettering since removed from the Napier Street parapet; see *Figure 28*).



Figure 28. The Napier Street elevation of the C F Rojo and Sons factory in 1948 (City of Yarra Libraries, ID No. FL406).



Figure 50. The St David Street elevation in 1970 (State Library of Victoria, Image CUAFY39/9).

The company, C F Rojo & Sons Pty Ltd, furniture manufacturers, occupied 237-253 Napier Street until 1978. The building was later occupied in part by Thonet furniture. In 2016, the property was redeveloped into a five storey residential apartment building, with some commercial premises to the ground floor (*Figure 26*, Figure 29 & **Error! Reference source not found.**).



Figure 29. 237-241 Napier Street, Fitzroy in November 2014, prior to development (Google Street View)

Although redeveloped, the original scale, form, rhythm of fenestration (although not the openings themselves) and materials of the building remain intact. The building remains as a representative example of a single storey factory constructed in the Interwar period. Within the City of Yarra there are a number of examples of single storey factory buildings dating from the first half of the twentieth century included within the Heritage Overlay which display similar characteristics, many of which have been redeveloped in a similar manner to 237-241 Napier Street, Fitzroy. These include:

- Former Builders' Steel Form Supply Co., 9-11 David Street, Richmond, individually significant (HO250)
- Footwear Manufacturers, 98-100 Roseneath St, Clifton Hill, contributory in HO316, Clifton Hill Eastern Precinct
- Part of the MacRobertson's Confectionary Complex, 420-428 Gore St, Fitzroy, individually significant in HO334, South Fitzroy Precinct
- 205 Gipps Street, Abbotsford, contributory in HO313, Charles Street Precinct.



Figure 52. 9-11 David Street, Richmond (© Bryce Raworth Pty Ltd)



Figure 53. 98-100 Roseneath Street, Clifton Hill (GJM Heritage)



Figure 54. 420-428 Gore Street, Fitzroy (GJM Heritage)



Figure 55. 205 Gipps Street, Abbotsford (GJM Heritage)

Recommendation

This architect-designed, single-storey complex was built in 1929 with extensive frontages to Napier, St David and Exhibition streets. Despite its recent redevelopment, the building remains legible as the former F. Rojo & Sons furniture warehouse and factory.

It is recommended that Appendix 8 be amended to identify 237-241 Napier Street as 'Contributory' to HO334.

5.7 19 Victoria Street, Fitzroy (HO334)



Figure 56. The west end of the complex – 19 Victoria Street is in the foreground (GJM Heritage, Aug 2018)



Figure 57. 19 Victoria Street, Fitzroy within HO334 (VicPlan)



Figure 58. The east end of the complex – 25-37 Victoria Street is in the foreground (GJM Heritage, Aug 2018)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO334	17-19 Victoria Street, Fitzroy	Apartments	324470	Not contributory	1995-2005
HO334	25-37 (part) Victoria Street, Fitzroy	Acme Shirt Factory	268210 [note correct no. is 392570]	Contributory	1880-1920

Historical background and description overview

The 1900 MMBW plan (*Figure 30*) shows the north side of Victoria Street, between Nicholson and Fitzroy streets, occupied by some residences and the Acme Shirt Factory (built c1890; a three-storey building that remains at no. 25). From c1920 the Acme Shirt Factory was addressed to 31-39 Victoria Street in the Sands & McDougall directories.

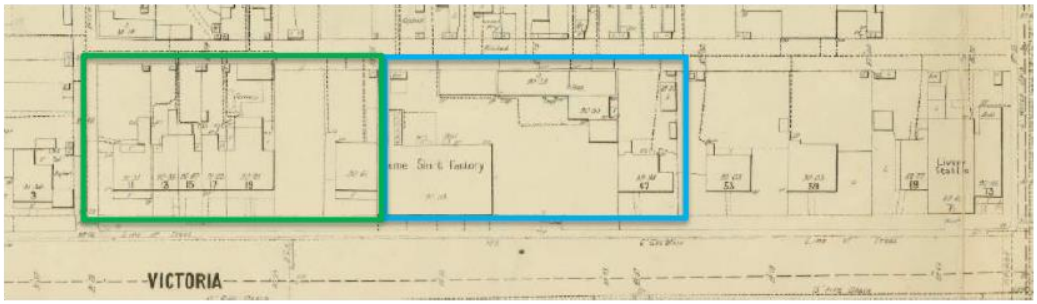


Figure 30. The north side of Victoria Street in 1900. Green polygon indicates the current 19 Victoria Street. Blue polygon indicates the current extent of 25-37 Victoria Street (Melbourne and Metropolitan Board of Works Detail Plan 1193, dated 1900).

La Mode Corsets Pty Ltd, corset manufacturers, acquired the Acme Shirt Factory between 1930 and 1933, with La Mode addressed to 31 Victoria Street in an advertisement in *The Age* published December 1933. In 1935, La Mode Corsets Pty Ltd were addressed to 31-39 Victoria Street, Fitzroy.[35]

The company soon expanded their holdings west along Victoria Street, towards Nicholson Street. By 1937, La Mode Corsets Pty Ltd was addressed to 23-39 Victoria Street and by 1940 the company was listed at 13-39 Victoria Street. By 1950 the company was addressed to 13-43 Victoria Street.[36]



Figure 60. 'La Mode Corset Industries' on Victoria Street; photo taken in 1948. The three-storey building was originally the Acme Shirt Factory (City of Yarra Libraries, ID No. FL464).

[35] Sands & McDougall directories: 1930, 1935;
The Age, 8 Dec 1933, p5.
[36] *The Age*, 9 Oct 1937, p18;
Sands & McDougall directories: 1940, 1950.



Figure 61. The extent of the complex shown in a c1940s oblique aerial; north is top-left (State Library of Victoria, Image H96.163/1).

In the early 1950s, La Mode's main mill was located at the subject site in Victoria Street, with a new dyehouse and store on the south side of Victoria Street, a factory at 190-202 Nicholson Street and mills at Morwell and Traralgon.[37]

It appears that the top portion/parapet of the building at the eastern end of the complex was built post-1948, to match that of the western end.

La Mode remained at 13-43 Victoria Street until c1960. By 1970, Easywear (Aust) Pty Ltd, shoe manufacturers, were located at 13-43 Victoria Street.[38] The complex was later occupied by Universal Theatre and 3RRR radio station. The western end (19 Victoria Street) has more been recently redeveloped into residential apartments.

[37] *The Herald*, 5 Nov 1953, p6.
[38] Sands & McDougall Directories: 1960, 1970.



Figure 62. The former Acme shirt factory and La Mode Corset factory on Victoria Street, Fitzroy, in the late twentieth century (Past Port, 'ACME Shirt Factory/La Mode Corset Factory, 31-39 Victoria Street', <https://pastport.com.au/citizen/record/660/>, accessed 7 Aug 2019).

Recommendation

19 Victoria Street originally formed part of the La Mode Corsets complex (1930s-c1960), encompassing the current 19 and 25-37 Victoria Street. The complex centres on the c1890 three-storey former Acme Shirt Factory, with 19 Victoria Street forming the western wing. Together, 19 and 25-37 Victoria Street form a prominent and reasonably intact streetscape, despite alterations.

It is recommended that Appendix 8 be amended to identify 19 Victoria Street as 'Contributory' to HO334 and reflect the correct construction date.

5.8 51-53, 59-61 & 67-69 Smith Street, Fitzroy (HO464)

51-53 Smith Street, Fitzroy



Figure 63. 51-53 Smith Street, Fitzroy (GJM Heritage, Oct 2018)



Figure 64. 51-53 Smith Street indicated by blue polygon, within HO464 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO464	51 Smith Street, Fitzroy	-	266865	Individually Significant	c.1914
HO464	53 Smith Street, Fitzroy	-	266870	Individually Significant	c.1914

Historical background and description overview

The 1899 MMBW Detail Plan (*Figure 31*) indicates that an earlier building existed at 51 Smith Street, while 53 Smith Street had no built structures (listed as a slate yard in the 1900 and 1910 Sands & McDougall directories).

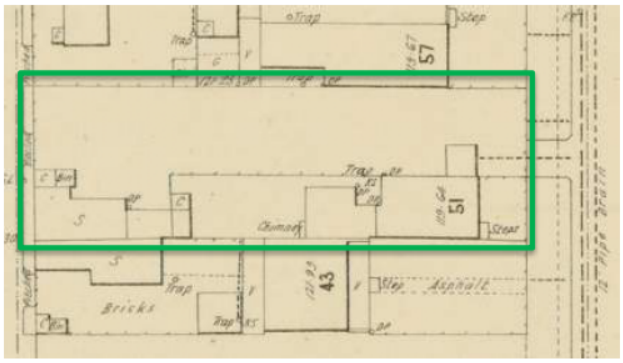


Figure 31. The two properties shown on the 1899 MMBW Detail Plan (No. 1207, dated 1899).

The 1915 Sands & McDougall Directory recorded that there were '2 shops being built' between nos. 49 and 55 Smith Street (at the subject sites). The 1920 Directory confirmed a resident and commercial occupant at each property; J T Purcell, leather merchant occupied the shop at no. 51A, while the shop at no. 53 was occupied by Miss N Casey, milliner.[39]

The following historical information is extracted from the Smith Street South Precinct citation[40]:

- *In 1915* [No. 53] *is listed as Brick 4 rooms with a NAV of £28 and in 1916 it is listed as Brick 5 rooms with a NAV of £80.*
- *In 1916 No. 51 is recorded as a Brick house 5 rooms with a NAV of £40; 51a Brick shop 1 room, which reflects the existing arrangement, and with a NAV of £30. The same year No. 53 remains as Brick 5 rooms with a NAV of £80.*
- *The existing buildings at Nos. 51 – 53, appear to date from c. 1914-1915.*
- *No. 51a retains its original metal-framed shopfront by T. S. Gill.*

The following is extracted from the 'Description & Integrity' section of the Smith Street South Precinct citation [emphasis added][41]:

> *Nos. 51 – 53 Smith Street Proposed grading: Individually significant.*

[39] Sands & McDougall Directory: 1920.
[40] Anthemion (July 2014), *City of Yarra Heritage Gap Study*, citation for 'Smith Street South' precinct, p21, 24.
[41] Anthemion (July 2014), citation for 'Smith Street South' precinct, p24.

A double-storey pair of masonry shops with a transverse gabled roof clad in Marseilles-pattern terracotta tiles, above which a shared brick chimney with a simple cap, and end parapet walls extend. There appears to be a corbelled brick chimney at the rear of No. 53. The upper level of the façade contains what appear to have been open balconies, articulated by pilasters at the end and central party walls and also at the south end of No. 51 above a separate entrance at the ground level. Behind later glazing, the façade appears to be rendered and contains two or three timber-framed, double-hung sash windows, with six lights in the upper sashes and one below. An original timber-framed door with a highlight above the transom is visible on No. 53.

No. 51a retains its original metal-framed shopfront by T. S. Gill and recessed splayed entry which also retains its original bluestone step but has been retiled. The timber-framed, half-glazed doors and framing include non-original elements but are in a style which is a replica in the style of the original. The wrought iron entrance screen is not original. The cantilevered canopy, contiguous with No. 53, retains its pressed metal soffit and with a matching egg and dart cornice to the shopfront. ***Internally the shop retains its pressed metal ceiling in a squared pattern, enlivened with flower buds, with an egg and dart cornice, decorative cover strips and pine floor boards.***

No. 53 retains a corniced pressed metal soffit which is contiguous with to the lining of the cantilevered canopy and the bluestone ramped entrance. An egg and dart pressed metal cornice, with acroteria, runs along the top of the shopfront and door. The shopfront appears to be a replica of an original and with original vents in the stallboard. The timber-framed door is not original. The cantilevered canopy, contiguous with No. 51, retains its pressed metal soffit but in a different pattern: a diapered pattern overlaid by a slight Celtic interlace and with "bosses". ***Internally the shop retains a pressed metal ceiling in a squared pattern, enlivened with flower buds, with an egg and dart cornice, decorative cover strips.***

The shops have a high degree of intactness and integrity.



Figure 32. Interior of 51 Smith Street (Oct 2019)



Figure 33. Interior of 53 Smith Street (Oct 2018)

59-61 Smith Street, Fitzroy



Figure 34. 59-61 Smith Street (GJM Heritage, Oct 2018)



Figure 35. The row at 55-61 Smith Street; 59 & 61 Smith Street are the two buildings on the right (Google Street view, photo dated Aug 2017)



Figure 70. 59-61 Smith Street indicated by blue polygon, within HO464 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO464	59 Smith Street, Fitzroy	-	364280	Individually Significant	1883-1914
HO464	61 Smith Street, Fitzroy	-	364290	Individually Significant	1883-1914

Historical background and description overview

The 1899 MMBW Detail Plan (*Figure*) indicates that a row of buildings existed on this part of Smith Street at this date, with a deeper setback than the extant buildings.

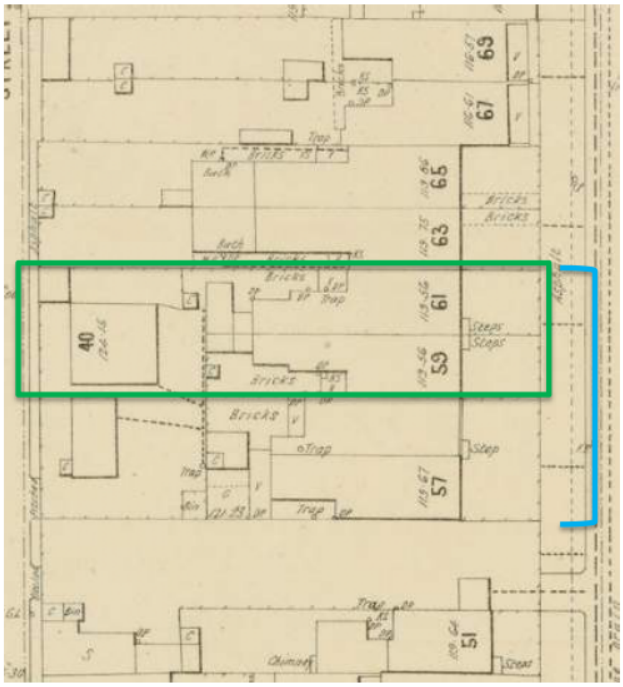


Figure 70. Footprints of the buildings at 59-61 Smith Street in 1899, indicated in green. The current 55-61 Smith Street is indicated in blue; north is top (MMBW Detail Plan 1207, dated 1899).

The following historical information is extracted from the Smith Street South Precinct citation [emphasis added][42]:

- *In 1898 [No. 57] was listed as a **brick house** with 6 rooms owned by Edward Miller. Nos. 59 and 61 also owned by Miller were **brick houses** with four rooms and all had the same listing at least 1883/84 - **1909**. There appears to have been a separate property at the rear fronting Little Smith Street (No. 40). All had deep setbacks from Smith Street.*
- *The site is now occupied by four double-storey **brick shops.***
- *A Plan of Drainage (MMBW Plan No. 1207, Drainage Plan No. 33462) for the site has an application date of 1/5/03 [1903], and shows Miller as the owner and Robert Jameson as the agent. The deep front setback and general plan form of the dwellings is the same as the MMBW plan.*
- *A second Plan [of Drainage] has an application date **2/5/1914** which is consistent with the style of the façades. It appears that the earlier dwellings were incorporated in new work fronting Smith Street as the front setback is not shown and presumably built over and the plan form at the rear is almost identical with the previous plan but with some minor corrections. A third plan dated "30/6/19" also shows the same plan and plus works abutting the rear boundary to Little Smith Street.*
- *Part of the original metal shopfront by "Duff" remains at No. 59.*
- *No. 61 has an original shopfront by "Duff".*

Analysis of the Anthemion history above and current aerial photographs suggest that the two-storey buildings fronting Smith Street were constructed after 1909. The 1914 Plan of Drainage probably indicates sewerage works to the new buildings. Part of the earlier single-storey buildings may have been retained to the rear.

[42] Anthemion (July 2014), *City of Yarra Heritage Gap Study*, citation for 'Smith Street South' precinct, pp 21-22, 24-25.

The following is extracted from the 'Description & Integrity' section of the Smith Street South Precinct citation [emphasis added][43]:

> *No. 55 - 61 Smith Street*
>
> *Proposed grading: Nos, 55-57: Contributory; Nos. 59-61: Individually significant.*
>
> *A group of four, double-storey, brick shops each divided by half-octagonal pilasters having a faceted base below a simple moulding and rising through the cornice to project above the parapet and terminating in a ball. The cornice beneath the parapet is moulded as is the top of the curved (wavy) parapet. Two windows, at Nos. 55 and 57, are original in size and contain a timber-framed, double-hung sash windows, that at No. 57 also including a highlight. No. 55 has a brick voussoir while No. 57 has a pedimented panel attached to the voussoir. The window openings to Nos. 59 – 61 have been slightly infilled at the top, below retained brick voussoirs, and widened. Beneath the moulded sills are flat curved rendered labels. There is also a pair of terracotta waffle vents in each façade above and beside the window heads.*
>
> *Roofs are hipped.*
>
> *The shopfronts at Nos. 55 and 57, other than for stallboards, are not original however the original marble door sills have been retained and re-used. The soffit of the suspended canopy is metal traydeck or standing seam.*
>
> *Part of the original metal shopfront by "Duff" remains at No. 59 and with a tiled (non-original) stallboard below. The shopfront has been slightly cut back to relocate the door to the same plane as the shopfront but* ***the original splayed entrance (floor and soffit) remains within the shop and the original floor tiles may remain beneath the flexible floor covering. Internally, the shop also retains its pressed metal ceiling with a central panel the same as at No. 69 Smith Street, edge border the same as at No. 61 Smith Street, egg and dart border moulding, diapered strapwork cornice and Classical mouldings to the covers trips and decorative vent covers.*** *The soffit of the suspended canopy is in pressed metal.*
>
> *No. 61 has an original shopfront by "Duff" and with highlight windows above. The timber-framed two-leaf door which has a highlight and is half-glazed and with (bolection) moulded panels below appears original. The shopfront tiles are overpainted but original terracotta vents, presumed glazed, remain in the stallboard. The splayed tessellated entrance tiles are in a pattern of cross-shaped elements in white, brown and terracotta on a buff background and with a diapered border between brown and cream/buff lines. The original white marble edge sill and timber door step are extant. The pressed metalwork soffit of* ***the original entrance, now within the shopfront, also has a deep ribbed cornice with Classical moulded coverstrips to the corners. The pressed metal ceiling of the shop is set out in square panels and with a square nailhead motif in each corner and a textured floriated border set ou tin squares and an edge moulding and cornice within the shop.*** *The soffit of the suspended canopy is in pressed metal.*
>
> *The shops have a high degree of intactness and integrity.*

The first-floor windows to nos. 59 and 61 have been replaced (they are wider than the original sills).

[43] Anthemion (July 2014), *City of Yarra Heritage Gap Study*, citation for 'Smith Street South' precinct, p24.



Figure 71. Interior of 59 Smith Street (Oct 2019)



Figure 72. Interior of 61 Smith Street (Oct 2018)

67-69 Smith Street, Fitzroy



Figure 36. 67-69 Smith Street, Fitzroy (GJM Heritage, Oct 2018)



Figure 37. 67-69 Smith Street indicated by blue polygon, within HO464 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO464	67 Smith Street, Fitzroy	-	266900	Individually Significant (internal alteration controls apply)	1883-1913
HO464	69 Smith Street, Fitzroy	-	266905	Individually Significant (internal alteration controls apply)	1883-1913

Historical background and description overview

The 1899 MMBW Detail Plan (*Figure 38*) indicates that a pair of earlier buildings existed on the properties at this date, with a deeper setback than the extant buildings.

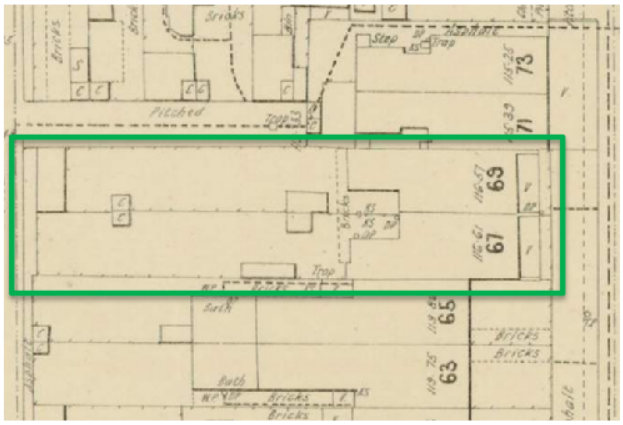


Figure 38. The two properties shown on the 1899 MMBW Detail Plan (No. 1207, dated 1899).

The Sands & McDougall directories list residents at 67 and 69 Smith Street in 1915 and 1920 and from c1925 commercial occupants are listed[44].

The following historical information is extracted from the Smith Street South Precinct citation [emphasis added][45]:

- *The site is now occupied by two double-storey brick shops **constructed c.1920s** which are probably the second structures on the site.*
- *A Plan of Drainage (MMBW Plan No. 1207, Drainage Plan No.35419) lists Robert Boyle Davies as the owner and Leonard Bros., Middle Brighton as Agents. The legible dates on the plan range from 19 Jun 1903 to 28/10/13 and the building footprint is consistent with that shown on the MMBW plan. This correlates with the style of the façade and either the existing built form all dates from this era or works occurred at the front incorporating the earlier structure. An additional date **of 4/8/20 or 29** appears to relate only to minor plumbing at the rear.* [it is likely that the 1920 plan relates to the extant buildings].

The following is extracted from the 'Description & Integrity' section of the Smith Street South Precinct citation [emphasis added][46]:

> *Nos. 67 – 69 Smith Street Proposed grading: Individually significant.*
>
> *A pair of red, face brick, double storey shops, probably dating from c.1920s, each of which has a pair of window openings containing timber-framed, double-hung sash windows in the façade beneath brick voussoirs. Above and beside the windows is a terracotta waffle vent cover at each outer edge. The external and dividing walls of each shop are brick pilasters which project above the curved parapet and which terminate in a simple moulded cap similarly to Nos. 63 - 65. The parapets are curved, generally similarly to Nos. 63 – 65, and with a simple moulded cap. Beneath the parapet, the cornice comprises a double row of moulded (ogee) bricks. The façade is otherwise plain and appears to have been washed in red oxide.*
>
> *Roofs are hipped and with the party wall parapet rising above the roof.*

[44] Sands & McDougall Directories: 1915, 1920, 1925, 1930.
[45] Anthemion (July 2014), *City of Yarra Heritage Gap Study*, citation for 'Smith Street South' precinct, p22.
[46] Anthemion (July 2014), citation for 'Smith Street South' precinct, pp25-26.

At the lower level, the end wall of each shop and the central dividing party wall are tiled with brown glazed butt jointed tiles with matching rounded tiles to the salient corners, all of which are original. The vents are also glazed to match the tiles.

No. 67 has an original shopfront with highlight windows above containing 50% original glazing. The stallboard contains terracotta vents glazed in blue. The two-leaf timber door has glazing of the period and may be original while the wrought iron screen is an addition. The splayed entrance contains a diapered chequerboard panel in black and white, surrounded by a double black and white border with running zigzag between plain white tiles and black lines and with the street edge and shop step being in white marble. ***Internally the shop contains its pressed metal ceiling with square panels edged with a moulded and egg and dart border and with a diapered border to the deep cornice embellished with Art Nouveau style floriation. The original pine boards remain on the floor****. The shop area is split level with a higher section towards the rear, possibly due to the slope of the land.*

The shopfront to No. 69 is not original however the splayed entrance tiling is original and is the same as No. 67. ***Internally the shop contains its pressed metal ceiling in an Art Nouveau style interwoven circular pattern enlivened with floriation and with a cornice of repetitive peas and pods, possibly Sturt's Desert Pea. The timber (pine) boarded floor also remains****. The shop area is split level with a higher section towards the rear, possibly due to the slope of the land.*

The contiguous, suspended canopy has no soffit lining to No. 67 Smith Street but has ripple iron to No. 69 Smith Street.

The shops have a high degree of intactness and integrity.



Figure 39. Interior of 67 Smith Street (Oct 2019)



Figure 40. Interior of 69 Smith Street (Oct 2018)

Precinct documentation

The following is extracted from the 'Comparative Analysis' section of the Smith Street South Precinct citation [emphasis added][47]:

In addition, several have retained their original metal-framed and tiled shopfronts; splayed entries with original tiling and stone (bluestone, marble) and timber sills/steps; ***pressed metal ceilings within the shops****; pressed metal soffit linings and cornices to the street canopies. While there are a number of early twentieth century shopfronts and entry tiles in various states of intactness in the north part of Smith Street,* ***it appears that Patersons Emporium is the only one with an original decorative (plaster) ceiling within the shop****, a large tiled entry (now within the shop) and a pressed metal soffit to the canopy.* ***The shops in the south part of Smith Street (west side) are an important demonstration of***

[47] Anthemion (July 2014), *City of Yarra Heritage Gap Study*, citation for 'Smith Street South' precinct, p28.

the decorative nature of shop design and fitting of the Edwardian and inter-War era which have mostly disappeared.

The following are relevant extractions from the Statement of Significance for the Smith Street South Precinct citation [emphasis added][48]:

What is Significant?

... Nos. 51 – 53, appear to date from the 1920s and are probably the first substantial structures on the site which form a pair of double-storey masonry shops with a transverse gabled roof clad in Marseilles-pattern terracotta tiles. No. 51a retains its original metal-framed shopfront and recessed splayed entry which also retains its original bluestone step. No. 53 retains a corniced pressed metal entry and awning soffit and the bluestone ramped entrance. The shopfront appears to be a replica of an original and with original vents in the stallboard. ***Internally this shop retains a pressed metal ceiling and cornice.***

... Nos. 55 - 61 appear to have originally been Victorian brick houses to which a new front section was added in 1914. The group of four, double-storey, brick shops are delineated by architectural detailing. The shopfronts at Nos. 55 and 57, other than for stallboards, are not original however the original marble door sills have been retained. Part of the original metal shopfront remains at No. 59 and with a tiled (non-original) stallboard below. ***The original splayed entrance (floor and soffit) remains within the shop and the original floor tiles may remain also. Internally, the shop retains its pressed metal ceiling****. The canopy soffit is also in pressed metal. No. 61 has an original shopfront including façade tiles, splayed tessellated entrance tiles and original step and marble sill. The pressed metal soffit and cornice to the entrance and canopy remain as does the* ***pressed metal ceiling within the shop.***

... Nos. 67 – 69 Smith Street is a pair of double-storey brick shops, most probably incorporating additions, constructed c.1920s and which are probably the second structures on the site. No. 67 has an original shopfront including a two-leaf glazed timber door. The splayed entrance contains original tiling and marble step and sill. Internally the shop contains its pressed metal ceiling. The shopfront to No. 69 is not original however the splayed entrance tiling is original and is the same as No. 67. ***Internally the shop contains its pressed metal ceiling.***

How is it significant?

The shops at Nos. 6 Smith Street, Collingwood and Nos. 21 - 23, 33 – 35, 51 – 53, 55 – 61, 63 – 65, 67 – 69, 71 – 73, and 75 - 77 Smith Street, Fitzroy are of local historical and aesthetic/architectural significance.

Why is it Significant?

... Each of the sub-groups of buildings has a high degree of integrity to their eras, demonstrating aesthetic and architectural characteristics of the Victorian, Edwardian and inter-War eras, often in a less exuberant style as befitting their periods. The latter two eras are generally not well-represented in Yarra. The concentration of original architectural elements including shopfronts, entrances, tiling, detailing and ***pressed metal ceilings*** *and soffits are demonstrative of shop design and shopfitting of the era of which examples are now* ***rare in Smith Street, certainly as compositions, and generally in other contemporary shopping strips.***

Recommendation

'Internal Alteration' controls have been applied to the entire interiors of six places – 51-53, 59-61 and 67-69 Smith Street, Fitzroy. The precinct Statement of Significance defines the significant internal elements as the pressed metal ceilings and cornices to the shop interiors and identifies the pressed metal ceilings an uncommon, remaining internal element.

[48] Anthemion (July 2014), citation for 'Smith Street South' precinct, p30-31.

PPN1 provides guidance on the appropriate application of internal alteration controls:

> *This provision should be applied sparingly and on a selective basis to special interiors of high significance. The statement of significance for the heritage place should explain what is significant about the interior and why it is important.*

The threshold for including internal alteration controls established by PPN1 is high and it is considered that the presence of pressed metal ceilings alone does not meet the requirements within the practice note.

It is recommended that Appendix 8 be amended to identify 51-53, 59-61 and 67-69 Smith Street as 'Contributory' to HO464, and reflect the correct construction dates. It is recommended that the Internal Alteration Controls to all six places be removed.

6. Heritage Overlay Boundary Review

During the course of the Built Form Review it was determined that corrections or alterations to existing Heritage Overlay curtilages (boundaries) are required. These are addressed below.

6.1 105-107 Johnston Street, Fitzroy (HO311)



Figure 41. 105-107 Johnston Street, Fitzroy (GJM Heritage, Oct 2019)



Figure 42. 105-107 Johnston Street indicated by dashed blue outline, currently within HO311 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO311	103-107 Johnston Street, Fitzroy	Shops & residences, former	120800	Individually Significant	1880-1890

Historical background and description overview

The 1900 MMBW Detail Plan shows the footprints of the buildings at 105 and 107 Johnston Street, and what appears to be an accessway at the west end (Figure 80). The two-storey brick shop and residences present three bays to Johnston Street, with Classical detailing. Today the buildings appear to form part of the Provincial Hotel (former Liverpool Arms Hotel) with a rooftop area extending from the hotel across to 105-107, yet they remain on a separate title.

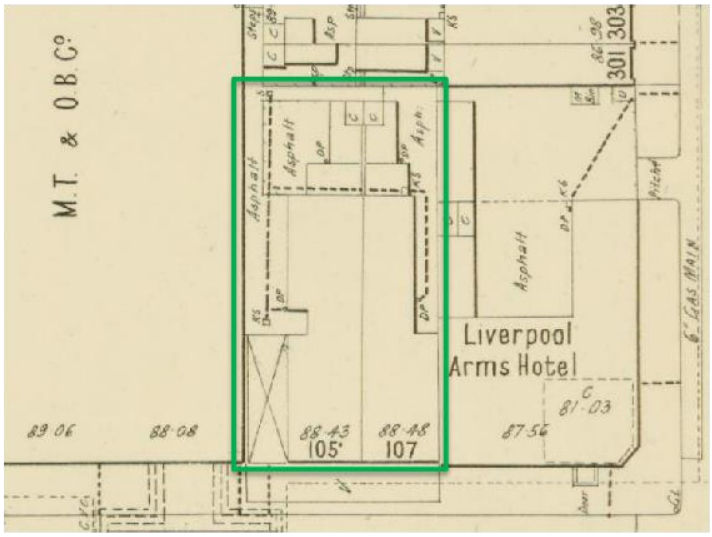


Figure 80. 105-107 Johnston Street shown on the 1900 MMBW Detail Plan (No. 1241, dated 1900).

Recommendation

The application of the heritage precinct boundary for the Brunswick Street Precinct (HO311) consistently includes buildings that front Brunswick Street (with exception of corner buildings with two main elevations).

To provide consistency, it is appropriate to remove 105-107 Johnston Street (erroneously listed in Appendix 8 as 103-107 Johnston Street) from HO311 and include it within the proposed Johnston Street West Precinct. The building very clearly addresses Johnston Street and contributes to the Johnston Street streetscape. It has no physical relationship with Brunswick Street.

It is recommended that Appendix 8 and Planning Map No. 5HO be updated to reflect this. The numbering of 103-107 Johnston Street should also be corrected in Appendix 8 to read 105-107 Johnston Street.

6.2 88 & 90 Alexandra Parade, Fitzroy (HO311 & HO334)



Figure 81. Nos. 88 and 90 Alexandra Parade, Fitzroy (GJM Heritage, Oct 2019)



Figure 82. 88 & 90 Alexandra Parade indicated by blue the polygon, currently within HO311. The area shaded green should form part of HO334 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO311	88 Alexandra Parade, Fitzroy	-	237540	Contributory	1870-1890
HO311	90 Alexandra Parade, Fitzroy	-	237545	Contributory	1870-1890

Historical background and description overview

The 1900 MMBW Detail Plan shows footprints of the buildings at 88 and 90 Alexandra Parade, confirming that the pair was constructed during the Victorian period (*Figure 43*). 88 and 90 Alexandra Parade are a pair of two-storey Victorian residences, fronting the south side of Alexandra Parade.

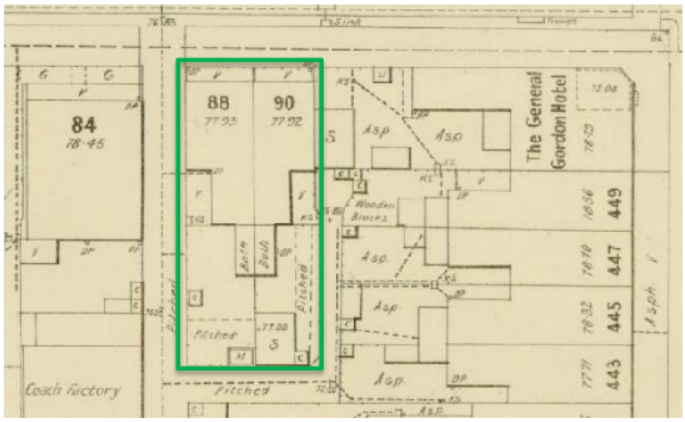


Figure 43. Site plan of the extant buildings at 88 and 90 Alexandra Parade in 1900 (MMBW Detail Plan 1211, dated 1900).

The Brunswick Street Precinct (HO311) is of significance for the following reasons (extracted from the Statement of Significance; emphasis added):

What is significant?

- *Main significant period - The Brunswick Street Heritage Overlay Area, Fitzroy is a predominantly 19th and early 20th century **commercial strip** and includes the following key characteristics.*
- *Contributory elements include (but not exclusively) typically one, two-storey, and some three-storey Victorian and Edwardian-era **shops and residences**.*

Why is it significant?

- *As an important **commercial precinct** in Fitzroy particularly expressive of the late 19th and early 20th centuries when its influence extended throughout Melbourne.*

Recommendation

88 and 90 Alexandra Parade are a pair of two-storey Victorian terrace houses, currently included within the Brunswick Street Precinct (HO311), which is significant as a predominantly commercial precinct, as defined by the Statement of Significance. It is considered more appropriate that the two residences be included within the South Fitzroy Precinct (HO334), which is significant for its contributory elements that include 'mainly detached and attached Victorian-era and Edwardian-era houses' as defined by the Statement of Significance.

It is recommended that 88 and 90 Alexandra Parade, Fitzroy, are removed from HO311 and included within HO334, and that Appendix 8 and Planning Map No. 1HO be updated to reflect this.

6.3 51 Brunswick Street, Fitzroy (HO311 & HO334)



Figure 44. The Gertrude Street and Brunswick Street facades of 51 Brunswick Street, Fitzroy (GJM Heritage Oct 2019)



Figure 45. 51 Brunswick Street, currently within HO311 and HO334. The area shaded green (the rear of 51 Brunswick Street) should form part of HO311. The recommended southern boundary of HO311 is indicated by the dashed green line (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO311	51 Brunswick Street, Fitzroy	Rob Roy Hotel	251955	Individually Significant	1850-1870

Historical background and description overview

The Rob Roy Hotel was built in 1859, designed by architect Patrick Scanlan.[49] In 1871, architect James Gall called for tenders to build '10 large 2-storey brick shops and dwellings, outbuildings and fencing and extensive additions to the Rob Roy Hotel, cnr Gertrude and Brunswick sts, Fitzroy'.[50] It is suggested that the Rob Roy Hotel was also re-faced by Gall at this date.[51] The 1899 MMBW Detail Plan shows a footprint of the corner building, addressing both Gertrude and Brunswick streets, and the surrounding shops and residences (Figure 86). The parapet bears the date '1929' indicating works at this date.

Analysis of the Classical architectural detail of the two-storey hotel and surrounding two-storey shops and residences confirms that the Rob Roy Hotel formed part of a Victorian-era development that comprised the current 51-63 Brunswick Street and 75-83 Gertrude Street (shown on the 1899 plan as 75-89 Gertrude Street and 51-63 Brunswick Street).

[49] Lewis, Miles, Australian Architectural Index, record nos. 16958, 16824.
[50] *The Argus*, 5 Sep 1871, p3, cited in Lewis, Miles, Australian Architectural Index, record nos. 16973.
[51] Louise Elliot, 'Brunswick Street Heritage Walk', supplied by City of Yarra.

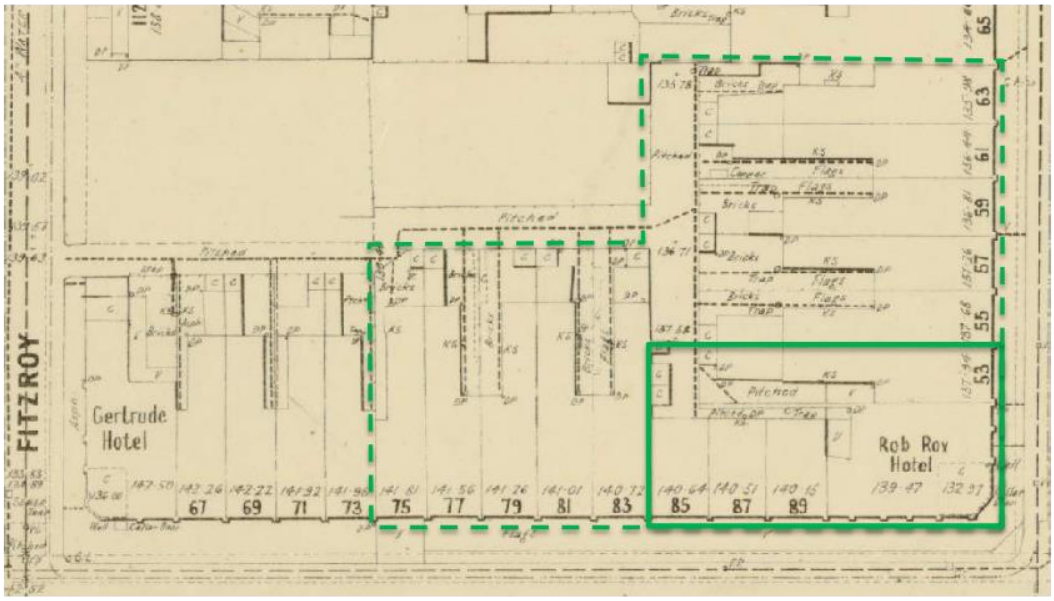


Figure 46. The current extent of 51 Brunswick Street is indicated by the bold green line. The dashed green line indicates the extent of buildings with similar architectural detail (MMBW Detail Plan 1205, dated 1899).

Recommendation

The Rob Roy Hotel, on the north-west corner of Gertrude and Brunswick streets, appears to have formed part of a larger development (constructed in stages during the Victorian period) that comprised the current 75-83 Gertrude Street and 51-63 Brunswick Street.

The application of the heritage precinct boundary for the Brunswick Street Precinct (HO311) consistently includes the full extent of buildings that front Brunswick Street and – where a corner building has two main elevations – the full extent of both elevations.

To provide consistency, it is appropriate to include the full extent of 51 Brunswick Street within the Brunswick Street Precinct (HO311). It is recommended that the southern boundary of HO311 be amended as per Figure 85 (this boundary recommendation aligns with the proposed Gertrude Street Precinct boundary). It is recommended that Planning Map No. 5HO be updated to reflect these changes.

It is appropriate for 75-83 Gertrude Street, which are individual properties fronting Gertrude Street, to be included within the proposed Gertrude Street Precinct.

6.4 304 Brunswick Street, Fitzroy (HO311)



Figure 47. The laneway to the rear of 298-302 Brunswick Street (Google street view, photo dated Nov 2017)



Figure 48. 304 Brunswick Street indicated in blue, currently within HO311 and HO334. The area shaded green (the rear of 304 Brunswick Street) should form part of HO311 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO311	304 Brunswick Street, Fitzroy	Sydenham, Shop & residences	239465	Contributory	1915

Historical background and description overview

The right of way was evident on the 1900 MMBW Detail Plan, extending behind 298-304 Brunswick Street (Figure 89). Confirming this historical alignment, the bluestone paving to the right of way currently extends to the rear of 304 Brunswick Street.

However, VicPlan indicates that the public laneway only extends to the rear of 302 Brunswick Street. This indicates a consolidation of part of the laneway with 304 Brunswick Street.

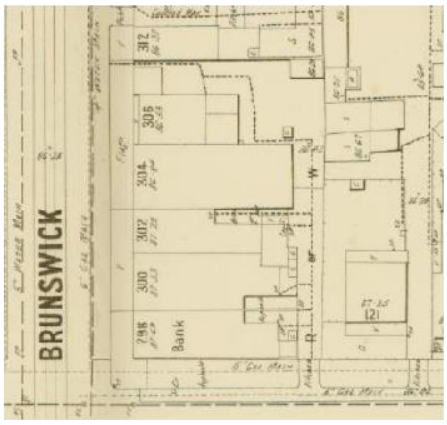


Figure 49. The right of way historically extending to the rear of 304 Brunswick Street (MMBW Detail Plan 1241, dated 1900).

Recommendation

The application of heritage precinct boundaries in the City of Yarra consistently includes the full extent of properties that contribute to the significance of a precinct. This is the case for the Brunswick Street Precinct (HO311).

To accord with this previous application of heritage precincts, it is appropriate to include the full extent of 304 Brunswick Street within HO311. It is recommended that Planning Map No. 5HO be updated to reflect these changes.

6.5 244-246, 248 & 250 Smith Street, Collingwood (HO333)



Figure 90. The rear of 244-246 Smith Street, fronting Rendle (also called Montalto) Place (Google Street View, photo dated Aug 2017)



Figure 91. The area shaded green should form part of HO333 (VicPlan)

Current grading in Appendix 8 (revised May 2018)

Overlay	Address	Property Type	Property No.	Heritage Status	Estimated Date
HO333	244 Smith Street, Collingwood	Shop & residence	117305	Contributory	1880-1890
HO333	248 Smith Street, Collingwood	-	117310	Individually Significant	1880-1890
HO333	250 Smith Street, Collingwood	-	117315	Individually Significant	1880-1890

Historical background and description overview

The 1900 MMBW Detail Plan showed footprints of the buildings at 244-250 Smith Street (*Figure*). The plan shows that the building that currently remains at 244-246 Smith Street, which is built to all four boundaries, existed in 1900 (addressed as 242A and 244).

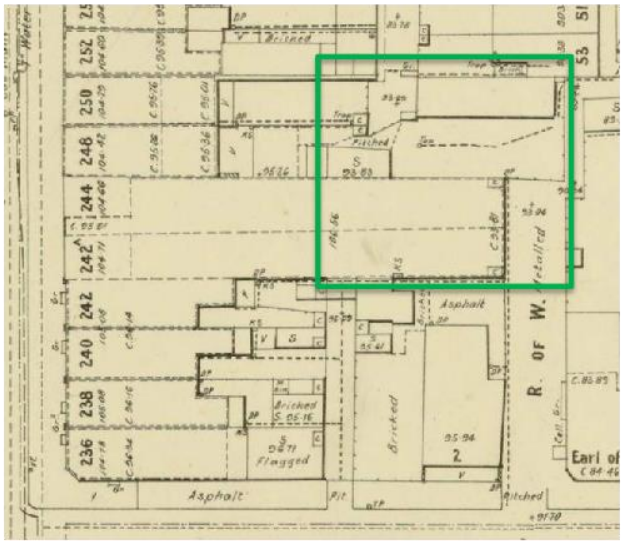


Figure 92. Footprints of extant buildings in 1900. The green polygon indicates the area excluded from HO333 (MMBW Detail Plan 1196, dated 1900).

244-246 Smith Street is currently occupied by a two-storey Victorian building that is built to all four title boundaries. 248 and 250 Smith Street comprise a pair of two-storey Victorian shop and residences that occupy the front portion of the properties; the rear of the properties are vacant.

Recommendation

The application of heritage precinct boundaries in the City of Yarra consistently includes the full extent of properties that contribute to the significance of a precinct. This is the case for the Smith Street Precinct (HO333).

To accord with the previous application of heritage precincts within Yarra, it is recommended that the boundary of Smith Street Precinct (HO333) is realigned to include the full extents of 244-246, 248 and 250 Smith Street, Collingwood, and Planning Map No. 6HO updated to reflect this.

7. Creation of New Precincts

The South Fitzroy Precinct (HO334) encompasses large residential areas and excludes the key commercial precincts of Brunswick Street (HO311) and Smith Street (HO333). However, the existing Statement of Significance for HO334 does not adequately describe the heritage values of the Johnston Street and Gertrude Street commercial streets, which have distinct histories and characters.

Two new heritage precincts are proposed as follows to aid the future management of these commercial areas:

Place name	Address	Attachment No.
Johnston Street West Precinct, Fitzroy	15-129, 239-247A, 14-104 & 120-264 Johnston Street, 9-105 Victoria Street, 110-112 Argyle Street, 1A Elliott Street, 344 Fitzroy Street, 369 Gore Street, 236 Nicholson Street & 270 Young Street	Attachment M
Gertrude Street Precinct, Fitzroy	65-83, 153-179, 187-247 & 90-248 Gertrude Street, 50-54 Brunswick Street, 74-78 Gore Street, 44 Little Napier Street & 70-74 Napier Street, Fitzroy	Attachment N

It is further recommended that:

- Appendix 8 be updated to reflect the assessments for the above precincts.
- The Statements of Significance for the precincts be incorporated within the Schedule to the Heritage Overlay.

7.1 Methodology

The assessment has been completed having regard to PPN1 and the gradings for heritage places as defined in Council's Heritage Policy at Clause 22.02 of the Yarra Planning Scheme ('Development Guidelines for sites subject to the Heritage Overlay').

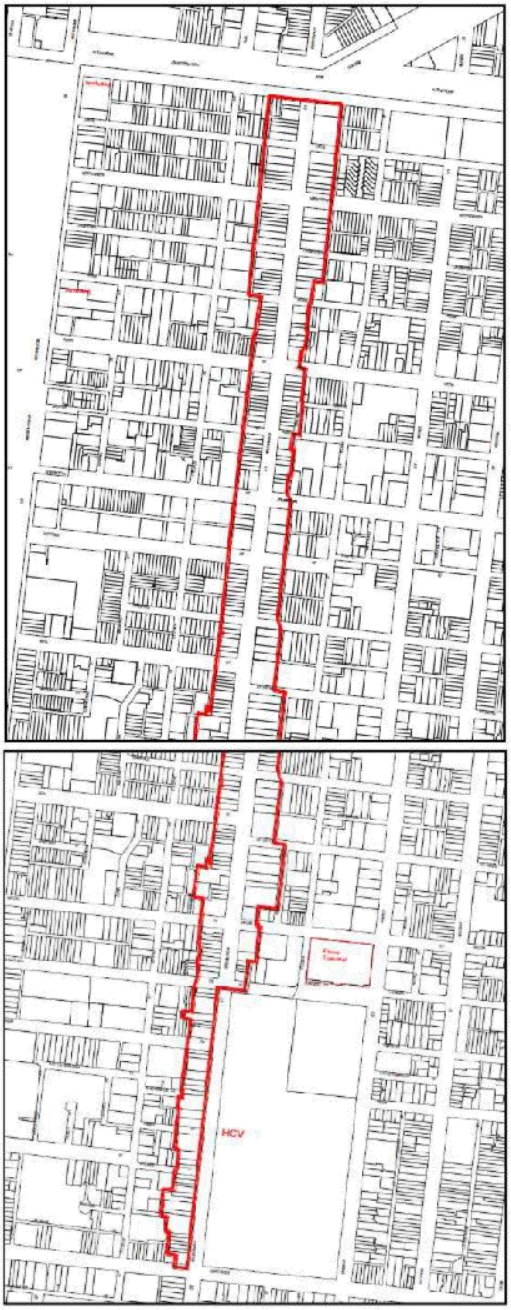
The precincts were visually inspected from the street and historic research was conducted using a variety of sources including historic plans and maps (including MMBW Plans), contemporary newspaper notices and advertisements, Sands and McDougall Directories, and historic photographs and aerials. Comparative analysis against similar precincts identified in the Heritage Overlay was undertaken to determine whether the place satisfied the threshold for local heritage significance.

In preparing the precinct assessment, individual property gradings were reviewed. The recommended grading are included in the assessments at the relevant attachment to this report.

Attachment A – Statement of Significance: Brunswick Street Precinct, Fitzroy

Brunswick Street Precinct, Fitzroy Statement of Significance

Heritage Place: Brunswick Street Precinct, Fitzroy	**PS ref no:** HO311



Source: Graeme Butler and Associates (2007), *City of Yarra Review of Heritage Overlay Areas*

What is significant?

Properties within the following areas contribute to the significance of the Brunswick Street Precinct:

- West side of Brunswick Street, Fitzroy from Gertrude Street to Alexandra Parade
- East side of Brunswick Street, Fitzroy from King William Street to Alexandra Parade
- Johnston Street.

Elements that contribute to the significance of the precinct include (but are not limited to):

- The consistent Victorian and Edwardian commercial character of the precinct, which includes:
  - A consistent two-storey scale with some single, and three storey buildings
  - A variety of simple and highly decorative facade parapets, with pitched roofs behind
  - No front or side setbacks
  - Face red brick (including polychrome) or rendered walls
  - Rendered window frames, sills and hoods to upper stories
  - Rendered ornament to upper stories
  - Brickwork with corbelled capping courses
  - Strong horizontal lines formed by parapets, cornices, string courses
  - Repetitive upper floor fenestration patterns
  - Less than 40% of the upper street façade comprises openings such as windows
  - Corrugated iron and slate roof cladding
  - Original post-supported street verandahs
  - Shop fronts with display windows, timber or tiled plinths, and entry recesses
  - Some red brick storage or stable buildings at the rear or side lane frontage
  - Corner buildings with secondary façades to side streets or lanes
  - Splayed corners to buildings at intersections
- Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths.
- Examples of intact inter-war buildings
- Views afforded to St Patrick's Cathedral beyond the precinct.

Features that do not contribute to the significance of the precinct include more recent alterations and additions to buildings within the precinct, including highly altered shopfronts.

How is it significant?

The Brunswick Street Precinct is of local historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The Brunswick Street Precinct is a major 'High Street' in the City of Yarra and has functioned continuously as one of Fitzroy's key commercial centres since the mid-nineteenth century. It retains a substantial collection of intact commercial buildings, predominantly from the Victorian and Edwardian periods, including shops and associated residences, hotels and other commercial and civic buildings. Together these buildings demonstrate the development of this major 'High Street', particularly from the 1860s to c1920 when substantial growth in the street occurred, and are illustrative of the enduring role the street has played in the economic and social life of Fitzroy since the establishment of the suburb [Criterion A].

The highly intact streetscape of the Brunswick Street Precinct clearly demonstrates the principal characteristics of a major Victorian and Edwardian 'High Street' in the City of Yarra. Typical characteristics – including a predominantly two-storey Victorian and Edwardian street wall height, parapeted rendered or red brick facades, repetitive upper floor fenestration, and ground floor shopfronts – are displayed in the original forms, fabric and detailing of the majority of the buildings.

The streetscapes on the west side of Brunswick Street from Gertrude Street to 63 Brunswick Street and from 211 to 419 Brunswick Street, and the east side from 240 Brunswick Street to Victoria Street and from 296 to 346 Brunswick Street, are particularly intact and consistent in their architectural form and expression [Criterion D].

The Brunswick Street Precinct contains a number of landmark and individually significant buildings which are well-considered and carefully detailed examples of commercial and civic buildings. These include, among others, the Fitzroy Post Office (296 Brunswick Street); retail buildings such as the Moran & Cato Merchants building (277-285 Brunswick Street), the Shawcross Building (320-22 Brunswick Street) and extensive shop rows (such as at 236-52 Brunswick Street and 55-67 Brunswick Street); and hotels such as the Ballarat Hotel (175 Brunswick Street) and Perseverance Hotel (196 Brunswick Street). Variations in façade detailing throughout the precinct, including parapet ornamentation, balustrading and pediments, applied decoration and polychromatic brickwork, make an aesthetic contribution to the overall character of the precinct [Criterion E].

Primary source

Butler and Associates (2007), *City of Yarra Review of Heritage Overlay Areas*

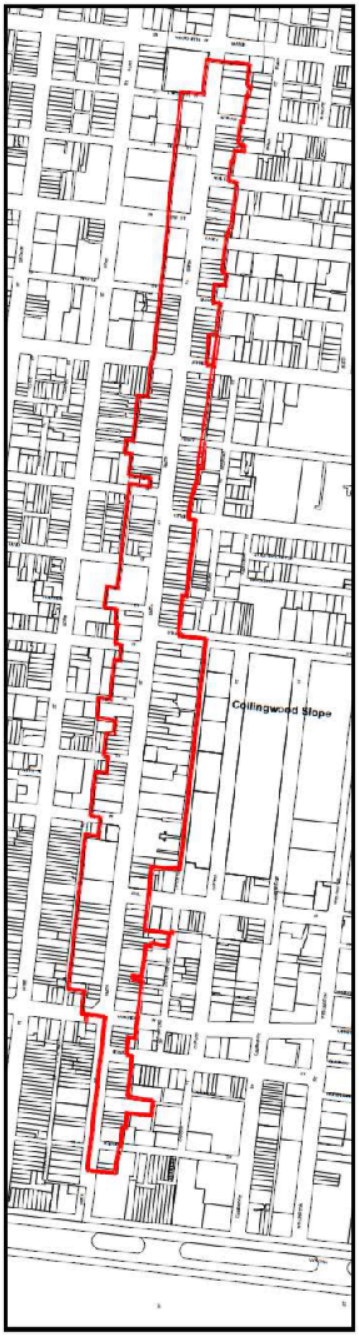
Updated by GJM Heritage (2019), *Brunswick Street and Smith Street Built Form Review Heritage Assessments*

For individual place gradings refer to *City of Yarra: Review of Heritage Overlay Areas 2007 – Appendix 8* (as amended)

Attachment B – Statement of Significance: Smith Street Precinct, Fitzroy & Collingwood

Smith Street Precinct, Fitzroy/Collingwood Statement of Significance

Heritage Place: Smith Street Precinct, Fitzroy/Collingwood	**PS ref no:** HO333



Source: Graeme Butler and Associates (2007), *City of Yarra Review of Heritage Overlay Areas*

What is significant?

Properties within the following areas contribute to the significance of the Smith Street Precinct:

- West side of Smith Street, Fitzroy from Gertrude Street to Westgarth Street
- East side of Smith Street, Collingwood from Langridge Street to Mater Street
- South side of Johnston Street, Collingwood, east of Smith Street
- Leicester Street, south side, west of Smith Street (no. 180) rear of 421 Smith Street
- Little Oxford Street, west side between Peel Street and Stanley Street
- Rose Street
- St David Street, north side, west of Smith Street to Hargreaves Street.

Elements that contribute to the significance of the precinct include (but are not limited to):

- The consistent Victorian and Edwardian commercial character of the precinct, which includes:
  - A consistent two-storey scale, with some single, three and four storey buildings
  - A variety of simple and highly decorative facade parapets, with pitched roofs behind
  - No front or side setbacks
  - Face red brick (including polychrome) or rendered walls
  - Rendered window frames, sills and hoods to upper storeys
  - Rendered ornament to upper storeys
  - Brickwork with corbelled capping courses
  - Strong horizontal lines formed by parapets, cornices, string courses
  - Repetitive upper floor fenestration patterns
  - Less than 40% of the upper street façade comprises openings such as windows
  - Corrugated iron roof cladding
  - Original post-supported street verandahs
  - Shop fronts with display windows, timber or tiled plinths, and entry recesses
  - Some red brick storage or stable buildings at the rear or side lane frontage
  - Corner buildings with secondary façades to side streets or lanes
  - Splayed corners to buildings at intersections
- Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths
- The early twentieth century industrial character at the northern end, which includes:
  - A consistent two-storey scale with some single and three storey buildings
  - Simple façade parapets with pitched roofs behind
  - No front or side setbacks
  - Face red brick walls
  - Brickwork with corbelled capping courses
  - Strong horizontal lines formed by parapets, spandrels and string courses and strong vertical lines formed by piers
  - Repetitive fenestration patterns at ground and first floor level
  - Corrugated iron roof cladding
- Examples of intact inter-war buildings.

Features that do not contribute to the significance of the precinct include more recent alterations and additions to buildings within the precinct, including highly altered shopfronts.

How is it significant?

The Smith Street Precinct is of local historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The Smith Street Precinct is a major 'High Street' in the City of Yarra and has functioned continuously as one of Fitzroy and Collingwood's key commercial centres since the 1860s. It retains a substantial collection of intact commercial buildings, predominantly from the Victorian and Edwardian periods, including shops and associated residences, hotels and other commercial and civic buildings. Together these buildings demonstrate the development of this major 'High Street', particularly from the 1860s to the 1920s when substantial growth in the street occurred, and are illustrative of the enduring role the street has played in the economic and social life of Fitzroy and Collingwood since the establishment of these suburbs [Criterion A].

The highly intact streetscape of the Smith Street Precinct clearly demonstrates the principal characteristics of a major turn of the century 'High Street' in the City of Yarra. Typical characteristics – including a predominantly two-storey Victorian and Edwardian street wall height, parapeted rendered or red brick facades with repetitive upper floor fenestration, and ground floor shopfronts – are displayed in the original forms, fabric and detailing of the majority of the buildings. The streetscapes on the west side of Smith Street from 101 to 207 Smith Street and 231 to 363 Smith Street; and on the east side from 54 to 106 Smith Street, 230 to 266 Smith Street, and 292 to 338 Smith Street, are particularly intact and consistent in their architectural form and expression. A group of industrial buildings at the northern end of the precinct are intact and consistent in their early twentieth century character and form [Criterion D].

The Smith Street Precinct contains a number of landmark and individually significant buildings which are well-considered and carefully detailed examples of commercial and civic buildings. These include, among others, the former Union Bank of Australia (165-167 Smith Street, VHR H0187), the National Bank of Australasia (169-171 Smith Street), retail buildings such as the Stanford Block (119-129 Smith Street), Victoria Buildings (193-207 Smith Street), Hannaford's Pianos and Organs (219 Smith Street) and the commercial row at 298-312 Smith Street, as well as large retail stores such as the Foy & Gibson Store (145-163 Smith Street) and Patersons Pty Home Furnishings (173-181 Smith Street). The former Collingwood Post Office (174 Smith Street, VHR H0973), with elaborate façade and steep mansard roof, is of particular prominence and landmark quality within the precinct. Variations in façade detailing throughout the precinct, including parapet ornament, balustrading and pediments, applied decoration and polychromatic brickwork, make an aesthetic contribution to the overall character of the precinct [Criterion E].

Primary source

Butler and Associates (2007), *City of Yarra Review of Heritage Overlay Areas*

Updated by GJM Heritage (2019), *Brunswick Street and Smith Street Built Form Review Heritage Assessments*

For individual place gradings refer to *City of Yarra: Review of Heritage Overlay Areas 2007 – Appendix 8* (as amended)

Attachment C – Statement of Significance: South Fitzroy Precinct, Fitzroy

South Fitzroy Precinct Statement of Significance

Heritage Place: South Fitzroy Precinct	PS ref no: HO334

[Insert updated HO Map]

What is significant?

The properties on all streets contained within the boundaries of South Fitzroy, now known as the suburb of Fitzroy, excluding a number of places with individual or other precinct Heritage Overlays.

Elements that contribute to the significance of the precinct include (but are not limited to):

- The consistent Victorian and Edwardian residential character of the precinct, which includes:
  - A highly consistent one and two-storey scale
  - Pitched gabled or hipped roofs
  - A variety of simple and highly decorative parapets, with pitched roofs behind
  - Face brick (red, dechrome and polychrome) and rendered masonry dwellings, with some weatherboard dwellings
  - Corrugated iron and slate, with some Marseilles pattern terracotta tile, roof cladding
  - Face brick and rendered chimneys with corbelled or moulded capping
  - Post-supported verandahs facing the street with cast iron detailing and/or timber detailing, and some arcaded masonry verandahs
  - Small front gardens with timber or cast iron picket fences of c1 metre in height, or no boundary setback
- Examples of intact Interwar buildings
- Examples of former light industrial buildings
- Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths
- Corner residences and/or shop/residences with display windows and no boundary setbacks
- Mature street tree plantings
- Rear and side lanes with substantial boundary walls and brick stable structures
- Views afforded to significant buildings beyond the precinct (Royal Exhibition Building)

How is it significant?

The South Fitzroy Precinct is of local historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The South Fitzroy Precinct is the earliest area outside the Melbourne City Grid to be settled in the broader Melbourne municipality and a large number of early Victorian buildings from the mid-nineteenth century remain to demonstrate this. It retains a substantial collection of buildings, predominantly from the Victorian and Edwardian periods, including residential, commercial, retail and industrial buildings, which together demonstrate the development of this urban area, particularly from the 1860s to the 1920s when substantial growth occurred. The predominance of solid masonry construction reflects the application of the *Melbourne Building Act 1849* in the City of Melbourne, including Fitzroy, enforcing fireproof construction (Criterion A).

The highly intact South Fitzroy Precinct clearly demonstrates the principal characteristics of a major early suburb. It includes predominantly residential buildings, with groups of industrial, retail and commercial buildings. Typical characteristics of the residential buildings include a consistent one and two-storey scale,

solid masonry construction and a predominance of Victorian and Edwardian styles. These characteristics are displayed in the original forms, fabric and detailing of many of the dwellings. The streetscapes throughout the precinct are particularly intact and consistent in their architectural form and expression and include many residential streets, groups of industrial masonry buildings and substantial retail and commercial buildings (Criterion D).

The South Fitzroy Precinct contains a number of landmark and individually significant buildings which are well considered and carefully detailed examples of their type from the late nineteenth century and early twentieth century. These include, among others, the Standard Hotel (293 Fitzroy Street); Catherine Terrace (150-60 Nicholson Street) and large factory complexes such as that of the MacRobertson confectionary company (Gore, Kerr and Rose Streets). Façade detailing throughout the precinct, including ornate and exuberant detail and polychromatic brickwork, particularly from the late nineteenth century, make an aesthetic contribution to the overall character of the precinct (Criterion E).

Primary source

Butler and Associates (2007), *City of Yarra Review of Heritage Overlay Areas*

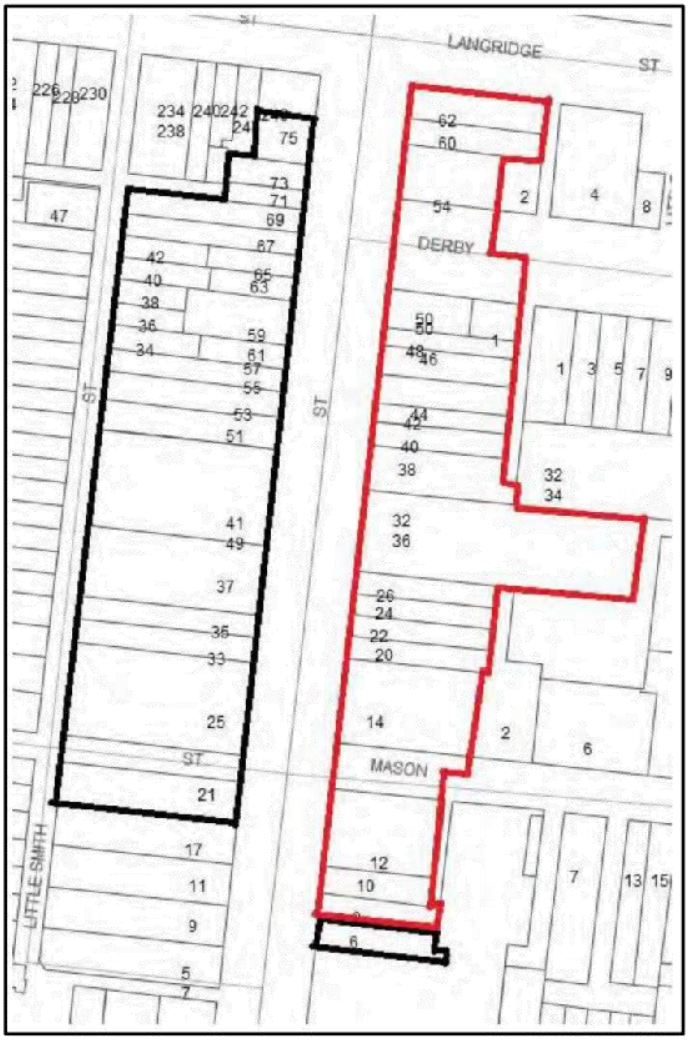
Updated by GJM Heritage (2019), *Brunswick Street and Smith Street Built Form Review Heritage Assessments*

For individual place gradings refer to *City of Yarra: Review of Heritage Overlay Areas 2007 – Appendix 8* (as amended)

Attachment D – Statement of Significance: Smith Street South Precinct, Fitzroy & Collingwood

Smith Street South Precinct, Fitzroy and Collingwood

Heritage Place: Smith Street South Precinct, Fitzroy and Collingwood	**PS ref no:** HO464



All places in black and red polygons. Source: Anthemion (2014), *City of Yarra Heritage Gaps Study*

What is significant?

Properties within the following areas contribute to the significance of the Smith Street South Precinct:

- West side of Smith Street, Fitzroy from north of Victoria Parade to Gertrude Street
- East side of Smith Street, Collingwood from north of Victoria Parade to Langridge Street
- East side of Little Smith Street, south of Gertrude Street.

Elements that contribute to the significance of the place include (but are not limited to):

- The consistent Victorian and Edwardian commercial character of the precinct which includes:
  - A consistent two-storey scale with some single storey buildings

  - A variety of façade parapets, with pitched roofs behind
  - No front or side setbacks
  - Face red brick or rendered walls
  - Rendered window frames, sills and hoods to upper stories
  - Rendered ornament to upper stories
  - Brickwork with corbelled capping courses
  - Strong horizontal lines formed by parapets, cornices, string courses
  - Repetitive upper floor fenestration
  - Less than 40% of the upper street façade comprises openings such as windows
  - Corrugated iron roof cladding
  - Shop fronts with display windows, timber or tiled plinths, and entry recesses
  - Some red brick storage or stable buildings at the rear or side lane frontage
  - Corner buildings with secondary facades to side streets or lanes
  - Splayed corners to buildings at intersections
- Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths.

Features that do not contribute to the significance of the precinct include more recent alterations and additions to buildings within the precinct, including highly altered shopfronts.

How is it significant?

The Smith Street South Precinct is of local historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The Smith Street South Precinct is part of a major 'High Street' in the City of Yarra which has functioned continuously as one of Fitzroy and Collingwood's key commercial centres since the 1860s. It retains a small collection of intact commercial buildings, predominantly from the Victorian and Edwardian periods, including shops and associated residences and hotels. Together these buildings demonstrate the development of this major 'High Street', particularly from the 1880s to the 1920s when substantial growth at this end of the street occurred, and are illustrative of the enduring role the street has played in the economic and social life of Fitzroy and Collingwood since the establishment of these suburbs [Criterion A].

The streetscape of the Smith Street South Precinct clearly demonstrates the principal characteristics of a major turn of the century 'High Street' in the City of Yarra. Typical characteristics – including predominantly two-storey Victorian and Edwardian street wall heights, parapeted rendered or red brick facades, repetitive upper floor fenestration, and ground floor shopfronts – are displayed in the original form, fabric and detailing of many of the buildings [Criterion D].

The Smith Street South Precinct contains a small number of individually significant buildings which are well-considered and carefully detailed examples of retail and commercial buildings, including the pair of two-storey shops and residences at 71-73 Smith Street and the Former British Crown Hotel (14 Smith Street). Variation in façade detailing throughout the precinct, including parapet ornament and pediments and applied decoration, make an aesthetic contribution to the overall character of the precinct [Criterion E].

Primary source

Anthemion (2014), *City of Yarra Heritage Gaps Study*

Updated by GJM Heritage (2019), *Brunswick Street and Smith Street Built Form Review Heritage Assessments*

For individual place gradings refer to *City of Yarra: Review of Heritage Overlay Areas 2007 – Appendix 8* (as amended)

Attachment E – Statement of Significance: Barcelona Terrace, 25-37 Brunswick Street, Fitzroy

GJM Heritage

Heritage Citation

BARCELONA TERRACE

Address: **25-37 Brunswick Street, Fitzroy**

Prepared by: GJM Heritage

Date: August 2019

Place type: Residences	**Architect:** Not known
Grading: HO153	**Builder:** Thomas Cockram
Integrity: High	**Construction Date:** 1881



Figure 1. 50-54 Brunswick Street, Fitzroy (GJM Heritage, October 2018)

Statement of Significance

What is significant?

Barcelona Terrace, 25-37 Brunswick Street, Fitzroy built in 1881.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the terrace row
- The high level of integrity to its original design
- The original front fences and gates.

Later alterations and additions to the rear of the terraces are not significant.

How is it significant?

Barcelona Terrace, 25-37 Brunswick Street, Fitzroy is of local architectural and aesthetic significance to the City of Yarra.

Why is it significant?

Barcelona Terrace at 25-37 Brunswick Street, Fitzroy is a fine and representative example of terrace housing from the Victorian period. It displays typical features of the Victorian Italianate architectural style popular in the 1880s boom period in Fitzroy and across Melbourne more broadly, including a two-storey form with front verandahs and balconies, rendered brickwork, decorative cast iron, rendered decorative elements including balustrading and cast iron palisade fencing (Criterion D).

Barcelona Terrace at 25-37 Brunswick Street, Fitzroy is a well-considered and carefully detailed example of Victorian Italianate terrace housing. The row of terraces, with repetitive decorative elements across the facades, presents a picturesque composition of this architectural style (Criterion E).

Historical Themes

The place illustrates the following themes as outlined in the *City of Yarra Thematic History* (1998):

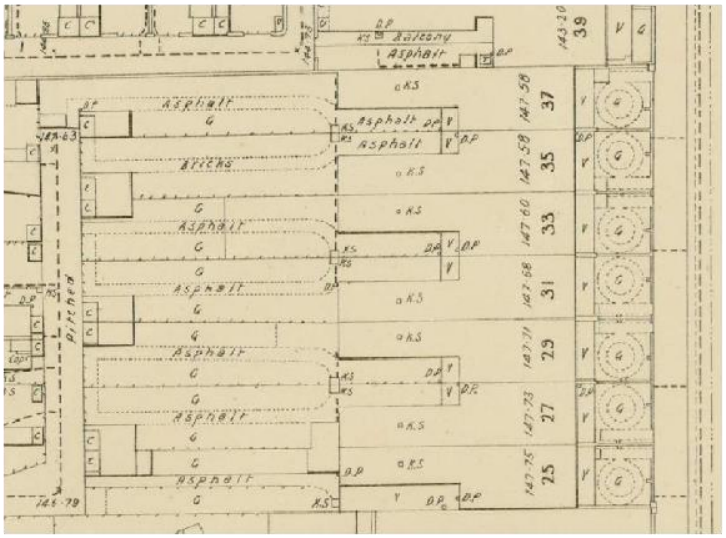
3.0 Mansions, Villas and Sustenance Housing: the Division between Rich and Poor
- 3.1 A Home to Call One's Own

Place History

The row of seven terrace houses known as 'Barcelona Terrace' was constructed in 1881 (as noted on the nameplate of the building). The 1881 rate books recorded Philip, John and Stephen Parer as the owners of the seven ten-room brick houses, each with a Net Annual Value of 65 pounds (RB). The row was constructed by builder Thomas Cockram (NTAV), who also built the 1883 Hotel Windsor on the corner of Bourke and Springs streets, Melbourne.

In February 1882, a newspaper reported that the 'Messrs Parer have just built, out of the profits of their business, a grand terrace of houses in Brunswick-street, Fitzroy.' The article noted that the 'Parers are from Catalonia, in Spain, and they have very properly called the buildings Barcelona Terrace' (*Mount Alexander Mail*, 4 Feb 1882:2). The Parers Bros. are known to have also built Madrid Terrace in Princes Street (presumably in Fitzroy) (Allom Lovell 1992:4.55), and owned the Crystal Cafe, Bourke Street from 1886 (since demolished) (*Argus*, 14 Oct 1885:6; *Traralgon Record*, 21 Jan 1892:3).

The 1898 Melbourne and Metropolitan Board of Works (MMBW) Detail Plan (Figure 2) shows the footprints of the seven terrace houses, each with a grassed area and central path to the rear of the house and water closets on the rear boundary. Each house had a circular plan to the landscaping behind the front boundary and cast iron palisade fence.


Asphalt
Balcony
Asphalt
Asphalt
Asphalt

The two-storey verandahs are supported by slender iron columns with Corinthian capitals. Both floors incorporate a decorative iron freize and brackets, with the first floor also incorporating a swagbellied iron balustrade. All fenestration to Brunswick Street is arch-headed with arched label moulds that continue to formed slender engaged columns or pilasters that frame the opening. Each dwelling has two tall openings to the first floor with one-over-one sash windows. Each ground floor has a large entrance with a four-paneled door (some behind modern security doors), with arched highlights and sidelights, adjacent to a paired window. The ground floor verandah floors have tessellated tiles and bluestone edging.

Each dwelling originally had a circular landscape plan to the front garden with a tessellated tile entrance path. These elements have been retained (except for no. 35 which has lost its circular landscape plan) (Figure 2). A cast iron palisade fence with a bluestone plinth and pedestrian gates to each house extends along the boundary of the terrace. The fence finishes at the north and south ends with large rendered piers.

Later additions and outbuildings are located to the rear (west) of most of the dwellings (dates not confirmed, some may be early outbuildings on the rear boundary).

Integrity

The building retains a high degree of integrity to the Victorian period in fabric, form and detail, including the front fence and landscaping plan to the front yard. While the terrace row has undergone minor alterations, these do not diminish the ability to understand and appreciate the place as a fine example of a Victorian residential building.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

Barcelona Terrace at 25-37 Brunswick Street, Fitzroy is a fine and representative example of terrace housing from the Victorian period. It displays typical features of the Victorian Italianate architectural style popular in the 1880s boom period in Fitzroy and across Melbourne more broadly, including a two-storey form with front verandahs and balconies, rendered brickwork, decorative cast iron, rendered decorative elements including balustrading and cast iron palisade fencing.

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

Barcelona Terrace at 25-37 Brunswick Street, Fitzroy is a well-considered and carefully detailed example of Victorian Italianate terrace housing. The row of terraces, with repetitive decorative elements across the facades, presents a picturesque composition of this architectural style.

References:

Allom Lovell & Associates (1992), *Fitzroy Urban Conservation Study Review.*

Allom Lovell & Associates (1998), *City of Yarra Heritage Review,* Vol 4 Landscape Citations.

City of Fitzroy Rate Books (RB): 1880-81, entries 200-205.

Jacobs Lewis Vines, Architects & Miles Lewis & Fitzroy (Vic.) Council Urban Planning Office & Historic Buildings Preservation Council (1979), *South Fitzroy Conservation Study.*

Melbourne and Metropolitan Board of Works Detail Plan, as cited.

Mount Alexander Mail [Vic.]

National Trust Australia, Victoria (NTAV) citation for 'Barcelona Terrace & Gardens, 25-37 Brunswick Street, Fitzroy', accessed via Victorian Heritage Database <http://vhd.heritagecouncil.vic.gov.au/>, 5 October 2017.

Sands & McDougall Directories (S&Mc).

The Argus.

Traralgon Record [Vic.].

University of Melbourne digital collection: Item [1965.0004.00306], "Barcelona Terrace, Brunswick Street, Fitzroy, Melbourne."

Attachment F – Heritage Citation: Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy

GJM Heritage

Heritage Citation

SOLWAY BUILDINGS

Other Names: A.O.F. House

Address: **287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy**

Prepared by: GJM Heritage

Date: August 2019

Place type: Shops, residences	**Architect:** William Rain
Grading: Individually Significant within HO311	**Builder:** Herd and Son
Integrity: High	**Construction Date:** 1911



Figure 1. 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy (GJM Heritage, Sep 2018)



Statement of Significance

What is significant?

The Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy built in 1911 and designed by architect William Rain.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the building
- The high level of integrity to its original design
- Façade parapet
- No front setbacks
- Face red brick walls (part overpainted)
- Rendered façade detailing including window architraves and keystones, cornice, parapet capping, facetted vertical elements and applied decorative motif
- Horizontal lines formed by cornice, parapet and bands of windows
- Vertical lines of the upper façade formed by bold facetted elements
- Repetitive upper floor fenestration patterns
- Splayed, curved and prominent corner tower at intersection.

Later alterations and additions – particularly to ground floor shopfronts – are not significant.

How is it significant?

The Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy are of local historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy are illustrative of the historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, in the early twentieth century [Criterion A].

The Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy are a fine and intact representative example of a substantial row of Federation shops and residences. They display typical features of the Federation Free Style popular in the early twentieth century in Fitzroy and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, red brick facades with render contrasts and ground floor shopfronts [Criterion D].

The Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy are a well-considered and carefully detailed example of a row of Federation Free Style commercial buildings. Set on a prominent site at the junction of two major roads, the corner building - with round domed tower, Art Nouveau-inspired detailing and large oriel window - is both distinctive and prominent and presents a picturesque composition of this architectural style [Criterion E].

Historical Themes

The place illustrates the following themes as outlined in the *City of Yarra Thematic History* (1998):

4 Developing Local Economies

- 4.4 Smaller Retailers: Strip Shopping

Place History

The south-west corner of Brunswick and Johnston streets was occupied by the Fitzroy Market in the late nineteenth century, as annotated on the 1900 Melbourne and Metropolitan Board of Works (MMBW)

Detail Plans (Figures 2-3). The block bound by Brunswick, Johnston, Fitzroy and Victoria streets was owned by Henry Hoyt during this period (Lewis 1898:28).

The Herald published an article in May 1911 (25 May 1911:3) featuring the new buildings 'on the site of the old bus stables' at the corner of Brunswick and Johnston streets, described as 'a notable improvement in suburban shop architecture'. The site measured 206ft (62.8m) to Johnston Street and 108ft (32.9m) to Brunswick and Fitzroy streets. The Solway Theatre was to be built on the site, fronting Johnston Street (immediately west of the subject site). The article described the subject site:

> *... there are eight shops adjoining the theatre in Brunswick Street, a shop and two furniture arcades in Brunswick street, and mantelpiece showrooms on the corner of Fitzroy street. Mr William Rain is the architect for the whole of these properties. The contractors are – For the theatre, Mr L. Hansen, and for the shops, Messrs Herd and Son. Mr Rain has also in hand other shop buildings in Clifton Hill and Hampton road, Hampton, and a large villa residence at Alphington.*

Illustrations of the Brunswick and Johnston street elevations showed the six bays fronting Brunswick Street and four bays fronting Johnston Street, and the configuration of the shopfronts and arcades (Figures 4 & 5). The illustrations show the first floor (narrow) openings with a pair of three-paned windows. The corner turret bore the name 'Solway' at parapet level (replaced with 'A.O.F. House' in the 1970s).

The Solway Picture Theatre, and presumably 'Solway Buildings', was built for owners Griffiths and West Pty Ltd (Hoyts Theatres Ltd were confirmed as partner owners in 1928) (*Argus*, 7 Sep 1911:10; PSP, 1928). A plan of the new buildings at 287-293 Brunswick Street, dated 9 May 1911, confirmed the architect as William Rain (listed as the agent) (PSP, 1911; Figure 6). Contemporary newspaper articles also attributed the design of the Solway Theatre to William Rain (*Argus*, 7 Sep 1911:10). The Solway Theatre at 84 Johnston Street was demolished in 1928 and replaced with Hoyts Regent Picture Theatre which opened in 1929 (closed in 1959 and demolished 1983) and was designed by prolific theatre architect Charles N Hollinshed (PSP, 1928; S&Mc; Lovell & Associates 1998:98).

In 1915 the shops fronting Brunswick Street were occupied by a draper, 'Solway Shoe Store', a fancy goods depot, tobacconist, tailors and D W Keir's 'The Solway Clothing Co' (S&Mc). Later newspaper articles made reference to 'Solway Buildings' as the premises of the Solway Clothing Company; the company was listed as the occupants of 295-297 Brunswick Street until at least 1970 (*Argus*, 24 Jun 1915:6; S&Mc). Solway Clothing also later occupied 294 Brunswick Street (SLV, Image CUAFY53/10); this company is presumably named after the existing building. In March 1922, *The Age* reported on a fire at the 'Solway Buildings', then owned by Daniel W Keir (*Age*, 29 Mar 1922:10; PSP).

A photo dating to c1949 (Figure 8) shows the corner section of the 'Solway Buildings' with the return verandah over the pedestrian footpath. By the 1970s the verandah had been replaced, along with some of the shopfronts (Figures 9-11).

The corner building (addressed today as 295-297 Brunswick Street and 108-110 Johnston Street) was purchased by Trustees of the Ancient Order of Foresters in Victoria, Friendly Society, in July 1974, and the Society subsequently listed as the owner from 1989 to 1995 (LV:V9013/F794). During this period the name 'A.O.F. House' was placed on the parapet of the corner building.

William Rain, architect

William Rain (1855-1916) was a local architect and Collingwood citizen, who served as a Councillor and Mayor (1904-05) of the City of Collingwood, was a member of the Dandenong Shire Council and held numerous other public offices (*The Age*, 15 Mar 1916:9; *South Bourke and Mornington Journal*, 8 May 1913:5). Practicing as an architect, Rain designed a number of local commercial, industrial and residential buildings, as noted in contemporary newspapers. He is known to have designed the Chilwell Salvation Army Barracks (1889) at 18 Marshall Street, Newtown (SLV, Image H2012.90/100) and the Solway Buildings on the south-west corner of Brunswick and Johnston streets, Fitzroy (1911).

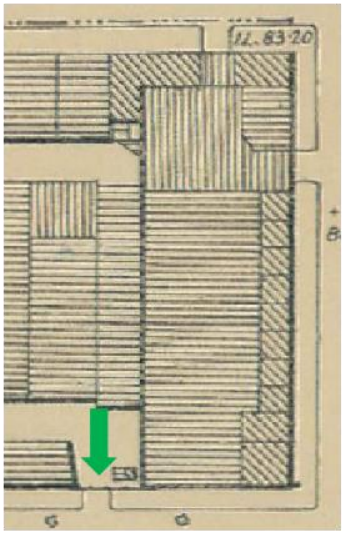


Figure 2. The south-west corner of Brunswick and Johnston streets in 1897 showing earlier buildings occupying the area. The vehicular crossover (indicated by the green arrow) off Victoria Street shows the alignment of the existing lane. The diagonal hatching indicates buildings constructed of brick or stone; vertical/horizontal hatching indicates buildings constructed of timber (MMBW 28, scale 160ft to 1 inch, dated 1897).

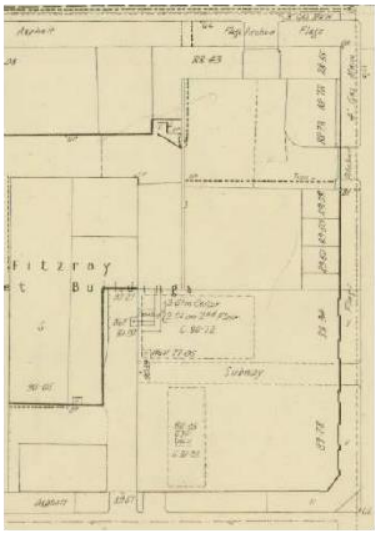


Figure 3. The corner property in 1900, showing earlier buildings occupying the area, annotated 'Fitzroy Market Buildings' (MMBW DP 1193, dated 1900).



Figure 4. Illustration of the new building, published in May 1911 (*The Herald*, 25 May 1911:3).

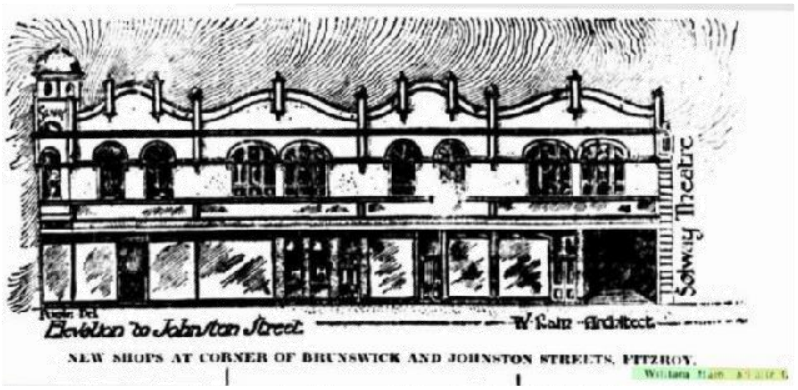


Figure 5. Illustration of the new building, published in May 1911. Architect William Rain was noted in the bottom right corner (*The Herald*, 25 May 1911:3).

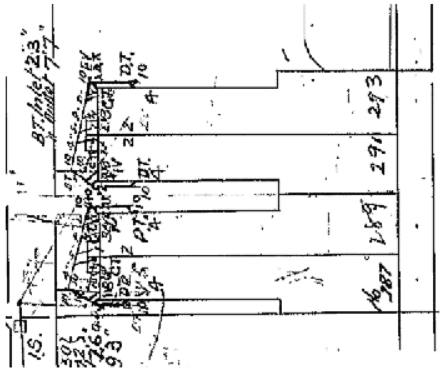


Figure 6. Plan showing footprints of the buildings at 287-293 Brunswick Street in May 1911, annotated with sewerage works (PSP).

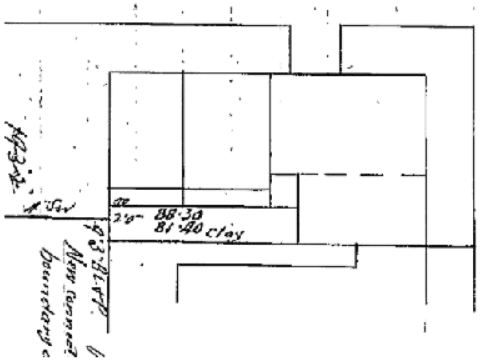


Figure 7. Plan showing footprints of the corner buildings at 295-297 Brunswick Street, and those fronting Johnston Street, dated October 1911 (PSP).



Figure 8. Detail of a photo of 'Solway men's wear' on the corner of Brunswick and Johnston streets, c1949 (SLV, Image a39997).



Figure 9. The Brunswick Street facade in a photo dated 1970-1974 (SLV, Image CUAFY154/6-7).



Figure 10. A detail of the Brunswick Street corner in a photo dated 1970-1974 (SLV, Image CUAFY154/6-7).



Figure 11. A detail of the south end of the Brunswick Street facade in a photo dated 1970-1974 (SLV, Image CUAFY154/6-7).

Physical Description

The Solway Buildings are located on a large site at the south-west corner of Brunswick and Johnston Streets, Fitzroy. Built in 1911, the building displays characteristics of the Federation Free Style and contrasts with the earlier Victorian-era buildings which are located on the other three corners at this intersection.

The building comprises a row of six two-storey shops and residences fronting Brunswick Street and a row of four two-storey shops and residences fronting Johnston Street. Upper facades are of red brick with render contrasts (partially overpainted) and a parapet conceals a series of gabled and hipped roofs. The corner of the building is splayed with a large projecting oriel window at first floor level and a distinctive round tower, with circular windows and a domed roof, above the parapet. The oriel window comprises a pair of timber framed windows and an infill window head displaying sinuous Art Nouveau-inspired applied decoration.

The two main facades are articulated in a similar manner. Pairs of arch-headed windows line the first-floor façade and bold facetted vertical elements, capped with decorative balls, delineate the individual premises. An exaggerated undulating parapet line, with bold rendered band, is punctuated by both these and additional facetted elements. As indicated in the original drawings (Figures 4 & 5) the width of the individual bays across the facades is uneven and this is reflected in minor variations in the window and parapet detailing.



A number of the shopfronts to Brunswick Street retain their early forms however post-supported verandahs have been removed and replaced by cantilevered awnings. The original vehicular opening to the rear of the building, located at the west end of the Johnston Street façade, remains.

Integrity

The building retains a high degree of integrity to the Federation period in fabric, form and detail. While the building has undergone some alterations, including painting of the face brickwork and alterations to shopfronts, these do not diminish the ability to understand and appreciate the place as a fine example of a commercial building from the Federation period.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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

The Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy are illustrative of the historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, in the early twentieth century.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

The Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy are a fine, intact and representative example of a substantial row of Federation shops and residences. They display typical features of the Federation Free Style popular in the early twentieth century in Fitzroy and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, red brick facades with render contrasts and ground floor shopfronts.

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

The Solway Buildings, 287-297 Brunswick Street & 108-110 Johnston Street, Fitzroy are a well-considered and carefully detailed example of a row of Federation Free Style commercial buildings. Set on a prominent site at the junction of two major roads, the corner building - with round domed tower, Art Nouveau-inspired detailing and large oriel window - is both distinctive and prominent and presents a picturesque composition of this architectural style.

References:

Allom Lovell & Associates (1998), *City of Yarra Heritage Review: Thematic History.*

Lewis, Miles, 'The First Suburb' in Fitzroy History Society & Cutten History Committee (2014, 1st edition 1989), *Fitzroy : Melbourne's first suburb*, South Yarra [Vic.].

Melbourne and Metropolitan Board of Works (MMBW) Plans: Detail Plan No. 1193, dated 1900; No. 28, scale 160ft to 1 inch, dated 1897.

Property Sewerage Plans (PSP): No. 78136 9 May 1911, 28 August 1928; No. 78134 30 October 1911.

Sands & McDougall (S&Mc) Directories.

South Bourke and Mornington Journal [Richmond, Vic.]

State Library of Victoria (SLV), picture collection, images as cited.

The Age.

The Argus.



The Herald [Melbourne, Vic.].

Attachment G – Heritage Citation: Stanford Block, 121-129 Smith Street, Fitzroy

GJM Heritage

Heritage Citation

STANFORD BLOCK

Address: **119-129 Smith Street, Fitzroy**

Prepared by: GJM Heritage

Date: August 2019

Place type: Shops	**Architect:** William Pitt
Grading: Individually Significant within HO333	**Builder:** R. S. Ekins
Integrity: High	**Construction Date:** 1883



Figure 1. 119-129 Smith Street, Fitzroy (GJM Heritage, October 2018).

Statement of Significance

What is significant?

The two and three-storey building known as Stanford Block, at 119-129 Smith Street, Fitzroy, built in 1883 to designs by William Pitt.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the building
- The high level of integrity to its original design
- Facade parapet, with pitched roof behind
- No front setbacks
- Rendered walls
- Rendered window frames, sills and hoods to upper stories
- Rendered detailing and ornament such as pilasters with Corinthian capitals, rows of dentils, consoles, keystones, roundels and balustrading
- Horizontal lines formed by parapets, cornices and string courses/sill line
- Repetitive upper floor fenestration patterns

How is it significant?

Stanford Block, at 119-129 Smith Street, Fitzroy is of local historical and architectural significance to the City of Yarra.

Why is it significant?

Stanford Block, 119-129 Smith Street, Fitzroy is illustrative of the historical development that occurred along major, early commercial thoroughfares in the City of Yarra, particularly in the 'boom' period of the 1880s (Criterion A).

Stanford Block, 119-129 Smith Street, Fitzroy is illustrative of a fine, intact and representative example of a large commercial building constructed in the 1880s 'boom' period. It displays typical features of the Victorian style popular in the 1880s in Fitzroy and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, rendered facade with classical detailing and ground floor shopfronts (Criterion D).

Stanford Block, 119-29 Smith Street, Fitzroy is a well-considered and carefully detailed example of a row of substantial commercial buildings in the elaborate style of the Victorian boom period. Set on a prominent site in Smith Street, the unusually composed building – with third-storey placed above the central section – is both distinctive and prominent and presents a picturesque composition of this architectural style (Criterion E).

Historical Themes

The place illustrates the following themes as outlined in the *City of Yarra Thematic History* (1998):

4.0 Developing local economy

- 4.4 Smaller Retailers: Strip Shopping

Place History

'Stanford Block' at 119-129 Smith Street, was built in 1883 for owner Thomas Welton Stanford, who at this date was a merchant of Bourke Street, East Melbourne (LV:V1308/F437; V1366/F117). The building was designed by architect William Pitt of Collins Street, Melbourne, and constructed by builder R. S. Ekins, of Wienberg, Hawthorn (*Mercury and Weekly Courier,* 20 Oct 1883:3).



Stanford Block was opened in October 1883 (*Fitzroy City Press*, 6 Oct 1883:3). A column in the *Mercury and Weekly Courier* in October 1883 (20 Oct 1883:3), titled 'New Buildings in Fitzroy', featured 'The Stanford Block':

> *This really magnificent block of buildings is situated on the west side of Smith-street ... it has a frontage of 132 feet to the street, and divided into six shops, the two central shops being intended for large businesses, each occupying 21 feet frontage. These are three stories in height ... The remainder of the frontage is taken up with smaller shops ... this portion of the building is two stories high...*
>
> *All the shops have ample dwelling house accommodation and outbuildings for storage. The front elevation has a very imposing appearance, the material used being brick finished in cement stucco. The style of the architecture is Italian, the first floor having pilasters and entablature of the Corinthian order. There is a massive cornice enriched with cantelevers* [sic], *and surmounted with parapet, ornamented with vases and ball ornaments, &c. The windows of this floor are coupled, and have pilasters and brackets carrying neatly-moulded label-heads. The third floor of the two larger central divisions mentioned above, containing the rooms intended for store of work rooms, give a fine effect to the whole by relieving the skyline. It is worked in the form of an attic which in turn is surmounted with an entablature and parapet. The parapet is ornamented with bullasters* [sic], *vases, &c., and again broken up to relieve the skyline with a richly ornamented pediment. The height of this pediment is 60 feet from the ground. There is a handsome iron verandah of latest design in front of the building*.

The 1883 article reported that the cost of the development was approximately 10,000 pounds (including the land), and that it was 'an ornament to the City, and a great credit to the spirited proprietor'. Four of the shops were occupied by 1883, with one of the larger shops occupied by the 'Furniture Arcade' of H. Ackman and Co., the 'well-known furniture dealer of Smith-street'. The article described in detail the view from the third storey and the scores of objects 'that can be contemplated with pleasure from the top windows of the Stanford Block' (*Mercury and Weekly Courier,* 20 Oct 1883:3).

The 1899 Melbourne and Metropolitan Board of Works (MMBW) Detail Plan (Figure 2) shows footprints of the six buildings forming Stanford Block, and their outbuildings including stables; some of these outbuildings appear to remain in 2019, along with later constructions. A Property Sewerage Plan dating to 1903 records Thomas W. Stanford as the owner (and W. J. Crook as the agent). The 1903 plan also shows footprints of the buildings and their outbuildings (Figure 3).

In December 1910, Foy & Gibson Pty Ltd of Smith Street, Collingwood, purchased no. 123 of Stanford Block; the company purchased the other properties of Stanford Block soon after this date or in the subsequent years, as the 1934 title records Foy & Gibson as the owner of the entire building (nos. 119-129), with a 40 metre frontage to Smith Street. Foy & Gibson on-sold three of the buildings in 1935, 1936 and 1940 (LV:V1366/F117; 5933/F509).

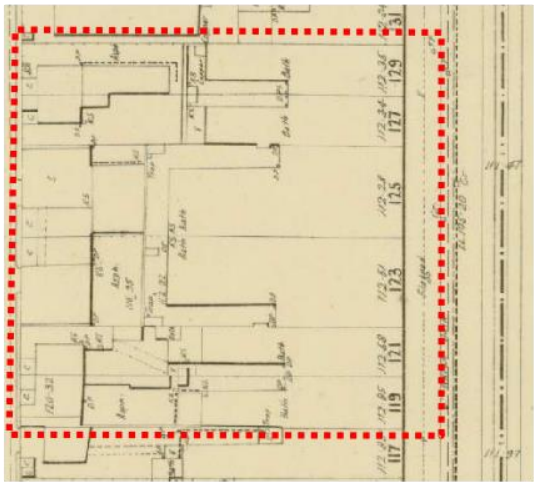


Figure 2. Footprint of the Stanford Block building and outbuildings, at 119-129 Smith Street, in 1899. The 'V' to the footpath denotes a verandah to the shopfronts (MMBW DP 1202, 1899).

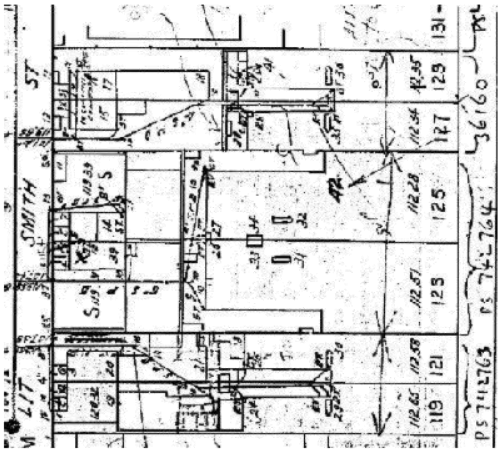


Figure 3. Footprint of the Stanford Block building and outbuildings in 1903, annotated with sewerage works dating to this period and later (PSP).



Figure 4. Stanford Block in 1970 (SLV, Image No. CUAFY48/1-3).

William Pitt, architect

William Pitt (1855-1918) was one of Melbourne's most important architects of the 19th century, designing buildings that were exemplars of the 1880's 'boom' period in Melbourne. Melbourne-born Pitt was educated in St Kilda and Carlton and articled to architect George Browne before commencing practice in 1879. Pitt won a number of design competitions early in his practice, immediately winning a competition for Melbourne's first purpose-built coffee palace (temperance hotel) in Bourke Street, which was one of Melbourne's tallest buildings at the time, standing five storeys tall. His commissions comprised mercantile, commercial, civic and residential projects. Key works included the Princess Theatre on Spring Street (1886), town halls for St Kilda (1887) and Brunswick (c1889), the Rialto Building on Collins Street (1890-91), and Foy and Gibson's complex of warehouses (1883-87), showrooms (1890) and factories (1895) in Collingwood. Suffering from debt during Melbourne's 1890s Depression, Pitt continued to practice taking on various types of commissions and later, predominantly theatre projects. Pitt was also active in local and state politics (Goad, 2012:542-43; VHD).

Thomas W. Stanford

Thomas Welton Stanford (1832-1918) was a businessman, spiritualist and philanthropist, born in Albany, New York State, USA. All six Stanford brothers went to the Californian goldfields in the early 1850s and by 1858, they ran the largest of the western oil companies. Leland Stanford became a Californian millionaire who established Stanford University in memory of his son who died in France (*Leader*, 31 Aug 1918:39; Potts, 1990). In 1859, Thomas W. Stanford and his brother De Witt came to Australia with an interest in the Colony's demand for kerosene. Stanford acquired exclusive marketing rights for the Singer sewing machine in Australia until the 1880s. Following De Witt's death in 1862, Thomas Stanford married (his wife died within a year) and moved to Clarendon Street, East Melbourne. In 1870 he founded the Victorian Association of Progressive Spiritualists with W. H. Terry and J. B. Motherwell, as a result of which he became known as the 'father of spiritualism in Australia'. Stanford was a member of Stanford University's board of trustees and donated his books on Australia and his art collection to be housed in the Thomas Welton Stanford Library. He served intermittently as honorary vice consul-general in Melbourne between 1890 and 1902 (Potts, 1990). His death was reported widely throughout Australian newspapers with fond remembrances.

Thomas Stanford developed various properties in the area, letting the buildings to tenants. He is known to have also constructed the row of shops and residences at 371-377 Victoria Street, Abbotsford (c1890), and terraces along east side of Fairchild Street, Abbotsford (1887-88) (Lovell, 1998, Vol 2: 373-4; Vol 3: 73).

Physical Description

Stanford Block, at 119-129 Smith Street, Fitzroy was built in 1883, designed by prominent Melbourne architect William Pitt in the Victorian Academic Classical style. The building is sited on the west side of Smith Street, just north of the intersection with Gertrude Street.

The substantial two and three-storey brick building was constructed to the front title boundary and comprises six shopfronts (four single and two central, double shopfronts) to Smith Street. Behind the symmetrical façade the building is formed of various sections with hipped, gabled and skillion-profile roof forms clad in corrugated iron, with some original chimneys remaining. The two central (double) shops have a third storey with a dentilled cornice below a balustraded parapet and central pediment surmounted by an acroterion, with pilasters and a nameplate bearing the words 'STANFORD BLOCK'. A row of single segmental arch-headed windows with keystones have double-hung sash windows. Roundels are positioned between the keystones of each window.

The first floor has a long form emphasised by a bold cornice with paired consoles, and a solid parapet either side of the third-floor section. Pilasters with Corinthian capitals divide the ends of the second storey into bays. Paired windows in aedicule form have bold triangular pediments and double-hung sash windows, below a row of roundels. The ground floor repeats the dentilled cornice of the third storey. Most ground floor shopfronts have been altered at various dates, some retaining the recessed entrance such as no 129. All shopfronts except no. 129 have a later cantilevered verandah over the footpath (the original verandah to all shopfronts removed by 1970, see Figures 3 & 4).

To the rear (west) of the original buildings are additions and outbuildings of various dates. Some outbuildings on the rear boundary (along Little Smith Street) may be early in date (e.g. nos. 123-125) but this has not been confirmed.

Integrity

The building retains a high degree of integrity to the Victorian period in fabric, form and detail. While the building has undergone alterations to the ground floor shopfronts, these do not diminish the ability to understand and appreciate the place as a fine example of a substantial Victorian commercial building.



Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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

Stanford Block, 119-29 Smith Street, Fitzroy is illustrative of historical development that occurred along a major, early commercial thoroughfare in the City of Yarra, particularly in the 'boom' period of the 1880s.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

Stanford Block, 119-29 Smith Street, Fitzroy is illustrative of a fine, intact and representative example of a large commercial building constructed in the Victorian 1880s boom period. It displays typical features of the Victorian style popular in the 1880s in Fitzroy and across Melbourne more broadly, including a parapeted façade with repetitive upper floor fenestration, rendered facade with classical detailing and ground floor shopfronts.

Stanford Block, 119-29 Smith Street, Fitzroy is a well-considered and carefully detailed example of a row of substantial commercial buildings in the elaborate style of the Victorian boom period. Set on a prominent site in Smith Street, the unusually composed building – with third-storey placed above the central section – is both distinctive and prominent and presents a picturesque composition of this architectural style.

References:

Allom Lovell & Associates (1998), *City of Yarra Heritage Review*.

Fitzroy City Press [Vic.]

Goad, Philip, 'William Pitt' in Philip Goad & Julie Willis' (Eds.) *The Encyclopedia of Australian Architecture* (2012), Cambridge, pp542-544.

Land Victoria (LV), Certificates of Title as cited above.

Leader [Melb., Vic.]

Melbourne and Metropolitan Board of Works Detail Plan No. 1202, 1899.

Mercury and Weekly Courier [Vic.]

Property Sewerage Plan (PSP), Application No. 36160.

Potts, E. Daniel (1990), 'Stanford, Thomas Welton (1832–1918)' in *Australian Dictionary of Biography*, <http://adb.anu.edu.au/>, accessed 6 October 2017.

State Library of Victoria (SLV), images as cited.

Victorian Heritage Database (VHD), records for places as listed.

Attachment H – Heritage Citation: Fmr Dental Surgery, 17-19 Brunswick Street, Fitzroy

GJM Heritage

Heritage Citation

DENTAL SURGERY AND RESIDENCE (FORMER)

Other names: Light Car Club Australia, The Austrian Club, The Aegean Restaurant (current)

Address: **17-19 Brunswick Street, Fitzroy**

Prepared by: GJM Heritage

Date: August 2019

Place type: Dental Surgery, Residence	**Architect:** Not known
Grading: Individually Significant within HO334	**Builder:** Not known
Integrity: High	**Construction Date:** 1911



Figure 1. 17-19 Brunswick Street, Fitzroy (GJM Heritage, October 2019)



Statement of Significance

What is significant?

The Dental Surgery and Residence (former) at 17-19 Brunswick Street, Fitzroy built in 1911.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the building
- The high level of integrity to its original design.

Later alterations and additions to the south and west are not significant.

How is it significant?

The Dental Surgery and Residence (former) at 17-19 Brunswick Street, Fitzroy is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The Dental Surgery and Residence (former) at 17-19 Brunswick Street, Fitzroy is illustrative of development that occurred along a major, early commercial thoroughfare in the City of Yarra, from the 'boom' period of the 1880s through to the early years of the twentieth century (Criterion A).

The Dental Surgery and Residence (former) at 17-19 Brunswick Street, Fitzroy is a fine, intact and representative example of a dentist's surgery with a residence above, constructed in the Federation period. It displays typical characteristics of the Federation Free Style popular in the early twentieth century in Fitzroy and across Melbourne more broadly, including an eclectic combination of elements and details drawn from a variety of sources (Criterion D).

Historical Themes

The place illustrates the following themes as outlined in the *Victoria's framework of historical themes* (2009):

8.0 Building community life
- 8.3 Providing health and welfare services.

Place History

The property was owned by Hugh Short, hotel broker, from 1858 to 1885. An earlier building occupied the site from the 1850s, which became a hotel c1872 (Jacobs et al, 1979:37). The 1898 Melbourne and Metropolitan Board of Works (Figure 2) plan shows the earlier building, the 'Westminster Club Hotel', occupying the current 17-19 Brunswick Street (a new Westminster Club Hotel was built at 15 Brunswick Street in 1903) (*Fitzroy City Press*, 24 Jul 1903:3).

Robert R. Barnes, dentist 'of 78 Gertrude Street, Fitzroy', purchased lot 3 (current 19) in September 1910 and lot 4 (current 17) in March 1911 (LV:V3490/F811; *Fitzroy City Press*, 11 Aug 1911:1). Barnes constructed a new building on lot 3 (the present building at 19 Brunswick Street) to serve as a dental surgery (Elliot, 2019; *Fitzroy City Press*, 27 Oct 1911:2). A notice published in *The Age* in July 1911 reported that R. & A. E. Barnes had moved to 'their new up to date dental rooms, 17-19 Brunswick Street' (*Age*, 20 Jul 1911:4). From 1918 it appears a resident also occupied the property (S&Mc).

In July 1920, Barnes sold the property to Margaret Taylor. Barnes continued to run his surgery from the building until c1923, after which various dentists occupied the building until c1930 (LV:V3490/F811; S&Mc). Margaret Taylor left the property to Thomas Taylor, gentleman of Sorrento, upon her death in 1934 (LV:V3490/F811).

The Light Car Club of Australia occupied the building from the early 1930s (S&Mc). The club completed some renovations to the building (details not known) before opening the clubrooms in 1932. The southern

half of the property served as a carpark during this period (Elliot, 2019). The Club officially purchased the property in January 1939 (LV:V3490/F811).

The building was occupied by the Australian army for the duration of World War II, from 1939 to 1946 (Elliot, 2019). In 1955, the Light Car Club converted rear rooms into a kitchen and dining room, before vacating the building in 1961. In the 1960s and '70s the building was occupied by various tenants, including the Austrian Club Melbourne (Figure 3) (Elliot, 2019; Jacobs et al, 1979:37; SLV, Image H2010.105/763c).

In 1986 the property sold to Parkit Pty Ltd of 8-12 Brunswick Street, Fitzroy (LV:V3490/F811). From this date the building served as The Aegean Greek restaurant (continues to 2019). The building on the southern portion of the property (17 Brunswick Street) was constructed during this period (Elliot, 2019). Additions and outbuildings were constructed to the rear during various periods, covering the whole property.

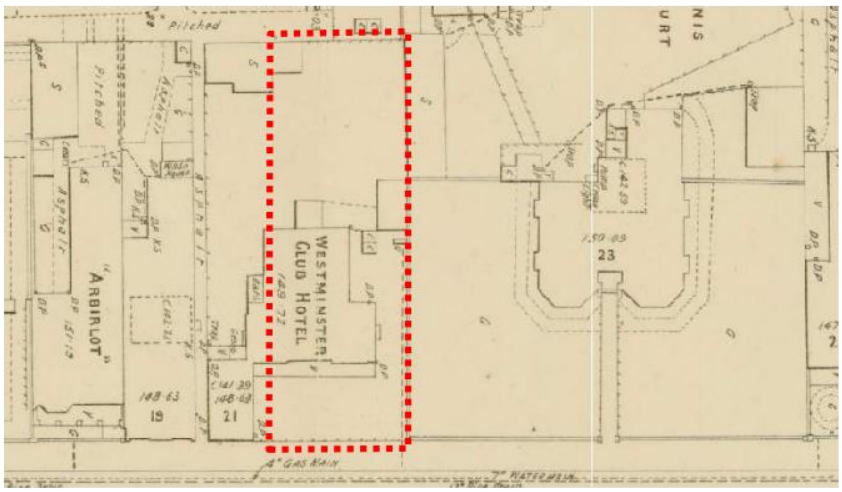


Figure 2. The property in 1898 occupied by an earlier building. Approximate boundary of the current 17-19 Brunswick Street indicated in red (MMBW DP 1206, 1898).



Figure 3. The subject site in 1970 when it was occupied by the Austrian Club Melbourne (SLV, Image H2010.105/763c).

Physical Description

The Dental Surgery and Residence (former) at 17-19 Brunswick Street, Fitzroy is located on the west side of Brunswick Street between Victoria Parade and Gertrude Street. Constructed in 1911 it is an example of the Federation Free Style. Like the commercial and residential buildings adjacent to the south, the hotel was constructed to the front title boundary.

The hipped roof is clad with slate, with a transverse gable to the front section, which is concealed by a three-gabled parapet facing Brunswick Street, with dentil frieze and urns to the peaks (missing from the central gable peak). Three simple red brick chimneys with rendered caps remain. The two-storey red brick building (overpainted in part) has a bluestone plinth (overpainted). The symmetrical façade comprises a central arched entrance, above which is an arched label mould that extends over the arch-headed windows either side. The recessed entrance is reached by bluestone steps (behind a modern grille screen). The leadlight windows either side the entrance have sidelights and arched highlights. The arcuation is repeated at the first floor recessed balcony, where three arches sit above three projecting semi-circular balconies. The balustraded balconies are supported by single large consoles which extend to form a keystone for the arches at ground level. In the balcony are four tall arch-headed openings. Next to the row of balconies are a pair of exaggerated decorative consoles.

Later additions and outbuildings are located around the two-storey building, to the south and west, covering the whole property. They appear to date to various periods.



Figure 4. The east and north elevations (GJM Heritage, October 2018)

Integrity

The building retains a high degree of integrity to the Federation period in fabric, form and detail. While the building has undergone minor alterations, these do not diminish the ability to understand and appreciate the place as a fine example of a Federation commercial building.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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

The Dental Surgery and Residence (former) at 17-19 Brunswick Street, Fitzroy is illustrative of development that occurred along a major, early commercial thoroughfare in the City of Yarra, from the 'boom' period of the 1880s through to the early years of the twentieth century.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

The Dental Surgery and Residence (former) at 17-19 Brunswick Street, Fitzroy is a fine, intact and representative example of a dentist's surgery with a residence above, constructed in the Federation period. It displays typical characteristics of the Federation Free Style popular in the early twentieth century in Fitzroy and across Melbourne more broadly, including an eclectic combination of elements and details drawn from a variety of sources

References:

Elliot, Louise (2019), *Brunswick Street Heritage Walk*, supplied by City of Yarra.

Fitzroy City Press [Vic.]

Jacobs Lewis Vines, Architects & Miles Lewis & Fitzroy (Vic.) Council Urban Planning Office & Historic Buildings Preservation Council (1979), *South Fitzroy Conservation Study*.

Melbourne and Metropolitan Board of Works Detail Plan, as cited.

Sands and McDougall Directories (S&Mc).

State Library of Victoria (SLV), images as cited.

The Age.

The Argus.

Attachment I – Heritage Citation: Mononia, 21 Brunswick Street, Fitzroy

GJM Heritage

Heritage Citation

MONONIA

Other names: Blakemount

Address: **21 Brunswick Street, Fitzroy**

Prepared by: GJM Heritage

Date: August 2019

Place Type: House	**Architect:** Charles Laing
Grading: Individually Significant within HO334	**Builder:** Brown and Ramsden
Integrity: High	**Construction Date:** 1851



Figure 1. 21 Brunswick Street, Fitzroy (GJM Heritage, October 2018)



Statement of Significance

What is significant?

Mononia, 21 Brunswick Street, Fitzroy, an early Victorian house built in 1851 for John Mickle and designed by architect Charles Laing.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- The substantial setback of the house from the street line
- Single-storey parapeted form
- Symmetrical front façade with dominant polygonal bays
- Rendered masonry walls with minimal detailing
- Rectangular window openings
- Iron palisade fence on a bluestone plinth.

Later alterations and additions to the rear and south side of the house are not significant. This includes the garage to the south of the property and the associated asphalt forecourt.

How is it significant?

Mononia, 21 Brunswick Street, Fitzroy is of local historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

Mononia, 21 Brunswick Street, Fitzroy demonstrates the early, pre-gold rush development by prominent and wealthy Melbourne individuals who were amongst the first to populate the inner northern suburbs of Melbourne [Criterion A].

Mononia, 21 Brunswick Street, Fitzroy is a fine and representative example of a substantial house from the early Victorian period. It displays some typical features of the early Victorian Italianate architectural style popular in the 1850s period in what is now Fitzroy and across Melbourne more broadly, including a simple free-standing form with prominent polygonal bays and austere detailing [Criterion D].

Mononia, 21 Brunswick Street, Fitzroy is a well-considered and carefully detailed example of an early Victorian Italianate house. Set well back on a large allotment, the distinctive double-bay house presents a picturesque composition of this architectural style [Criterion E].

Historical Themes

The place illustrates the following themes as outlined in the *City of Yarra Thematic History* (1998):

3.0 Mansions, Villas and Sustenance Housing: the Division between Rich and Poor

- 3.1 A Home to Call One's Own

Place History

'Mononia' was constructed in 1851 for owner and squatter John Mickle. The residence was designed by architect Charles Laing and constructed by Melbourne builders Brown and Ramsden who were well known in the 1850s. The building is one of the earliest known surviving examples of a pre-gold rush mansion in Fitzroy (Jacobs Lewis Vines, 1979:105).

Mickle was 'an early squatting gentleman' who owned considerable property in the Westernport district. The 1851 rate book described Mickle's property on Brunswick Street (in what was then called Collingwood) as comprising a three roomed brick house with two pantries, a kitchen, an unfinished room off the cellar, a



garden and woolshed (with a Net Annual Value of 90 pounds). The house was the highest valued house in Brunswick Street in the 1850s and 1860s (Jacobs Lewis Vines, 1979:105-106).

In 1854 the property was advertised for sale, describing 'the excellent residence late in the occupation of Mr John Mickle, and an acre, more or less, of ground, having frontages of 132 feet [40.2m] both to Great Brunswick and Little Brunswick streets, with garden securely walled in' (*Argus*, 10 May 1854:3). However, Mickle reportedly continued to occupy the house until 1858, and retained ownership until 1865 (Jacobs Lewis Vines, 1979:105-6). Subsequent owners included American merchant and developer T. W. Stanford, followed by Dr James MacInerney, physician and surgeon, from 1882 (Elliot 2019:3; S&Mc).

A photograph of the house dated c1861 shows the early details of the facade and original timber fence (Figure 2). The timber fence was replaced with the existing cast iron and bluestone plinth fence at an early date. The gateposts are labeled 'J. Laughton & Co., Hotham Foundry, 73 & 75 Elizabeth Street North Melbourne'.

The 1897 and 1898 Melbourne and Metropolitan Board of Works (MMBW) Detail Plans (Figures 3 & 4) show a footprint of the house (addressed as no. 23), set back from Brunswick Street with a central path leading to the entrance, and a number of small outbuildings to the rear of the house including a stable. The property extended to Fitzroy Street to the west. The 1898 MMBW plan shows a new tennis court laid to the rear of the house (Figure 4).

A notice published in October 1908 upon MacInerney's death reported his residence as 'Blakemount' of Brunswick Street (*Argus*, 14 Oct 1908:5). An auction notice for 'Blakemount' at 23 Brunswick Street, Fitzroy was published in May 1912 by executors, which described the 'brick villa, containing in all 9 rooms, bathroom, detached laboratory and outbuildings' on land measuring 96 feet by 156 feet (29.3m x 47.5m; matching the current extent of the property, indicating the rear portion had been subdivided by this date). The auction notice reported that it was the late residence of Dr MacInerney who had occupied the residence for many years, along with Dr John Nelly more recently, and that it was 'well suited for a medical gentleman's residence' (*Age*, 7 May 1912:2; S&Mc).

Harold Solomon, Smith Street tailor, purchased the property in September 1912, followed by John Rowan, gentleman, in June 1914 and Catherine Slattery in December 1915 (LV:V3636/F184). The first known reference to the name 'Mononia' was in titles dated 1926, under the ownership of the Slattery family (LV:V3636/F184). An aerial photograph dated c1931 (Figure 6) shows the property and the outbuildings to the rear at this date.

Alterations to the house (pre-1970; see Figure 7) included the replacement of the slate roof with iron and the alteration of details of the facade, including new window surrounds, the addition of dentilation to the cornice, lowering of the entrance lintel to insert the name of the house, and replacement of glazing (Jacobs Lewis Vines, 1979:105).

In 1957 the property was transferred to the Roman Catholic Church, then to the Trustees of The Sisters of Charity in 1992 (LV: V3636/F184; V8139/F160). A modern building was constructed to the rear (west) and south of the house. The property serves as St Vincent's Convent in 2019 (Elliot 2019:3).



Figure 2. 'Mononia' on Brunswick Street, Fitzroy, in c1861-1862 (SLV, image no. H688).

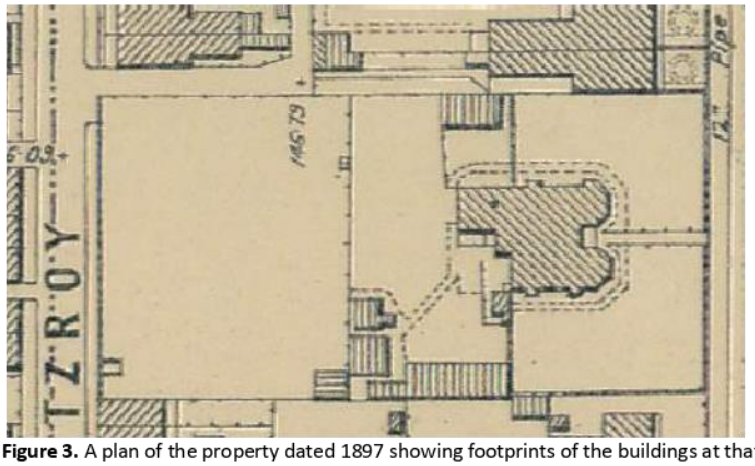


Figure 3. A plan of the property dated 1897 showing footprints of the buildings at that date. The diagonal hatching indicates buildings constructed of brick or stone; vertical/horizontal hatching indicates buildings constructed of timber. The property extended to Fitzroy Street to the west (MMBW 28, scale 160ft to 1 inch, dated 1897).

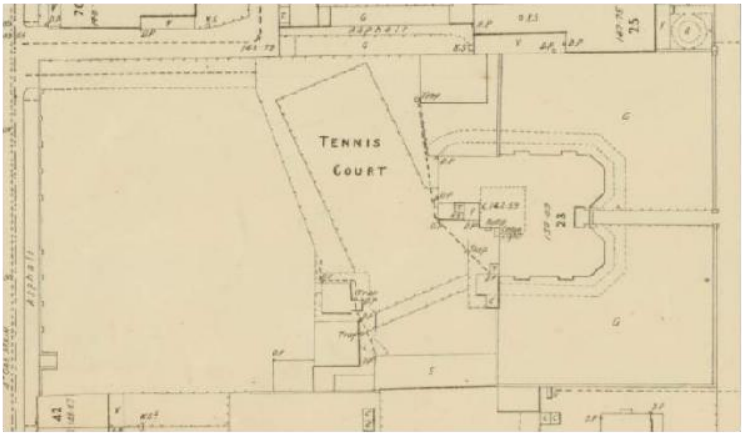


Figure 4. The property in 1898, addressed as 23 Brunswick Street, with a tennis court (MMBW DP 1206, dated 1898).

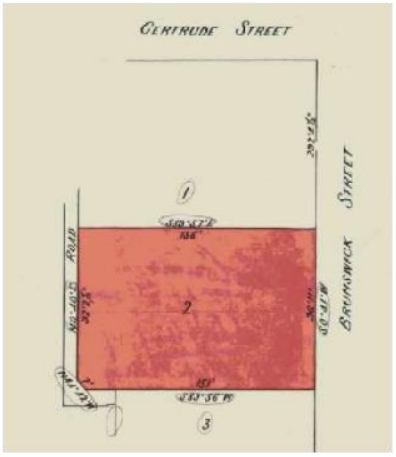


Figure 5. The reduced extent of the property in 1912; which matches the boundary in 2019 (LV:V3636/F184).

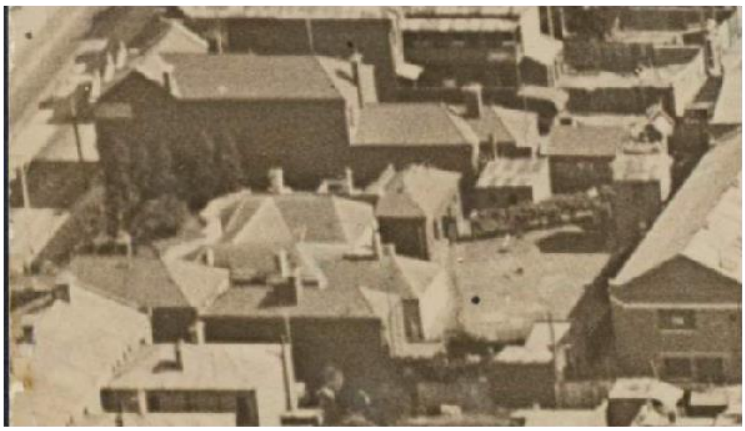


Figure 6. An oblique aerial view of the property looking south, dated c1931 (SLV, image no. H2014.1008/2).



Figure 7. 'Mononia' in 1970 (SLV, image no. H2010.105/475c).

Charles Laing, architect

Born in England, Charles Laing (1809-1857) practiced architecture in Manchester, England from c1832 before migrating to Melbourne c1840-41 and establishing a practice as an architect and town planner. He was one of the first architects to work in Melbourne.

He ceased practicing for a short period as a result of the 1842 economic crisis and a bankruptcy in 1844, however he recommenced with the winning design of Prince's Bridge in 1844 (design later altered by David Lennox). Laing was appointed Melbourne's city surveyor between 1845 and 1849, while simultaneously working privately on residential, commercial and ecclesiastical projects. From 1849 Laing continued in private practice, designing at least 130 projects encompassing churches, many houses, shops and warehouses (Tibbits & Goad, 2012:395).

Laing's residential work is known to have included the former residence at 300 Queen Street, Melbourne (1848), 'Lunan House' at 24 Lunan Avenue, Drumcondra (1849), 'Coiryule Homestead', McDermott Road, Curlewis (1849), 'Osborne House' at 40 Nicholson Street, Fitzroy (1850), 'Mononia' at 21 Brunswick Street, Fitzroy (1851), the terrace row at 39-49 Brunswick Street, Fitzroy (1856), 'Glenfern' at 417 Inkerman Road, St Kilda East (1857) and 'Merrow' at 316 St Kilda Street, Brighton (pre-1865) (VHD).

Physical Description

Mononia is a single-storey rendered masonry (overpainted) house sited on a large allotment at the southern end of Brunswick Street, Fitzroy. It is set well back on the allotment and is flanked by two-storey red brick Federation-era buildings set close to the street frontage. The main section of the house is square in plan, with a rear hipped wing to the north. It presents a symmetrical front façade to Brunswick Street, with a recessed entrance porch flanked by two large polygonal bays. A parapet, with raised central section, conceals two longitudinal hipped roofs and a transverse front hip, all clad in corrugated steel. Pairs of chimneys are situated on both sides of the main house, indicating the original internal arrangement of four main rooms.

Broadly exhibiting Victorian Italianate style characteristics, the house presents an austere classical appearance with unadorned parapet, plain cornice with later dentillation, simple rectangular window openings with hoods above, moulded string course at sill level, substantial timber door surround and later rendered nameplate 'Mononia' above the central entrance. The front fence is an early cast iron palisade fence set on a bluestone plinth, with central gate and substantial cast iron gateposts. A hedge, planted behind the fence, provides a substantial visual screen.



Changes have been made to the surface treatment of the building including the addition of dentillation to the cornice, dentillation and consoles to the window hoods and the lowering of the central lintel and insertion of an integral name panel. Engaged columns which framed the entrance porch have been removed.

Additional buildings have been constructed at the rear and side of the building, including a modern garage with associated asphalt forecourt to the south of the house.

Integrity

Mononia retains a high degree of integrity to the early Victorian period in fabric, form and detail. While the building has undergone some alterations – including surface remodeling – these do not diminish the ability to understand and appreciate the place as a highly intact example of an early Victorian house.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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

Mononia, 21 Brunswick Street, Fitzroy demonstrates the early, pre-gold rush development by prominent and wealthy Melbourne individuals who were amongst the first to populate the inner northern suburbs of Melbourne.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

Mononia, 21 Brunswick Street, Fitzroy is a fine and representative example of a substantial house from the early Victorian period. It displays some typical features of the early Victorian Italianate architectural style popular in the 1850s period in Fitzroy and across Melbourne more broadly, including a simple free-standing form with prominent polygonal bays and austere detailing.

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

Mononia, 21 Brunswick Street, Fitzroy is a well-considered and carefully detailed example of an early Victorian Italianate house. Set well back on a large allotment, the distinctive double-bay house presents a picturesque composition of this architectural style.

References:

Elliot, Louise (2019), *Brunswick Street Heritage Walk*, supplied by City of Yarra.

Jacobs Lewis Vines Architects, Miles Lewis and Fitzroy Urban Planning Office (1979), *South Fitzroy Conservation Study*.

Land Victoria (LV), Certificates of Title as cited.

Melbourne and Metropolitan Board of Works (MMBW) plans: Detail Plan No. 1206, dated 1898; No. 28, scale 160ft to 1 inch, dated 1897.

State Library of Victoria (SLV), picture collection, images as cited.

The Age.

The Argus.

Sands & McDougall Directory

Tibbits, George & Philip Goad (2012), 'Charles Laing' in Philip Goad & Julie Willis (Eds.), *The Encyclopedia of Australian architecture*, Port Melbourne [Vic], 395-396.



Victorian Heritage Database (VHD), various records.

Attachment J – Heritage Citation: Fmr Champion Hotel, Shops & Residences, 50-54 Brunswick Street & 90-100 Gertrude Street, Fitzroy

GJM Heritage

Heritage Citation

CHAMPION HOTEL (FORMER) AND SHOPS AND RESIDENCES

Address: **50-54 Brunswick Street and 90-100 Gertrude Street, Fitzroy**

Prepared by: GJM Heritage

Date: August 2019

Place type: Hotel, Shops, Residences	**Architect:** Gerard Wight
Grading: Individually Significant within HO334	**Builder:** Not known
Integrity: High	**Construction Date:** 1911



Figure 1. 50-54 Brunswick Street and 90-100 Gertrude Street, Fitzroy (GJM Heritage, October 2019)

Statement of Significance

What is significant?

The Champion Hotel (former), 50-54 Brunswick Street and 90-92 Gertrude Street, Fitzroy and adjoining shops and residences at 94-100 Gertrude Street, built in 1911 to designs by architect Gerard Wight.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the building
- The high level of integrity to its original design.

Later alterations and additions are not significant.

How is it significant?

The Champion Hotel (former), together with adjoining shops and residences, is of local historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The Champion Hotel (former), together with adjoining shops and residences, is of significance as a large suburban hotel constructed at a highly prominent corner location in Fitzroy. A hotel of this name operated on this site for about 150 years from 1861 until the early twenty-first century (Criterion A).

The Champion Hotel (former), together with adjoining shops and residences, is a distinctive, intact and representative example of a building constructed in the Federation period. It displays typical characteristics of the Federation Free Style, popular for non-residential buildings in the early twentieth century in Fitzroy and across Melbourne more broadly. The design comprises an asymmetrical composition, informal massing and fenestration, contrasting red brickwork and render, and an eclectic combination of elements and details drawn from a variety of sources, including the Art Nouveau. Despite a change of use, the existing building can be clearly identified as a former corner hotel (Criterion D).

The Champion Hotel (former), together with adjoining shops and residences, is a well-considered and carefully detailed corner hotel building with associated shops. The imposing red brick building, with render contrasts, highly prominent corner tower and elaborate Art Nouveau detailing, presents a highly picturesque composition of the Federation Free Style [Criterion E].

Historical Themes

The place illustrates the following themes as outlined in the *City of Yarra Thematic History* (1998):

7.0 Leisure and Entertainment in the Suburbs
- 7.1 Licensed Hotels and 'Sly Grog'

Place History

The original Champion Hotel building was located on the south-east corner of Brunswick and Gertrude streets and was first listed in the Sands & McDougall Directories in 1861, when it was run by publican William Butiment. Jeremiah Boland was a long-serving publican of the hotel from 1862 to the 1890s (S&Mc). The original hotel building was shown on the 1898 Melbourne and Metropolitan Board of Works (MMBW) Detail Plan, annotated 'Champion Hotel' (Figure 2). Both the original and the early twentieth century hotel buildings were addressed to Gertrude Street from 1861 to at least 1942 (S&Mc).

In January 1911, architect Gerard Wight of 423 Chancery Lane invited tenders for the 'rebuilding' of the Champion Hotel and 'erecting shops and dwelling houses, at the corner of Gertrude and Brunswick streets, Fitzroy, for the Victoria General Insurance and Guarantee Company' (*Age*, 21 Jan 1911:3). The hotel, as well as the shops with residences at 94-100 Gertrude Street, was subsequently constructed in 1911 (Jacobs et al, 1979:108). In June 1912, *The Herald* (20 Jun 1912:5) published a photo of the newly built hotel and

adjacent buildings fronting Gertrude Street (Figure 3), reported to have been designed by architect Gerard 'Wright' (note that the article spells the architect's name incorrectly).

Alterations and additions were carried out in 1924, 1959, 1962 and 1977 (Jacobs et al, 1979:108). The hotel was a live music venue in the 1970s and '80s. In the 1990s it was called the Metropol Hotel (Allom Lovell 1992:2.2). The hotel has served (in part) as a post office from c2010, and in 2017, part of the building serves as apartments and shops.

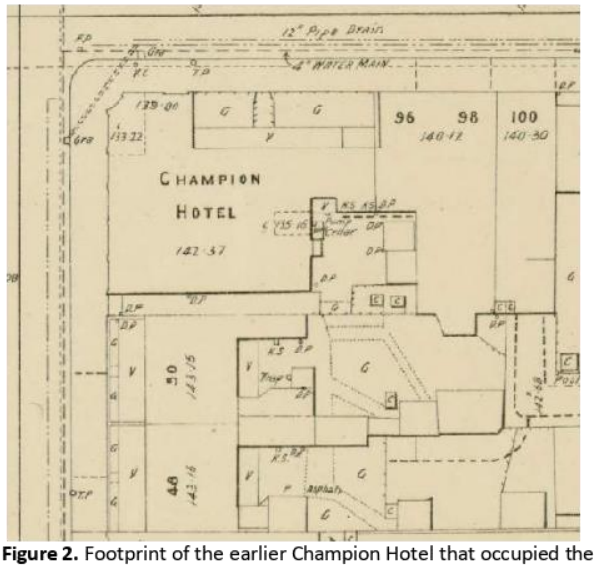


Figure 2. Footprint of the earlier Champion Hotel that occupied the corner site in 1898 (MMBW DP 1206, 1898).

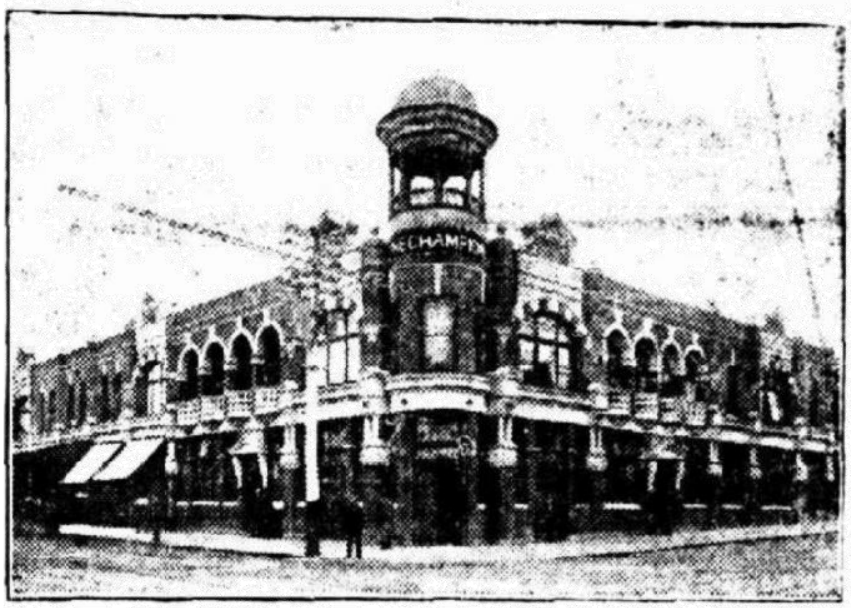


Figure 3. An image of the new corner building, published in June 1912 (*Herald*, 20 Jun 1912:5).



Figure 4. The Champion Hotel in 1975 (COYL, identifier no. FL1188).

Gerard Wight, architect

Many sources, including some contemporary newspaper articles, incorrectly spell Wight's surname 'Wright'. The correct spelling is confirmed by his 1914 Will (PROV), his obituary published in the 1915 *Royal Victorian Institute of Architects Journal* (May 1915:87), and contemporary listings in the Sands and McDougall Directories.

Gerard Wight (1860-1915) was born in Victoria and educated in Melbourne, before he was articled to the firm Smith & Johnson. In 1885, he won a competition for the design of a Merri Creek Bridge, which was built to his design. Wight later partnered with William Lucas to form Wight & Lucas (c1885-c1892) (AAI, record nos. 4820, 11085, 24576). Following a tour of Europe in 1891, he resumed practice in 1898, and partnered with William Pestell for a period. Key commissions included the Geelong Church of England Grammar School, for which Wight and architect Phillip B. Hudson were commissioned in collaboration (AAI, record no. 4820; *Geelong Advertiser*, 18 Jul 1911:3). His commercial commissions are known to have included the former Champion Hotel and shops on the south-east corner of Brunswick and Gertrude streets, Fitzroy (1911).

Physical Description

The Champion Hotel (former) at 50-54 Brunswick Street and 90-92 Gertrude Street, Fitzroy, is sited on the prominent south-east corner of Brunswick and Gertrude streets. The building was constructed as a hotel in 1911, designed by architect Gerard Wight in the Federation Free Style, with contrasting materials and textures, including Art Nouveau details.

The two-storey red brick building has two prominent facades and a round corner tower. The first floor retains its face brick finish (the ground floor has been rendered and painted), with elaborately applied rendered coping and dressings (overpainted). The roof form (altered to allow for additions to interior spaces) is largely concealed by a brick parapet with rendered coping and, at the base, a pair of continuous string courses.

The two main facades are similar in form with bays divided at ground level by piers with ornate Art Nouveau capitals below a pair of squat engaged columns. Above this, at first floor level, are facetted piers

that stop with globes above the parapet. The wide bays have entrances to the ground floor with projecting arched pediments supported by long consoles. To the first floor is an arcade of four openings (in-filled with modern glazing) with projecting round balconies patterned with square openings. The two smaller bays feature a wide semi-elliptical-headed arched opening with 'striped' render to the brickwork, below a label mould, panels of Art Nouveau detailing and a triangular pediment. Other windows to the first floor are square-headed one-over-one sashes with large rendered keystones. The floors are separated by a bold cornice, punctuated by square elements with semi-circular pediments.

The prominent corner tower has been rendered at ground level (and openings altered), but retains its circular plan. Above the cornice is face brick, with three square-headed sash windows with Art Nouveau leadlight and prominent rendered keystones. The name 'THE CHAMPION' appears at parapet height, below a decorative panel. The bell-shaped tower roof is supported by turned timber posts with a solid timber frieze, timber lined ceiling and low parapet with a curvilinear detail.

A group of four two-storey shops at 94-100 Gertrude Street adjoin the hotel building and these are detailed in a similar manner to the hotel. Similar piers at ground and first floor divide the façade into separate shops and the shop at the eastern end of the row replicates the detailing of the west end.

Alterations and additions were carried out in 1924, 1959, 1962 and 1977 (Jacobs Lewis Vines, 1979:108). While particular details of these works is not known, it is apparent that the ground floor has been rendered, ground floor openings enlarged, ground floor glazing replaced and first floor openings re-glazed or in-filled with glazing.



Figure 5. The Gertrude Street elevation (GJM Heritage, October 2019)



Figure 6. The Brunswick Street elevation (GJM Heritage, October 2019)

Integrity

The building retains a high degree of integrity to the Federation period in fabric, form and detail. While the building has undergone some alterations, particularly to the openings, these do not diminish the ability to understand and appreciate the place as a fine example of a Federation commercial building.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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

The Champion Hotel (former), together with adjoining shops and residences, is of significance as a large suburban hotel constructed at a highly prominent corner location in Fitzroy. A hotel of this name operated on this site for about 150 years from 1861 until the early twenty-first century.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

The Champion Hotel (former), together with adjoining shops and residences, is a distinctive, intact and representative example of a building constructed in the Federation period. It displays typical characteristics of the Federation Free Style, popular for non-residential buildings in the early twentieth century in Fitzroy and across Melbourne more broadly, including an asymmetrical composition, informal massing and fenestration, contrasting red brickwork and render, and an eclectic combination of elements and details drawn from a variety of sources, including the Art Nouveau. Despite a change of use, the existing building can be clearly identified as a former corner hotel.

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

The Champion Hotel (former), together with adjoining shops and residences, is a well-considered and carefully detailed corner hotel building with associated shops. The imposing red brick building, with render contrasts, highly prominent corner tower and elaborate Art Nouveau detailing, presents a highly picturesque composition of the Federation Free Style.

References:

Allom Lovell & Associates (1992), *Fitzroy Urban Conservation Study Review*.

Australian Architectural Index (AAI), copyright Miles Lewis, record nos. as cited.

City of Yarra Library digital collection (COYL), image identifier as cited.

Geelong Advertiser.

Jacobs Lewis Vines, Architects & Miles Lewis & Fitzroy (Vic.) Council Urban Planning Office & Historic Buildings Preservation Council (1979), *South Fitzroy Conservation Study*.

Melbourne and Metropolitan Board of Works Detail Plan, as cited.

Public Records Office Victoria (PROV), Will of Gerard Wight: VPRS 7591/P2 unit 529, Item 139/518.

Royal Victorian Institute of Architects Journal, May 1915 p 87, cited in AAI, record no. 4820.

Sands & McDougall Directories (S&Mc).

The Age.

The Herald.

Attachment K – Heritage Citation: Fmr Priest's Residence & Mission Hall, 434 Gore Street & 170 Leicester Street, Fitzroy

GJM Heritage

Heritage Citation

PRIEST'S RESIDENCE AND MISSION HALL (FORMER)

Address: **434 Gore Street & 170 Leicester Street, Fitzroy**

Prepared by: GJM Heritage

Date: September 2019

Place type: Priest's Residence, Mission Hall	**Architect:** Bruford and Braim
Grading: Individually Significant within HO334	**Builder:** Not known
Integrity: High	**Construction Date:** 1891



Figure 1. 434 Gore Street & 170 Leicester Street, Fitzroy (GJM Heritage, October 2019)

Statement of Significance

What is significant?

The Priest's Residence and Mission Hall (former), 434 Gore Street and 170 Leicester Street, Fitzroy built in 1891.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the mission hall and residence
- The high level of integrity to the original design of the mission hall and residence.

Later alterations, and addition to the south-west of the residence, are not significant.

How is it significant?

The Priest's Residence and Mission Hall (former), Fitzroy is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The Priest's Residence and Mission Hall (former), Fitzroy demonstrates the provision of community welfare services by the Church of England in inner suburban Melbourne in the late nineteenth and early twentieth centuries (Criterion A).

The Priest's Residence and Mission Hall (former), Fitzroy form an intact and representative group of religious buildings. The Mission Hall displays typical characteristics of the Gothic Revival style popular for religious buildings in the late nineteenth century in Fitzroy and across Melbourne more broadly, including a simple gabled form, pointed arch openings including lancet windows and label moulding (Criterion D).

Historical Themes

The place illustrates the following themes as outlined in the *City of Yarra Thematic History* (1998):

6.0 Developing Urban Institutions

- 6.2 Missions and Asylums

Place History

The first Mission was established in the area c1889 by the Rev E S Hughes in a shop on Smith Street, 'with the object of dealing with the youthful element of this district, and, as far as possible, rescuing them from the vice and misery by which a number of them are surrounded, and inducing them to become respectable members of society.' The youth received spiritual instruction and were also supplied with food and clothes. Following an increase in attendance, larger premises were required (*Mercury and Weekly Courier*, 3 Sep 1891:3).

St Mark's Mission Hall on the corner of Gore and Leicester streets was designed by architects Bruford and Braim and opened on 27 August 1891 (*Argus*, 28 Aug 1891:6). The corner lot land had been a prior gift of John Matthew Smith Esquire, for the purposes of a Mission (*Mercury and Weekly Courier*, 3 Sep 1891:3). The complex was connected with the Parish of St Mark's (St Mark's church and complex is located to the south at 268 George Street; established from 1853) and was specifically established by the Revs J F Stretch and E S Hughes, to continue to look after the welfare of the district's youth. Young men and women could come to the meeting hall and club rooms and 'spend enjoyable and profitable evenings' with 'occupation and wholesome amusement,' away from the streets and public-houses. The hall was used for amusements during the week and church services on Sundays (*Mount Alexander Mail*, 29 Aug 1891:2).

Contemporary newspaper articles reported that His Excellency the Earl of Hopetoun (Governor of Victoria at the time), mayors and councillors of Fitzroy and Collingwood, the churchwardens of St Mark's, and leading citizens attended the opening of the Mission in August 1891. Gertrude and Smith streets were decorated for

the arrival of the Governor, on the occasion of his first visit to the district for the opening of the 'Mission to the Lads and Girls of Fitzroy and Collingwood' (*Mercury and Weekly Courier*, 3 Sep 1891:3; *Argus*, 28 Aug 1891:6).

An article published in *The Argus* in August 1891 (28 Aug 1891:6) described the new Mission:

> *The mission buildings are situated just off the lower part of Smith-street, and comprise a fine hall, capable of holding from 300 to 400 people, a large gymnasium, and a brick two-storied building adjoining, which includes three or four club rooms and residential quarters for the curate in charge of the mission and some of his co-workers* (*Argus*, 28 Aug 1891:6).

Spaces were provided for girls, boys and men (*Mount Alexander Mail*, 29 Aug 1891:2). 'Above the club rooms' was 'a dwelling-house for the directors of the Mission', and adjoining the hall was a building intended for a gymnasium (*Mercury and Weekly Courier*, 3 Sep 1891:3).

The 1895 Sands & McDougall Directory listed Reverend Ernest S Hughes at the Mission Hall, then addressed as 440 Gore Street (S&Mc). The complex of buildings was evident on the 1896 and 1900 Melbourne and Metropolitan Board of Works plans (Figures 2 & 3). The 1900 plan is annotated with 'Priest's Residence', 'Mission Hall Gymnasium' and 'Mission Hall'. At this date, the complex was the northern most development on Gore Street (south of Alexandra Parade, then known as Reilly Street).

An article published in 1899 reported that the subject site served as the headquarters and training home of 'The Church Army', who held religious meetings and lectures in the hall, and used 'a large building' as a Labor Home ('for tramps, criminals, inebriates, and deserving unemployed') (*Weekly Times*, 18 February 1899:14). The mission of the Church Army was 'to help the clergy to deal with the masses, among whom a vast amount of irreligion and distress exist, and to go to the lowest stratum of society and endeavour to reclaim those whom almost no other agency tries to reach' (*Weekly Times*, 18 February 1899:14).

In 1900 the Sands and McDougall Directory confirmed that the 'Church Army Mission Hall' occupied 434 Gore Street; a building was also recorded as 'vacant' (may refer to the two-storey building). The Church Army Mission Hall continued to be listed in the directories until 1903. From 1901 to c1907, the directories also listed Reverend 'William H Hosken (Methodist)' and Miss Agnes Hosken, dressmaker, as occupants of 434 Gore Street (S&Mc).

Between 1904 and c1915 a building at the property served as a 'bulk store' for MacRobertson's (MacRobertson confectionary was established in the area in the late nineteenth century, occupying a number of factories and stores, particularly along Smith and Gore streets) (S&Mc).

It appears that for a period from c1910 the two-storey residence was occupied by private residents. From 1910, William Southwell was listed at 434, and in c1920, Thomas G Dorman was listed as the sole occupant of 434 Gore Street (S&Mc). By 1930, 434 Gore Street served as a crèche. In 1940, it served as 'Butler House Free Kindergarten' and in 1950 it was listed in the directory as the Church of England Deaconess House. In 1960 the property had a sole private occupant, Miss V Sherrin, and in 1970, 434 Gore Street was occupied by resident Miss I Cuttriss, and was also listed as 'apartments' (S&Mc).

The former priest's residence has a modern addition off the south elevation. It also appears that the south end of the mission hall has been reconstructed with a different footprint. Only a narrow brick portion of the mission hall gymnasium remains in 2019 (the timber section has been demolished), along the west boundary.

Bruford & Braim, architects

Little is known about architects Bruford and Braim. Contemporary newspapers indicate that they practised as architects, surveyors, engineers and mining agents in the late twentieth century (*Argus*, 12 Aug 1884:6; *Lilydale Express*, 18 Jan 1888:2; *Ovens and Murray Advertiser*, 2 Nov 1895:2). In 1887 they were addressed to 67 Chancery Lane, Melbourne (*Herald*, 29 Aug 1887:4).

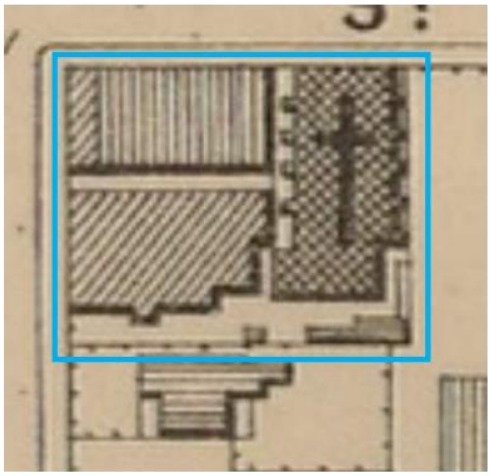


Figure 2. Footprints of the buildings at the corner site on a plan dated 1896 (subject site indicated by blue polygon). The diagonal hatching indicates buildings constructed of brick or stone; vertical/horizontal hatching indicates buildings constructed of timber. Crosshatching and the cross indicates a church (MMBW 29, dated 1896).

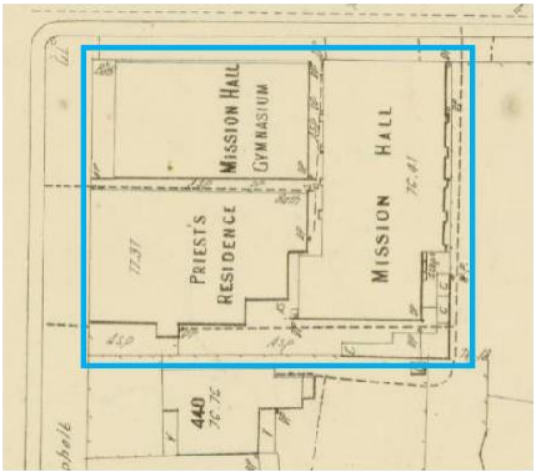


Figure 3. Footprints of the buildings in 1900 (subject site indicated by blue polygon) (MMBW DP 1239, dated 1900).

Physical Description

The Priest's Residence and Mission Hall (former) are located on a site at the south-east corner of Gore and Leicester Streets, to the west of Smith Street and south of Alexandra Parade. Built towards the end of the Victorian 'boom' period of the 1880s and early 1890s, the mission buildings comprise a mission hall to the east of the site fronting Leicester Street and a two-storey building, originally housing residential quarters and club rooms (the Priest's Residence in 1900), to the south-west. A brick portion of the original timber gymnasium building remains at the west boundary and a high brick wall along the remainder of the north boundary encloses the site.

The Mission Hall is a red brick building designed in a Gothic Revival style. It is built to the Leicester Street boundary and is of simple hall form with corrugated steel-clad gabled roof, half-hipped roof at the front and rows of roof gablets along the ridge. A porch, with corrugated steel-clad skillion roof and central entrance gable, spans the entire front façade and contains a pointed-arch central door opening and flanking lancet windows. A triple lancet window is situated above the central entrance in the wall of the main hall and windows line the side walls between buttresses. Decoration of the front façade is limited to rendered label moulding above all openings. A small gable-roofed section is located at the rear (south) of the building.

Built on the Gore Street boundary, the associated two-storey Victorian style building is constructed in brick with rendered façade (overpainted) to Gore Street. It comprises two hipped roofs which run east-west across the site from the Gore Street frontage and a gable-roofed wing to the south side which appears to be a later addition. All roofing is of corrugated steel and two brick chimneys are located at the ridges of the hipped roofs.

The Gore Street elevation has shallow eaves supported on paired consoles, arcaded balcony at first floor level with simple timber balustrading and four rectangular openings at ground floor level which have been filled in. The upper wall at the rear of the balcony is of unpainted red brick and openings appear to contain pairs of French doors. The northern elevation of this building contains a row of rectangular window openings with shutters and external timber stairs at the western end.

The remainder of the Gore Street frontage comprises a long and narrow brick building with corrugated steel-clad skillion roof and large brick dormer with arched opening (in-filled). Shallow eaves have cream brick dentil detailing below and a former arched opening to the north end has a brick voussoir and a protruding sill (possibly bluestone).

A brick wall encloses the remainder of the property along Leicester Street.



Figure 4. The former priest's residence fronting Gore Street (GJM Heritage, October 2019)



Figure 5. The former mission hall fronting Leicester Street (GJM Heritage, October 2019)



Figure 6. The remaining section of the gymnasium building (GJM Heritage, October 2019)

Integrity

The Priest's Residence and Mission Hall (former) retains a high degree of integrity to the late Victorian 'boom' period in fabric, form and detail. Whilst the timber gymnasium building has been largely demolished (brick western end retained), an addition has been made to the south of the Priest's House, and the latter has undergone some alterations, these do not diminish the ability to understand and appreciate the place as a fine example of a group of religious buildings.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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



The Priest's Residence and Mission Hall (former), Fitzroy demonstrates the provision of community welfare services by the Church of England in inner suburban Melbourne in the late nineteenth and early twentieth centuries.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

The Priest's Residence and Mission Hall (former), Fitzroy form an intact and representative group of religious buildings. The Mission Hall displays typical characteristics of the Gothic Revival style popular for religious buildings in the late nineteenth century in Fitzroy and across Melbourne more broadly, including a simple gabled form, pointed arch openings including lancet windows and label moulding.

References:

Melbourne and Metropolitan Board of Works Detail plans: Plan 29 (scale 160ft to 1 inch), Fitzroy & Collingwood, dated 1896; Detail Plan 1239, dated 1900.

Mercury and Weekly Courier [Vic.].

Mount Alexander Mail [Vic.].

Ovens and Murray Advertiser [Beechworth, Vic.]

Sands & McDougall Directories (S&Mc).

The Argus.

The Herald.

The Lilydale Express [Vic.].

Victorian Heritage Database (VHD), place records.

Weekly Times [Melbourne, Vic.]

Attachment L – Heritage Assessment: Gasometer Hotel, 484 Smith Street, Collingwood

GJM Heritage

Heritage Citation

GASOMETER HOTEL

Address: **484 Smith Street, Collingwood**
Prepared by: GJM Heritage
Date: August 2019

Place type: Hotel	**Architect:** Not known
Grading: Locally significant	**Builder:** Not known
Integrity: High	**Construction Date:** c1859
Recommendation: Include in the Heritage Overlay	**Extent of Overlay:** To property title boundaries

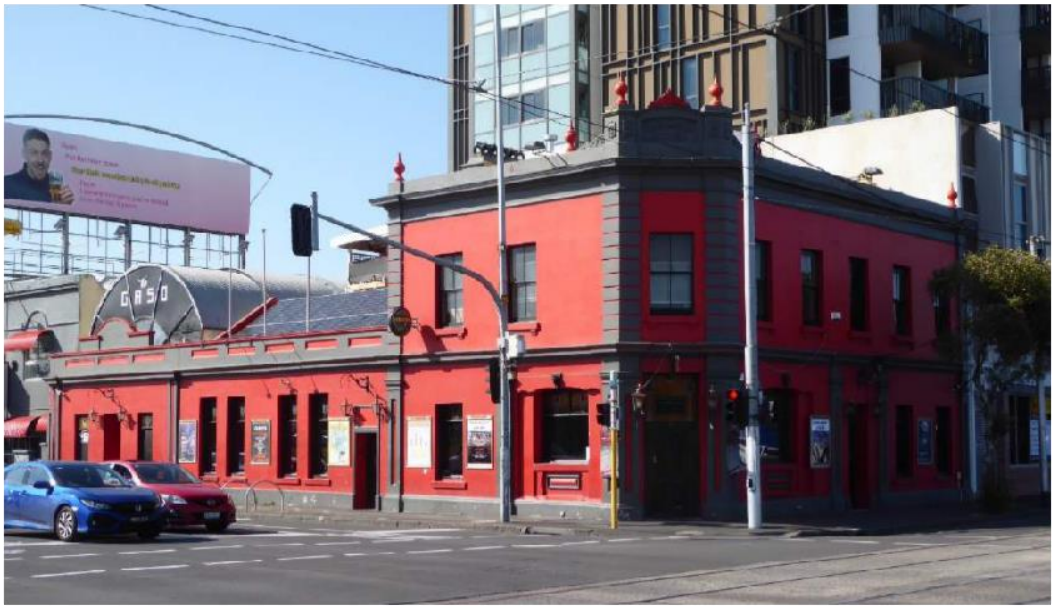


Figure 1. 484 Smith Street, Collingwood (GJM Heritage, October 2019)

Statement of Significance

What is significant?

The Gasometer Hotel, 484 Smith Street, Collingwood, built c1859.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the building
- The high level of integrity to its original design
- Façade parapet, with pitched roofs behind
- No front setbacks
- Rendered walls
- Rendered detailing and ornament including pilasters, quoining and ball finials
- Horizontal lines formed by parapet, cornice, string course and rows of windows
- Repetitive upper floor fenestration patterns
- Splayed corner with entrance, pilasters, quoining and pediment.

Later alterations and additions, including the barrel-vaulted roofed section to the east, are not significant.

How is it significant?

The Gasometer Hotel, 484 Smith Street, Collingwood is of local historical and architectural significance to the City of Yarra.

Why is it significant?

The Gasometer Hotel, 484 Smith Street, Collingwood is of significance as a suburban hotel constructed at a prominent corner location in Collingwood. The hotel has operated on this site since c1859 (Criterion A).

The Gasometer Hotel, 484 Smith Street, Collingwood is an intact and representative example of a Victorian-era hotel. It displays typical characteristics of the early Victorian period in Collingwood and across Melbourne more broadly, including a plain parapeted façade with repetitive upper floor fenestration, rendered facades and a prominent splayed corner entrance with pilasters, quoining and pediment (Criterion D).

Historical Themes

The place illustrates the following themes as outlined in the *City of Yarra Thematic History* (1998):

7.0 Leisure and Entertainment in the Suburbs

- 7.1 Licensed Hotels and 'Sly Grog'

Place History

This corner building was not evident on the 1858 Clement Hodgkinson map of Collingwood; the map shows the east side of Smith Street, between what is now Keele Street and Alexandra Parade as vacant land.

The earliest found reference to the hotel was an advertisement published in March 1860 in *The Argus* (20 March 1860:1) entitled 'Gasometer Hotel, Collingwood Gas Works, to Let, on Lease', describing the property as follows:

> *erected as a pioneer to the settlement of a populous neighbourhood. The whole paddock adjoining is surveyed, with plans for sale in allotments at a low price, with deferred payments. The new market contiguous is fenced. The great and increasing traffic of Smith-street, with the numerous employees at the gasworks, give assurance for the establishment of a good business within a short period.*

This indicates that the hotel was built c1859-60, while the parapet of the building records the date 1861. The hotel was presumably named after the three large gasometers that were located opposite at the

Fitzroy Gasworks (north-west corner of Smith Street and Alexandra Parade, gasometers dismantled 1978) (Lovell, 1998: Vol 1, 71). In 1861, tenders were requested from carpenters for the erection of a stable and verandah, with applicants to apply to the Gasometer Hotel, Smith Street, Collingwood (*Argus*, 19 Nov, 1861:1).

The 1864 rate books record that Charles A. Mater was the owner of the stone hotel on the site, letting to George Pashley, licensed victualler. The 1867 rate books described the 'Gasometer Hotel' as a brick and stone building with twelve rooms, still owned by Mater. By 1874 the hotel was owned by Richard Benham and the following year ownership passed to Johanna Benham, licensed victualler (Ward, 1995:553). Richard and Johanna Benham retained ownership of the hotel for many years, until at least 1906 (*Age*, 19 Feb 1906:9), and by 1916 their son Richard William Benham was the owner (*Argus*, 12 Feb 1916:11; 22 Feb 1916:4).

A Melbourne and Metropolitan Board of Works (MMBW) plan (Figure 2) show the extent of the hotel and its outbuildings in 1896. The 1900 MMBW detail plan (Figure 3) showed the corner hotel and outbuildings annotated with their use. The rear of the property had a pitched, open space bordered along the east and south boundaries by stables, a wash house and water closets, with access provided off Alexandra Parade (then called Reilly Street).

Plans of the property dating to 1956 show footprints of the hotel building and outbuildings and records the occupant and owner at this date as S. Moore (Figure 4). The plan appears to show that the accessway off Alexandra Parade and stables, set back from the front title boundary (as in figure 3), remained at this date (PSP). Later additions and structures now occupy the south-east portion of the property; a barrel-vaulted building occupies the site of the original stable, washhouse and accessway.

The building continues to serve as the Gasometer Hotel in 2019.

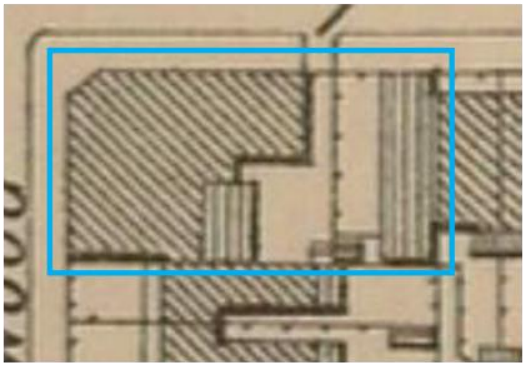


Figure 2. A footprint of the corner hotel and its outbuildings in 1896 (subject site indicated by blue polygon). The diagonal hatching indicates buildings constructed of brick or stone; vertical/horizontal hatching indicates buildings constructed of timber (MMBW 29, dated 1896).

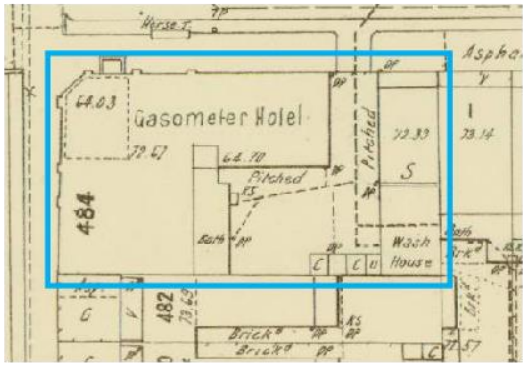


Figure 3. A footprint of the Gasometer Hotel dated 1900 (subject site indicated by blue polygon) (MMBW Detail Plan 1214, dated 1900).

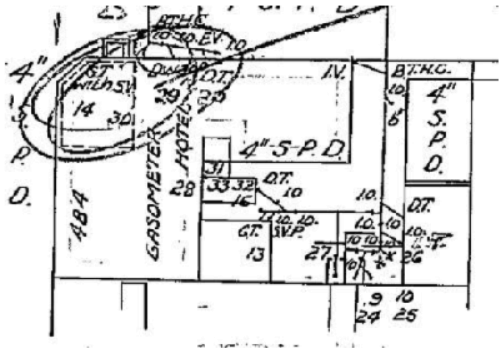


Figure 4. A plan of the site showing footprints of the buildings extant in 1956, annotated with sewerage works (PSP).

Physical Description

The Gasometer Hotel, 484 Smith Street, Collingwood is prominently located on the south-east corner of Smith Street and Alexandra Parade. Built in the early Victorian period, the building comprises a two-storey element addressing the street corner, an adjoining single-storey wing to the east and additional buildings further to the east along Alexandra Parade.

The two-storey corner hotel is a rendered stone (overpainted) building with two corrugated steel-clad, hipped roofs which run in a north-south direction, and two large rendered chimneys at the southern end. A third broad chimney is situated at the east wall of the two-storey building, behind the Alexandra Parade façade. The building has a splayed corner with ground floor entrance door, window at first floor level and pediment above which contains the description 'Gasometer Hotel' and the date '1861'. The ground floor façades contain a variety of window and door openings and are articulated with plain pilasters, while the corners of the upper façades are quoined. The upper-level fenestration comprises regularly spaced rectangular windows – six in the longer Smith Street façade and two facing Alexandra Parade. Openings are frameless and window sills are supported on plain corbels. A simple cornice forms the parapet of the building and a string course between the ground and upper floor relieves the plain façades.

An adjacent single-storey wing, facing Alexandra Parade, has a simple gable-roof which runs parallel to the front façade and is parapeted at the eastern end. The detailing of the corner building is repeated in this wing, with simple pilasters and frameless rectangular windows. The string course of the adjacent two-storey building continues to form the base of the single storey parapet which contains a row of recessed panels.

A barrel-vaulted roofed section, located further to the east in Alexandra Parade, is set behind a single-storey, parapeted façade. Constructed across an original accessway from Alexandra Parade to an internal courtyard at some stage after 1956, the façade of this later addition appears to repeat some of the earlier detailing of the original building.

Integrity

The Gasometer Hotel, 484 Smith Street, Collingwood retains a high degree of integrity to the early Victorian period in fabric, form and detail. While the building has undergone some additions to the east, these do not diminish the ability to understand and appreciate the place as a fine example of an early Victorian hotel.

Comparative Analysis

The Gasometer Hotel, 484 Smith Street, Collingwood is an intact and representative example of an early Victorian corner hotel. There are a substantial number of hotels included in the Heritage Overlay of the

Yarra Planning Scheme as individually significant buildings, including some built in the 1850 to 1870 period. Direct comparison can be made with the following examples:

- Birmingham Hotel, 333 Smith Street, Fitzroy (1853-), 'individually significant' in HO333, Smith Street Precinct
- Former Liverpool Arms Hotel, 299 Brunswick Street, Fitzroy (1860-70), 'individually significant' in HO311, Brunswick Street Precinct.



Figure 5. Birmingham Hotel, 333 Smith Street, Fitzroy (VHD)



Figure 6. Former Liverpool Arms Hotel, 299 Brunswick Street, Fitzroy (VHD, photo dated 2009)

These comparators are representative of hotel buildings constructed in the early Victorian period and are architecturally significant as intact examples of hotels from this period. Like the places above, the Gasometer Hotel displays a range of early Victorian characteristics including:

- Façade parapet, with pitched roof behind
- No front setbacks
- Rendered walls and detailing
- Horizontal lines formed by parapet, cornice, string course and rows of windows
- Repetitive upper floor fenestration patterns
- Splayed corner with entrance.

The Gasometer Hotel remains highly intact to demonstrate the key characteristics of this early type of hotel development in the City of Yarra.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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

The Gasometer Hotel, 484 Smith Street, Collingwood is of significance as a suburban hotel constructed at a highly prominent corner location in Collingwood. The hotel has operated on this site since c1859.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

The Gasometer Hotel, 484 Smith Street, Collingwood is an intact and representative example of a Victorian-era Hotel. It displays typical characteristics of the early Victorian period in Collingwood and across Melbourne more broadly, including a plain parapeted façade with repetitive upper floor fenestration, rendered facades and a prominent splayed corner entrance with pilasters, quoining and pediment.

Grading and Recommendations

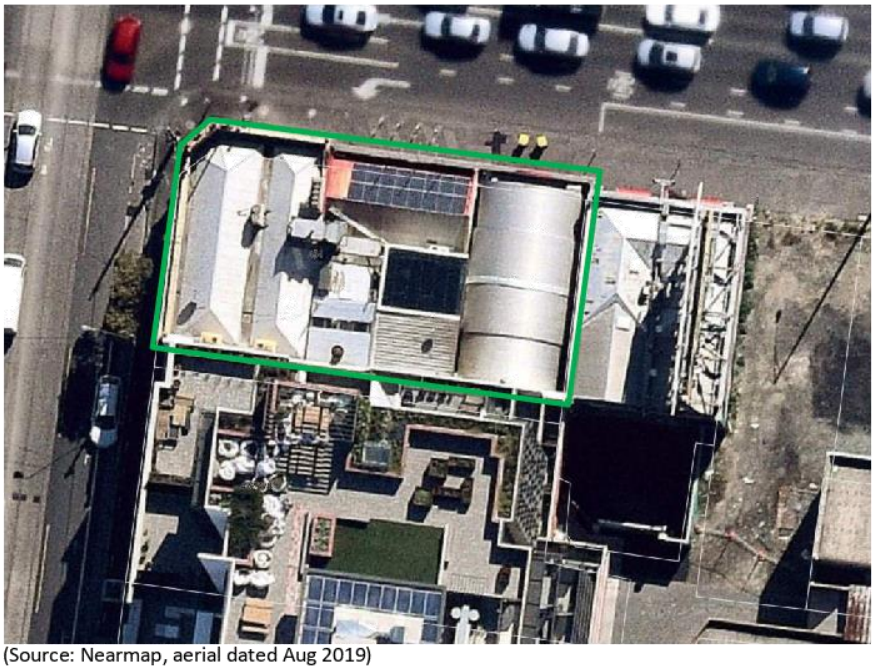
It is recommended that the place be included in a site-specific Heritage Overlay in the Yarra Planning Scheme as an individually significant heritage place.

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

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Incorporated Plan?	No
Aboriginal Heritage Place?	No

Extent of the recommended Heritage Overlay

To the property title boundary, as indicated by the green polygon on the aerial below.



(Source: Nearmap, aerial dated Aug 2019)

Identified by:

Andrew C Ward & Associates (1989), *Collingwood Conservation Study* & (1995) *Collingwood Conservation Study Review* :

Recommended for Planning Scheme protection.



Significance: The "Gasometer" hotel is important as a prominent and early hotel which recalls the existence of the former Metropolitan Gas Co. premises opposite.

GJM Heritage (2019), *Brunswick Street and Smith Street Built Form Review, Heritage Assessments.*

References:

Allom Lovell & Associates (1998), *City of Yarra Heritage Review.*

Andrew Ward & Associate (1995), *Collingwood Conservation Study Review.*

Clement Hodgkinson, 'Plan shewing the streets and buildings in existence in East Collingwood on January 1st 1858' compiled from surveys executed under the direction of Clement Hodgkinson.

Melbourne and Metropolitan Board of Works: Plan 29 (scale 160ft to 1 inch), Fitzroy & Collingwood, dated 1896; Detail Plan 1214, dated 1900.

Property Sewerage Plan (PSP), No. 53022.

The Age.

The Argus.

Victorian Heritage Database (VHD), place records.

Attachment M – Heritage Assessment: Johnston Street West Precinct, Fitzroy

GJM Heritage

Heritage Citation

JOHNSTON STREET WEST PRECINCT, FITZROY

Address: **15-129, 239-247A, 14-104 & 120-264 Johnston Street, 9-105 Victoria Street, 110-112 Argyle Street, 1A Elliott Street, 344 Fitzroy Street, 369 Gore Street, 236 Nicholson Street & 270 Young Street**

Prepared by: GJM Heritage

Date: October 2019

Place type: Mixed commercial, residential and industrial precinct
Integrity: High
Recommendation: Include in the Heritage Overlay
Extent of Overlay: Refer to plan at Figure 18



Figure 1. South side of Johnston Street, west of Brunswick Street (GJM Heritage, October 2019)



Statement of Significance

What is significant?

Properties within the following areas contribute to the significance of the Johnston Street West Precinct:

- North side of Johnston Street, Fitzroy from Johnston Place to Young Street and Gore Street to Smith Street
- South side of Johnston Street, Fitzroy from Nicholson Street to Smith Street
- North side of Victoria Street
- Argyle Street
- Elliott Street
- Fitzroy Street
- Gore Street
- Nicholson Street
- Young Street.

Elements that contribute to the significance of the precinct include (but are not limited to):

- The consistent Victorian and Edwardian commercial character of the precinct, which includes:
  - A consistent two-storey scale with some single and three-storey buildings interspersed
  - A variety of simple and highly decorative facade parapets, with pitched roofs behind
  - No front or side setbacks
  - Rendered or face red brick walls
  - Rendered window frames, sills and hoods to upper stories
  - Rendered ornament to upper stories
  - Brickwork with corbelled capping courses
  - Strong horizontal lines formed by parapets, cornices, string courses
  - Repetitive upper floor fenestration patterns
  - Less than 40% of the upper street façade comprises openings such as windows
  - Corrugated iron and slate roof cladding
  - Shop fronts with display windows, timber or tiled plinths, and entry recesses
  - Corner buildings with secondary façades to side streets or lanes
  - Splayed corners to buildings at intersections.
- Residential buildings from the Victorian period with typically:
  - Expressed gabled roofs
  - One or two-storey wall heights
  - Front setbacks with post-supported verandahs and fences at the street boundary
  - No side setbacks
  - Face brick (including polychrome) or rendered walls
  - Corrugated iron or slate roofing
  - Prominent cement rendered chimneys
  - Less than 40% of the street wall face comprised with openings such as windows and doors.
- Early twentieth century industrial buildings on the north side of Victoria Street and eastern end of Johnston Street, which includes:
  - Multi-level buildings of varying height
  - Simple façade parapets with pitched roofs behind
  - No front or side setbacks
  - Rendered or face red brick walls
  - Strong horizontal lines formed by parapets, windows, spandrels and string courses
  - Repetitive fenestration patterns at all levels
  - Corrugated iron roof cladding.
- Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths.



Features that do not contribute to the significance of the precinct include more recent alterations and additions to buildings within the precinct, including highly altered shopfronts.

How is it significant?

The Johnston Street West Precinct is of local historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The Johnston Street West Precinct has functioned continuously as one of Fitzroy's mixed commercial and residential 'High Streets' since the nineteenth century. It retains a substantial collection of intact commercial and residential buildings, predominantly from the Victorian period, including shops and associated residences, hotels and rows of terrace housing. Together these buildings demonstrate the development of this centre, particularly from the 1870s to c1900 when substantial growth along the street occurred, and are illustrative of the enduring role Johnston Street has played in the economic and social life of Fitzroy since the establishment of the suburb [Criterion A].

The Johnston Street West Precinct has functioned as one of Fitzroy's industrial centres since the twentieth century. It retains a collection of large twentieth century industrial buildings, particularly in Victoria Street in close proximity to the retail area of Johnston Street. Together these buildings demonstrate the development of industry in Fitzroy, particularly in the early twentieth century when substantial industrial growth occurred throughout the suburb [Criterion A].

The intact streetscapes of the Johnston Street West Precinct clearly demonstrate the principal characteristics of a mixed commercial, residential and industrial precinct in the City of Yarra. Typical characteristics of these building types are displayed in the original forms, fabric and detailing of the buildings. This includes commercial buildings with a two-storey Victorian and Edwardian street wall height, parapeted rendered or red brick facades, repetitive upper floor fenestration, and ground floor shopfronts; residential buildings with front setbacks with verandahs, parapeted party walls, rectangular window openings, exposed or low parapeted gable roofs and prominent chimneys; and industrial buildings with multi-storey parapeted brick forms with repetitive rows of rectangular window openings [Criterion D].

The Johnston Street West Precinct contains a number of individually significant places which are well-considered and carefully detailed examples of commercial, residential and industrial buildings. These include, among others, shops and residences at 52-60 and 105-107 Johnston Street, the Melbourne Tramways and Omnibus Company Engine House (95 Johnston Street), Town Hall Hotel (160-166 Johnston Street), Rochester Castle Hotel (202-204 Johnston Street), Tankerville Arms Hotel (230-236 Nicholson Street), Dr Peacock's Surgery and Residence (120 Johnston Street) and Moran & Cato Factory & Warehouse (101-105 Victoria Street). Variations in façade detailing throughout the precinct, including parapet ornamentation and applied decoration, make an aesthetic contribution to the overall character of the precinct [Criterion E].

The Johnston Street West Precinct is an important social centre in Melbourne for the Spanish community. The establishment of a Spanish Club at 57-61 Johnston Street in the late 1960s, and the subsequent establishment of restaurants and an annual Spanish festival within the precinct, have resulted in a long and enduring meeting place for the Spanish community [Criterion G].

Historical Themes

This precinct is associated with the following themes as identified in the *City of Yarra Heritage Review Thematic History* (Lovell 1998):

2.0 The suburban extension of Melbourne

- 2.1 Settlement, land sales and subdivision

- 2.2 A street layout emerges

4.0 Developing local economies

- 4.4 Smaller retailers: Strip shopping

7.0 Leisure an Entertainment in the Suburbs

- Clubs, the 'Pictures' and Dancing.

Precinct History

Fitzroy established

Two years after the European settlement of Melbourne in 1835, Crown land immediately to the north and east was subdivided into 88 portions by surveyor Robert Hoddle. These allotments were auctioned in Sydney in 1839 as part of the first land sales outside of the town reserve of Melbourne (Barrett 1971:14-15; Lewis, 2014:7). This land now forms the suburbs of Fitzroy, Collingwood, Richmond and Abbotsford. Crown portions 48 to 88 in the north were unofficially referred to as the 'district of Collingwood', and were administratively divided into two local government areas. The area west of Smith Street, now Fitzroy, was governed by the City of Melbourne until 1858 when the municipality of Fitzroy was established. Fitzroy was first called Newtown, then more commonly Collingwood West, and is attributed as being Melbourne's first suburb. The area east of Smith Street, now Collingwood and Abbotsford, was known as East Collingwood and did not form part of any local government until 1855, when the municipality of East Collingwood was formed (Barrett 1971:14-15). Hoddle's early surveys included the alignments of Nicholson, Smith, Hoddle and Johnston streets.

The development of these localities was influenced by both the status of local governance within the two areas and the topography of the landscape. At the southern extent of what is now Fitzroy, near Victoria Parade, is Eastern Hill. To the east, the hill descends to a slope between Smith Street and Wellington Street (Collingwood Slope), followed by a flat plain that extends to the Yarra River (the Flat). These topographically distinct areas underwent substantially different urban development from 1850 (Barrett 1971:14-15).

Nineteenth century

Early development was concentrated to the south in what was called Newtown, while the land to the north remained largely undeveloped, comprising mainly paddocks and semi-rural sites such as dairies, with housing developing primarily after 1850. Scattered pockets of development could be found near Johnston Street, for example, where groups of migrants settled in the 1840s, as well as some subdivision on the south-west corner of Johnston and Smith streets.

Between Nicholson and Smith streets, Johnston Street was bordered by Crown allotments 82 and 83 to the north and 71 and 72 to the south (Figure 2). The first development in the precinct occurred on the south side of Johnston Street, between Smith and Young streets when part of Crown Allotment 72 was subdivided in 1840-1842 (Barrett 1971:18). Crown Allotments 82 and 83, on the north side of Johnston Street were purchased from the Crown by merchants J T Hughes and J Hosking. The pair were declared insolvent in 1848 and their holdings transferred to the Bank of Australasia until the lots were subdivided in 1850 (Barrett 1971:20). Allotment 83 was subdivided as 'Theresaville' estate (Lewis 1998:23). Crown allotment 71, on the south side of Johnston Street, was also subdivided in 1850-1851 (Barrett 1971:19). The inclusion of Fitzroy (then referred to as Collingwood) within the Municipality of Melbourne boundaries encouraged substantial development, with the population increasing from 600 in 1841 to more than 3,000 in 1851 (Lewis 2014:14-15).



Figure 2. Hoddle's survey of the environs of Melbourne, dated c1840. Johnston Street is indicated by the green arrow (Lewis 2014:9).

The 1849 *Melbourne Building Act* shaped development along Johnston Street. Under the provisions of the Act, which enforced fireproof construction, dwellings and commercial premises constructed in Fitzroy from the 1850s were typically exposed or cement rendered bluestone or brick buildings (Barrett 1971:20-21; Lovell 1998:16). From 1853, residential development comprised fewer detached mansions as the terrace house began to be favoured in Fitzroy (Lewis, 2014:21; Barrett 1971:31), as evident along parts of Johnston Street.

Following the discovery of gold in Victoria in 1851 and the resultant gold immigration, Fitzroy was the fastest growing ward in Melbourne, with development increasing dramatically in the 1850s (Robertson et al, 2008:4). The 1860 Sands & McDougall Directory lists a combination of residential and commercial occupants along Johnston Street (between Nicholson and Smith streets; then called Collingwood). Trades and occupants comprised drapers, saddlers, greengrocers, schools, carpenters, bootmakers, stone masons, bricklayer, a coach builder and several corner hotels.

Reflecting a prospering trade and a growing community, development in Fitzroy continued from the 1860s to the 1880s, with the in-fill of the remaining vacant land, redevelopment of properties with less-substantial structures, and the renovation of existing buildings (Lewis, 2014:26; Lovell 1998:51). Within the precinct there was a slight increase in the number of occupants listed along Johnston Street between 1860 and 1880, which continued to include residential and commercial occupants – grocers, dressmakers, butchers, bootmakers, a dairy, saddler, plumber and gasfitter, tailor, chimney sweep, a saw-sharpener, and hotels amongst others (S&Mc).

Victorian-period development within the precinct took the form of single and two-storey residences interspersed with two-storey shops with residences above, and some corner hotels. Key Victorian development included 105-107 Johnston Street (c1880-90), the Rochester Castle Hotel at 202-204 Johnston Street (c1870-1890), Dr Peacock's Surgery & Residence at 120 Johnston Street (c1880-1900), the two-storey shops with residences at 40-42 Johnston Street (1880s) and Kinnard's Buildings at 52-60 Johnston Street (1891).

The Melbourne Omnibus Company ran its first service from the city to the corner of Johnston and Smith streets in 1869, however the municipality continued to function predominantly as a pedestrian city (Ward 1989:98). Johnston Street was well established as a major east-west thoroughfare through Collingwood by the 1880s when the Melbourne Tramway and Omnibus Company (known as the Melbourne Tramway Company from 1900) established a cable tram service along Johnston Street (the façade of a tramway engine house remains at 95 Johnston Street; Figure 3). This service operated from 1887 until 1939, when the service was replaced by buses (Lovell 1998b:93).

In 1880s Fitzroy, industrial uses were increasing and the shopping streets boomed, at the same time the housing in Fitzroy became less attractive to families, middle-class and white-collar people who turned to a more suburban lifestyle further north, aided by the development of the tramways and railways. Subsequently the proportion of owner-occupiers in the area decreased (Lewis 2014:26).



Figure 3. The Melbourne Tramway and Omnibus Co. tram engine house at 95 Johnston Street in 1970, prior to conversion to a supermarket (SLV, Image H2010.105/315b).

The prosperous 1880s came to an end with the 1890s depression, which caused construction in Fitzroy, and Melbourne more broadly, to virtually cease. During this period, Fitzroy transitioned into a working-class suburb (Robertson et al, 2008:15-16).

Melbourne and Metropolitan Board of Works (MMBW) Detail Plans dating to 1900 illustrate the dense development along Johnston Street west, comprising residential, commercial and some small industrial premises (**Figure 4** & **Figure 5**). Evident on corner lots were the Tankerville Arms Hotel, Liverpool Arms Hotel (current Provincial Hotel), Town Hall Hotel, Rochester Castle Hotel (Figure 7) and Birmingham Hotel, all of which remain. Larger developments included the Fitzroy market buildings on the south-west corner of Brunswick and Johnston streets, the Melbourne Tram and Omnibus Companies' tramway engine house (façade remains at 95 Johnston Street), a Church of Christ (formerly near 62 Johnston Street) and two engineering works (formerly at 49 and 133 Johnston Street).

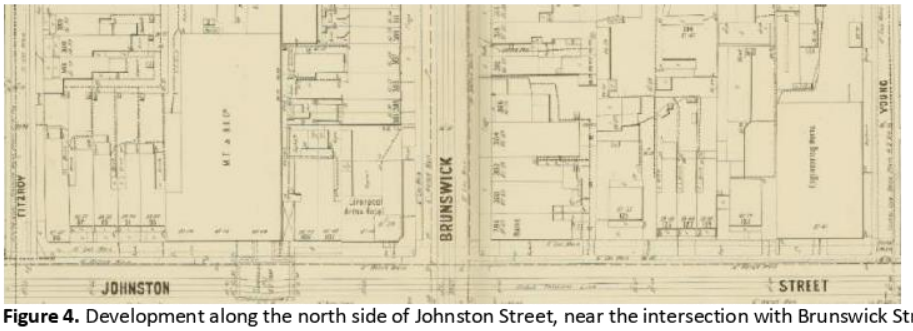


Figure 4. Development along the north side of Johnston Street, near the intersection with Brunswick Street, in 1900 (MMBW DP 1241, dated 1900).

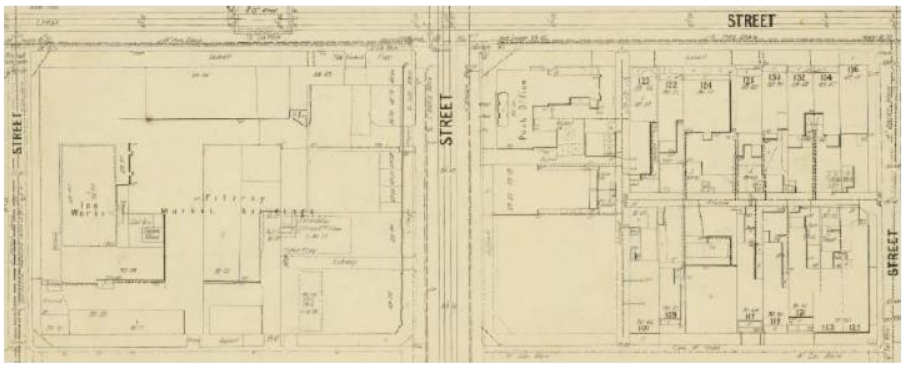


Figure 5. The south side of the intersection of Johnston and Brunswick streets, and the buildings fronting Victoria Street to the south, in 1900 (MMBW DP 1193, dated 1900).

In 1900, the north side of Victoria Street between Nicholson and Fitzroy streets comprised mainly residential buildings (Figure 6), except for livery stables near Fitzroy Street and the Acme Shirt Factory (c1890; remains at 25-37 Victoria Street). To the east between Fitzroy Street and Brunswick Street, was an ice works, M. C. Butter Co. stables and an earlier Moran & Cato building (near 101-105 Victoria Street; replaced c1900) (S&Mc). Directly east was the Moran & Cato Merchants building on the corner of Brunswick Street (built 1897, est. 1882 as per parapet; remains at 277-285 Brunswick Street).

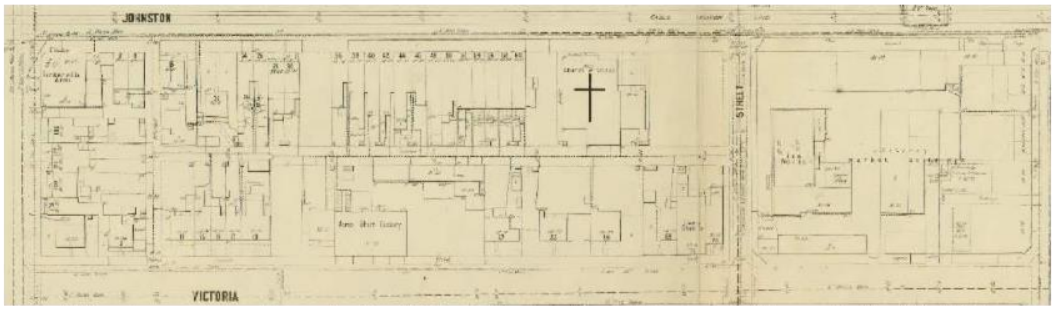


Figure 6. Development along the north side of Victoria Street, between Nicholson and Brunswick Street, in 1900 (MMBW DP 1193, dated 1900).



Figure 7. The Rochester Castle Hotel at an early date (photo not dated) (Picture Victoria, ID: 8768).

In 1900, the Sands & McDougall Directory listed residential occupants and an increased number of commercial premises operating along Johnston Street west. Traders included confectioners, a farrier, draper, carpenters, bootmakers, grocers and fruiterers, hairdressers and tobacconists, blacksmith, dressmakers, fishmongers, tailors, bakers, coachbuilders, laundries, upholsterers, monumental mason, furniture makers and warehouses, other manufacturers and an undertaker amongst other traders.

The Fitzroy shopping streets distinguished themselves from other inner suburbs due to the close link between manufacturing and retailing; for example, Fitzroy had a number of clothing, whitegoods and furniture manufacturers which, in many cases, were also the retailers (Lewis 2014:28).



Figure 8. A c1907 photo looking west down Johnston Street from Young Street, at the Victorian building stock. On the left nos. 120 (three-storey) and 128 (polychrome brick) Johnston Street remain (SLV, image H36145/38).

Twentieth century

The economic fortunes of Victoria recovered after the turn of the century. During this period there was a small amount of development along Johnston Street west, including two-storey Edwardian shops with residences above. Key developments during this period included the two-storey shops with residences at 122 Johnston Street (c1900-1915), 262-264 Johnston Street (c1900-1915) and 32-34 Johnston Street (c1900-1915).

Following World War I, there was an increased demand for housing for returned servicemen, people moving towards the city for improved job prospects, increasing number of immigrants, and the return of Aboriginal people to the area. With this influx, Fitzroy became a poorer population and because of its proximity to Melbourne, it continued to attract the unemployed and homeless. By the end of the 1920s, Fitzroy was regarded as one of Melbourne's worst slums, with a very high level of unemployment, which continued into the 1930s Depression (Robertson et al, 2008:23).

Investigations into sub-standard housing in Fitzroy had commenced in the late 19th century, managed by local councils who would condemn and demolish unsanitary buildings and makeshift housing. Concern and investigations into slum housing increased in the 1930s, when the Housing Commission and Slum Abolition Board were formed in the late 1930s. The Commission turned its focus to Fitzroy, Collingwood and Richmond by the 1950s with its 'slum clearance', or 'housing reclamation', to make way for high-density housing and new developments. In the 1960s and '70s the state government concentrated on the clearance of slums that had developed during the depressions and war years (Barrett 1971:166; Robertson et al, 2008:33).

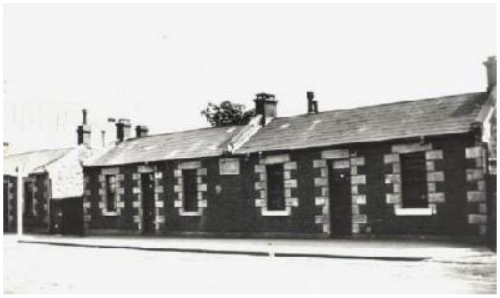


Figure 9. The residences formerly occupying 191-203 Johnston Street, demolished after classified as derelict by the Slum Abolition Board. Photo dated 1948 (Picture Victoria, ID: 8263).

The Housing Commission built tens of thousands of cottages in outer suburbs to house the effected low-income families, which resulted in the movement of population from the inner suburbs following World War II. The vacancies were filled by both the expansion of industry and European migrants, who rehabilitated the building stock and reinvigorated the community (Barrett 1971:164-65).

Some evidence of development along Johnston Street west during the interwar period remains, such as the former factory building at 57 Johnston Street (c1915-1925), the motor garage at 18-22 Johnston Street (c1920-1935) and the two-storey building at 121 Johnston Street (1930s).

It was during the interwar period that the north side of Victoria Street, between Nicholson and Brunswick streets, primarily developed as an industrial area. Key developments included the staged construction of the La Mode Corset Factory (1930s-c1960; remains at 19-37 Victoria Street) which enveloped the former Acme Shirt Factory, and the extension of the Moran & Cato complex, with the construction of the warehouse at 95-99 Victoria Street (c1927; remains) (Figure 10).



Figure 10. The Moran and Cato buildings on the north side of Victoria Street in 1948. In the foreground is the warehouse at 95-99 Victoria Street. Adjacent (right) is the warehouse at 101-105 Victoria Street, built c1900 (COYL, ID FL463).

Post-War

Properties were developed and redeveloped along Johnston Street throughout the post-war period and into the twenty-first century.

In 1969, the Fitzroy Residents Association formed in response to the slum clearances and the state government's proposed large-scale demolition in Fitzroy and Fitzroy North. The Association was successful in saving much of Fitzroy's historic building stock. In the late 1970s, the City of Fitzroy recognised the cultural significance of the area and was the first municipality to complete building conservation studies in 1978 and 1979.

From the early 1960s, Government-assisted migration saw the arrival of a number of Spanish residents to Fitzroy. This community formed the 'Spanish Quarter' at the west end of Johnston Street. In the late 1960s, a chaplain to the Spanish community, Padre Eduardo Sanchez, persuaded the Spanish Government to purchase a building for a social centre. By 1970, the former Masonic Hall at 57-61 Johnson Street was transformed into Melbourne's Spanish Club (Hogar Espanol) (O'Brien 1998:245-47). The community grew with the addition of Spanish-speaking South Americans in the 1970s, many of whom resided in the Atherton Estate flats. The Spanish Quarter comprised restaurants, and in 1975, Casa Iberica Deli, a Spanish, Portugese and Latin American deli was established. The first annual Spanish Festival (Hispanic Fiesta) was held in 1978 by the Hispanic-Latin American Festival and Cultural Association, a festival that attracts a huge crowd to the precinct each year. Despite the decline of Spanish-speaking families living in Fitzroy, the western end of Johnston Street remains as Melbourne's Spanish Quarter (O'Brien 1998:245-47).



Figure 11. The Johnston Street Hispanic Fiesta in 2017 (Yarra City).

Towards the end of the twentieth century and into the twenty-first century, a number of large-scale commercial and residential developments, and two petrol stations, replaced rows of earlier buildings within the precinct.

Physical Description

The Johnston Street West Precinct is a linear mixed-use precinct in Fitzroy which comprises parts of Johnston Street from Nicholson Street to Smith Street and part of the north side of Victoria Street from Nicholson Street to Brunswick Street. Exclusions include an extensive row of non-contributory places on the north side of Johnston Street (nos. 131-223) and properties on the north-east corner of Nicholson and Johnston Streets (non-heritage buildings) and Nicholson and Victoria Streets (State significant building, VHR H2315).

The main development period of the Johnston Street West Precinct is from the 1870s to the mid-twentieth century and the streetscapes date largely from this period. The precinct has developed as a mixed-use area and comprises a range of building types. Commercial and residential buildings in Johnston Street, dating largely from the later nineteenth century, and industrial buildings in both Johnston Street and Victoria Street, dating from the twentieth century, contribute to the significance of the precinct.

Commercial buildings are dispersed along Johnston Street and include rows of two-storey shops with residences above which date principally from the Victorian period. These are primarily located on the south side of Johnston Street with particularly intact rows located at nos. 32-46, 52-60 and 246-264. Commercial buildings from the Edwardian period include buildings at nos. 32-34, 122 and 262-264.

The facades of these buildings are predominantly cement rendered and parapeted with repetitive rows of upper level fenestration. Detailing varies from simple unadorned facades (no. 256-260) to elaborately decorated facades (nos. 40-42, Kinnard's Building nos. 52-60, the Melbourne Metropolitan Tramways & Omnibus Company Engine House at no. 95, and the adjacent building at nos. 103-07.

The form and detailing of a small number of shopfronts remains evident in the precinct with display windows, tiled plinths and entry recesses retained.

Three corner hotels contribute to the commercial character of the precinct. Located on the south side of Johnston Street and dating from a range of periods, these hotels are the Victorian-era Rochester Castle Hotel (nos. 202-04), the 1920s Tankerville Arms Hotel (corner of Johnston and Nicholson Streets) and the Victorian-era Town Hall Hotel (no. 166) which was modified in the interwar period.

A small number of residential buildings, constructed in the Victorian period between 1870 and 1890, are dispersed along Johnston Street. These comprise a group of three single-storey houses at the west end of the north side of Johnston Street (nos. 19-23) and three rows on the south side of Johnston Street, all to the east of Brunswick Street, including four two-storey houses (nos. 128-134), four single-storey house (nos. 146-152) and seven single-storey houses (nos. 188-200).

These rows of residential buildings are all set back from the street line with fences at the street boundary. They exhibit common characteristics that include front verandahs, parapeted party walls, rectangular window openings, exposed or low parapeted gable roofs (clad with slate or corrugated steel) and prominent

chimneys. A particularly elaborate residential building, Dr Peacock's Surgery and Residence is included in the precinct (no. 120). This three-storey terrace, with surgery at ground level, has a double-level front balcony with decorative cast iron, arcaded fenestration at upper levels, highly decorated side corbelling and large mansard roof, clad with scalloped slates.

A small number of buildings from the interwar period are located at the west end of the precinct. These include two buildings at the west end - a Motor Garage (no. 18-22) and a former factory building (no. 57).

A group of large industrial twentieth century buildings are located in the precinct, particularly on the north side of Victoria Street. These include three large brick buildings with rendered or face brick parapeted facades and repetitive rows of rectangular window openings (nos. 19-37, 95-99 and 101-105 Victoria Street). Detailing varies from the highly articulated classical c1900 façade at the east end (Moran & Cato at no. 101-105) to the simply detailed façade of the adjoining c1927 warehouse (Moran & Cato at no. 95-99) and the pedimented façade of the 1930s-c1960 La Mode Corset Factory at no. 19-37.

A number of non-contributory buildings, generally dating from the later twentieth century, are located in the Johnston Street West Precinct. These include buildings at nos. 41-43, 51-55, 62-70, 84-110, 85-91, 136-144, 178-184.



Figure 12. South side of Johnston Street, east of Brunswick Street (GJM Heritage, October 2019)



Figure 13. South side of Johnston Street, west of Smith Street (GJM Heritage, October 2019)



Figure 14. South side of Johnston Street, west of George Street. Rochester Hotel at left (GJM Heritage, October 2019)



Figure 15. North side of Johnston Street, west of Brunswick Street. Left if the former Melbourne Tramways and Omnibus Company Engine House at no. 95 (GJM Heritage, October 2019)



Figure 16. North side of Victoria Street – 105 Victoria at right (GJM Heritage, October 2019)



Figure 17. North side of Victoria Street – left is the La Mode Corset Factory complex at the west end (GJM Heritage, October 2019)

Integrity

The Johnston Street West Precinct retains a high degree of integrity to the Victorian, Edwardian and Inter-War period in fabric, form and detail. While some alterations have been made to these buildings, particularly the commercial buildings at street level, this does not diminish the ability to understand and appreciate the place as a fine example of a nineteenth and twentieth century mixed-use commercial, residential and industrial precinct.

Comparative Analysis

Comparison can be made with the adjoining Johnston Street Precinct, Collingwood (HO324) which is included in the Heritage Overlay of the City of Yarra Planning Scheme as a:

> *good demonstration of mainly Victorian and Edwardian-era commercial and retail development in Collingwood, including hotels, a former theatre, former shops with residences over, small industrial buildings and some residential development …*

The Johnston Street West Precinct is a continuation of the existing Johnston Street Precinct (HO324), to the west of Smith Street, and is a mixed-use precinct that demonstrates similar characteristics to HO324. Containing commercial, residential and industrial buildings from the Victorian, Edwardian and Inter-War period, the precinct retains a high degree of integrity to clearly demonstrate the development of the area in the nineteenth and the twentieth century.

Comparison can also be made with the nearby Smith Street Precinct, Fitzroy/Collingwood (HO333) which is a predominantly commercial precinct with a distinct group of substantial and intact industrial buildings at the north end. In a similar manner, the Johnston Street West Precinct is a predominantly commercial precinct with a distinct group of substantial industrial buildings, predominantly found in Victoria Street. In both cases, the principal characteristics of both commercial and industrial development are displayed in the original forms, fabric and detailing of the buildings.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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

The Johnston Street West Precinct has functioned continuously as one of Fitzroy's mixed commercial and residential 'High Streets' since the nineteenth century. It retains a substantial collection of intact commercial and residential buildings, predominantly from the Victorian period, including shops and associated residences, hotels and rows of terrace housing. Together these buildings demonstrate the development of this centre, particularly from the 1870s to c1900 when substantial growth to the street occurred, and are illustrative of the enduring role Johnston Street has played in the economic and social life of Fitzroy since the establishment of the suburb.

The Johnston Street West Precinct has functioned as one of Fitzroy's industrial centres since the twentieth century. It retains a substantial collection of large, intact twentieth century industrial buildings, predominantly in Victoria Street in close proximity to the retail area of Johnston Street. Together these buildings demonstrate the development of industry in Fitzroy, particularly in the early twentieth century when substantial industrial growth occurred throughout the suburb.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

The intact streetscapes of the Johnston Street West Precinct clearly demonstrate the principal characteristics of a mixed commercial, residential and industrial precinct in the City of Yarra. Typical characteristics of these building types are displayed in the original forms, fabric and detailing of the buildings. This includes commercial buildings of two-storey Victorian and Edwardian street wall height, parapeted rendered or red brick facades, repetitive upper floor fenestration, and ground floor shopfronts; residential buildings with front setbacks with verandahs, parapeted party walls, rectangular window openings, exposed or low parapeted gable roofs and prominent chimneys; and industrial buildings with multi-storey parapeted brick forms with repetitive rows of rectangular window openings.

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

The Johnston Street West Precinct contains a number of individually significant places which are well-considered and carefully detailed examples of commercial, residential and industrial buildings. These include, among others, shops and residences at 52-60 and 105-107 Johnston Street, the Melbourne Tramways and Omnibus Company Engine House (no. 95), Town Hall Hotel (no. 160-166), Rochester Castle Hotel (no. 202-204), Tankerville Arms Hotel (230-236 Nicholson Street), Dr Peacock's Surgery and Residence (no. 120) and Moran & Cato Factory & Warehouse (101-105 Victoria Street). Variations in façade detailing throughout the precinct, including parapet and façade ornamentation and applied decoration, make an aesthetic contribution to the overall character of the precinct.

Criterion G: *Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of the place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).*

The Johnston Street West Precinct is an important social centre in Melbourne for the Spanish community. The establishment of a Spanish Club at 57-61 Johnston Street in the late 1960s, and the subsequent establishment of restaurants and an annual Spanish festival to the precinct, have resulted in a long and enduring meeting place for the Spanish community [Criterion G].



Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Yarra Planning Scheme as a heritage precinct.

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

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Incorporated Plan?	Yes - Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014
Aboriginal Heritage Place?	No

Recommended Schedule of Properties and Gradings

Place address		**Grading**
15	Johnston Street, Fitzroy	Contributory
17	Johnston Street, Fitzroy	Contributory
19	Johnston Street, Fitzroy	Contributory
21	Johnston Street, Fitzroy	Contributory
23-25	Johnston Street, Fitzroy	Contributory
41-49	Johnston Street, Fitzroy	Not contributory
51-55	Johnston Street, Fitzroy	Not contributory
57-61	Johnston Street, Fitzroy	Contributory
63	Johnston Street, Fitzroy	Contributory
65	Johnston Street, Fitzroy	Contributory
67	Johnston Street, Fitzroy	Not contributory
83	Johnston Street, Fitzroy	Contributory
85-93	Johnston Street, Fitzroy	Not contributory
95-103	Johnston Street, Fitzroy	Individually Significant
105-107	Johnston Street, Fitzroy	Individually Significant
121-123	Johnston Street, Fitzroy	Contributory
125-129	Johnston Street, Fitzroy	Not contributory
239-247	Johnston Street, Fitzroy	Contributory
247A	Johnston Street, Fitzroy	Contributory
-		
14-16	Johnston Street, Fitzroy	Not contributory
18-22	Johnston Street, Fitzroy	Not contributory
24-26	Johnston Street, Fitzroy	Not contributory
28	Johnston Street, Fitzroy	Not contributory
30	Johnston Street, Fitzroy	Not contributory
32	Johnston Street, Fitzroy	Contributory
34	Johnston Street, Fitzroy	Contributory
36	Johnston Street, Fitzroy	Contributory
38	Johnston Street, Fitzroy	Contributory
40	Johnston Street, Fitzroy	Individually Significant

Attachment 2 - Attachment 2 - Heritage Assessments

42	Johnston Street, Fitzroy	Individually Significant
44	Johnston Street, Fitzroy	Contributory
46	Johnston Street, Fitzroy	Contributory
48-50	Johnston Street, Fitzroy	Not contributory
52	Johnston Street, Fitzroy	Individually Significant
54	Johnston Street, Fitzroy	Individually Significant
56	Johnston Street, Fitzroy	Individually Significant
58	Johnston Street, Fitzroy	Individually Significant
60	Johnston Street, Fitzroy	Individually Significant
62-70	Johnston Street, Fitzroy	Not contributory
72	Johnston Street, Fitzroy	Not contributory
74-82	Johnston Street, Fitzroy	Contributory
84-104	Johnston Street, Fitzroy	Not contributory
120	Johnston Street, Fitzroy	Individually Significant
122	Johnston Street, Fitzroy	Contributory
124	Johnston Street, Fitzroy	Not contributory
128	Johnston Street, Fitzroy	Contributory
130	Johnston Street, Fitzroy	Contributory
132	Johnston Street, Fitzroy	Contributory
134	Johnston Street, Fitzroy	Contributory
136	Johnston Street, Fitzroy	Not contributory
142	Johnston Street, Fitzroy	Not contributory
146	Johnston Street, Fitzroy	Contributory
148	Johnston Street, Fitzroy	Contributory
150	Johnston Street, Fitzroy	Contributory
152	Johnston Street, Fitzroy	Contributory
154	Johnston Street, Fitzroy	Contributory
160-166	Johnston Street, Fitzroy	Not contributory
170	Johnston Street, Fitzroy	Individually Significant
176	Johnston Street, Fitzroy	Not contributory
178	Johnston Street, Fitzroy	Contributory
180-184	Johnston Street, Fitzroy	Not contributory
188-200	Johnston Street, Fitzroy	Contributory
202-204	Johnston Street, Fitzroy	Individually Significant
206-208	Johnston Street, Fitzroy	Not contributory
218-224	Johnston Street, Fitzroy	Not contributory
226	Johnston Street, Fitzroy	Contributory
234	Johnston Street, Fitzroy	Contributory
236	Johnston Street, Fitzroy	Contributory
238	Johnston Street, Fitzroy	Contributory
240-242	Johnston Street, Fitzroy	Not contributory
246	Johnston Street, Fitzroy	Contributory
248	Johnston Street, Fitzroy	Contributory
250	Johnston Street, Fitzroy	Contributory
252	Johnston Street, Fitzroy	Contributory
254	Johnston Street, Fitzroy	Contributory
256	Johnston Street, Fitzroy	Contributory
258	Johnston Street, Fitzroy	Contributory
260	Johnston Street, Fitzroy	Contributory
262	Johnston Street, Fitzroy	Contributory
264	Johnston Street, Fitzroy	Contributory
9-19	Victoria Street, Fitzroy	Contributory
25-37	Victoria Street, Fitzroy	Contributory
51	Victoria Street, Fitzroy	Contributory

53-59	Victoria Street, Fitzroy	Not contributory
61	Victoria Street, Fitzroy	Not contributory
67-73	Victoria Street, Fitzroy	Not contributory
95-105	Victoria Street, Fitzroy	Individually Significant
110-112	Argyle Street, Fitzroy	Contributory
1A	Elliott Street, Fitzroy [also known as 218 Johnston Street]	Not contributory
344	Fitzroy Street, Fitzroy [also known as 91 Johnston Street]	Not contributory
369	Gore Street, Fitzroy	Individually Significant
236	Nicholson Street, Fitzroy	Individually Significant
270	Young Street, Fitzroy [also known as 142 Johnston Street]	Not contributory

Extent of the recommended Heritage Overlay

Properties include: 15-129, 239-247A, 14-104 & 120-264 Johnston Street, 9-105 Victoria Street, 110-112 Argyle Street, 1A Elliott Street, 344 Fitzroy Street, 369 Gore Street, 236 Nicholson Street & 270 Young Street. As indicated by the red polygon on the map below.



Figure 18. Recommended Heritage Overlay precinct boundary in red. Pink indicates existing Heritage Overlays. North to top (Basemap source: VicPlan).

Identified by:

GJM Heritage (October 2019), *Brunswick Street and Smith Street Built Form Review*

References:

Allom Lovell & Associates (1998), A City of Yarra Heritage Review: Thematic History.

Allom Lovell & Associates (1998b), A City of Yarra Heritage Review: Heritage Overlay Precincts, Johnston Street Precinct citation.

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Barrett, Bernard (1971), The Inner Suburbs, The evolution of an industrial area, Carlton [Vic.].

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Kiss, Rosemary, 'The Business of Politics' in Fitzroy History Society & Cutten History Committee (2014, 1st edition 1989), *Fitzroy : Melbourne's first suburb*, South Yarra [Vic.].

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Melbourne and Metropolitan Board of Works (MMBW) Detail Plans, as cited.

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Robertson, Jill, Luke Commadeur & Fitzroy History Society *(2008), Gertrude Street Fitzroy, Fitzroy [Vic.], via Fitzroy History Society,* <https://fitzroyhistorysociety.org.au/wp-content/uploads/Gertrude-Street-Booklet.pdf>, accessed August 2019.

Sands & McDougall Directories (S&Mc).

Sowerwine, Charles, 'Public Transport and the Fitzroy Identity' in Fitzroy History Society & Cutten History Committee (2014, 1st edition 1989), *Fitzroy : Melbourne's first suburb*, South Yarra [Vic.].

State Library of Victoria (SLV), images as cited.

Yarra *City Council website, 'Johnston Street Fiesta Celebrates 40 Years',* <https://www.yarracity.vic.gov.au/news/2018/10/09/johnston-street-fiesta-celebrates-40-years>, accessed August 2019.

Attachment N – Heritage Assessment: Gertrude Street Precinct, Fitzroy

GJM Heritage

Heritage Citation

GERTRUDE STREET PRECINCT

Address: **65-83, 153-179, 187-247 & 90-248 Gertrude Street, 50-54 Brunswick Street, 74-78 Gore Street, 44 Little Napier Street & 70-74 Napier Street, Fitzroy**

Prepared by: GJM Heritage

Date: October 2019

Place type: Commercial precinct
Integrity: Very High
Recommendation: Include in the Heritage Overlay
Extent of Overlay: Refer to plan at Figure 19



Figure 1. South side of Gertrude Street, east of Brunswick Street (GJM Heritage, October 2019)

Statement of Significance

What is significant?

Properties within the following areas contribute to the significance of the Gertrude Street Precinct:

- North side of Gertrude Street, Fitzroy from Fitzroy Street to Smith Street excluding Atherton Gardens
- South side of Gertrude Street, Fitzroy from Brunswick Street to Smith Street
- Brunswick Street
- Gore Street
- Little Napier Street
- Napier Street.

Elements that contribute to the significance of the precinct include (but are not limited to):

- The consistent Victorian commercial character of the precinct, which includes:
  - A consistent two-storey scale with some taller buildings
  - A variety of simple and highly decorative facade parapets, with pitched roofs behind
  - No front or side setbacks
  - Rendered or face red brick walls
  - Rendered window frames, sills and hoods to upper stories
  - Rendered ornament to upper stories
  - Brickwork with corbelled capping courses
  - Strong horizontal lines formed by parapets, cornices, string courses
  - Repetitive upper floor fenestration patterns
  - Less than 40% of the upper street façade comprises openings such as windows
  - Corrugated iron and slate roof cladding
  - Original post-supported street verandahs
  - Shop fronts with display windows, timber or tiled plinths, and entry recesses
  - Some red brick storage or stable buildings at the rear or side lane frontage
  - Corner buildings with secondary façades to side streets or lanes
  - Splayed corners to buildings at intersections.
- Examples of intact Edwardian buildings.
- Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths.

Features that do not contribute to the significance of the precinct include more recent alterations and additions to buildings within the precinct, including highly altered shopfronts.

How is it significant?

The Gertrude Street Precinct is of local historical, architectural, aesthetic and social significance to the City of Yarra.

Why is it significant?

The Gertrude Street Precinct is an important and early local 'High Street' in the City of Yarra and has functioned continuously as one of Fitzroy's key commercial centres since the mid-nineteenth century. It retains a substantial collection of intact commercial buildings, predominantly from the Victorian period, including shops and associated residences, hotels and a former bank building. Together these buildings demonstrate the development of this High Street, particularly from the 1850s to c1900 when substantial growth in the street occurred, and are illustrative of the enduring role the street has played in the economic and social life of Fitzroy since the establishment of the suburb [Criterion A].

The highly intact streetscape of the Gertrude Street Precinct clearly demonstrates the principal characteristics of a Victorian High Street in the City of Yarra. Typical characteristics – including a predominantly two-storey Victorian street wall height, parapeted rendered or red brick facades, repetitive



upper floor fenestration, and ground floor shopfronts – are displayed in the original forms, fabric and detailing of the majority of the buildings. The streetscape is particularly intact and consistent in architectural form and expression. [Criterion D].

The Gertrude Street Precinct contains a number of individually significant places which are well-considered and carefully detailed examples of commercial buildings. These include, among others, shops and residences at 153-159 and 184-186 Gertrude Street, the Builders Arms Hotel (211-217 Gertrude Street) and the Champion Hotel and associated shops and residences (50-54 Brunswick Street and 94-100 Gertrude Street). Variations in façade detailing throughout the precinct, including parapet ornamentation, balustrading and pediments, and applied decoration, make an aesthetic contribution to the overall character of the precinct [Criterion E].

The Gertrude Street Precinct is an important social and political hub in Melbourne for the Aboriginal community. A number of services were established in buildings in the precinct from the 1960s and it has long been an important meeting place for Aboriginal people [Criterion G].

Historical Themes

This precinct is associated with the following themes as identified in the *City of Yarra Heritage Review Thematic History* (Lovell 1998):

2.0 The suburban extension of Melbourne

- 2.1 Settlement, land sales and subdivision
- 2.2 A street layout emerges

4.0 Developing local economies

- 4.4 Smaller retailers: Strip shopping

5.0 Local council and council services

- 5.5 Private and public transportation

7.0 Leisure and Entertainment in the Suburbs

- 7.1 Licensed Hotels and 'Sly Grog'.

Precinct History

Fitzroy established

Prior to European settlement, the Wurundjeri-Willum people, a distinct language group of the Woiworrung tribe, occupied Fitzroy. Since European contact, many traditional owners of the land and descendants of the Woiwurrung have returned to meet and settle in Fitzroy (Robertson et al, 2008:1).

Two years after the European settlement of Melbourne in 1835, Crown land immediately to the north and east was subdivided into 88 portions by surveyor Robert Hoddle. These allotments were auctioned in Sydney in 1839 as part of the first land sales outside of the town reserve of Melbourne (Barrett 1971:14-15; Lewis, 2014:7). This land now forms the suburbs of Fitzroy, Collingwood, Richmond and Abbotsford. Crown portions 48 to 88 in the north were unofficially referred to as the 'district of Collingwood', and were administratively divided into two local government areas. The area west of Smith Street, now Fitzroy, was governed by the City of Melbourne until 1858 when the municipality of Fitzroy was established. Fitzroy was first called Newtown, then more commonly Collingwood West, and is attributed as being Melbourne's first suburb. The area east of Smith Street, now Collingwood and Abbotsford, was known as East Collingwood and did not form part of any local government until 1855, when the municipality of East Collingwood was formed (Barrett 1971:14-15).

The development of these localities was influenced by both the status of local governance within the two areas and the topography of the landscape. At the southern extent of what is now Fitzroy, near Victoria Parade, is Eastern Hill. To the east, the hill descends to a slope between Smith Street and Wellington Street (Collingwood Slope), followed by a flat plain that extends to the Yarra River (the Flat). These topographically distinct areas underwent substantially different urban development from 1850 (Barrett 1971:14-15).



Figure 2. The c1850 subdivision plan of Crown Portion 51 which extended Gertrude Street to Smith Street (SLV, no image no.)

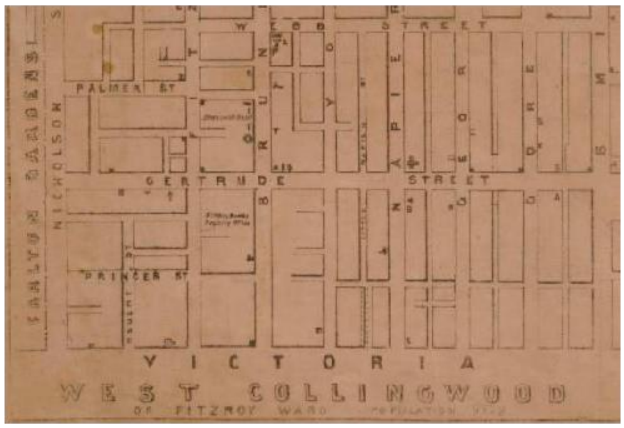

Figure 3. Proeschel's c1855 map of 'West Collingwood' (current Fitzroy) showing key buildings along Gertrude Street. The map is annotated, 'showing the western part (or Fitzroy ward) as it will be in a very short time according to the Collingwood improvements act'.

Nineteenth century

The first stage of non-Government development in what is now Fitzroy began in 1839, when pastoralist Benjamin Baxter and then Captain Brunswick Smyth subdivided Portion 49, creating the first sections of Gertrude and Brunswick streets, the intersection upon which Newtown (or New Town) established. Gertrude Street was extended by neighbouring property owners to Nicholson Street in the late 1840s and to Smith Street in 1850, by which date Brunswick Street had extended to Reilly Street (now Alexandra Parade) (Barrett, 1971:17-19; Robertson et al, 2008:2). Brunswick and Gertrude streets were the most important non-Government streets in Fitzroy, mainly due to the fact that their original alignments were continued for a considerable distance by a number of adjacent landowners. This contrasted strongly with the ad hoc pattern of subdivision and street layout which developed in other allotments in Fitzroy (Lovell 1998:14).

The city's wealthy were the first to populate Newtown on Eastern Hill from the early 1840s, with villas constructed along Gertrude Street from 1850. From its first stages of development Gertrude Street was considered a 'noble street', occupied by colonial aristocrats (Robertson et al, 2008:3-4; Lewis 1989:12). During the years of gold immigration in the early 1850s, development increased dramatically in Fitzroy and (East) Collingwood. Contemporary newspapers reported that new residents included gentleman and working men, with tensions developing between the two groups. The working class predominantly resided on the Collingwood Slope to the east, while the gentleman occupied Eastern Hill, where the land was high and dry and the main streets of Gertrude and Brunswick streets were maintained by Melbourne City Council (Barrett 1971:20-21). Fitzroy was the fastest growing ward in Melbourne following the discovery of gold, and it was

during this period that Gertrude Street firmly established itself as a commercial centre – one of the first outside of Melbourne's city centre (Robertson et al, 2008:4). Trevena's shops at 181-183 Gertrude Street (VHR H866) are illustrative of 1850s development.

The 1849 *Melbourne Building Act* further shaped development on Gertrude Street. Under the provisions of the Act, which enforced fireproof construction, dwellings and commercial premises constructed in Fitzroy from the 1850s were typically exposed or cement rendered bluestone or brick buildings (Barrett 1971:20-21; Lovell 1998:16).

The occupations of Fitzroy residents reflected the social class of the area. Census records from the 1850s indicate that male residents were predominantly government clerks, lawyers, clergymen, physicians, surgeons, dentists, merchants and gentleman (Barrett 1917:31). Serving these residents were the high street businesses. In the 1860s, Gertrude Street, like Brunswick Street, was occupied by a wide range of small businesses, most of which served local needs. The 1860 Sands & McDougall Directory illustrates that Gertrude Street was a developed commercial strip occupied by hotels, dealers, drapers, grocers, fruiteries, bakers, butchers, tailors, dressmakers, upholsterers, bootmakers, watchmakers and booksellers amongst other services, with a cluster of residences west of Brunswick Street. Fourteen hotels were built on Gertrude Street from the 1850s to 1870s (Robertson et al, 2008:10); nine of which remain in 2019.

Reflecting a prospering trade and a growing community, the 1860s to 1880s saw the redevelopment of properties with less-substantial structures, the renovation of existing buildings, completion of terraces and rows, and the in-fill of the remaining land in Fitzroy (Lewis, 2014:26; Lovell 1998:51). Along Gertrude Street, buildings of brick or stone were constructed or renovated, forming predominantly single or two-storey (some taller) buildings, the latter with a shop to the ground floor and residence above. The 1880 Sands & McDougall Directory lists a variety of shops and services consistent with the 1860s occupancies, but in greater number. A majority of the buildings in Gertrude Street reflect this Victorian period of development, illustrating the pre-eminence of the commercial strip in the late nineteenth century (Lovell, 1998:51; Robertson et al, 2008:12). Prominent late-Victorian development included Blackett's shop and residence row at 158-164 Gertrude Street (1888).



Figure 4. Looking west down Gertrude Street (from Young Street) towards the Royal Exhibition Buildings, c1890. The buildings on the right were later demolished to make way for the Atherton Gardens development (SLV, Image No. a13938).

Many Fitzroy residents vehemently opposed the establishment of a horse-drawn cable car route through Fitzroy in the 1860s – an opposition that was continued into the 1880s against cable trams, to no avail. The Gertrude Street cable tram route was established in 1886, and the cable tram engine house built on the corner of Gertrude and Nicholson streets in 1886-87 (VHR H584; west of precinct) (Lovell 1998:64). This new form of transport boosted trade on Gertrude Street but also reduced the number of owner-occupiers in the area, with many seeking a suburban lifestyle that was now accessible with public transport (Lewis, 2014:26).

The prosperous 1880s came to an end with the 1890s depression, which caused construction in Fitzroy, and Melbourne more broadly, to virtually cease. In Gertrude Street, premises became vacant and property prices plummeted, transitioning Fitzroy into a working-class suburb. Along Gertrude Street, many of the grand

houses were turned into boarding houses as demand for housing increased, the unemployed took shelter, and criminals and illegal activities moved in. Gertrude Street became synonymous with trouble, while Brunswick Street became the principal commercial street (Robertson et al, 2008:15-16).

The 1898-99 series of Melbourne and Metropolitan Board of Works (MMBW) Detail Plans illustrate the dense commercial and residential occupation of Gertrude Street at the time. The 1900 Sands & McDougall Directory lists the street's numerous hotels and boardinghouses, and fewer commercial enterprises specialising in more luxury items. However, the practical businesses were sustained – bootmakers, bakers, grocers, butchers, furniture dealers and makers, laundries and bicycle makers.

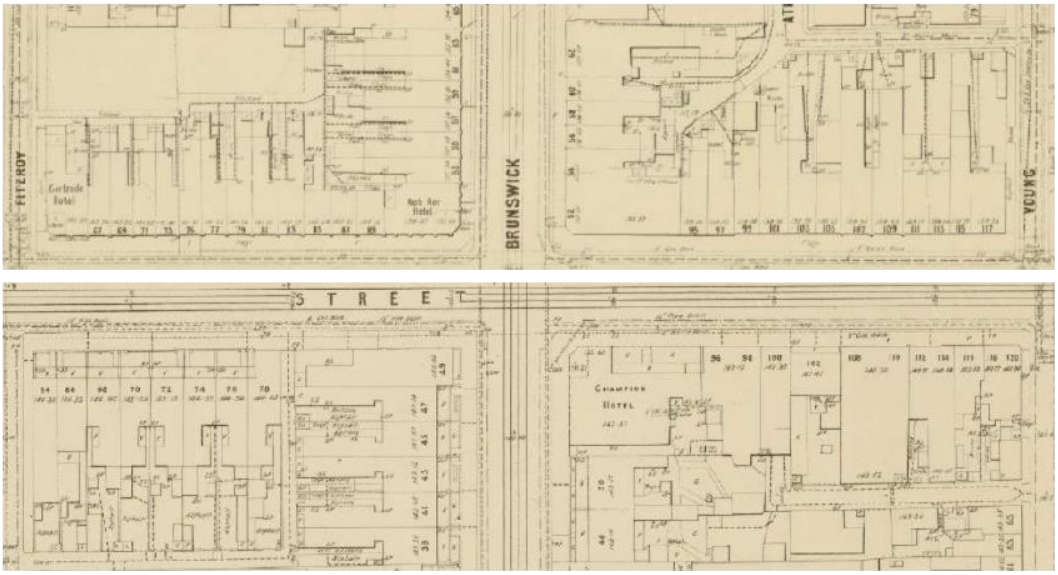

Figure 5. The dense development at the intersection of Gertrude and Brunswick streets in 1898-99 (MMBW DP 1205 & 1206, 1898 & 1899).

Twentieth century

The economic fortunes of Victoria recovered after the turn of the century, and while there was a period of optimism at the beginning of the century accompanied by some new development, Gertrude Street would not regain its aristocratic status of the 1800s. Fitzroy had become a less desirable place to live and the low number of owner-occupiers decreased further as more owners moved out of the working-class suburb, leasing their buildings to tenants. Gertrude Street continued its commercial activities, serving locals and visitors, but was now overshadowed by trade on Smith and Brunswick streets (Robertson et al, 2008:21). Key Edwardian development within the strip at this time included the Champion Hotel at 50-54 Brunswick Street and its associated shops at 94-100 Gertrude Street (1911).



Figure 6. Looking east down Gertrude Street in 1905, at the intersection with Brunswick Street (right is Glass Terrace) (COYL Id. FL294).



Figure 7. Looking west down Gertrude Street in 1905. On the left is the three-storey buildings at 158-164 Gertrude Street (COYL Id. FL666).



Figure 8. Photo of Gertrude Street dating to 1905 (COYL, Id. FL667).



Figure 9. Illustration from the 1905 Collingwood and Fitzroy illustrated Directory and Handbook, of the multi-storeyed Chas. Johnston & Co., Furniture Manufacturers building at 184-186 Gertrude Street. The top two floors were destroyed by fire in 1963 (COYL, Id. FL670).

Following World War I, there was an increased demand for housing for returned servicemen, people moving towards the city for improved job prospects, an increasing number of immigrants, and return of Aboriginal people to the area. With this influx, Fitzroy became a poorer population and – due to its proximity to Melbourne – continued to attract the unemployed and homeless. Along Gertrude Street some buildings were condemned. Criminal activities thrived; the infamous Melbourne criminal Squizzy Taylor is often mentioned in association with the Renown Hotel (former Leviathan) at 146-148 Gertrude Street. By the end of the 1920s Fitzroy was regarded as one of Melbourne's worst slums, with a very high level of unemployment. In an attempt to remedy the situation, the government reduced the number of hotels permitted to operate to seven premises by 1930 (Robertson et al, 2008:23).

Some businesses took advantage of the low property values and vacancies. It was in the 1920s and '30s that Gertrude Street became known for its furniture stores between Napier and Gore streets (Robertson et al, 2008:24). Commercial occupants along the remainder of Gertrude Street in 1930 comprised a range of businesses serving the local community, such as grocers, Chinese laundries, dressmakers, dry cleaners, a plumber, chemist, hardware shop, butchers, clothing dealers, secondhand dealers, pawnbrokers, hairdressers and dressmakers.

During the Depression of the 1930s some Gertrude Street businesses survived while others succumbed to financial hardship. The illegal activities and criminal aspect of the street continued. However, 'against this backdrop of despair and misery developed the fabric of camaraderie, trust and support that characterised Fitzroy' during this period. A pharmacist on Gertrude Street in the 1930s, Duncan Reilly, stated that 'though poor and depressed, there was still a richness of life in Fitzroy' (Robertson et al, 2008:24).

The community of Gertrude Street struggled into the 1940s. During World War II, Gertrude Street experienced further overcrowding and poverty and the terraces that lined the street also housed American servicemen. Buildings fell into disrepair and the rate books recorded an increasing number of condemned buildings (Robertson et al, 2008:25, 31). By the early 1940s the Sands & McDougall Directories listed a lower number of businesses operating, and a higher proportion of residents. European names began to appear as occupants of Gertrude Street, and cafes and social clubs emerged, opened by new immigrants (Robertson et al, 2008:25, 31).



Figure 10. The poor condition of some shops in Gertrude Street in 1948 (COYL, Id. FL411).

Post-War

Homelessness, overcrowding of houses and criminality continued into the 1950's, 60's and 70's. Gertrude Street was considered a 'red light' district with gambling at the back of cafes (Rittman & Wilson 2017:41). However, change was starting.

Following World War II, Gertrude Street experienced a wave of post-war immigration. New immigrants, particularly from Mediterranean countries, moved into the vacant buildings and established green grocers, fruit shops, fish and chip shops, cafes and clubs, bringing a new community and vibrancy to the street. By 1972, 12 clubs and coffee lounges had been opened in Gertrude Street by Greek, Macedonian, Turkish, Albanian and Yugoslav community members (Robertson et al, 2008:26). Despite this reinvigoration, Gertrude Street in the 1950s no longer compared to the commercial scale of Brunswick and Smith streets, with its drastically reduced number of businesses (Harding 2008:295).

During the post-war period, an increasing number of Aboriginal people returned from rural locations to their friends and family around Gertrude Street, in part due to the closure of reserves and missions which were subdivided by the government to make way for soldier settlements. Fitzroy, and Gertrude Street in particular, became the social and political hub for the Aboriginal community in Melbourne (Robertson et al, 2008:25, 39). From the 1960's onwards, a number of services for this community were set up on Gertrude Street, focusing on health, legal and housing assistance. The Aboriginal Community Health Centre was located on the corner of Charcoal Lane at 136 Gertrude Street from 1979 (previously at no. 229 from 1973). The Koori Club, a social club, opened in 1969 (no. 41), Fitzroy Stars Aboriginal Community Youth Club Gymnasium in 1977 (no. 184-186) and the Koori Information Centre in 1982 (no. 120). Hotels often became meeting places. The Builders Arms Hotel (no. 211; built c1850-1970) was known as the 'Black Pub of Melbourne' where people knew they would meet friends from Country, and would mix with the old locals and post-war immigrants. In the 1960s and '70s the Builders Arms was the base for Australia's black power movement, led by Bruce McGuinness (Robertson et al, 2008:31-33, 43; Fitzroy Aboriginal Heritage Walking Trail).



Figure 11. Land Rights demonstrators march down Gertrude Street in 1973. Pictured are Monica Hoffman, Sue Chilly, Bruce McGuinness and Hillary Saunders (Alick Jackamos Collection, via the Fitzroy Aboriginal Heritage Walking Trail).

Parts of the Gertrude Street streetscape saw drastic changes in the 1960s as a result of 'slum clearance', particularly on the north side of the street. Investigations into sub-standard housing in Fitzroy had commenced in the late 19th century, managed by local councils who would condemn and demolish unsanitary buildings and makeshift housing. Concern and investigations into slum housing continued to increase into the 1930s, when the Housing Commission and Slum Abolition Board were formed in the late 1930s. The Commission turned its focus to Fitzroy, Collingwood and Richmond by the 1950s with its 'slum clearance', or 'housing reclamation', to make way for high-density housing and new developments. In the 1960s and '70s the state government concentrated on the clearance of slums that had developed since the Depression of the 1890s. In the late 1960s, the entire block of over 60 shops and 120 houses between Gertrude, Brunswick and Napier streets was demolished by the Housing Commission, and replaced with the high-rise development of Atherton Gardens. These high-rise apartments housed locals in need, the Aboriginal community and later waves of immigrants, including those from Africa in the 1980s (Barrett 1971:166; Robertson et al, 2008:33). Atherton Gardens became a popular meeting place for the Aboriginal community, where families would reunite and stories were passed down.

In 1969, the Fitzroy Residents Association formed in response to the slum clearances and the state government's proposed large-scale demolition in Fitzroy and Fitzroy North. The Association was successful in saving much of Fitzroy's historic building stock. In the late 1970s, the City of Fitzroy recognised the cultural significance of the area and was the first municipality to complete building conservation studies in 1978 and 1979. In the 1980s, Council and local residents' groups banded together to prevent further high-rise projects by the Housing Commission, and to thwart St Vincent's Hospital from demolishing a row of houses on Gertrude Street for expansion of the complex (Kiss, 2014:53).



Figure 12. Looking east down Gertrude Street, c1969. Right is the Macedonian Social Club at 218 Gertrude Street, now Rose Chong's costume shop (SLV Image H2010.105/160e).



Figure 13. Houses in poor condition on Gertrude Street, 1983 (COYL, Id. FL180).

Some larger-scale developments occurred in the late-twentieth century, replacing strips of earlier buildings, particularly west of Brunswick Street. In 1980, costume maker Rose Chong (220 Gertrude Street), recalled that at that date Gertrude Street had many boarded-up shopfronts among the social clubs and European cafes. She recalls that the 'scary' atmosphere of the street still lingered into the early 1990s, however, by the end of the 1990s the street was changing again. The Builders Arms changed ownership and attracted a more cosmopolitan crowd, other businesses arrived, the European social clubs relocated and the street transformed as the area gentrified (Robertson et al, 2008:35).

Twenty-first century

Gertrude Street today is known Australia-wide as an important meeting place for Aboriginal people and remains the location of a number of services to assist the community (Robertson et al, 2008:1). Atherton Gardens and areas near the corner of Gertrude and Gore streets are recognised as areas of Aboriginal Cultural Heritage Sensitivity.

In terms of European settlement, Fitzroy was the first Melbourne suburb and remains the most complete repository of buildings fabric of the 1850s and '60s (Lewis, 2014:6). The local community have long safe-guarded the area's heritage buildings. Some recent development has occurred, including a large-scale apartment building adjacent to George Street.

In 2019, Gertrude Street – with its dominant Victorian-era building stock – continues to serve the local community and is an independent food, fashion and gallery destination with a strong Traders Association. The street again houses owner-occupiers and is known as an 'exciting and dynamic place to be with a diversity of people and businesses' (Robertson et al, 2008:35-7).



Figure 14. Gertrude Street Projection Festival lights up the historic commercial strip (Fitzroyalty, 2010).

Physical Description

The Gertrude Street Precinct is a linear commercial precinct in Fitzroy which comprises Gertrude Street from Smith Street to Brunswick Street and further west to Fitzroy Street on the north side. Abutting the western end of the precinct, on the north side of Gertrude Street, is the World Heritage Environs Area Precinct (HO361). The large section on the north side of Gertrude Street from Brunswick Street to Napier Street, known as Atherton Gardens and occupied by high-rise social housing, is excluded from the precinct.

The main development period of the Gertrude Street Precinct is from the 1850s to the 1890s and the streetscape dates largely from this period. It is a commercial precinct with a dominant streetscape of attached two-storey Victorian shops and residences, with no setback from the street boundary. The facades of these buildings are predominantly cement rendered and parapeted with repetitive rows of upper level fenestration. They vary in both scale and detailing - generally facades from the earlier Victorian period of the 1850s-70s are smaller in scale with little applied decoration, and those from the High Victorian period of the 1880s and 1890s are of greater height with more elaborate detailing. This is evident throughout the precinct including Early Victorian examples (nos. 153-159) and High Victorian examples (nos. 161-167; 184-186; and Blackett's Shop and Residence at nos. 158-164 - an elaborate three-storey red brick row).

Other commercial buildings contribute to the Victorian character of the precinct, including the Former ES&A Bank (nos. 136-138) and corner hotels such as the Builders Arms Hotel (nos. 211-217), the former United Service Club (no. 122) and the former Leviathan Hotel (nos. 146-148).

A small group of Edwardian buildings from the early twentieth century also make a contribution to the precinct. These present as red brick (some overpainted) facades with cement render detailing. The most elaborate, and intact, building from this period is the Champion Hotel at the south-east corner of Brunswick Street and the associated shops and residences to the east in Gertrude Street (nos. 94-100).

The original form and detailing of a small number of shopfronts remains evident in the precinct with display windows, tiled plinths and entry recesses retained.



Figure 15. South side of Gertrude Street – east end (GJM Heritage, October 2019)



Figure 16. South side of Gertrude Street – eastern end (GJM Heritage, October 2019)



Figure 17. North side of Gertrude Street – east of Napier Street (GJM Heritage, October 2019)

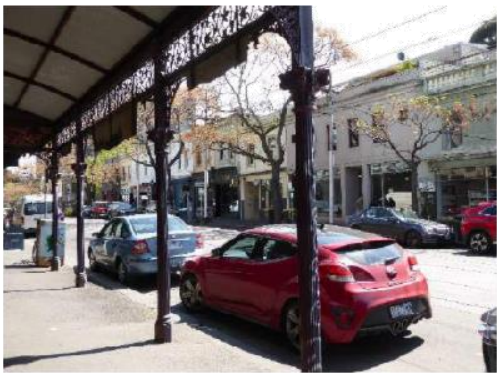

Figure 18. North side of Gertrude Street – west end (GJM Heritage, October 2019)

Integrity

The Gertrude Street Precinct retains a very high degree of integrity to the Victorian and Edwardian period in fabric, form and detail. While some alterations have been made to these buildings, particularly at street level, this does not diminish the ability to understand and appreciate the place as a fine example of a Victorian and Edwardian commercial precinct.

Comparative Analysis

A number of precincts are included in the Heritage Overlay of the City of Yarra as highly intact commercial 'High Streets' which date from the Victorian and Edwardian periods. These include:

- Brunswick Street Precinct, Fitzroy (HO311)



- Smith Street Precinct, Fitzroy/Collingwood (HO333)
- Queens Parade Precinct, North Fitzroy/Clifton Hill (HO330)
- Swan Street Precinct, Richmond (HO335)
- Bridge Road Precinct, Richmond (HO310).

These precincts have been included in the Heritage Overlay as important turn of the century 'High Streets' in the City of Yarra. They have operated as key commercial centres in the municipality since the mid-nineteenth century and retain substantial numbers of intact commercial buildings to enable the clear demonstration of the principal characteristics of a Victorian and Edwardian 'High Street'.

As an important and early 'High Street' in Fitzroy, the Gertrude Street Precinct exhibits similar characteristics to these identified High Street precincts. Operating as a commercial centre from the mid-nineteenth century, the precinct retains substantial numbers of buildings, primarily from the Victorian period, to clearly demonstrate the principal characteristics of a major nineteenth century 'High Street'.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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

The Gertrude Street Precinct is an important and early 'High Street' in the City of Yarra and has functioned continuously as one of Fitzroy's key commercial centres since the mid-nineteenth century. It retains a substantial collection of highly intact commercial buildings, predominantly from the Victorian period, including shops and associated residences, hotels and a former bank building. Together these buildings demonstrate the development of this 'High Street', particularly from the 1850s to c1900 when substantial growth in the street occurred, and are illustrative of the enduring role the street has played in the economic and social life of Fitzroy since the establishment of the suburb.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

The highly intact streetscape of the Gertrude Street Precinct clearly demonstrates the principal characteristics of a Victorian 'High Street' in the City of Yarra. Typical characteristics – including a predominantly two-storey Victorian street wall height, parapeted rendered or red brick facades, repetitive upper floor fenestration, and ground floor shopfronts – are displayed in the original forms, fabric and detailing of the majority of the buildings. The streetscape is particularly intact and consistent in architectural form and expression.

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

The Gertrude Street Precinct contains a number of individually significant places which are well-considered and carefully detailed examples of commercial buildings. These include, among others, shops and residences at 153-159 and 184-186 Gertrude Street, the Builders Arms Hotel (211-117 Gertrude Street) and the Champion Hotel and associated shops and residences (50-54 Brunswick Street and 94-100 Gertrude Street). Variations in façade detailing throughout the precinct, including parapet ornamentation, balustrading and pediments, and applied decoration, make an aesthetic contribution to the overall character of the precinct.

Criterion G: *Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of the place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).*

The Gertrude Street Precinct is an important social and political hub in Melbourne for the Aboriginal community. A number of services were established in buildings in the precinct from the 1960s and it has since become a long and enduring meeting place for Aboriginal people.



Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Yarra Planning Scheme as a heritage precinct.

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

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Incorporated Plan?	Yes - Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014
Aboriginal Heritage Place?	No

Recommended Schedule of Properties and Gradings

Place address		Grading
65	Gertrude Street, Fitzroy	Contributory
67	Gertrude Street, Fitzroy	Contributory
69	Gertrude Street, Fitzroy	Contributory
71	Gertrude Street, Fitzroy	Contributory
73	Gertrude Street, Fitzroy	Contributory
75	Gertrude Street, Fitzroy	Contributory
77	Gertrude Street, Fitzroy	Contributory
79	Gertrude Street, Fitzroy	Contributory
81	Gertrude Street, Fitzroy	Contributory
83	Gertrude Street, Fitzroy	Contributory
153	Gertrude Street, Fitzroy	Individually Significant
155	Gertrude Street, Fitzroy	Individually Significant
157	Gertrude Street, Fitzroy	Individually Significant
159	Gertrude Street, Fitzroy	Individually Significant
161	Gertrude Street, Fitzroy	Contributory
163	Gertrude Street, Fitzroy	Contributory
165	Gertrude Street, Fitzroy	Contributory
167	Gertrude Street, Fitzroy	Contributory
169-171	Gertrude Street, Fitzroy	Contributory
173-175	Gertrude Street, Fitzroy	Contributory
177	Gertrude Street, Fitzroy	Contributory
179	Gertrude Street, Fitzroy	Contributory
187	Gertrude Street, Fitzroy	Not contributory
189	Gertrude Street, Fitzroy	Contributory
191	Gertrude Street, Fitzroy	Contributory
193	Gertrude Street, Fitzroy	Contributory
195	Gertrude Street, Fitzroy	Contributory
197	Gertrude Street, Fitzroy	Contributory
199	Gertrude Street, Fitzroy	Contributory
201	Gertrude Street, Fitzroy	Contributory



203-205	Gertrude Street, Fitzroy	Not contributory
207-209	Gertrude Street, Fitzroy	Contributory
211	Gertrude Street, Fitzroy	Individually Significant
219-227	Gertrude Street, Fitzroy	Not contributory
229	Gertrude Street, Fitzroy	Contributory
231	Gertrude Street, Fitzroy	Contributory
233	Gertrude Street, Fitzroy	Contributory
235	Gertrude Street, Fitzroy	Contributory
237	Gertrude Street, Fitzroy	Contributory
243-245	Gertrude Street, Fitzroy	Contributory
247	Gertrude Street, Fitzroy	Contributory
-	Gertrude Street, Fitzroy	
90-92	Gertrude Street, Fitzroy	Individually Significant
94	Gertrude Street, Fitzroy	Individually Significant
96	Gertrude Street, Fitzroy	Individually Significant
98	Gertrude Street, Fitzroy	Individually Significant
100	Gertrude Street, Fitzroy	Individually Significant
102-104	Gertrude Street, Fitzroy	Contributory
108-110	Gertrude Street, Fitzroy	Contributory
112-114	Gertrude Street, Fitzroy	Contributory
116	Gertrude Street, Fitzroy	Contributory
118	Gertrude Street, Fitzroy	Contributory
120	Gertrude Street, Fitzroy	Contributory
122	Gertrude Street, Fitzroy	Contributory
122A	Gertrude Street, Fitzroy	Contributory
124	Gertrude Street, Fitzroy	Contributory
126	Gertrude Street, Fitzroy	Contributory
128	Gertrude Street, Fitzroy	Not contributory
130	Gertrude Street, Fitzroy	Contributory
132-134	Gertrude Street, Fitzroy	Contributory
136	Gertrude Street, Fitzroy	Individually Significant
142-144	Gertrude Street, Fitzroy	Not contributory
148	Gertrude Street, Fitzroy	Contributory
150-156	Gertrude Street, Fitzroy	Contributory
158	Gertrude Street, Fitzroy	Individually Significant
160-162	Gertrude Street, Fitzroy	Individually Significant
164	Gertrude Street, Fitzroy	Individually Significant
166	Gertrude Street, Fitzroy	Not contributory
184-186	Gertrude Street, Fitzroy	Individually Significant
188-196	Gertrude Street, Fitzroy	Contributory
198-200	Gertrude Street, Fitzroy	Contributory
202	Gertrude Street, Fitzroy	Individually Significant
204	Gertrude Street, Fitzroy	Contributory
206-208	Gertrude Street, Fitzroy	Contributory
210-214	Gertrude Street, Fitzroy	Contributory
218-220	Gertrude Street, Fitzroy	Contributory
222-224	Gertrude Street, Fitzroy	Contributory
226	Gertrude Street, Fitzroy	Contributory
228	Gertrude Street, Fitzroy	Not contributory
230-232	Gertrude Street, Fitzroy	Not contributory
234-238	Gertrude Street, Fitzroy	Not contributory
240	Gertrude Street, Fitzroy	Contributory
242	Gertrude Street, Fitzroy	Contributory
244	Gertrude Street, Fitzroy	Contributory

50-54	Brunswick Street, Fitzroy	Individually Significant
74-78	Gore Street, Fitzroy	Not contributory
44	Little Napier Street, Fitzroy	Not contributory
70-74	Napier Street, Fitzroy	Contributory

Extent of the recommended Heritage Overlay Precinct

Properties include: 65-83, 153-179, 187-247 & 90-248 Gertrude Street, 50-54 Brunswick Street, 74-78 Gore Street, 44 Little Napier Street & 70-74 Napier Street, Fitzroy. As indicated by the red polygon on the map below.



Figure 19. Recommended Heritage Overlay precinct boundary in red. Pink indicates existing Heritage Overlays. North to top (Basemap source: VicPlan).

Identified by:

GJM Heritage (October 2019), *Brunswick Street and Smith Street Built Form Review*

References:

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GJM Heritage

Brunswick Street and Smith Street Built Form Review
Heritage Analysis & Recommendations

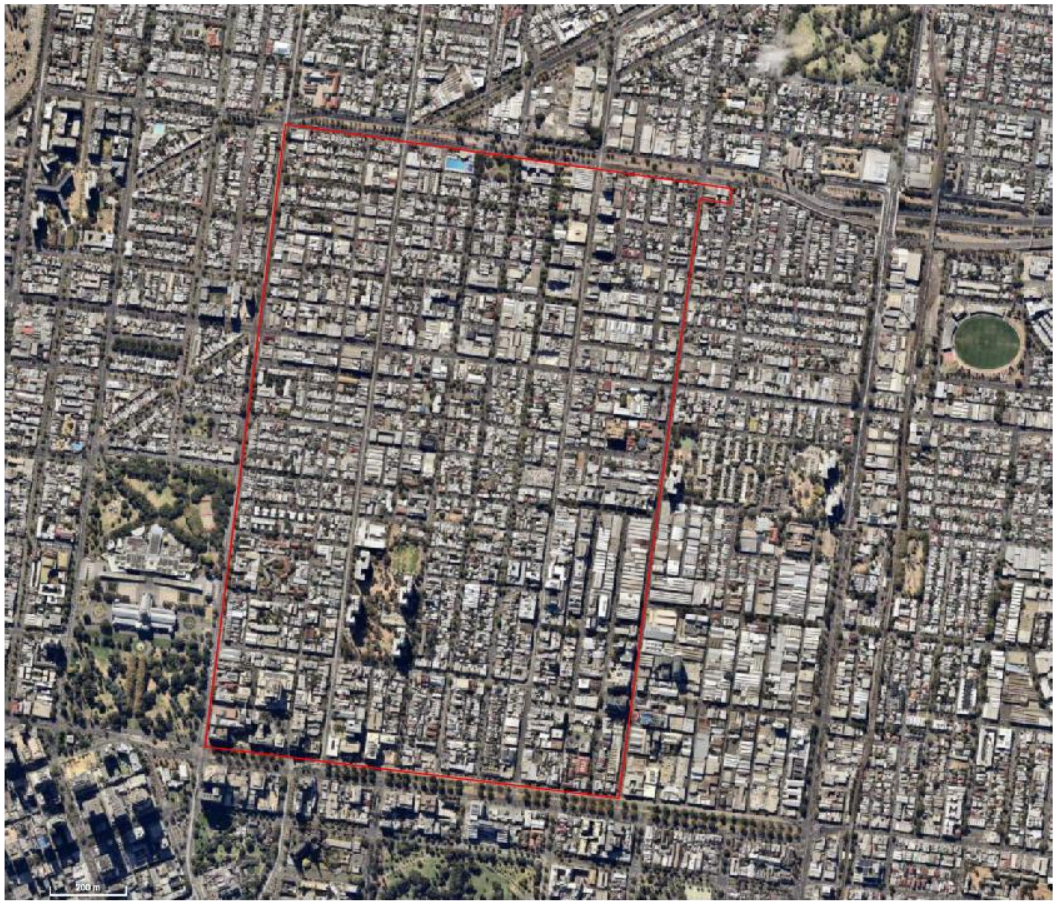

Figure 1. Aerial photograph of the Study Area – outlined in red (©nearmap, 4 July 2019)

25 November 2019

Prepared for the City of Yarra

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Executive Summary

Hansen Partnership, on behalf of the City of Yarra (Council), is completing a Built Form Review of Brunswick Street (Fitzroy), Smith Street (Collingwood/Fitzroy) and associated mixed use precincts of Fitzroy East (north of Johnston Street between Young Street and Smith Street) and Town Hall (centred around the Fitzroy Town Hall). The purpose of the Built Form Review is to determine where and how new development can appropriately occur. The desired built form outcomes will be translated into Design and Development Overlay (DDO) controls for the study area.

The heritage advice contained within this report will help ensure that the Built Form Review and the subsequent DDO controls appropriately respond to the heritage fabric and values of the study area.

This advice then considers the built form parameters that are needed to ensure the heritage values of the study area are appropriately managed and protected, and that good heritage outcomes are being achieved for new or redevelopment. This includes a consideration of whether mandatory or discretionary controls are appropriate to achieve greater clarity in heritage outcomes.

A separate Heritage Anomalies report analyses the existing heritage values and qualities along Brunswick, Johnston and Smith Streets, as well as the Fitzroy Town Hall and Fitzroy East mixed-use precincts. It identifies gaps, inconsistencies and inaccuracies with the current heritage controls and provides recommendations for addressing these issues.

Presentation of the Report

This Heritage Analysis and Recommendation Report is presented in three parts:

Part I: The Project and Planning Framework
Part I introduces the project, the methodology applied to the project and the planning framework in which the project is occurring.

Part II: Heritage Analysis
Part II contains a heritage analysis of each built form precinct within the study area. It details the heritage qualities and values of each precinct, identifies any gaps or issues with the existing heritage framework and provides recommendations for appropriately managing heritage places within the study area.

Part III: Built Form Recommendations
Part III contains specific built form recommendations to ensure heritage places and values are appropriately managed within a changing urban context. The specific recommendations are informed by modelling prepared by Hansen Partnership.

Part I: The Project and the Study Area

1. Introduction

1.1 Yarra's High Streets

The City of Yarra is endowed with one of the largest and most highly intact collections of turn of the century 'High Streets' in the State of Victoria. These High Streets include the Major Activity Centres of Swan Street and Bridge Road in Richmond, Brunswick Street in Fitzroy, Smith Street straddling the suburbs of Fitzroy and Collingwood and Victoria Street, in Abbotsford and Richmond. They also include a number of Neighbourhood Activity Centres, including Rathdowne Street and Nicholson Street in Carlton North, St Georges Road in Fitzroy North, Queens Parade in Fitzroy North/Clifton Hill, Gertrude Street in Fitzroy, and Johnston Street in Fitzroy and Collingwood.

This collection of High Streets is unique to Melbourne and helps to define the character of the municipality. Their value to the community is recognised by their inclusion in the Heritage Overlay of the Yarra Planning Scheme. However, the Activity Centre status of these high streets presents a challenge: how do we manage the tension between the desire to retain these heritage values of these areas and the need to ensure the long-term sustainability of these centres and meet the growth objectives of the Yarra Planning Scheme?

1.1.1 Brief History of Brunswick Street

The following brief history is drawn from the citation for HO311 Brunswick Street Precinct, the 1998 *City of Yarra Thematic History* (Allom Lovell & Associates) and supplemented with additional research.

Brunswick Street was among the first streets in Fitzroy to develop commercially, with Crown Allotments sold from 1839. Benjamin Baxter was responsible for the creation of the earliest sections of Brunswick Street, quartering his allotment to form the first intersection (with Gertrude Street) of Newtown, now Fitzroy, in what was unofficially the 'District of Collingwood'. The alignment of Brunswick Street was extended north by neighbouring land owners and by 1851, it had reached Alexandra Parade. It was one of the first north-south thoroughfares through Fitzroy.

Prominent and wealthy Melbourne individuals were the first to populate Newtown. By 1841, a number of small houses and villas had been constructed between Victoria Parade and Palmer Street. Shops were also established to provide local residents with everyday needs such as food, clothing and building materials. Following the discovery of gold in the early 1850s, Fitzroy was the fastest growing ward within the City of Melbourne. By 1854 subdivision was near complete and according to one memoir '…shops rivalling those in Bourke-street, Melbourne, were to be found in Brunswick-street'. From 1853, terrace houses became the preferred residential housing type, with Melbourne's wealthy favouring the elevated land at the southern end of Brunswick Street. The house at 21 Brunswick Street (1851), named 'Mononia', and designed by architect Charles Laing, is an important surviving example of an early mansion built for a wealthy resident of Fitzroy.

The 1860s to 1880s was a period of consolidation for Fitzroy. Sites occupied by humble or unsubstantial structures were replaced with more permanent premises, terraces were completed, and unoccupied land was built upon. By the 1870s, the scale of retail outlets had increased and large premises had been established, with Brunswick Street continuing to rival Melbourne's central business district for trade. A cable tram, installed in 1886 and later electrified, aided Brunswick Street's development and further boosted trade. Today the Brunswick Street streetscape has a strong presence of Victorian buildings dating from the 1870s and 1880s. Notable buildings constructed during this period were the Fitzroy Post Office (no. 296, 1883) and the three-storey shop row at no. 236-252, designed by John Beswicke (1888).

The 1890s depression caused construction in Fitzroy, and wider Melbourne, to slow significantly for a decade, though the development of Brunswick Street was largely complete by the turn of the century. Brunswick Street continued as a local retail and service precinct and some development occurred during the Edwardian period. An example of development from this period is the Perseverance Hotel (no. 196), which was constructed in 1911. Large commercial premises continued to trade until the arrival of the car, which saw the introduction of suburban shopping centres.

In the post-war period, there was increased demand for housing for returned servicemen and immigrants. The changed demographics of the area was reflected in the small-scale industrial use of the shops along Brunswick Street. An important transformation in the character of Brunswick Street in this period was the demolition of a large area of 'slum housing' in the 1960s and the erection of the Atherton Gardens estate in the early 1970s. More than 120 houses and 60 shops, many fronting Brunswick Street, were demolished as a result.

In the same period, Brunswick Street was viewed as a derelict street with many closed shops and few commercial businesses serving locals. Low rent encouraged artists and students to move into the area, which resulted in the street's revitalisation in the late 1970s. Brunswick Street has since transformed into Melbourne's centre for Bohemian cafes, bars, restaurants, bookshops and boutiques and its Victorian and Edwardian streetscape character remains remarkably intact.

1.1.2 Brief History of Smith Street

The following brief history is drawn from the Statement of Significance for HO333 Smith Street Precinct, the 1998 *City of Yarra Thematic History* (Allom Lovell & Associates) and supplemented with additional research.

Smith Street was originally established as a route from Melbourne to Heidelberg, following an irregular track that ran north-east from the top of Bourke Street. Robert Hoddle's survey re-routed and formalised the track into the new Eastern Road, later named Smith Street. It was to form the boundary between Fitzroy and Collingwood and was first subdivided by the colonial government in 1838. Private subdivisions on the western (Fitzroy) side of the street occurred from 1842. Subdivision commenced on the eastern (Collingwood) side in 1849.

Allotments in Smith Street remained largely undeveloped until 1851 when industry began to develop in the area. The absence of a local government and the subsequent lack of local facilities accounted for this slow growth. The area experienced a rapid population boom following the gold rush and by the mid-1860s a number of small businesses were operating on Smith Street; the east side of the street in particular accommodated a variety of shops serving local everyday needs. Examples of this type of development include the shops at 293-295 Smith Street (1852-3), which are some of the earliest surviving retail buildings in Melbourne. The Grace Darling Hotel (no. 144), built in 1854 and the former Foresters Hall at no. 114 (1868) are early buildings of architectural note on Smith Street.

Smith Street catered for a diverse social mix in the 1860s and 1870s – the Collingwood working class (including artisans, labourers, pensioners and widows, who occupied the 'flats' at the bottom of the 'Collingwood Slope', east of Wellington Street). The period was one of consolidation for Smith Street, with many of the early insubstantial structures replaced with more permanent premises, and single-fronted shop buildings replaced with shop rows. Examples include the two-storey shops at no. 196-198 (1867) and no. 252-254 (1875). Smith Street soon became known as one of the largest and most diverse commercial centres in Melbourne and was described in the 1870s as being 'a thoroughfare only second to three or four of the central streets in the city'. Retail businesses included drapers, grocers, shoemakers and clothiers.

The economic boom of the 1880s left its mark on Smith Street. The period saw the replacement of many single-fronted shops with more substantial and elaborate buildings, including large-scale emporia, and Smith Street became identified with businesses which combined manufacturing and retailing. Most notable of these enterprises was Foy and Gibson, which developed a series of buildings stretching for approximately two kilometres from north to south. One of the remaining Foy and Gibson buildings fronting Smith Street is the former Ladies Clothing Store at no. 145-163, built in the Edwardian period (c1911). Similarly, Henry Ackman & Co occupied shops, warehouses and factories on both sides of Smith Street and built the Stanford Block (no. 119-129) in 1888-9.

A cable tram, introduced in 1886-7 and including one route running from Gertrude Street to Smith Street, helped to boost trade. By the turn of the century, Smith Street had been almost fully developed, and was characterised by its highly ornate Victorian buildings dating from the 1870s and 1880s. Examples from this period of development include the Italianate shops at no. 298-312 (c1880-89) and the former Collingwood Post Office (1891, no. 174). Of particular note are the three-storey Victoria Buildings (1888-9) at 193-207 Smith Street.

Hints of the 1890s depression were felt in Collingwood from the 1880s, when rents in the area began to rise while wages remained stagnant. The depression hit the working class hard, earning Collingwood its reputation as a 'slum' that would persist well into the 1900s. The community united however, and commercial trade endured along Smith Street. In the early to mid-twentieth century, Smith Street became the furniture retailing centre for the northern and eastern suburbs. Paterson's Furniture Warehouse at no. 173-181 (1911) is a prime example of this phase of development.

The 1930s depression exacerbated the community's earlier financial struggles and the fortunes of Smith Street declined following World War II. The emporia and factories closed and buildings were demolished or partly abandoned. In the 1950s, residents moved to the outer suburbs following the Housing Commission of Victoria's 'slum clearance' projects that targeted large stretches of Collingwood's residential areas. European immigrants, primarily from Greece, Italy, Yugoslavia, Turkey and Lebanon, moved into the area to occupy vacant property and subsequently began to revitalise Smith Street.

In recent times, many of the large industrial complexes have been adapted for residential use and Smith Street has become more gentrified.

1.1.3 Brief History of South Fitzroy

The majority of the study area is included within the South Fitzroy Precinct (HO334) with part of Gertrude Street subject to HO361 (World Heritage Environs Area Precinct), part of the Alexandra Parade Boulevard Precinct subject to HO321 (Gold Street Precinct, Collingwood), and part of the Victoria Parade Boulevard Precinct subject to HO336 (Victoria Parade Precinct, Collingwood). In addition, individual Heritage Overlays apply to Barcelona Terrace Gardens, 25-37 Brunswick Street (HO153), 4 Henry Street (HO422) and State School No.450, George Street (HO157). Numerous properties are also included within the Victorian Heritage Register.

The following brief history of this area is drawn from the Statement of Significance for HO334 South Fitzroy Precinct, the 1998 *City of Yarra Thematic History* (Allom Lovell & Associates) and supplemented with additional research.

The first 'suburban' land allotments to be sold outside of the Melbourne town reserve were in the areas now known as Fitzroy, Collingwood and Richmond. Allotments 48 to 88 covered the area known colloquially in the mid-nineteenth century as the 'district of Collingwood'. These allotments lay to the north-east of the City of Melbourne and covered the area bounded by Nicholson Street, Reilly Street (now Alexandra Parade), the Yarra River and Victoria Parade. A smaller portion of this area, bounded by Nicholson Street, Smith Street, Victoria Parade and Alexandra Parade came to be known as Fitzroy. The original allotments in Fitzroy varied in size, with most falling between 12 and 28 acres. These were suitable for large estates, and for small-scale rural or semi-industrial pursuits such as dairy farms, market gardens and brickyards.

Land reserved by the Government for roads consisted solely of Nicholson Street, Johnston Street, Smith Street, and Victoria and Alexandra Parades. Following the first land sales in 1838-9, there were no controls imposed upon the purchasers of the land. The lack of controls on the size and orientation of subdivision and the width of private roads led to the emergence of an ad-hoc street pattern and layout of allotments in South Fitzroy. The *Act for Improvements in Fitz Roy Ward in the City of Melbourne*, passed in 1854, was designed to solve the street alignment problem and local politics in the area in the 1850s and 1860s were largely concerned with the realignment of the worst of these streets.

Despite these issues, Fitzroy was an attractive residential locale in the 19th century and large villas were built for bankers and merchants on the wide thoroughfares between Gertrude Street and Victoria Parade. It was simultaneously a favoured location for manufacturing, including the boot and clothing trades and metal industries. Workers lived in more cramped conditions, generally comprising one or two-roomed terraces.

In 1850, the *Act for regulating Buildings and Party Walls, and for preventing mischiefs by fire in the City of Melbourne,* which enforced fireproof construction and minimum street widths in the City of Melbourne was introduced. This encompassed South Fitzroy and resulted in most buildings of the period being constructed of bluestone or brick. One of the earliest surviving houses in Fitzroy is the two-storeyed central section of Osborne

House, constructed in 1850 at 38-44 Nicholson Street. The following two decades (1860s and 1870s) were a period of consolidation for South Fitzroy – works included the replacement of insubstantial structures of the earlier decades with more permanent premises along commercial strips, as well as the completion of terraces and the renovation of many 1850s bluestone buildings. An example of a commercial shop row is the former Gertrude Hotel (63-65 Gertrude Street), which was designed with a row of shops attached in 1873. The first stage of the Fitzroy Town Hall was completed in 1873-4, four years after the area was proclaimed a town. It was proclaimed a City in 1878.

In 1886-7, a cable tram was introduced to South Fitzroy. Comprising routes along Nicholson Street from the city, Gertrude Street to Smith Street, and Brunswick Street, the new transport system boosted trade along these commercial strips. The tram also increased the mobility of Melbourne's population and as a result, inner suburban residents began to move further out. The former cable tram engine house (1886) survives at the corner of Gertrude and Nicholson streets.

With the onset of the 1890s depression and the movement of Fitzroy's wealthier residents to the outer suburbs, the large villas located at the southern end of Fitzroy were repurposed as boarding houses for factory workers and the suburb became more working class. Brothels also began to appear, with Gertrude Street in particular becoming a 'red light' district. The economic fortunes of Victoria recovered after the turn of the century, and while there was a period of optimism at the beginning of the century accompanied by some new development, Fitzroy had become a less desirable place to live. The already low number of owner-occupied properties decreased further, as more owners moved out of the working-class suburb and leased their buildings to tenants.

Following World War I, there was an increased demand for housing from returned servicemen, from people moving towards the city for improved job prospects, an increased number of immigrants, and the return of Aboriginal people to the area. With this influx, Fitzroy became a poorer population and, because of its proximity to Melbourne, continued to attract the unemployed and homeless. Criminal activities thrived and by the 1930s, Fitzroy was regarded as slum territory, its name synonymous with crime, poverty and immorality. In the 1950s, the State Government drew up plans for slum clearance and two public housing estates were built in South Fitzroy in the 1970s: one in Hanover Street and one at the southern end of Brunswick Street.

During the post-war period, a number of Aboriginal people returned from rural locations to their friends and family around Gertrude Street, in part due to the closure of reserves and missions which were subdivided by the government to make way for soldier settlements. Fitzroy – and Gertrude Street in particular – became the social and political hub of Melbourne for the Aboriginal community. From the 1960's to 1980s a number of services for the Aboriginal community were set up on Gertrude Street, focussed on health, legal and housing assistance.

The demographic landscape of Fitzroy also transformed in the post-World War II era with the arrival of large numbers of European immigrants from Greece, Italy, Yugoslavia, Turkey, Lebanon and Spain. These groups altered the commercial and street life of the suburb, introducing new foods and languages as well as institutions such as espresso bars, cabarets and gambling clubs. Fitzroy witnessed further revitalisation in the 1970s when the began attracting an increasing number of university students and artists. This new influx again altered the social and economic fabric of Fitzroy and it is today regarded as a vibrant centre for food, culture, and the arts.

1.1.4 Brief Description of the Brunswick and Smith Street Study Area

The Brunswick and Smith Street study area is bound by Alexandra Parade to the north, Nicholson Street to the west, Wellington Street to the east and Victoria Parade to the south.

The land specifically considered in this report is subject to either a commercial (C1Z and C2Z) or mixed use (MUZ) zone within the study area (refer to Figure 3).

Part II of this report describes the study area in greater detail.

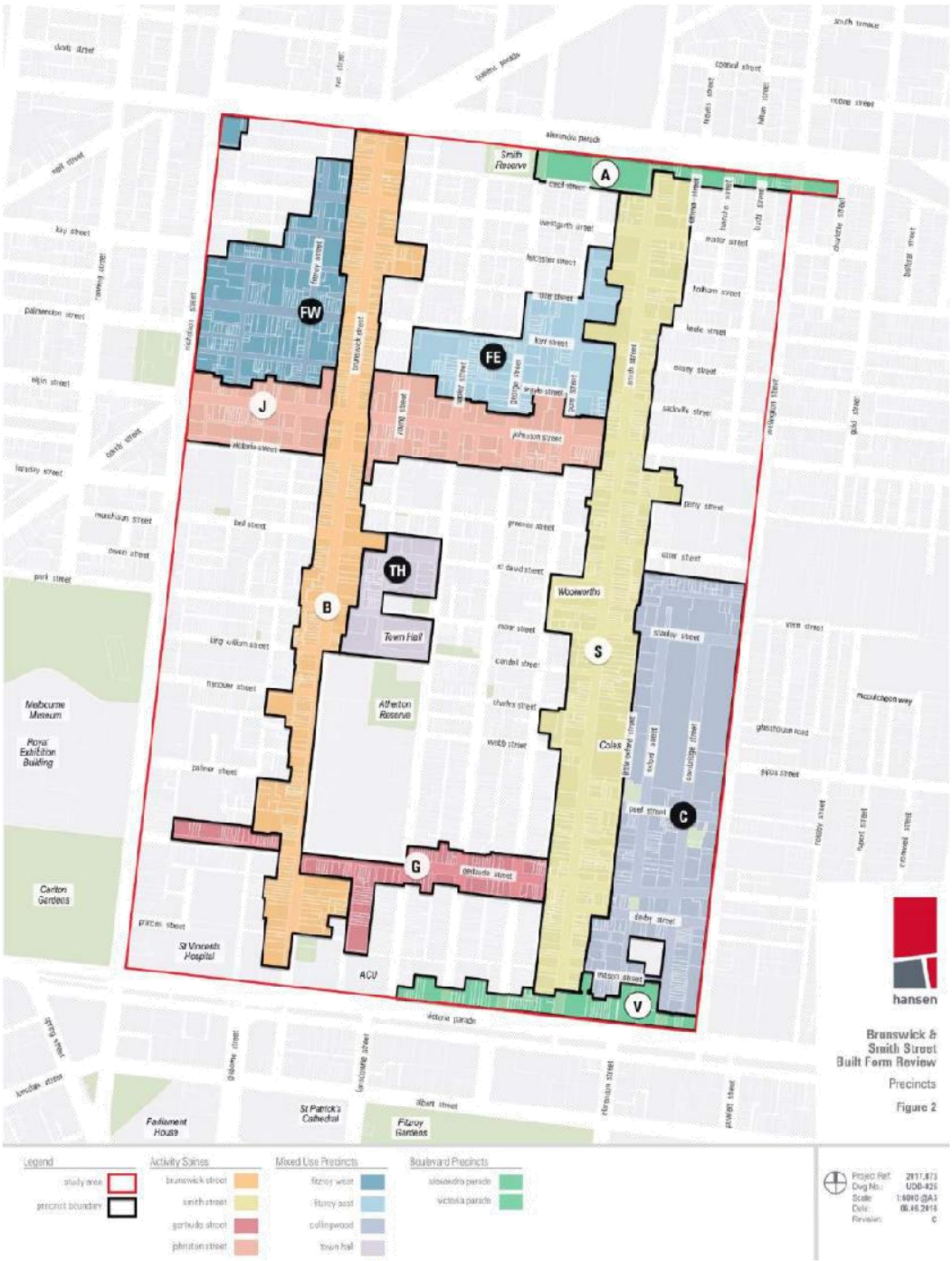


Figure 2. Precinct Map (©Hansen, 6 June 2018)

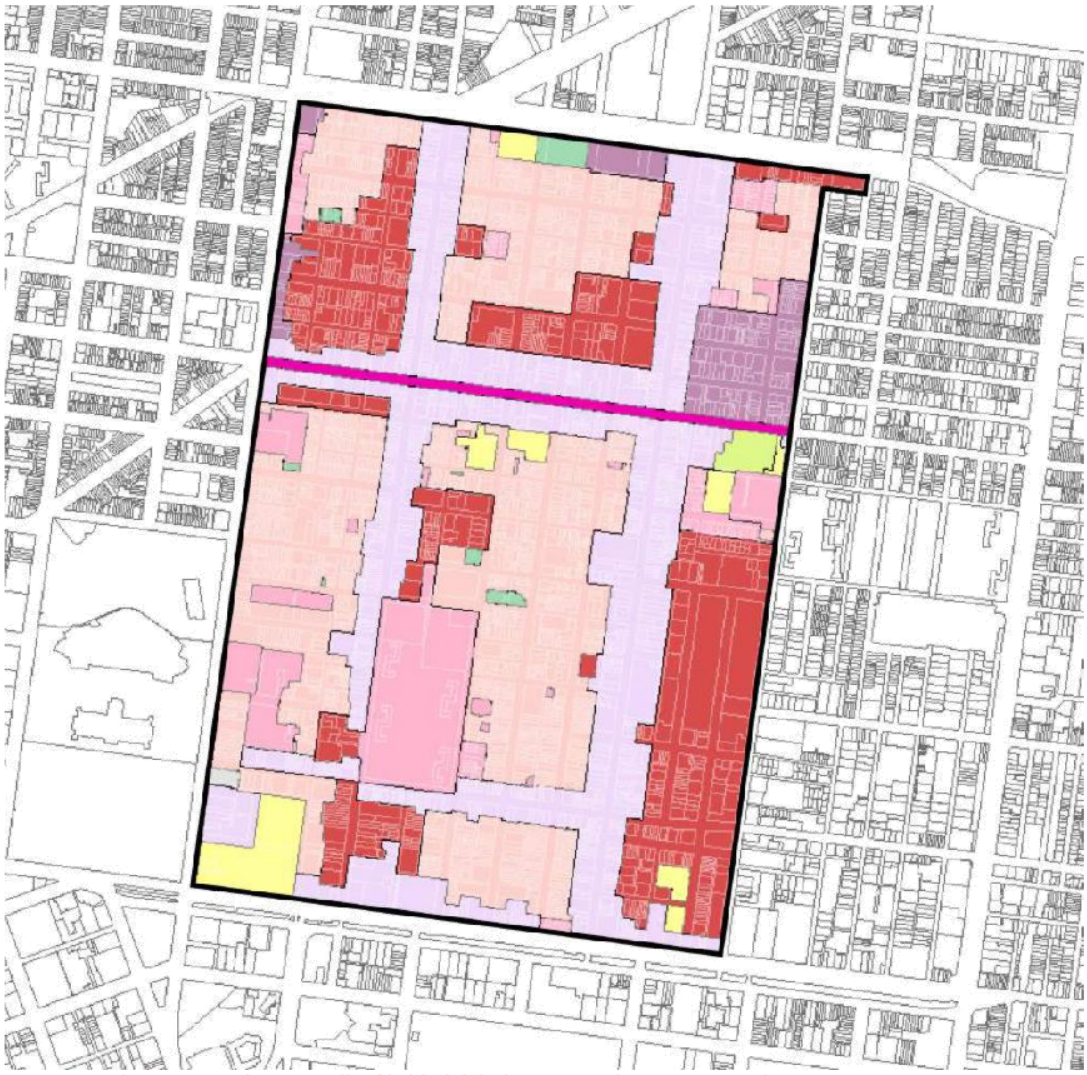


Figure 3. Zoning map – study area outlined in black (VicPlan, accessed 29 August 2019)

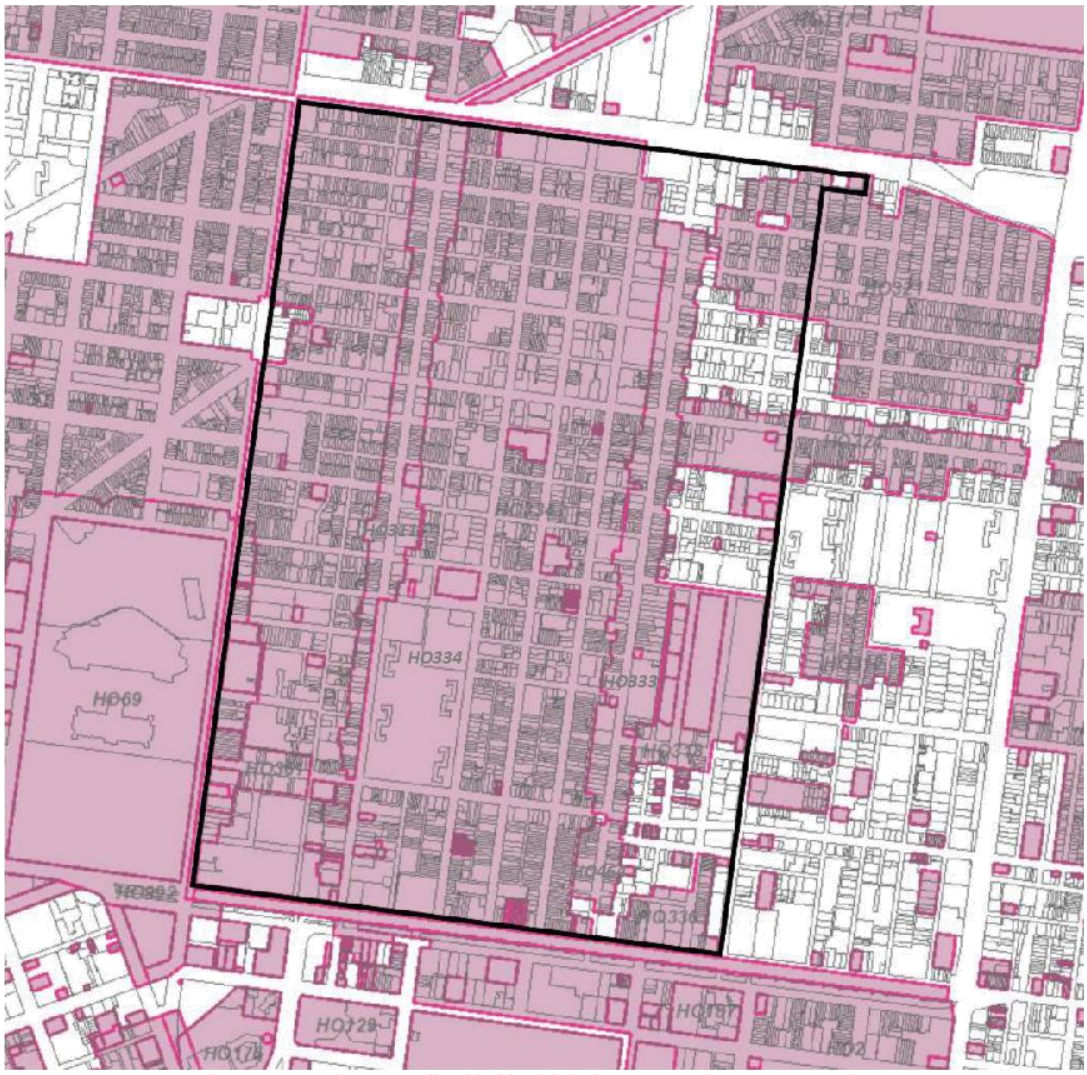


Figure 4. Heritage Overlay map – study area outlined in black (VicPlan, accessed 29 August 2019)

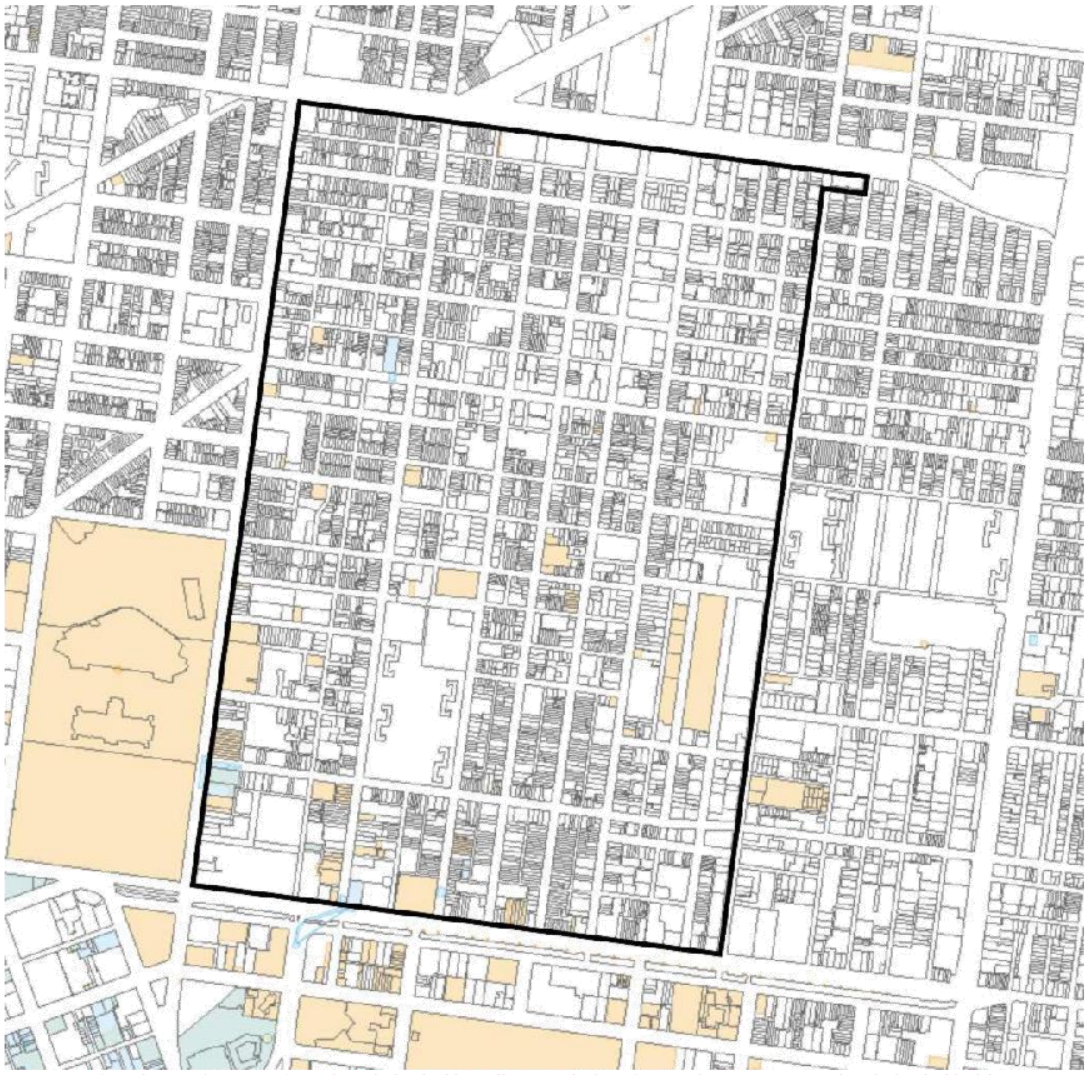


Figure 5. Victorian Heritage Register (VHR) shaded in yellow, and Victorian Heritage Inventory (VHI) shaded in blue – study area outlined in black (VicPlan, accessed 29 August 2019)

1.2 Scope of the Heritage Analysis & Recommendations Report

GJM Heritage has been commissioned to provide a detailed analysis of the heritage considerations for the following precincts within the Brunswick and Smith Street study area and to detail recommendations for the future management of these areas in the context of potential new development. The precincts considered in this report are:

- Brunswick Street Activity Centre Spine
- Town Hall Mixed Use Precinct
- Smith Street Activity Centre Spine
- Johnston Street Activity Centre Spine
- Fitzroy East Mixed Use Precinct.

The Collingwood Mixed Use Precinct was considered as part of a separate study: *Collingwood Mixed Use Pocket Heritage Analysis & Recommendations*, GJM Heritage, 6 June 2018. The Gertrude Street Activity Spine, Fitzroy West Mixed-Use Precinct and the Alexandra and Victoria Parade Boulevard Precincts are subject to further strategic heritage and planning studies.

The purpose of our advice is to ensure that any DDO controls arising from the Built Form Review take proper account of the heritage values of the precincts and individual buildings within the study area, to ensure appropriately weight is given to heritage when considering new development within the Brunswick and Smith Street corridors and surrounding mixed use precincts.

The analysis within this report considers:

- The suitability of the extent of the Heritage Overlays for places and precincts within the Brunswick and Smith Street corridors and surrounding mixed use precincts.
- The heritage grading of each property within the Heritage Overlay in the *City of Yarra: Review of Heritage Overlay Areas 2007 – Appendix 8, Revised May 2018* (Appendix 8).
- The currency of the existing Statements of Significance for places and/or precincts to ensure they provide adequate guidance for the management of important heritage features.
- Places not currently included in the Heritage Overlay but which warrant further consideration for inclusion in the Heritage Overlay.
- Built form parameters necessary to appropriately manage increased commercial and residential development within the context of the existing heritage place and/or precinct.

1.3 Methodology

The key resources on which the heritage analysis is based are:

- Victorian Heritage Register
- Yarra Planning Scheme Heritage Overlay Maps 1HO, 2HO, 5HO and 6HO
- Relevant Statements of Significance for heritage places and precincts within the study area and associated heritage studies
- Appendix 8.

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

- The relevant provisions of the Yarra Planning Scheme, in particular:
  - Clause 15.03-1S 'Heritage conservation
  - Clause 21.05-1 'Heritage'
  - Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay'
  - Clause 22.03 'Landmarks and Tall Structures'
  - Clause 22.10 'Built Form and Design Policy'

  - Clause 43.01 'Heritage Overlay'
  - Clause 43.01 'Schedule to the Heritage Overlay'
  - Clause 55.07 'Apartment Developments'
- PPN 1: *Applying the Heritage Overlay* (August 2018) (PPN1)
- PPN 59: *The role of mandatory provisions in the planning schemes* (June 2015) (PPN59)
- PPN 60: *Height and setback controls for activity centres* (September 2018) (PPN60).

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

- Boroondara C108 'Neighbourhood Centres and Commercial Corridors' (26 February 2014)
- Banyule Planning Scheme Amendment C93 'Implementation of the Ivanhoe Structure Plan' (1 July 2014)
- Moreland Planning Scheme Amendment C134 'Brunswick Activity Centre' (15 May 2015)
- Melbourne Planning Scheme Amendment C240 'Bourke Hill' (4 May 2015)
- Bayside Planning Scheme Amendments C113, C114 and C115 'Mandatory provisions for the Sandringham Village, Bay Street and Church Street Activity Centres' (14 January 2015)
- Whitehorse Planning Scheme Amendment C175 'Box Hill Metropolitan Activity Centre' (6 October 2017).
- Stonnington Planning Scheme Amendment C223 'Glenferrie Road and High Street Activity Centre' (15 December 2017)
- Darebin Planning Scheme Amendment C161 'Fairfield Village' (3 December 2018)
- Yarra Planning Scheme Amendment C220 'Johnston Street Built Form Controls' (22 February 2019)
- Melbourne Planning Scheme Amendment C308 'Central Melbourne Urban Design' (16 May 2019)
- Melbourne Planning Scheme Amendment C258 'Heritage Policies Review' (21 May 2019).

Relevant Panel reports are discussed further in Section 3 of this report.

We have approached the preparation of our heritage analysis as follows:

1. Completion of a desktop review of the above listed documents, Panel Reports, heritage mapping and grading information, and the Statements of Significance for heritage precincts and individually significant buildings, including those places registered on the Victorian Heritage Register (VHR). The extent of the Heritage Overlays were cross-checked against Google Streetview. This preliminary review familiarised the project team with the heritage fabric of the study area prior to fieldwork being undertaken.
2. Completion of fieldwork by Jim Gard'ner and Ros Coleman. All buildings and structures within the study area were inspected from the public realm with particular attention paid to the presentation of heritage buildings to the street frontage. The rear and side interfaces to the neighbouring residential areas subject to the Heritage Overlay were also considered, where relevant. The purpose of the fieldwork was to:
   - Review the suitability of the extent of the existing Heritage Overlays and to identify if gaps existed.
   - Review the suitability of the existing Statements of Significance for heritage places and precincts against the extant heritage fabric and to identify where the statements required updating for the purposes of properly considering built form recommendations.
   - Review the extant heritage fabric against the heritage gradings contained within Appendix 8 and to identify any inconsistencies and inaccuracies.
   - Review the heritage buildings and streetscapes within the study area to identify the architectural and streetscape heritage features (e.g. parapets, roof forms, view lines, corner sites) that are relevant to a consideration of built form recommendations.
3. Participation in workshops with Council and Hansen Partnership. The workshops:

- Reviewed the proposed 'built form precincts' within the study area, characterised by existing built form characteristics.
- Identified the desired future character of the built form precincts against heritage analysis and state and local planning policy drivers.
- Reviewed the key views of landmarks identified in Clause 22.03 – Landmarks and Tall Structures. Analysis was also informed by the Appendix A - 'Landmarks & Views Assessment' of the report entitled *Review & Development of the City of Yarra Landmarks Policy*, Ethos Urban, December 2017.
- Identified local landmarks within each streetscape or precinct
- Tested built form parameters for new development against the existing heritage fabric utilising oblique views from natural eye level (1.6m) on the public footpath, informed by modelling prepared by Hansen Partnership. Views were only considered from public streets; laneway and private realm views were not assessed. Note: this advice took the ¾ : ¼ ratio of street wall to new built form sightline test from Moreland DDO18 (discussed further at section 3.3) as a starting point and also considered oblique views along streets.

4. Finalisation of heritage recommendations for new built form parameters having considered the above.

2. Analysis of the Planning Context

2.1 Activity Centre Planning and Heritage

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

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

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

Clause 71.02-3 of the VPP addresses 'integrated decision making', and states:

> *Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social wellbeing affected by land use and development.*
>
> *Planning and responsible authorities should endeavour to integrate the range of panning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. However, in bushfire affected areas, planning and responsible authorities must prioritise the protection of human life over all other policy considerations.*
>
> *Planning authorities should identify the potential for regional impacts in their decision making and coordinate strategic planning with their neighbours and other public bodies to achieve sustainable development and effective and efficient use of resources.*

Activity Centres that are also subject to extensive Heritage Overlay controls such as Brunswick and Smith Streets are examples of where the tension between competing planning objectives must be resolved in a balanced way. Brunswick and Smith Streets have excellent public transport connections, vibrant retail, commercial and hospitality uses and a high demand for housing choice. The streets also contain highly intact, commercial precincts containing predominantly late nineteenth and early twentieth century heritage fabric that is highly valued by the local community. A balance between the demand for more intensive development with the protection of the heritage buildings and precincts is therefore required. To achieve this, it is considered necessary that any DDO – and the background work that underpins it – specifically includes heritage considerations which frames the design objectives.

2.2 Yarra Planning Scheme – Heritage Provisions

Council has well-established heritage provisions within its planning scheme at Clauses 21.05-1 and 22.02. Also of relevance to the protection of the heritage values of the study area is Clause 22.03, which includes policy to

protect the visual prominence of several landmarks within the study area, in addition to other landmarks within the municipality.

2.2.1 Heritage policy

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

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

Objective 14 and its associated strategies are considered to be generally compatible with appropriately sited and scaled higher density development on Brunswick and Smith Streets. Strategy 14.3 to 'Protect the heritage skyline of heritage precincts' would not be achieved unless new upper level development was to be of such low scale that it was fully concealed when viewed from the opposite side of the street as defined by the sightline tests described in Figures 2 and 3 of Clause 22.02 (refer Appendix 1). Avoiding any new visible built form above the parapets of buildings within the Heritage Overlay - although achieving the 'best' heritage outcome - would not enable a level of development that may reasonably be expected to be achieved on these commercial high streets nor meet other strategic directions of the Yarra Planning Scheme. A balance therefore needs to be struck between achieving the outcome sought by Strategy 14.3 and meeting the development objectives of the City of Yarra. An acceptable heritage outcome would be one where, although new built fabric is visible above the parapets, roofline or chimneys of these buildings, the development was of a scale, set back and massing such that it retains the primacy of the heritage streetscape and avoids visually dominating the existing buildings.

Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' provides detailed guidance for development of places within the Heritage Overlay, including demolition. The relevant objectives of Clause 22.02 are:

- *To conserve Yarra's natural and cultural heritage.*
- *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*
- *To retain significant view lines to, and vistas of, heritage places.*
- *To preserve the scale and pattern of streetscapes in heritage places.*
- *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*
- *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*
- *To ensure that additions and new works to a heritage place respect the significance of the place.*
- *To encourage the retention of 'individually significant' and 'contributory' heritage places.*
- *To protect archaeological sites of cultural heritage significance.*

Again, these objectives do not preclude higher density development along Brunswick and Smith Streets with the possible exception of '*To preserve the scale … of streetscapes in heritage places*'.

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

Given that the significance of most heritage places along Brunswick and Smith Streets lies predominantly in their streetscape presentation, facade detailing and fine-grained pattern of subdivision, it is considered that a certain amount of rear demolition and redevelopment can be contemplated under the existing heritage policy.

Further, with the exception of those heritage places included on the VHR – and therefore regulated under the *Heritage Act 2017* – internal controls generally do not apply to heritage places within the study area[1].

The significance of the heritage precincts within the study area lies primarily in fabric visible from the public realm. Therefore, in most circumstances, the heritage controls within the Yarra Planning Scheme effectively limits the control of heritage fabric within the study area to that which is visible from the street, including primary building facades, side elevations and visible roof and chimney elements.

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

> ***General***
>
> *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*
>
> - *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
> - *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
> - *Be visually recessive and not dominate the heritage place.*
> - *Be distinguishable from the original historic fabric.*
> - *Not remove, cover, damage or change original historic fabric.*
> - *Not obscure views of principle façades.*
> - *Consider the architectural integrity and context of the heritage place or contributory element.*
>
> *Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*
>
> *Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*
>
> *Minimise the visibility of new additions by:*
>
> - *Locating ground level additions and any higher elements towards the rear of the site.*
> - *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1).*
> - *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*
> - *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*
>
> *Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.*

The policy for full or partial concealment of rear additions to residential buildings as described in Figures 2 and 3 of the General Policy at Clause 22.02 is modified by the Specific Requirements at Clause 22.02-5.7.2 that applies to corner sites and sites with dual frontages, and industrial, commercial and retail heritage places:

> ***Corner Sites and Sites with Dual Frontages***
>
> *Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and*

[1] The exception to this are six shop / residences within HO464 – Smith Street South Precinct, Fitzroy and Collingwood at 51-53, 59-61 and 67-69 Smith Street, Fitzroy, which retain pressed metal ceilings on their ground floor.

adjoining or adjacent contributory elements to the heritage place.

Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

…

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

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

The specific provisions prevail over the general policy where there is a conflict or inconsistency. This establishes an expectation that new development behind industrial, commercial and retail buildings within the Heritage Overlay is not going to be fully or substantially concealed from public realm views. In addition, it should be noted that Brunswick and Smith Streets, like the typical commercial high streets in the City of Yarra, are 20m wide where the residential examples shown in Figures 2 and 3 of Clause 22.02-5.7.1 show a sightline test from across an approx. 10m wide residential street. The wider the street, the more visible a new rear development will be, and likewise the lower the heritage façade the greater the visibility of new development behind.

Although a greater level of concealment would generally provide a better heritage outcome, this specific sightline-based guidance in the heritage policy is designed to preserve and enhance the character and appearance of predominantly one and two-storey dwellings within more typical narrow residential streets and the policy does not require that this be applied to multi-storey development within a major Activity Centre.

Likewise, the policy to '*Discourage elements which … are not contemporary with the era of the building such as … reflective glass, glass balustrades and pedestrian entrance canopies*' may not achieve an appropriate urban design and architectural outcome in areas such as Brunswick and Smith Streets. In such areas, a 'contrasting' or 'interpretative' design approach for new taller development above the heritage building is likely to be more recessive than a 'respectful' or 'historicist' one that would lead to the new additions inappropriately mimicking the historic form and potentially being more visually intrusive.

2.2.2 Landmarks and Tall Structures

Clause 22.03 – 'Landmarks and Tall Structures' identifies a number of landmark buildings and advertising signs to which views should be protected. This includes the clock tower of the Fitzroy Town Hall and the spire of St Marks Church, George Street, Fitzroy. Although St Marks Church is located outside an activity spine or mixed use precinct, views of the spire are provided from Hodgson and Moor Streets. There are no landmark signs within the study area. The Clifton Hill Shot tower is located outside the study area but is highly visible from the northern edge of the study area.

The identification of key views has been informed by Appendix A - 'Landmarks & Views Assessment' of the report entitled *Review & Development of the City of Yarra Landmarks Policy*, Ethos Urban, December 2017.

Clause 22.03 also recognises the key views of the drum, dome, lantern and flagpole of the Royal Exhibition Building, which although located within the City of Melbourne, is visible from Gertrude Street:

> *Development should protect the views to the drum, dome, lantern and flagpole of the World Heritage Listed Royal Exhibition Building seen from the footpath on the south side of Gertrude Street and along Marion Lane, west of Fitzroy Street.*

The relevant policies within Clause 22.03 include:

- *Maintain the prominence of Yarra's valued landmark signs.*
- *Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference.*

- *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

The policy seeks to ensure new buildings within the vicinity of these landmarks and tall structures are designed so that these elements remain the principal built form reference in the area.

Royal Exhibition Building

The views of the drum, dome, lantern and flagpole of the Royal Exhibition Building (refer Figure 6) along the south side of Gertrude Street and Marion Lane are protected by Schedule 8 to the Design and Development Overlay (DDO8), which was informed by the World Heritage Environs Area Strategy Plan for the Royal Exhibition Building and Carlton Gardens.[2]

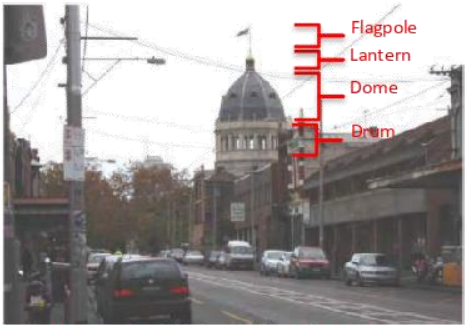


Figure 6. Royal Exhibition Building from Gertrude Street (at Fitzroy Street) looking east (©DPCD, adapted from Figure 13, page 48, World Heritage Environs Area Strategy Plan: Royal Exhibition Building & Carlton Gardens)



Figure 7. View lines of the Royal Exhibition Building within the Study Area – locations taken from Figures 13, 14 and 20 of the World Heritage Environs Area Strategy Plan (GJM adapted from nearmap)

Fitzroy Town Hall

To achieve the objective of Clause 22.03, we consider that it is appropriate to retain a clear sky silhouette of the whole of the clock tower of the Fitzroy Town Hall. At a minimum, the key elements of the clock tower which should remain visible and prominent include the flag pole, cupola, clock stage, balustrade and entablature. To ensure that the clock tower is read as a prominent stand-alone object, any new development should not appear to be closer to the tower than it is wide.

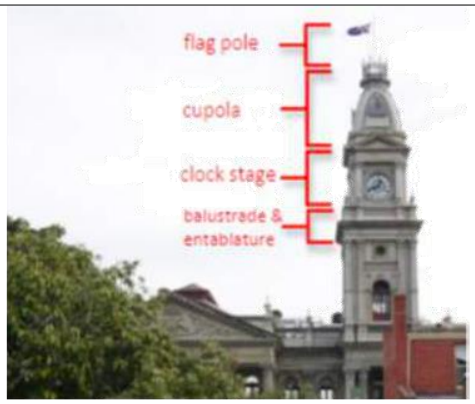


Figure 8. Fitzroy Town Hall, 201 Napier Street, Fitzroy

2 *World Heritage Environs Area Strategy Plan: Royal Exhibition Building & Carlton Gardens*, Department of Planning and Community Development, 2009.



Figure 9. Map of views to Fitzroy Town Hall (©Ethos Urban, Dec 2017)

St Marks Church

Clause 22.03 only identifies views of the spire of St Marks Church, however we consider that it is appropriate that views of the belfry and spire in combination should be considered (refer Figure 8). The belfry provides a visual anchor to the spire of the church and contributes to the key views of the church.

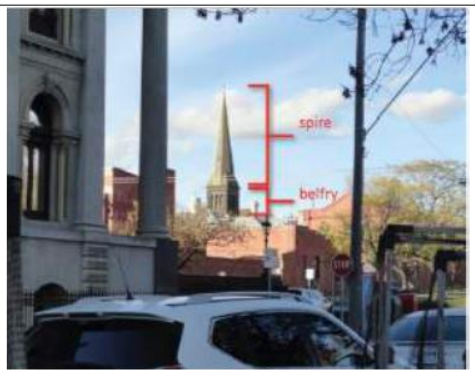


Figure 10. View to St Marks Church, Fitzroy from Condell Street adjacent to the Fitzroy Town Hall (looking northeast)



Figure 11. Map of views to St Marks Church, Fitzroy (©Ethos Urban, Dec 2017)

St Patricks Cathedral

Clause 22.03 identifies the need to "...protect the silhouette/profile of St Patrick's Cathedral seen from the Intersection of Brunswick Street with St George's Road." The spire of St Patricks Cathedral is clearly visible along the length of the Brunswick Street carriageway and particularly when pedestrians are crossing the street.



Figure 12. View to St Patricks Cathedral looking south along Brunswick Street.

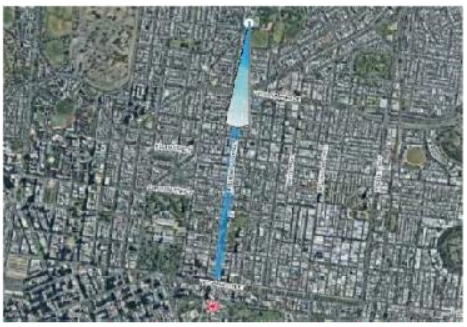


Figure 13. Map of views to St Patricks Cathedral (©Ethos Urban, Dec 2017)

St Lukes Church

Clause 22.03 provides a more limited requirement to "...protect the silhouette/profile of the church spire [of St Lukes Church] on the corner of Watkins Street and St Georges Road, North Fitzroy, seen from the intersection of Brunswick Street with Victoria Parade." This is a distant view, that like that towards St Patricks Cathedral is generally provided from within the carriageway of Brunswick Street (looking north).

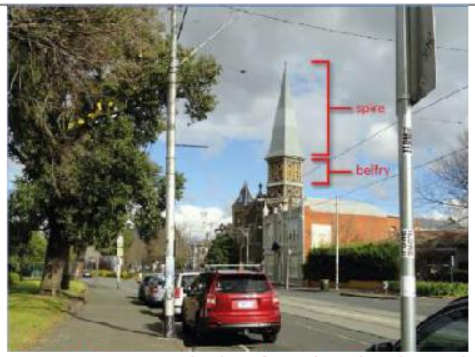


Figure 14. Tower and spire of St Lukes Church, North Fitzroy

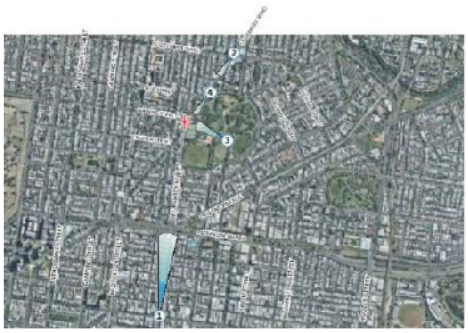


Figure 15. Map of views to St Lukes Church, North Fiztroy (©Ethos Urban, Dec 2017)

2.2.3 Heritage Overlay

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

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Clause 43.01-8 sets out 'Decision Guidelines' – in addition to those included in Clause 65 – that the Responsible Authority must consider before determining a permit application. These are:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the lopping or development will adversely affect the health, appearance or significance of the tree.*
- *Whether the location, style, size, colour and materials of the proposed solar energy facility will adversely affect the significance, character or appearance of the heritage place.*

While some of these considerations are not obviously consistent with the addition of higher density development behind heritage buildings, the first purpose of 43.01 and the first decision guideline encompasses the whole Municipal Planning Strategy and the Planning Policy Framework (integrated decision-making). Therefore, a balance must be struck by the Responsible Authority between achieving the objectives of the Heritage Overlay and meeting the objectives of other parts of the VPPs including Activity Centre policy and commercial zoning. There is established precedent for new rear development to be accommodated behind heritage buildings in commercial precincts throughout inner Melbourne without substantially compromising the identified significant values of these heritage places.

3. Heritage in Design and Development Overlays – Panel Findings

Planning Panels Victoria has considered a number of Planning Scheme Amendments that are of particular relevance to this project: Banyule Amendment C93, Bayside Amendments C113, C114 and C115, Boroondara C108, Darebin Amendment C161, Moreland Amendment C134, Melbourne Amendments C240 and C258, Stonnington Amendment C223, Whitehorse Amendment C175 and Yarra Amendment C220.

These amendments considered the appropriateness of mandatory controls in the context of PPN59 and provide guidance on which circumstances they should be applied. In response to submissions, they also considered the issue of whether or not the DDO control should include objectives to protect heritage or whether this should be the sole domain of the Heritage Overlay provisions. In addition to these panel reports, Amendment C123 to the Banyule Planning Scheme, approved via ministerial intervention, provides further instruction as to the role of mandatory controls.

These reports provide useful guidance on the form and wording of DDO controls. In summary, Panel has concluded that:

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

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

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

A discussion of the most relevant of the Panel reports is provided below, and at section 3.9 the recommendations for each panel are summarise with comment on the implications of the outcome.

3.1 Yarra Planning Scheme Amendment C220 (C220)

Similar to Brunswick and Smith streets, Johnston Street in Collingwood and the western part of Abbotsford (west of the railway viaduct) is a highly intact, predominantly Victorian/early Edwardian-era streetscape covered by the Heritage Overlay. The streets have a similar mix of historic and current uses, a similarly high proportion of 'Contributory' and 'Individually Significant' buildings with a high level of integrity, and similar existing street wall heights (generally between 8m and 11m). It is noted that unlike Brunswick and Smith streets, Johnston Street in designated as a Neighbourhood Activity Centre.

C220 seeks to introduce built form controls along Johnston Street in the form of DDO15. The Panel report recommended the inclusion of the following DDO objective which is also relevant to Brunswick and Smith Streets:

> *To preserve the valued heritage character of the streetscape and ensure that the predominantly two storey (heritage scale) street-wall remains the visually prominent built form of Johnston Street west of the railway line bridge...*

The Panel report provides commentary which is of relevance to a consideration of the proposed built form controls for Brunswick and Smith Streets. In particular, the Panel stated:

> *In urban design terms, the 6 metre setback will retain the 'human scale' of Johnston Street, secure the distinction between the street wall and upper levels and will reduce the potential for overshadowing and adverse wind conditions.*
>
> ...
>
> *The Panel does not agree that less significant sections* [of Johnston Street] *warrant a different treatment. Less significant areas equally deserve to exhibit the overall urban design outcome: a strong street wall with a distinct setback to the mid level form.*

To achieve these objectives Panel recommended that a building envelope requirement be established that, rather than being based on a sightline test from the opposite side of the street new, required new development to be within a 45° 'angular plane' drawn from the maximum street wall height. In combination with upper-level front setbacks and maximum building heights the angular plane creates a further upper-level setback consistent with the application of the policy objective at Clause 22.02-5.7.1 i.e. that each higher element behind industrial, commercial and retail buildings should be set further back from the lower heritage built form.

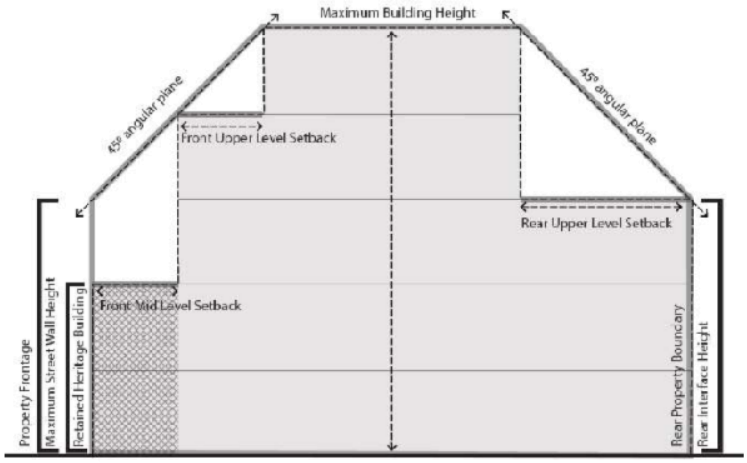


Figure 16. Building envelope requirement – Heritage Building (Figure 1 in Yarra DDO15 (version for adoption dated 14 May 2019)

3.2 Melbourne Planning Scheme Amendment C258 (C258)

C258 seeks, in part, to rationalise heritage gradings applied within the City of Melbourne from alphabetical and numerical gradings to 'significant', 'contributory' or not graded. In terms of 'streetscape' gradings, C258 seeks to transition from numerical gradings to 'Significant' or ungraded,[3] however the Panel recommended abandoning the streetscape grading altogether as they considered that the concept of significant streetscapes had been overtaken by the concept of heritage precinct. Further, the Panel considered that these streetscapes could be referred to in the Statements of Significance or, if necessary, defined as their own precinct.

In terms of heritage place gradings within the *Heritage Places Inventory* Incorporated Document, C258 seeks to transition from alphabetical gradings to 'significant', 'contributory' and ungraded, however the Panel recommended using an 'Individual' grading for places of site-specific significance and a 'contributory' grading for places that contribute to a heritage precinct. The Panel went on to recommend that the distinction within the proposed heritage policy that sought different outcomes in terms of fabric retention or the concealment of

[3] *Significant streetscapes are collections of buildings outstanding either because they are a particularly well preserved group from a similar period or style, or because they are highly significant buildings in their own right.*

new built form etc. for heritage places of different grades should be removed and a single set of heritage policies apply irrespective of building grading.

3.3 Moreland Amendment C134 (C134)

Sydney Road, Brunswick is a Major Activity Centre with highly intact, predominantly Victorian streetscapes covered by the Heritage Overlay. Sydney Road, Brunswick Street and Smith Street Activity Centres share common traits within their commercial cores including a tram route, a similar mix of historic and current uses, similar historic built form (predominantly two-storey Victorian-era or early twentieth-century commercial buildings), a high proportion of 'contributory' and 'individually significant' buildings with a high level of integrity, and similar existing street wall heights (generally between 8m and 11m).

The Statement of Significance for Moreland HO149 – Sydney Road Precinct[4] notes the precinct is of historical, architectural and social significance to the City of Moreland. It includes a number of close similarities with the Statement of Significance for HO311 – Brunswick Street Precinct and HO333 – Smith Street Precinct, including:

- Importance as a predominantly intact late 19th and early 20th century retail and commercial strip;
- Reflecting the considerable expansion and growth of the streets, and the suburbs as a whole, during the 19th century Boom period; and
- Largely intact upper floor facades of the shops.

Gazetted on 11 August 2016, C134 introduced DDO18, DDO19 and DDO20. DDO18 set mandatory street wall heights on Sydney Road north of Brunswick Road of between 8m and 11m, which would be an appropriate precedent for the Brunswick and Smith Street Activity Centres given the similarities in their architectural form.

DDO18 also provides a preferred minimum 5m setback for development above the street wall and to establish a preferred ratio of ¾ : ¼ street wall to new built form through the following design objective:

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

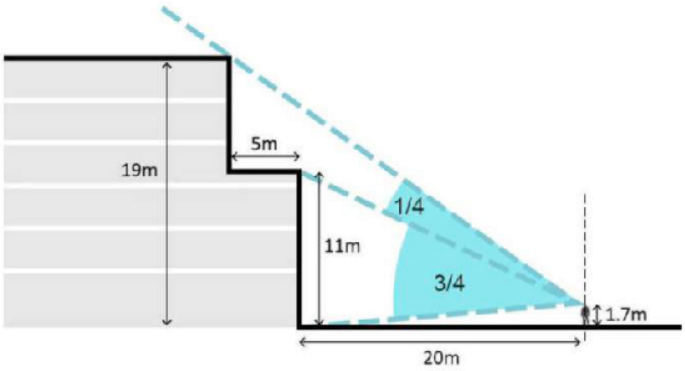


Figure 17. Upper level setbacks along Sydney Road (Figure 1 in Moreland DDO18, retrieved 2 June 2017).

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

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

4 Retrieved from Victorian Heritage Database, 16 June 2017 (http://vhd.heritagecouncil.vic.gov.au/places/56076#sthash.7LcbbSIM.dpuf)

building outlined in Figure 1 above.

3.4 Boroondara Amendment C108 (C108)

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

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

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

The Panel also considered the use of mandatory height and setback controls, and recognised that the version of *Plan Melbourne* at that time foreshadowed stronger policy support for the use of mandatory provisions in neighbourhood centres (and residential areas) to increase planning certainty.

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

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

> *The Panel recognises that Plan Melbourne foreshadows stronger policy support for the use of mandatory provisions in neighbourhood centres (and residential areas) to increase certainty. The Panel considers the combination of the street wall and upper level setbacks is critical in neighbourhood centres to maintain the established main street character and in these situations mandatory controls can be justified. However, we consider development with elements that exceed the nominated height and/or adopt alternative setbacks should not be precluded as they may produce better outcomes in some circumstances. The overall maximum height limits should therefore remain discretionary to allow for such circumstances.*

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

3.5 Whitehorse Amendment C175 (C175)

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

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

the proposed controls are appropriate…

and concluded that in the absence of this modelling:

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

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

3.6 Stonnington Planning Scheme Amendment C223 (C223)

The Glenferrie Road and High Street Major Activity Centre encompasses the two linear commercial strips of Glenferrie Road and High Street in Malvern as well as two peripheral areas. The Heritage Overlay, which covers all of Glenferrie Road and most of High Street, acknowledges the area for its '*metropolitan significance as one of the major strip shopping centres to have retained its role into the late twentieth century, and for the quality and integrity of its Victorian, Federation and Interwar building stock*'.[5] C223 sought to apply new built form provisions through the application of DDO19 to the entire Activity Centre, with precincts A and B covering the commercial and heritage precincts of Glenferrie Road and High Street respectively.

While the amendment proposed an 8-10m setback above the street wall for precincts A and B, the Panel found it to be effectively a concealment of upper level additions, supporting instead a 5m setback as adequate to respect heritage values without removing development capacity. This was derived from the precedent in the Boroondara Planning Scheme and was seen to equate to the first room in a Victorian-era building. The amendment was otherwise generally supported by the Panel as an appropriate balance between protecting heritage values and enabling growth. Discretionary preferred maximum building heights between 14.5 metres (4 storeys) and 21 metres (6 storeys) were supported through precincts A and B.

The Panel also reviewed the drafting of discretionary and mandatory provisions, addressing the appropriateness of the terms 'should' and 'must'. The Panel noted that confusion arose from the DDO parent clause, and until such time as the clause is redrafted, the term 'must' is to be used for schedule requirements with the addition of further clarification if it can be varied with a permit.

3.7 Darebin Amendment C161 (C161)

C161 proposed to implement the '*Fairfield Village Heritage Assessment, 2017*' (Heritage Intelligence) and '*Fairfield Village Built Form Guidelines 2017*' (Hansen Partnership) through the application of Heritage Overlay (HO313) and DDO21 to the Fairfield Village Neighbourhood Centre. DDO21 created two sub precincts: Area 1 to be applied to the proposed HO313 precinct; with the remainder of the centre covered by Area 2.

Though a smaller scale activity centre than the study area, the Panel provides some guidance on the drafting of development controls for Brunswick and Smith Streets. The Panel found the application of the Heritage Overlay in conjunction with the DDO would enable the precinct '*to support a variety of housing typologies at increased densities*' in a way that '*allows the heritage place to be identified and understood*'. Further, the Panel supported the application of a mixture of mandatory and discretionary controls to Area 1 of the DDO in the form of:

- Mandatory maximum building heights at 14.5m and 17.5m (four and five storey), triggered by a lot width of 24m for five-storey.
- Mandatory maximum street wall height to be the greater of 8.5m or the adjacent street wall.
- Discretionary minimum front setbacks above the street wall at generally 4m, and 8m if constructing to a 5th level.

[5] Retrieved from Victorian Heritage Database, 18 January 2018 (https://vhd.heritagecouncil.vic.gov.au/places/31530)

- The addition of a 3m side setback at the fifth-floor level – introduced as a discretionary provision to prevent the creation of a dominating wall of development along Station Street.

The Panel found that DDO21, as proposed, had several failings. In addition to drafting and content recommendations, the inclusion of a 'Valued Street Façade' provision was questioned. 'Valued Street Facades' were identified for their contribution to local character due to their form and/or detail across both Area 1 and 2. They were not identified as a feature of previous heritage studies and were not all of historic value. The Panel was not convinced '*that a DDO can be structured to require the retention or incorporation of a building*', finding the Heritage Overlay to be the appropriate mechanism for such a provision. Due to their largely arbitrary identification and the lack of urban design advice justifying their inclusion, the Panel recommended that in addition to being removed from Area 2 and non-contributory buildings in Area 1, the be reviewed to be made workable or removed in its entirety.

3.8 Banyule Amendment C123 (C123)

The Ivanhoe Shopping Centre is part of the Ivanhoe Activity Centre and is a traditional linear strip of retail and commercial activity located along the historic thoroughfare of Upper Heidelberg Road, Ivanhoe. HO90 identifies the Ivanhoe Shopping Centre for its local historical and social significance in the form of one and two-storey shops predominantly from the 1915-1940 period.

C123 was approved by Ministerial intervention in September 2018 and applied to the Ivanhoe Activity Centre. Initially introduced as an interim control attached to the Activity Centres Pilot Program run by the Department of Environment, Land, Water and Planning, C123 did not progress through a Panel process. C123 amended DDO11 and applied mandatory height controls across the Ivanhoe Activity Centre. The application of mandatory heights was in response to the quantity and scale of development proposed within the area, particularly in relation to building heights in excess of the approved structure plan heights, and resulted in mandatory heights of generally 15m being applied to the HO90 area.

3.9 Table of summarised recommendations and implications

Yarra Amendment C220	
Recommendation	***Implications***
A 6m upper level setback will retain the 'human scale' of Johnston Street, secure the distinction between the [heritage] street wall and upper levels.	A 6m mandatory upper level setback is appropriate.
The less significant sections of Johnston Street do not warrant lesser built from controls.	The same controls should be applied within the DDO irrespective of the significance of the street.
A preferred ratio of 2/3:1/3 street wall to new upper level built from should be replaced with a 45 degree angular plane.	A 45 degree angular plane above a nominal 11m street wall height can inform the preferred mid-level built form rather than a ratio based sightline test.
In combination with upper-level front setbacks and maximum building heights the angular plane creates a further upper-level setback from the mid-level setback.	Upper level development should be set further back from the street wall consistent with the guidance at 22.02-5.7.2.
Melbourne Planning Scheme Amendment C258	
Recommendation	***Implications***
Heritage policy should not seek different outcomes in terms of fabric retention or the concealment of new built form based on gradings.	The same controls should be applied within the DDO irrespective of the grading of properties within a precinct.

The streetscape grading system should be abandoned.	Applying a streetscape grading is unnecessary for the justifying the use of mandatory controls.
Moreland Amendment C134	
Recommendation	***Implications***
The application of mandatory street wall heights to Sydney Road is justified.	Provides a justification for the application of mandatory street wall heights within the Study Area.
Established a preferred ratio of ¾ : ¼ street wall to new upper level built form.	The use of a sightline test to inform new upper level built from is appropriate.
Boorondara Amendment C108	
Recommendation	***Implications***
The combination of the height, setbacks and design treatment of new buildings should ensure a heritage place on or adjoining the site is not overwhelmed or dominated.	The DDO can included height, setback and design treatment controls to avoiding dominating heritage places.
New development will be visible behind the retained façades – particularly from oblique views – and that invisibility of upper level development is either unreasonable or not necessary to achieve the primacy of the street wall.	There is an expectation that the visibility of new upper level development (including from oblique views) will be acceptable and complete concealment is not necessary.
Mandatory upper level setbacks to the commercial corridors are justified.	Provides a justification for the application of mandatory upper level setbacks within the Study Area.
Whitehorse Amendment C175	
Recommendation	***Implications***
In the absence of modelling built form heritage controls should not proceed.	That three-dimensional modelling, sightlines and view shed analysis should inform built form controls.
Stonnington Planning Scheme Amendment C223	
Recommendation	***Implications***
Panel supported a 5m upper level setback instead of the 8-10m setbacks proposed that effectively concealed upper level development.	There is an expectation that the visibility of some new upper level built from will be acceptable and complete concealment is not necessary.
Application of the words 'should' and 'must' within controls.	Use 'should' used for preferred controls and 'must' for mandatory controls.
Darebin Amendment C161	
Recommendation	***Implications***
The application of mandatory building heights to Fairfield Village is justified.	Provides a justification for the application of mandatory building heights within the Study Area.
The application of mandatory street wall heights to Fairfield Village is justified.	Provides a justification for the application of mandatory street wall heights within the Study Area.

The use of 'Valued Street Façade' provision not supported.	Confirms reliance on the Heritage Overlay to protect valued streetscapes.
Banyule Amendment C123	
Recommendation	***Implications***
The application of mandatory building heights to the Ivanhoe Activity Centre is justified.	Provides a justification for the application of mandatory building heights within the Study Area.

4. Mandatory and Discretionary Height and Setback Controls

Planning Practice Note 59: The Role of Mandatory Provisions in Planning Schemes (June 2015) (PPN59) notes that the VPPs are predominantly performance-based and that mandatory provisions are the exception. The PPN sets out a series of five criteria against which to test proposed mandatory provisions, being:

- Is the mandatory provision strategically supported?
- Is the mandatory provision appropriate to the majority of proposals?
- Does the mandatory provision provide for the preferred outcome?
- Will the majority of proposals not in accordance with the mandatory provision be clearly unacceptable?
- Will the mandatory provision reduce administrative costs?

Planning Practice Note 60: Height and Setback Controls for Activity Centres (PPN60) provides specific guidance on the use of mandatory height and setback controls in activity centres. In September 2018, the Department of Environment, Land, Water and Planning published an updated version of PPN60 following the completion of the pilot project *Better Height Controls in Activity Centres*[6]. Of relevance to this matter, PPN60 now provides an additional justification for the use of mandatory controls based on 'comprehensive strategic work', and reads:

> *Mandatory height or setback controls should only be applied where:*
>
> - *exceptional circumstances exist; or*
> - *council has undertaken comprehensive strategic work and is able to demonstrate that mandatory controls are appropriate in the context, and*
> - *they are absolutely necessary to achieve the preferred built form outcomes and it can be demonstrated that exceeding these development parameters would result in unacceptable built form outcomes.*

In relation to 'exceptional circumstances', PPN60 states:

> *Exceptional circumstances may be identified for individual locations or specific and confined precincts, and might include:*
>
> - *significant heritage places where other controls are demonstrated to be inadequate to protect unique heritage values.*
> - *sites of recognised State significance where building heights can be shown to add to the significance of the place, for example views to the Shrine of Remembrance...*

The amended version of PPN60 reflects a broader shift over time within the application of the VPPs in favour of the use of mandatory controls.

The purpose of the Hansen Built Form Review and this report is to provide a comprehensive strategic basis for height and setback controls within the study area. The inclusion of individual heritage places and precincts on the VHR and the Heritage Overlay demonstrate the significance of the unique heritage values of the study area.

PPN60 identifies the following criteria for 'exceptional circumstances' that *"...may be identified for individual locations or specific and confined precincts"*. These include (as relevant):

- *significant heritage places where other controls are demonstrated to be inadequate to protect unique heritage values*
- *sites of recognised State significance where building heights can be shown to add to the significance of the place, for example views to the Shrine of Remembrance...*

---

6 Refer to the Panel Report to Yarra C220 chapter 1.2 for further discussion on the pilot project and the amendment to PPN60.

To pursue mandatory controls, PPN60 also states:

> *Where exceptional circumstances are identified, mandatory height and setback controls should only be applied where they are absolutely necessary to achieve the built form objectives or outcomes identified from the comprehensive built form analysis. Where mandatory controls are proposed, it will need to be demonstrated that discretionary controls could result in an unacceptable built form outcome.*

The Panels that considered Boroondara C108, Darebin C161, Moreland C134 and Yarra C220 provide further guidance on the application of mandatory height, street wall height and upper level setback controls along Brunswick and Smith Streets.

These Panels concluded that for Heritage Overlays within activity centres:

- Mandatory controls were appropriate for street wall heights along Sydney Road, in 31 neighbourhood centres in Boroondara and Area 1 of the Fairfield Village Neighbourhood Centre.
- Mandatory upper level setbacks were appropriate in many of Boroondara's neighbourhood centres.
- Mandatory heights were appropriate for Area 1 of the Fairfield Village Neighbourhood Centre
- Mandatory upper level setback were appropriate for Johnstone Street and should not be applied based on heritage significance or gradings within Appendix 8.

It is our view that Sydney Road and Johnston Street in particular share similarities with Brunswick and Smith Streets in terms of heritage fabric and streetscape characteristics.

Part II: Heritage Analysis

5. Heritage Analysis

5.1 Precinct Boundaries

For the purposes of this project, the study area has been divided into 10 precincts:

A – Alexandra Parade Boulevard Precinct
B – Brunswick Street Activity Spine
C – Collingwood Mixed Use Precinct
FE – Fitzroy East Mixed Use Precinct
FW – Fitzroy West Mixed Use Precinct
G – Gertrude Street Activity Spine
J – Johnston Street Activity Spine
TH – Town Hall Mixed Use Precinct
V – Victoria Parade Boulevard Precinct
S – Smith Street Activity Spine

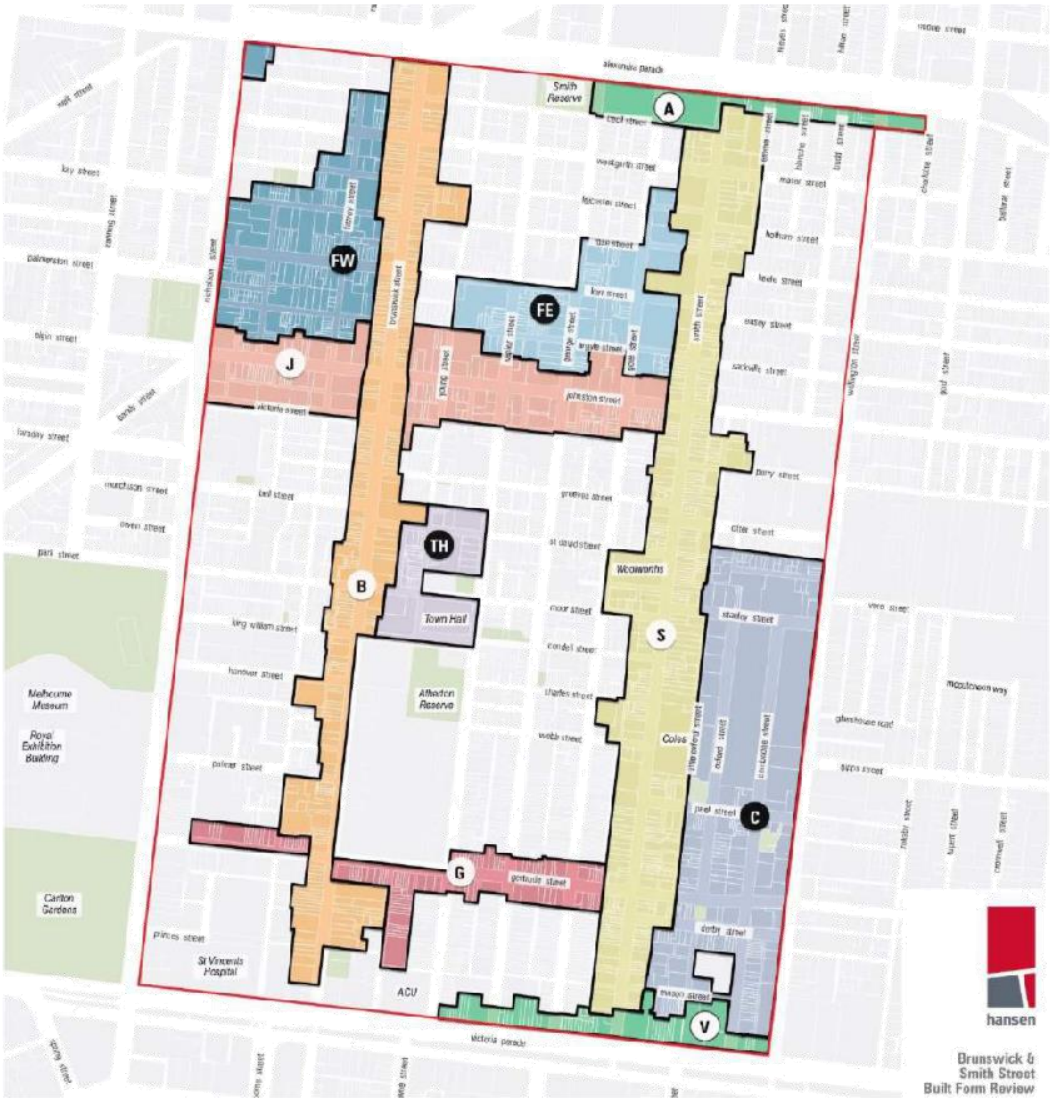


Figure 18. Precinct boundaries (©Hansen, 6 June 2018)

As noted previously, the precincts considered in this report are:

- Brunswick Street Activity Spine
- Town Hall Mixed Use Precinct
- Smith Street Activity Spine
- Johnston Street Activity Spine
- Fitzroy East Mixed Use Precinct.

The Collingwood Mixed Use Precinct was considered as part of a separate study: *Collingwood Mixed Use Pocket Heritage Analysis & Recommendations*, GJM Heritage, 6 June 2018. The Gertrude Street Activity Spine, Fitzroy West Mixed-Use Precinct and the Alexandra and Victoria Parade Boulevard Precincts are subject to future strategic heritage and planning studies.

Following is an analysis of the heritage components and qualities of each of the precincts, including significant views and streetscapes found within the precincts. An analysis of future built form character considerations has been provided along with recommended built form parameters to appropriately manage heritage values.

5.2 Heritage Characteristics

5.2.1 VHR Places

There are a number of places within the Study Area that are included in the VHR. These are frequently grander, more architecturally accompanied and elaborately detailed, or associated with a historically significant use in comparison with typical 'Individually significant' graded buildings within the Heritage Overlay. The *Heritage Act 2017* regulates changes to places included on the VHR including the development of new built form. There may, however be planning issues that might not be considered in relation a permit under the Heritage Act, and it is therefore appropriate for built form controls to be applied to placed included in the VHR for urban design and other reasons.

5.2.2 Activity Spines

Two storey shop / residence buildings are common to the City of Yarra's historic high streets and make up the majority of the streetscapes included within the Heritage Overlay along the activity spines. These buildings share the same typical characteristics, which include:

- Attached terraced construction
- Masonry construction with less than 40% of the upper level street wall face comprised with openings such as windows and doors
- Painted render or face brick façades
- Parapeted front facades with solid parapets, open balustrades or more elaborate gables
- No setback from the street boundary
- Early or altered shop fronts taking up the majority of the ground floor
- Verandahs or later canopies, particularly on the south side of the street
- Visible chimneys normally set back between 3m and 4m from the front of the building.

The Brunswick and Smith Streets also include larger commercial buildings and department stores of up to five storeys in height as well as elaborately detailed buildings on street corners.

The following examples show typical building types found within the Activity Spines. It must be noted that buildings of a particular type will not necessarily demonstrate all the features identified below, and may include other features such as visible roofs and chimneys, which should be retained at least to the extent they are visible from the public realm.



Figure 19. Two-storey shop/residence showing the typical relationship between solid (walls) and void (windows) on the front façade. The first-floor windows making up less than 40% of the wall area (excluding the parapet, gable or balustrade) and the shopfront glazing and entrance door occupies the majority of the ground floor façade.

Shopfronts commonly feature a low plinth or upstand, flanking pilasters, recessed entrances and plain or leadlight highlights.



Figure 20. Roof plan (403-407 Brunswick Street, ©nearmap, 26 Sep 2017) showing the typical location of chimneys at the centre of each of the front rooms on the party wall (i.e. approx. 3m back from the front façade) and the typical 12m deep main roof form of the building.

On some buildings, particularly those located on a corner the roof form and a larger number of chimneys may be visible from the public realm. In these cases the chimneys should be retained and the roof form retained, at least to the extent that it is visible.



Figure 21. Two-storey shop/residence with return façade on a major intersection (corner of Brunswick and Johnston Streets)



Figure 22. An elaborately decorated terrace of shop/residences (193 Smith Street)



Figure 23. Simple or modest shop / residence (246-256 Johnston Street)



Figure 24. Prominent commercial buildings (bank or hotel) (169 Smith Street)

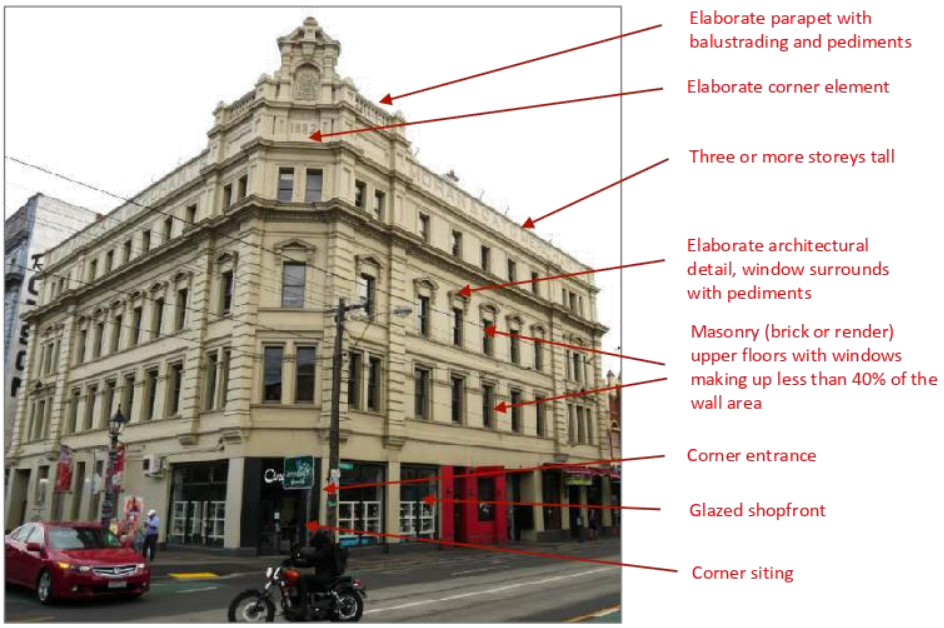


Figure 25. Department store / large commercial building (285 Brunswick Street)

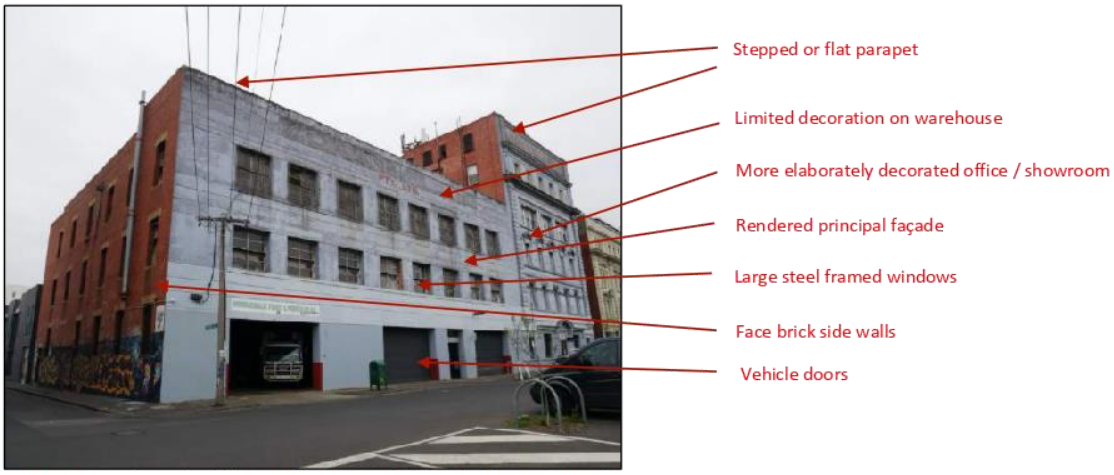


Figure 26. Medium-rise (three to five storey) industrial / warehouse buildings (corner of Fitzroy and Victoria Streets)

2.5.2 Mixed Used Precincts

The mixed use precincts vary greatly in the building types within them from large religious, institutional and civic buildings such as Fitzroy Town Hall, large and small scale factories and industrial buildings and terraced housing. There is also generally a higher proportion of later development including mid-late twentieth century low-scale factory and commercial buildings and more recent apartment and townhouse developments. The buildings that are graded within Appendix 8 are generally late-nineteenth to early twentieth century houses and early twentieth century factory and warehouse buildings.

The following examples show typical building examples of these buildings. The majority of the houses remain in domestic use and their redevelopment should generally be informed by the guidance for residential buildings at Clause 22.02-5.7.1 of the Yarra Planning Scheme. Common to these buildings are visible roofs and chimneys, which should be retained to a two-room depth / the main form of the building.

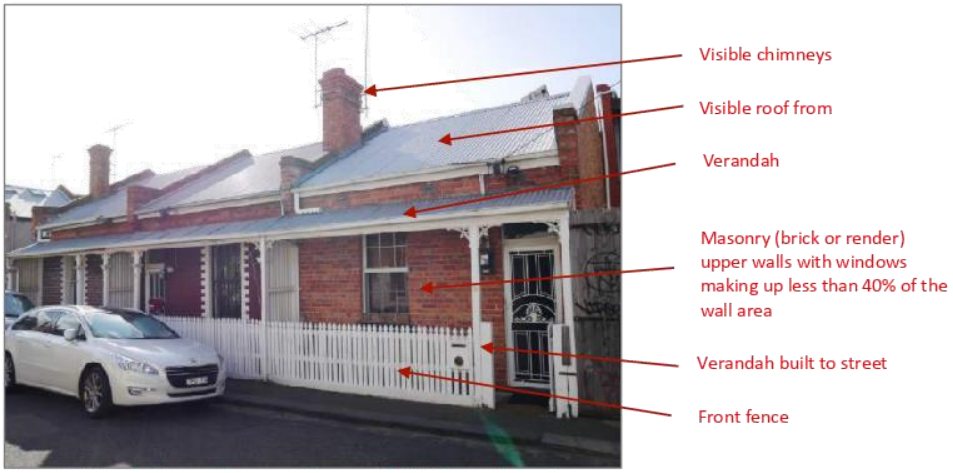


Figure 27. Single Storey Terraced Houses (35-39 Chapel Street)



Figure 28. Two Storey Terraced Houses (332-334 Gore Street)



Figure 29. Low-rise (one to two storey) industrial buildings (399 Gore Street)

5.3 Local landmarks

While municipal-wide landmarks within the City of Yarra are identified within Clause 22.03 'Landmarks and Tall Structures' of the Yarra Planning Scheme the location, scale, function and architectural form and detail of some other buildings within the study area has resulted in these buildings acting as local landmarks. These buildings serve as markers, wayfinding aids or landmarks in the local streetscape context and are often located on major intersections along Brunswick and Smith streets.

In identifying these local landmarks this report has also considered the 2017 Ethos Urban report entitled *Review & Development of the City of Yarra Landmarks Policy*.

Within the study area the following municipal-wide landmarks are identified in Clause 22.03-4:

- Clocktower of Fitzroy Town Hall
- Spire of St Marks Church, George Street, Fitzroy.

In addition, the following views from within the study area are identified in Clause 22.03-4 as warranting protection:

- The silhouette/profile of St Patricks Cathedral seen from the intersection of Brunswick Street with St Georges Road (by extension this is taken to include the terminating views of St Patricks Cathedral south along Brunswick Street).
- The silhouette/profile of the church spire [St Lukes] on the corner of Watkins Street and St Georges Road, North Fitzroy, seen from the intersection of Brunswick Street with Victoria Parade.
- The views to the drum, dome, lantern and flagpole of the World Heritage Listed Royal Exhibition Building seen from the footpath on the south side of Gertrude Street and along Marion Lane, west of Fitzroy Street.

In the context of Brunswick and Smith Street Activity Spines the local landmarks act as wayfinding aids, signal public or semi-public buildings, articulate street corners and promote or advertise important local businesses.

These buildings include, but may not necessarily be limited to:

- Civic buildings including post offices
- Hotels
- Banks

- Department stores
- Important local commercial businesses (e.g. the Moran & Cato Merchants building)
- Commercial buildings (often small scale) at an intersection that have been designed to specifically articulate the corner through the use of towers, belvederes or other elements.

The features that distinguish these buildings include:

- Public use (civic or post office)
- Semi-public use (hotels and banks)
- Major commercial enterprises requiring larger buildings or use the building to advertise their presence (department stores and commercial showrooms)
- Prominent corner locations
- More elaborate architectural detailing, particularly the use of Neo-classical, Mannerist or Baroque elements (columns and pilasters, aedicule, quoining, rusticated masonry etc.) and high-status materials including polychromatic brickwork and natural stone
- Elements that project above the parapet line particularly at street corners including pediments, towers, turrets, lanterns, belvederes or domes etc.

These buildings are generally identified within Appendix 8 as 'Individually Significant' or included on the VHR with the exception of the Paterson Furniture Warehouse/Department Store (231 Smith Street)which is graded 'Contributory' and the Gasometer Hotel (484 Smith Street) which is not subject to the Heritage Overlay.



Figure 30. The former Collingwood Post Office, 174-180 Smith Street (VHD H0973) is an example of a local landmark due to its former civic function, elaborate architectural decorative scheme and prominent French Second Empire tower element (VHD, 2008)



Figure 31. The Perseverance Hotel, 196 Brunswick Street (HO311) is an example of a local landmark due to its prominent corner location, function, elaborate architectural decorative scheme and oriel tower and turret (VHD, 2008)



Figure 32. Patersons Building, 173-181 Smith Street (HO333) is an example of a local landmark due to its former use as a department store, scale and multistorey height and elaborate architectural detailing (VHD, 2008)



Figure 33. Former Union Bank of Australia, 165-167 Smith Street (VHR H0506) is an example of a local landmark due to its former use as a bank, it prominent corner location and elaborate architectural detailing (VHD, 2008)

6. Brunswick Street and Town Hall Mixed Use Precinct, Fitzroy

6.1 Description

6.1.1 Brunswick Street Activity Spine

The Brunswick Street Activity Spine runs in a north-south direction between Alexandra Parade (north) to a point just north of Victoria Parade (south) where it meets the institutional precinct occupied by the Australian Catholic University. The corridor generally extends to the depth of one property to the east and west. Brunswick Street rises gently to the south (Eastern Hill) and is crossed by a regular succession of east-west running streets, which is broken only by the Atherton Gardens housing estate.

The precinct excludes the Atherton Gardens housing estate, the former Eastern Hill Hotel (VHR H0816) at 77 Victoria Parade the adjoining property at 5 Brunswick Street, as well as the Australian Catholic University campus on the eastern side of Brunswick Street. The precinct extends east of Brunswick Street to include the land bounded by Leicester, Young, Rose and Brunswick Streets and the MUZ zoned land south of Gertrude Street and west of Young Street. West of Brunswick Street the precinct includes the land bounded by Hanover and Fitzroy Streets and Brunswick Place and the MUZ zoned land bounded by Palmer, Brunswick and Fitzroy Streets.

With the exception of the Atherton Gardens housing estate, the eastern side of Brunswick Street is commercial in character as is the western side north of Gertrude Street. The western side of Brunswick Street south of Gertrude Street is predominantly made up of two and three storey residential grand terraces and houses. While lacking the larger scale department stores and showrooms that typify the centre of the Smith Street corridor, the predominantly two-storey commercial streetscape of Brunswick Street is highly intact. The northern part of Brunswick Street between Leicester and Johnston Streets has a particularly intact and consistent two storey heritage built form. There are some larger infill sites north of Westgarth Street, between Greeves and King William Streets, and between Palmer and Gertrude Streets. In comparison with Johnston or Smith Street, there has been limited new development approved within the corridor, a notable exception being the approval of a seven-storey building behind the three-storey VHR-listed residence at 11 Brunswick Street (VHR H0149, approved but not constructed).

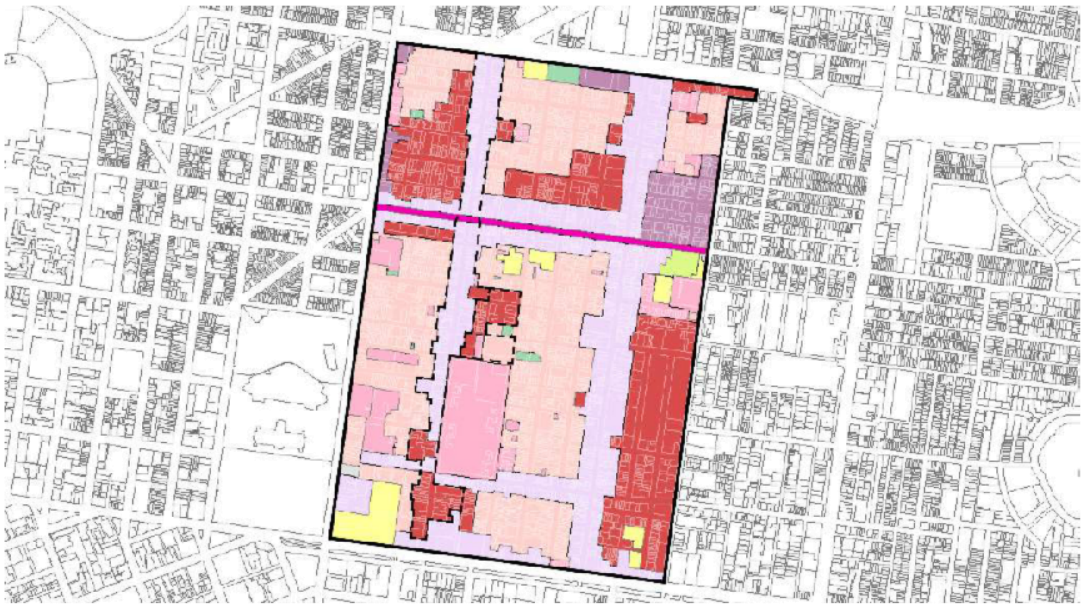


Figure 34. Zoning map – Brunswick Street Activity Spine and Town Hall Precinct outlined in black dashed line (VicPlan, accessed 29 August 2019)

6.1.2 Town Hall Mixed Use Precinct

The Town Hall Mixed Use Precinct is located immediately east of the properties facing Brunswick Street and is generally bounded by Exhibition Street to the north, Napier Street to the east, King William Street to the south and Kent Street to the west. The precinct excludes the public housing at 125 Moor Street and the Whitlam Place pocket park (addressed as 209 Moor Street).

The precinct is dominated by the imposing Classical Revival-style Fitzroy Town Hall (VHR H0147) which forms the heart of a small civic precinct that includes the Fitzroy Police Station. West of Young Street the Town Hall Mixed Use Precinct includes Sacred Heart School and All Saints Parish Church and Church Hall (c.1855); the latter of which is included on the VHR (H2172). North of Moor Street the Town Hall Mixed Use Precinct is made of a row of highly intact Victorian-era terraced houses, small-scale late nineteenth and early twentieth century factory and warehouse buildings (many of which have been converted to residential uses), and more recent apartment developments of up to four storeys in height.

Developments along Napier Street have been approved at up five storeys in height, and there are few development sites remaining within the Town Hall Mixed Use Precinct.

6.2 Heritage Status

6.2.1 Existing Conditions

The majority of the Brunswick Street Activity Spine is included within HO311 – Brunswick Street Precinct, Fitzroy. South of Gertrude Street a large proportion of the Brunswick Street corridor is included within HO334 – South Fitzroy Precinct. There is a single place (the shops at 236-252 Brunswick Street) included on the VHR within the commercial section of Brunswick Street with the majority of VHR-listed places being located between Gertrude Street and Victoria Parade.

The Town Hall Mixed Use Precinct is subject to HO334 – South Fitzroy Precinct with the exception of the two places included in the VHR, namely Fitzroy Town Hall and All Saints Church Hall.

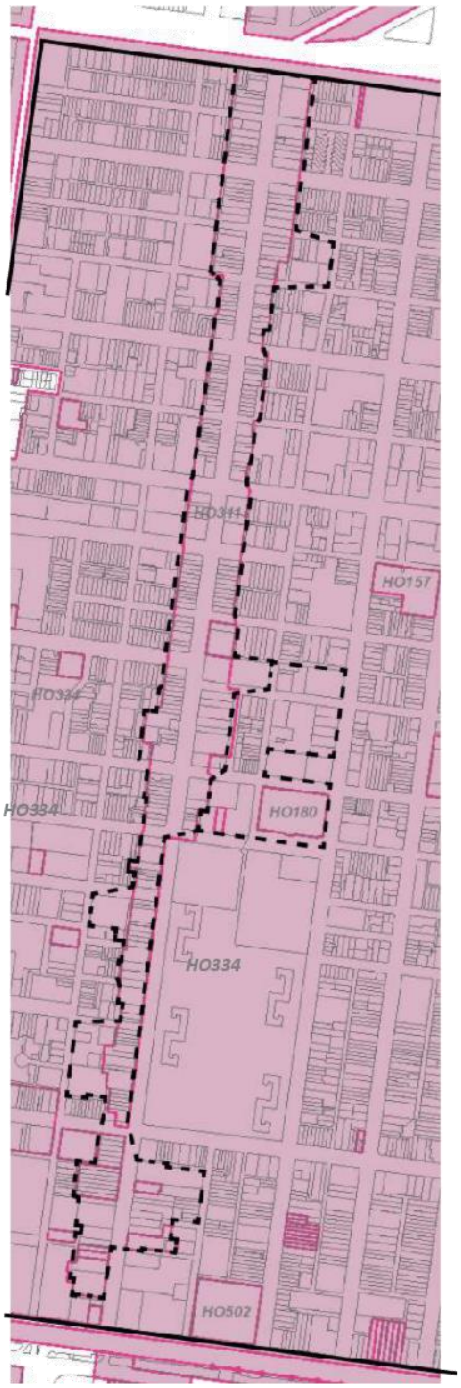


Figure 35. Heritage Overlay map – Brunswick Street Activity Spine and Town Hall Precinct outlined in black dashed line (VicPlan, accessed 29 August 2019)

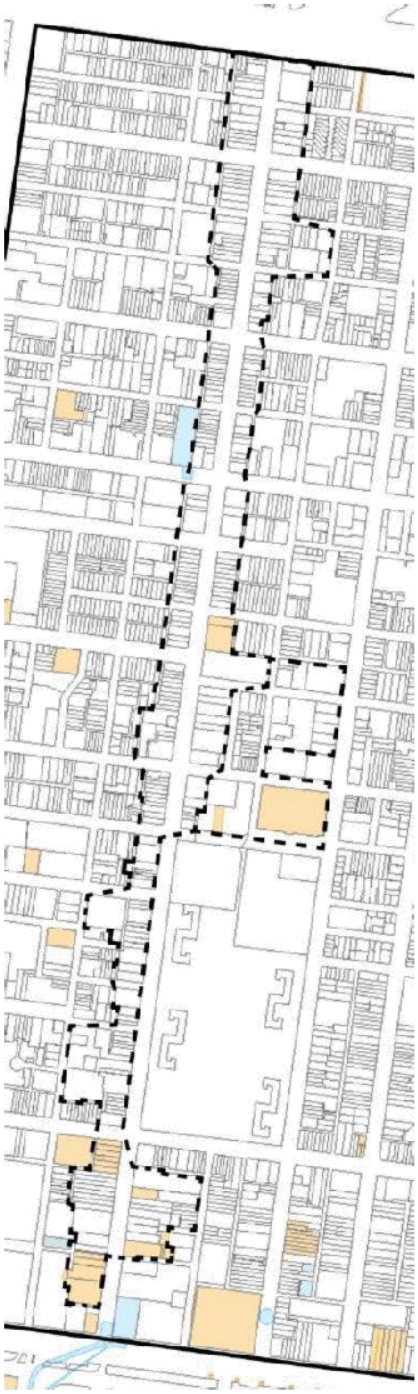


Figure 36. VHR shaded in yellow and VHI shaded in blue Brunswick Street Activity Spine and Town Hall Precinct outlined in black dashed line (VicPlan, accessed 29 August

In summary, the existing heritage status for the Brunswick Street Activity Spine and Town Hall Mixed Use Precinct is:

Victorian Heritage Register (those VHR places marked with an asterisk (*) are identified as the building only and may not include any land within the extent of registration)				
VHR	*Name*	*Address*	*Heritage Overlay*	*Date*
H0147	Fitzroy Town Hall*	201 Napier Street, Fitzroy	HO180	1873-90
H0149	Residence*	11 Brunswick Street, Fitzroy	HO151	1891
H0150	Shop and Residence*	13 Brunswick Street, Fitzroy	HO152	1892
H0479	Terrace*	39-49 Brunswick Street, Fitzroy	HO154	1856
H0559	Shops	236-252 Brunswick Street, Fitzroy	HO155	1888
H1706	Dodgshun House	9 Brunswick Street, Fitzroy	HO150	1865
H01939	Former Melbourne Veterinary College	38-40 Brunswick Street, Fitzroy	HO345	1886
H01967	Cathedral Hall	20-22 Brunswick Street, Fitzroy	HO347	1873, 1908
H2172	All Saints Church Hall	95 King William Street, Fitzroy	HO358	c.1855
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Appendix 8 grading*	*Date*
HO153	Barcelona Terrace Gardens	25-37 Brunswick Street, Fitzroy	Individually Significant	1881
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Appendix 8 grading*	*Date*
HO311	Brunswick Street Precinct	various	various	various
HO334	South Fitzroy Precinct	various	various	various

6.2.2 Recommended Changes

The Brunswick Street Activity Spine is, in its entirety, subject to State or local-level heritage controls. The Atherton Gardens housing estate occupies approximately 6.7 ha and is included within the extent of HO334 but does not contribute to the values of either the Brunswick Street or South Fitzroy Precincts. The existing Statement of Significance for HO311 reads:

> *... the greatest loss in the street was the development of the Atherton Gardens Estate by Housing Commission of Victoria when shop rows and an early stone church, between King William and Gertrude Streets, were demolished. Four twenty-storey residential towers were built in their place in 1970-1972.*

It is recommended that the land occupied by Atherton Gardens (bounded by Condell, Napier, Gertrude and Brunswick Streets) be removed from the Heritage Overlay.

In addition, a number of anomalies within the Heritage Overlay and the grading within Appendix 8 were identified and amendments recommended to existing heritage gradings these are addressed in the Heritage Anomalies Report.

6.3 Zoning

6.3.1 Existing Conditions

The land within the Brunswick Street Activity Spine is included within the C1Z, MUZ and Road Zone – Category 1 (RDZ1). Parts of the Town Hall Mixed Use Precinct are also zoned GRZ3 (Sacred Heart School) and PPRZ (Whitlam Place). A number of dwellings that remain in residential use are zoned MUZ when their immediate neighbours are more appropriately zoned NRZ. Where these properties are residential in form, character and use, consideration should be given to their rezoning to reflect similar adjacent properties. This includes the group of terraced houses on Young Street which are located within the Brunswick Activity Spine and Gertrude Street Precinct, that are zoned MUZ but abut NRZ1 land on Napier, George and Gore Streets between Gertrude Street and Victoria Parade.

6.3.2 Recommended Changes

It is recommended that the following heritage-graded residential properties be rezoned from MUZ to NRZ to reflect their low-rise residential character and context:

21-49 Brunswick Street

100-104 Leicester Street

39-41 Little Napier Street

113-121 Moor Street

44-72 Young Street

45-53 Young Street.

This would restrict development to that of adjoining NRZ land and ensure that the sight line tests at Figures 2 and 3 of Clause 22.02 of the Yarra Planning Scheme would apply.

The at-grade car park at 64-66 Hanover Street is located within HO334 and zoned NRZ1 while the rest of the block bounded by Hanover and Fitzroy Streets and Brunswick Place is zoned C1Z. Consideration should therefore be given to rezoning this land C1Z as this change will have no adverse effect on the heritage values of HO334 but would better reflect underlying land use.

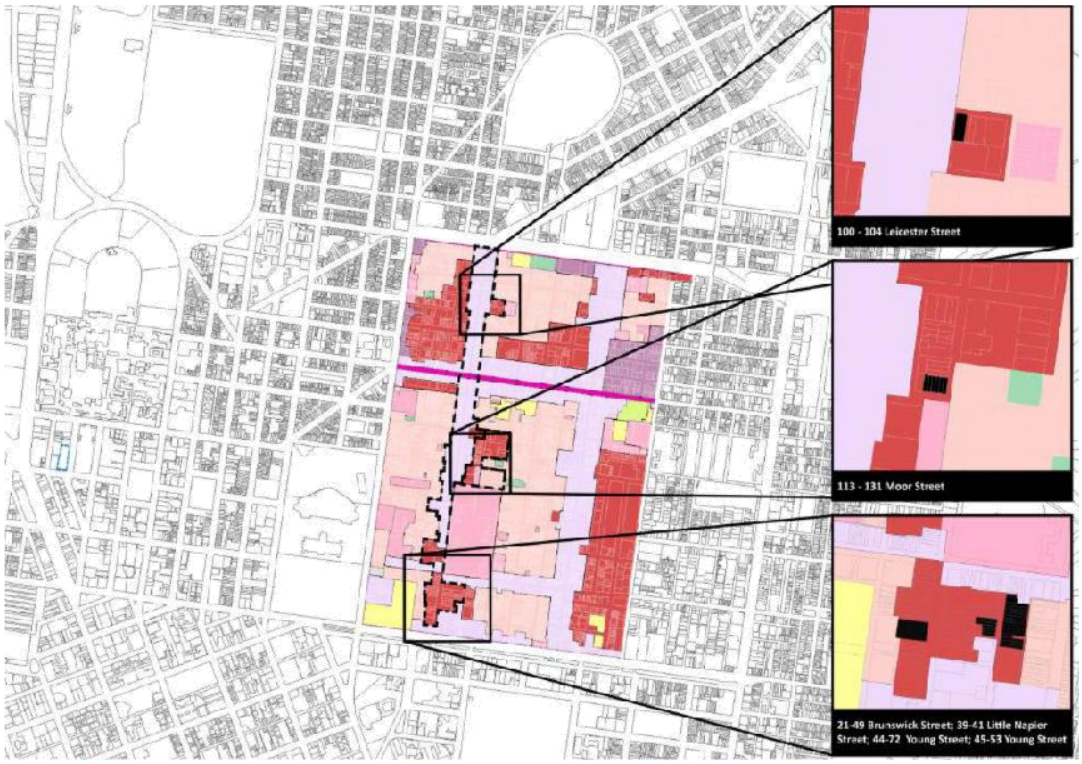


Figure 37. Planning map showing properties (shaded in black) that should be considered for rezoning from MUZ to NRZ, (VicPlan, accessed 29 August 2019))

6.4 Key Views and Landmarks

6.4.1 Brunswick Street Activity Spine

One of the key view sheds for the spire of St Patrick's Cathedral is along Brunswick Street looking south. Clause 22.03 of the Yarra Planning Scheme seeks the following design response:

> *Development should protect the silhouette/profile of St Patrick's Cathedral seen from the intersection of Brunswick Street with St Georges Road.*

While this point is outside the study area, development along the street has the potential to impact on this key view point. We also note that there are a number of incidental views of the tower and spire of St Patrick's Cathedral at the pedestrian crossings along Brunswick Street.



Figure 38. View of the spire of St Patricks Cathedral from the intersection of Brunswick Street and St Georges Road (©Ethos Urban)

In addition to the view to the spire of St Patrick's Cathedral, there are a number of buildings along Brunswick Street, which can be considered local landmarks when applying the criteria set out in Section 5.2. These are set out in the table below:

Table 1. Local Landmarks – Brunswick Street

Address	Building Name	Type	Corner	Grading	Image*
50-54 Brunswick Street	Former Champion Hotel	Hotel with corner domed belvedere on a prominent corner	Gertrude Street	Individually significant (HO334)	
51 Brunswick Street	Rob Roy Hotel	Hotel on a prominent corner	Gertrude Street	Individually significant (part HO331 / part HO334)	
196 Brunswick Street	Perseverance Hotel	Hotel with corner turret on a prominent corner	Moor Street	Individually significant (HO311)	
236-252 Brunswick Street	Shops	Three storey shops on a prominent corner	Greeves Street	VHR H0559	
277-287 Brunswick Street	Moran & Cato Merchants	Major commercial building on a prominent corner	Victoria Street	Individually significant (HO311)	

287-295 Brunswick Street	AOF House	Shops with corner oriel dome on a prominent corner	Johnston Street	Individually significant / Contributory (HO311)	
296 Brunswick Street	Fitzroy Post Office	Civic building on a prominent corner	Johnston Street	Individually significant (HO311)	
298 Brunswick Street	Former Union Bank	Bank on a prominent corner	Johnston Street	Individually significant (HO311)	
299 Brunswick Street	Former Liverpool Arms Hotel	Hotel on a prominent corner	Johnston Street	Individually significant (HO311)	
446 Brunswick Street	Royal Derby Hotel	Hotel on a prominent corner	Alexandra Parade	Individually significant (HO311)	

* Photos either taken by GJM or sourced from VHD or Google Streetview.

6.4.2 Town Hall Mixed Use Precinct

The Fitzroy Town Hall is located within the Town Hall Mixed Use Precinct and views to its clocktower are protected through the Landmarks and Tall Structures policy at Clause 22.03 of the Yarra Planning Scheme. The relevant policies within Clause 22.03 include:

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

Of the key views identified within Appendix A – *Landmarks & Views Assessment* (Ethos Urban, 22 December 2017), only the view from the intersection of Kent and Moor Street would be impacted by development within the Town Hall Mixed Use Precinct. The height of new development on the Sacred Heart School site should therefore be limited to retain this key view. Development along Brunswick Street will not adversely impact on key views of the clocktower however, consideration will need to be given to ensuring that the silhouette of the tower remains as the principal built form reference when viewed from the Condell Street Reserve and residential streets to the east, particularly George Street. The views to the spire of St Marks Church, George Street are effectively protected through the NRZ zoning of the surrounding area. Neither development along Brunswick Street or within the Town Hall Mixed Use Precinct will adversely affect the visual prominence or landmark qualities of St Marks Church spire.



Figure 39. Identified views of the Fitzroy Town Hall clock tower: note views 1, 2 & 3 are considered of 'primary' importance in the Ethos Urban report and 4 & 5 'secondary' (©Ethos Urban, Dec 2017). Note: the specific location of each view is described in Appendix A to the Ethos Urban Report.

6.5 Potential Future Character Considerations

The Brunswick Street Activity Spine has highly consistent built form north of Gertrude Street which is only disrupted by Atherton Gardens and some low rise twentieth century development. Its built form is characterised by continuous runs of intact nineteenth century shop / residences and mix of grand terraced and freestanding residences south of Gertrude Street. The Brunswick Street corridor is a highly cohesive and intact commercial high street which largely retains its late-nineteenth and early-twentieth century character. It contains a number of local landmarks and buildings with prominent corner features (turrets, towers etc), visible roof forms and chimneys. New development has been limited and is generally in the range of three to five storeys in height with a small number of approved six storey developments and a seven-storey apartment building approved by the Heritage Council on review at 11 Brunswick Street (but not constructed).

6.5.1 Brunswick Street (north of Gertrude Street)

The Heritage Overlay will ensure the retention of 'contributory' and 'individually significant' buildings within the Brunswick Street Activity Spine. Within the land subject to the Heritage Overlay there remains a range of development opportunities from small scale infill between intact terrace rows of shop / residences (such as 386-388 Brunswick Street) to larger redevelopment sites (such as 430-444 Brunswick Street). Infill development should reflect the existing highly consistent two-storey street wall with new built form constructed to the street boundary with a street wall height no higher than the predominant two (Victorian-era) storeys. Single-storey development should be discouraged and infill facades should respect the materiality and relationship between solid and void established by 'contributory' and 'individually significant' buildings. The narrow depth and sensitive rear interfaces of some sites such as those between Johnston and Rose Streets are unlikely to be developed beyond their existing Victorian two-storey scale with a single storey addition possible, whereas other deeper lots are able to generally accommodate four and five with some six-storey development possible on larger ('not-contributory' graded) redevelopment sites.

Any new upper-level development within the Heritage Overlay should be set back from the street wall to retain the low-scale, turn of the century high street character of the commercial strip and to retain the prominence of

the heritage fabric in the streetscape. New upper-level development should be designed so as to be recessive in the context of the heritage buildings when viewed from the opposite side of the street.

Prominent corner buildings, including those buildings considered to be local landmarks, provide less development opportunity as new built form should be setback off both street façades and visible roofs and chimneys retained. The intersections of Brunswick Street with Gertrude and Johnston Street are key wayfinding and nodal points that require consistent setbacks from each of these principal Activity Spines.

6.5.2 Brunswick Street (south of Gertrude Street)

There are more limited redevelopment opportunities south of Gertrude Street and, given the more diverse residential and institutional character of this area, new development will need to consider the particular scale, form, setback and significance of the individual adjacent heritage buildings as well as the streetscape more broadly. The built form outcomes for the six places included in the VHR will largely be a matter for heritage permits under the Heritage Act although there may be urban design outcomes that require additional built from controls to be applied through the DDO.

The intersection of Brunswick and Gertrude Street provides key wayfinding views towards the World Heritage Listed Royal Exhibition Building and Carlton Gardens and views to the drum, dome and cupola of the Royal Exhibition Building should be maintained and its low-scale nineteenth century context retained.

The residential buildings south of Gertrude Street should be retained to at least a two-room depth, including their primary roof form and visible chimneys. As per the recommendations at Section 6.3.2, the heritage values of residential buildings zoned MUZ would be more appropriately managed through rezoning these to GRZ or NRZ where a mandatory height limit and the application of the sightline tests at Figures 2 and 3 of Clause 22.02-5.7.1 would apply.

6.5.3 Town Hall Mixed Use Precinct

Only limited opportunities for new development within the Town Hall Mixed Use Precinct remain with many sites either converted to multiunit developments or subject to existing approvals, particularly along Napier Street. The former C.F. Rojo & Sons building at 239-241 Napier Street has been developed to six storeys behind the retained single storey façade. A DDO control applied to the Town Hall Mixed Use Precinct should reflect the more diverse character of the existing and emerging built form and ensure that the three-dimensional form of the existing heritage buildings remain legible and that heritage buildings, particularly those included on the VHR, are not visually dominated. This will.

6.6 Recommended Built Form Parameters

A DDO should apply to those parts of the Brunswick Street Activity Spine and the Town Hall Mixed Use Precinct that are subject to the Heritage Overlay to ensure that new built form is respectful of the heritage context.

A DDO control applied to properties within the Brunswick Street Activity Spine should ensure new built form protects the visual prominence of the existing predominant two-storey character of the streetscape. If rezoning of the residential properties south of Gertrude Street from MUZ to NRZ proceeds there will be no need for a DDO to apply in those locations.

Informed by the heritage analysis above and the 3D modelling prepared by Hansen Partnership, it is recommended that a DDO should seek built form outcomes that:

General

- Retain the visual prominence of the local landmarks in the streetscape.
- Retain chimneys and roof forms visible from the public realm.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric.

- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Encourage the top-most level (or levels) of new development to be set further back from the principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a penthouse or roof top element.

Brunswick Street

- Retain the visual prominence of the return façades of buildings that address both Brunswick Street and cross streets particularly at the principal intersections with Gertrude and Johnston Streets by setting back new upper level built form from both street frontages.
- Establish a street wall height for infill development that reflects the established two (Victorian-era) storey scale of the precinct and discourages single-storey infill development.
- Ensure zero setback from the Brunswick Street boundary for infill and new development north of Gertrude Street.
- Encourage setbacks that match the lesser of the adjoining heritage property (or properties) south of Gertrude Street.
- Ensure that the heritage buildings remain prominent within the Brunswick Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back a minimum of 8m from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Ensure that new development does not obscure views of the spire of St Patrick's Cathedral from the intersection of Brunswick Street and St Georges Parade and within Brunswick Street itself.
- Ensure that new development does not obscure views of the spire of St Lukes Church, North Fitzroy from the intersection of Brunswick Street and Victoria Parade and within Brunswick Street itself.
- Ensure that new development does not obscure views of the drum, dome and cupola of the Royal Exhibition Street from the intersection of Brunswick and Gertrude Streets and protects the low-scale nineteenth century context of the Carlton Gardens.

Town Hall Precinct

- Ensure that new development does not obscure views to the Fitzroy Town Hall clock tower from the intersection of Kent and Moor Streets.
- Ensure that the profile and silhouette of the Fitzroy Town Hall clock tower remains the principal built form reference when viewed from Condell Street Reserve and George Street.
- Ensure that new development does not visually dominate the All Saints Church Hall by limiting adjacent development to no more than three storeys.

7. Smith Street Activity Spine

7.1 Description

The Smith Street Activity Spine runs from just south of Alexandra Parade (to the north) to just north of Victoria Parade (to the south) and generally extends to the depth of one property to the east and west. Smith Street is largely flat between Victoria Parade and Johnston Street and falls gently from Johnston Street to Alexandra Parade. Johnston and Gertrude Streets are the principal cross streets and, unlike Brunswick Street, side streets on the west (Fitzroy) side do not generally align with those on the east (Collingwood).

The precinct excludes the large retail site at 230 Alexandra Parade and the Gasometer Hotel at 484 Smith Street to the north, and the commercial properties at 207 Victoria Parade and 1-3 Smith Street, Fitzroy and 1-13 Victoria Parade, Collingwood at the southern end. It also excludes the rear part of 34 Smith Street, Collingwood where this property is included within the MUZ. The precinct extends east of Smith Street to include: the western side of Emma Street, the C1Z zoned land on Bedford Street and the C1Z and MUZ zoned land on the western side of Little Oxford Street. The precinct extends west of Smith Street to Gore Street at 397 Smith Street, between St David and Moor Streets and between Charles Street and the Union Club Hotel on Webb Street.

Smith Street is a highly intact commercial high street with a character that varies over its length, but is predominantly typified by small-scale (single and two-storey) shop / residences with larger-scale former department stores and showrooms towards the centre and factory / warehouses at the northern end. The northern and southern ends are less cohesive and have been subject to more recent development.

There has been a more substantial amount of recent development on Smith Street than Brunswick Street, with a number of constructed and approved developments of up to 12-storeys in height north of Johnston Street, a large seven storey-mixed use development at the Coles site at 132-172 Smith Street, and the seven-storey apartment building at 9 Smith Street, Fitzroy.

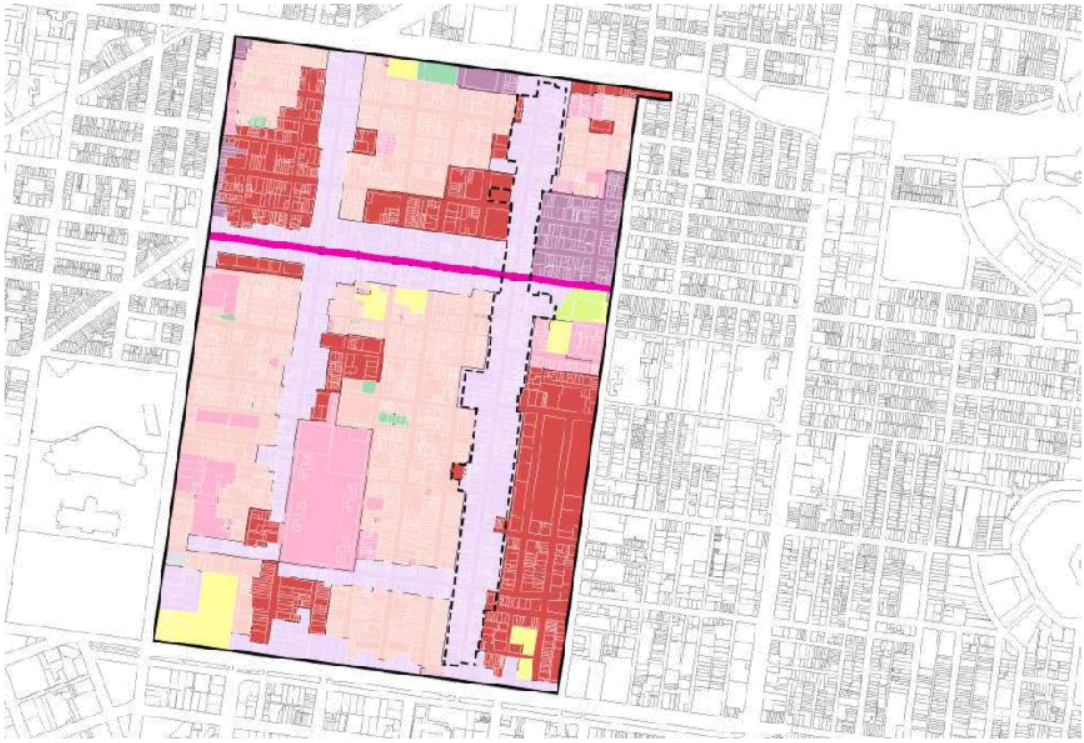


Figure 40. Zoning map – Smith Street Activity Spine outlined in dashed line (VicPlan, accessed 29 August 2019).

7.2 Heritage Status

7.2.1 Existing Conditions

The majority of the Smith Street high street north of the intersection with Gertrude and Langridge Streets is included within HO333 – Smith Street Precinct. North of Westgarth Street (on the western side of Smith Street) and north of 438 Smith Street (immediately south of Mater Street on the eastern side of Smith Street) is not subject to the Heritage Overlay. South of Gertrude and Langridge Streets, the majority of the Smith Street corridor is included within HO464 – Smith Street South Precinct. Larger lots on the western side of Smith Street at nos. 243-255, 397, 411-421 extend into HO334 – South Fitzroy Precinct, as do the projections of the Smith Street precinct boundary along parts of Gore and Little Smith Streets to the west and Bedford and Emma Streets to the east. A small part of the precinct at the intersection of Little Oxford Street and Peel Street is located within HO318 – Collingwood Slope Precinct. There are a small number of places included on the VHR within the Smith Street precinct (namely the Grace Darling Hotel, Former Union Bank of Australia and the former Collingwood Post Office) and a larger number of individual houses and terrace rows on individual Heritage Overlays.

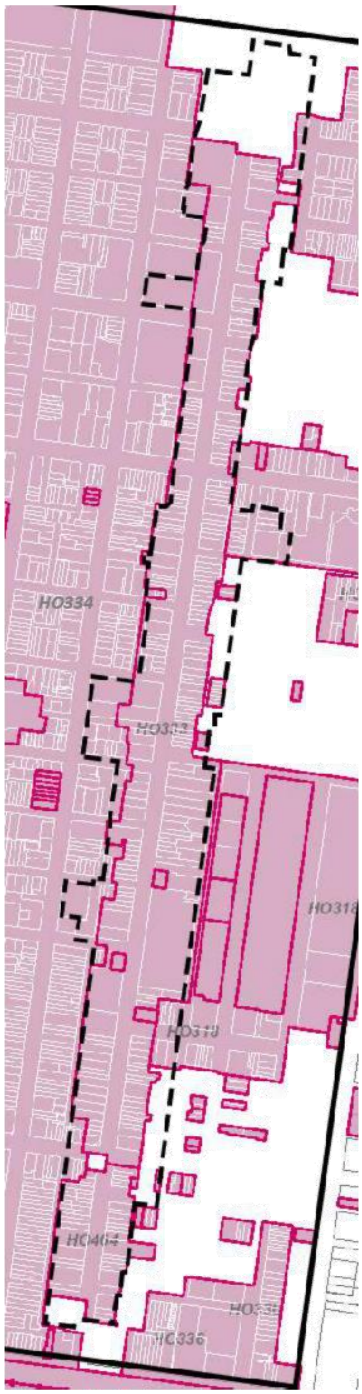


Figure 41. Heritage Overlay map – Smith Street Activity Spine outlined in black dashed line (VicPlan, accessed 29 August 2019)



Figure 42. VHR shaded in yellow and VHI shaded in blue Smith Street Activity Spine outlined in black dashed line (VicPlan, accessed 29 August 2019)

In summary, the existing heritage status for the Smith Street Activity Spine is:

Victorian Heritage Register (those VHR places marked with an asterisk (*) are identified as the building only and may not include any land within the extent of registration)				
VHR	*Name*	*Address*	*Heritage Overlay*	*Date*
H0506	Former Union Bank of Australia*	165-167 Smith Street, Fitzroy	HO187	1889-90
H0660	Grace Darling Hotel	114 Smith Street, Collingwood	HO135	1854
H0973	Former Collingwood Post Office	174-180 Smith Street,	HO136	1868, 1892
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Appendix 8 grading*	*Date*
HO95	Former McGan & Fowler Boot Factory	15-17 Bedford Street, Collingwood	Individually Significant	1886
HO96	Purfleet Cottages	33-47 Bedford Street, Collingwood	Individually Significant	1873
HO98	Derby House	1 Derby Street, Collingwood	Individually Significant	1876
HO99	House	2 Derby Street, Collingwood	Individually Significant	1875
HO100	Terrace	3-7 Derby Street, Collingwood	Individually Significant	1876
HO101	Johnston House	8 Derby Street, Collingwood	Individually Significant	1871
HO137	House	2 Stanley Street, Collingwood	Individually Significant	1870-80
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Appendix 8 grading*	*Date*
HO318	Collingwood Slope Precinct	various	various	various
HO333	Smith Street Precinct	various	various	various
HO334	South Fitzroy Precinct	various	various	various
HO464	Smith Street South Precinct	various	various	various

7.2.2 Recommended Changes

A number of anomalies in the application of the Heritage Overlay and gradings within Appendix 8 were identified and amendments recommended to existing heritage gradings these are addressed in the Heritage Anomalies Report.

7.3 Zoning

7.3.1 Existing Conditions

The land within the Smith Street Activity Spine is included within the C1Z, C2Z, MUZ and RDZ1. A number of historic dwellings that remain in residential use are zoned MUZ when their immediate neighbours are more appropriately zoned NRZ. Consideration should be given to their rezoning to reflect similar adjacent properties.

7.3.2 Recommended Changes

It is recommend that the following heritage-graded residential properties be rezoned from C1Z to NRZ to reflect their low-rise residential character and context. This would restrict development to that of adjoining NRZ land and ensure that the sight line tests at Figures 2 and 3 of Clause 22.02 of the Yarra Planning Scheme would apply:

104-106 Charles Street, Fitzroy

105-107 Charles Street, Fitzroy

221-227 Moor Street, Fitzroy

111 St David Street, Fitzroy

100-106 Webb Street, Fitzroy.

In addition, we note that there are single properties which straddle two zones. For example, 34 Smith Street, Collingwood is partially included in the C1Z while the rear part of the same site is located in the MUZ. These zoning anomalies should be further considered by the City of Yarra.

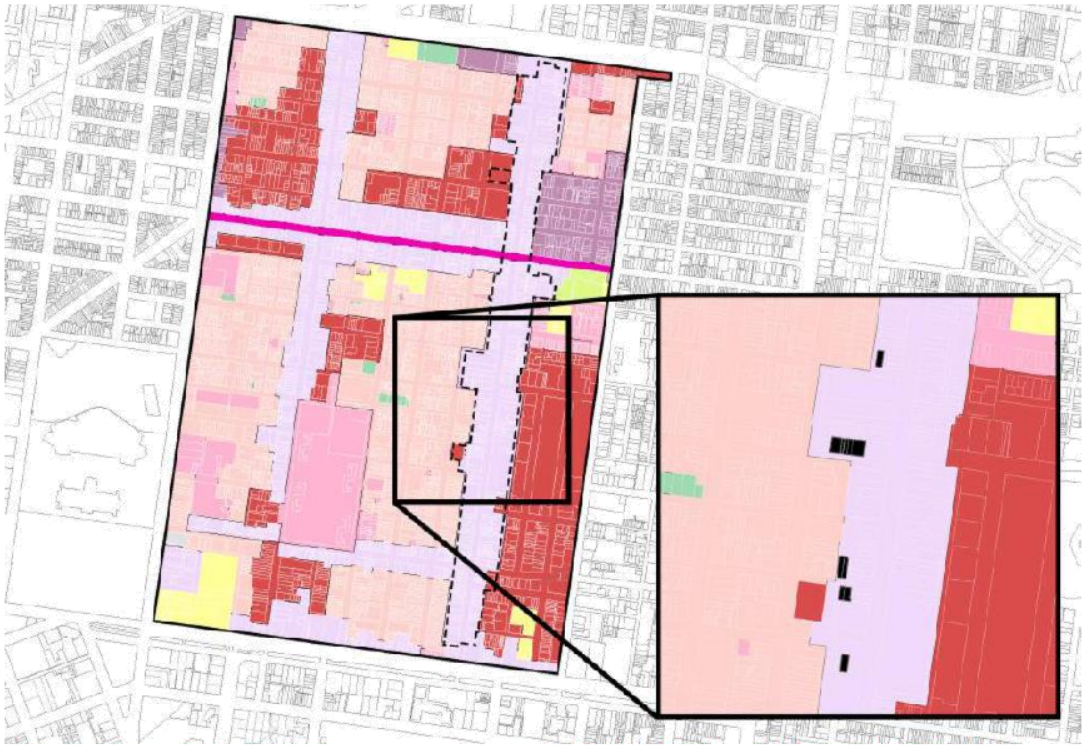


Figure 43. Planning map showing properties (shaded in blue) that should be considered for rezoning from C1Z to NRZ, (VicPlan, accessed 29 August 2019))

7.4 Key Views and Landmarks

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within the Smith Street Activity Spine. However, a 'secondary' view of the spire of St Marks Church at 268 George Street, Fitzroy from the intersection of Gore and Hodgson Streets is identified in the within *Appendix A – Landmarks & Views Assessment* (Ethos Urban, 22 December 2017). This location is on the edge of the Smith Street Activity Spine and development within this precinct will not impact on these views.

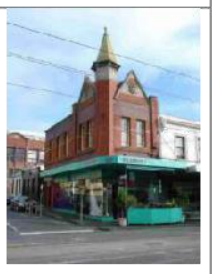


Figure 44. View of the spire of St Marks Church from the intersection of Gore and Hodgson Streets (©Ethos Urban)

In addition to the above, there are a number of buildings along Smith Street, which can be considered local landmarks when applying the criteria set out in Section 5.2. These are set out in the table below:

Table 2. Local Landmarks – Smith Street

Address	Building Name	Type	Corner	Grading	Image*
119-129 Smith Street	Stanford Block	Three storey shops in a prominent mid-block location	-	Individually significant (HO333)	
145 Smith Street	Foy & Gibson Store	Department Store in a prominent mid-block location	-	Individually significant (HO333)	
114 Smith Street	Grace Darling Hotel	Hotel on a corner site	Moor Street	VHR H0135	
165-167 Smith Street	Union Bank of Australia (former)	Bank on a prominent corner site	Webb Street	VHR H0506	

171 Smith Street	National Bank of Australasia	Bank on a prominent corner site	Webb Street	Individually Significant (HO333)	
173-181 Smith Street	Patersons Building	Department Store in a prominent mid-block location	-	Individually significant (HO333)	
174-180 Smith Street	Former Post Office	Civic building in a prominent mid-block location	-	VHR H0136	
231 Smith Street	Paterson Furniture Warehouse	Department Store on a corner site	Moor Street	Contributory (HO333)	
243-247 Brunswick Street	Ackman's Furniture Warehouse façade	Department Store occupying a whole block	Hodgson Street St David Street	Individually significant (HO333)	
257 Smith Street	Shop	Shop with corner turret on a corner site	St David Street	Individually significant (HO333)	
333 Smith Street	Birmingham Hotel	Hotel on a prominent corner site	Johnston Street	Individually significant (HO333)	

337 Smith Street	Former State Savings Bank	Bank on a prominent corner site	Johnston Street	Individually significant (HO333)	
484 Smith Street	Gasometer Hotel	Hotel on a prominent corner site	Alexander Parade	Not within HO	

* Photos either taken by GJM or sourced from VHD or Google Streetview.

7.5 Potential Future Character Considerations

The Smith Street Activity Spine varies considerably in its urban character and heritage built form along its length. North of Argyle and Hotham Streets, Smith Street is characterised by early-mid twentieth century former factory, warehouse and showroom buildings and later mid-rise development of up to 12-storeys in height. The area south of this to Johnston Street retains the finer grained and more highly intact Victorian and Edwardian shop / residence typology with a more consistent two-storey built from. South of Johnston Street the street wall height remains generally two (Victorian-era) storeys in scale but is punctuated by notable showrooms, furniture and department stores of three and four-storeys in height. South of Gertrude and Langridge Streets the heritage character of the street becomes less consistent and reflects a smaller scale, more locally focused shopping strip.

New development is more evident on Smith Street than other parts of the Brunswick / Smith Street study area with substantial change occurring at the northern end and on the Coles site in the centre of the high street.

The Heritage Overlay will ensure the retention of 'contributory' and 'individually significant' buildings within the precinct. Within the land subject to the Heritage Overlay there are smaller scale infill development opportunities within an otherwise intact, predominantly two-storey commercial street scale (infill sites include 83-87, 95-97, 209-211, 215-217, 339 or 384 Smith Street). There are also a number of larger redevelopment sites, particularly at the northern end of Smith Street. These include sites outside the extent of the Heritage Overlay, 'not-contributory' graded late twentieth century showrooms, and graded former industrial buildings. Infill development in all these locations should reflect the existing consistent two-storey (Victorian-era) street wall with new built form constructed to the street boundary. Single-storey development should be discouraged and infill facades should respect the materiality and relationship between solid and void established by the 'contributory' and 'individually significant' buildings. Development bordering residential land within HO334 to the west of Smith Street should moderate its built from to the lower scale of these areas. The industrial character and land use in Collingwood means there is less need for new built form to moderate its scale at the rear on the eastern side of Smith Street.

Any new upper-level development within the Heritage Overlay should be set back from the street wall to retain the low-scale, high street character of the commercial strip and to retain the prominence of the heritage fabric in the streetscape, including the former industrial buildings at the northern end of Smith Street. New upper-level development should be designed so as to be recessive in the context of the heritage buildings when viewed from the opposite side of the street and to retain the visual prominence and local landmark status of the larger-scale former department stores and showrooms.

Prominent corner buildings, including those buildings considered to be local landmarks, provide less development opportunity as new built form should be setback off both street façades and visible roofs and chimneys retained.

Redevelopment of larger scale heritage-graded factory and warehouse buildings should be executed in a way that respects the existing form, fenestration and scale of the heritage fabric with roof-top development setback from the retained front section of the building.

As per the recommendations at Section 7.3.2, the heritage value of residential buildings zoned C1Z would be more appropriately managed through the rezoning of these to GRZ or NRZ where a mandatory height limit and the application of the sightline tests at Figures 2 and 3 of Clause 22.02-5.7.1 would apply.

7.6 Recommended Built Form Parameters

A DDO should apply to those parts of the Smith Street Activity Spine that are subject to the Heritage Overlay to ensure that new built form is respectful of the heritage context. It is also considered necessary to apply the DDO to those areas of Smith Street not subject to the Heritage Overlay to retain the prominence of the heritage street wall across the streetscape as a whole from Alexandra Parade to Victoria Parade.

A DDO applied to properties within the Smith Street Activity Spine should ensure that new built form protects the visual prominence of the existing two-storey street wall and the local landmark qualities of the three and four-storey departments stores and showrooms in the centre of the street. If rezoning of the small number of residential properties west of Smith Street within the precinct boundary from C1Z to NRZ occurs, there will be no need to apply to the DDO to these properties.

Informed by the heritage analysis above and the 3D modelling prepared by Hansen Partnership, it is recommended that a DDO should seek built form outcomes that recognise the different urban characters and heritage fabric various parts of the Smith Street Activity Spine:

Generally

- Retain the visual prominence of the local landmarks in the streetscape.
- Retain chimneys and roof forms visible from the public realm.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Encourage the top-most level (or levels) of new development to be set further back from the principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a penthouse or roof top element.
- Retain the visual prominence of the return façades of buildings that address both Smith Street and cross streets particularly at the principal intersections with Gertrude and Johnston Streets by setting back new upper level built form from both street frontages.
- Establish a street wall height for infill development that reflects the established two (Victorian-era) storey scale of the precinct and discourages single-storey infill development.
- Ensure zero setback from the Smith Street boundary for infill and new development.
- Ensure that the heritage buildings remain prominent within the Smith Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back a minimum of 8m from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.

Industrial buildings

- Mass new development above graded industrial buildings to retain the legibility of their three-dimensional form.
- Retain visible room forms that demonstrate the historic function of industrial buildings.

Multi-storey retail / department store

- Encourage the upper level development to be lightweight one or two storey roof top elements.

- Retain the visual prominence of the larger scale three and four-storey furniture showrooms and department stores and other local landmarks with the streetscape.

8. Johnston Street Activity Spine

8.1 Description

The Johnston Street Activity Spine runs between Nicholson Street to the west and Smith Street to the east. The precinct is bisected by the Brunswick Street Activity Spine. It extends to the depth of one property north of the Johnston Street and generally follows Victoria and Chapel Streets to the south. While predominantly commercial in character, the precinct includes areas of terraced houses and multi-unit residential development. The precinct is particularly diverse with building stock including two-storey shop / residences dating from the late nineteenth century to the mid-twentieth century, larger scale early twentieth century factory / warehouse buildings of up to four storeys in height, later commercial buildings as well as numerous commercial buildings dating from after the Second World War. Several sites are occupied by forecourts which break up the street edge of Johnston Street.

The precinct is not consistently commercial with reasonably intact single and two-storey terraced housing located across the precinct. The late-nineteenth and early twentieth century buildings are generally constructed of rendered or un-rendered brick and are generally more modest in scale and decoration than the commercial buildings associated with higher-status high streets with tram routes such as Brunswick Street or Smith Street.

Recent development in the precinct includes the contemporary seven-storey Abito Apartments at 67 Victoria Street and the five-storey Tyrian Apartments at 91 Johnston Street. The eight-storey Lyric Apartments at 245 Johnston Street and the six-storey redevelopment of the Spanish Club at 57 Johnston Street are currently under construction .



Figure 45. Zoning map – Johnston Street Activity Spine outlined in black dashed line. Study area boundary solid black line. (VicPlan, accessed 29 August 2010)

8.2 Heritage Status

8.2.1 Existing Conditions

Although very diverse in its built form and with large areas without heritage fabric, the whole of the Johnston Street Activity Spine is subject to the Heritage Overlay with the exception of the service station at 244 Nicholson Street. Four properties, the former Avon Butter Factory at 218 Nicholson Street and the three terraced houses that make up Holyrood Terrace at 331-335 Gore Street, are included on the VHR with the remainder of the precinct included within HO334 – South Fitzroy Precinct. HO334 is predominantly residential in character with industrial and commercial pockets. Unlike Brunswick and Smith Streets, the commercial high street character of

Johnston Street is not recognised through a separate Heritage Overlay. HO334 does not explicitly include commercial high streets under the contributory elements identified in the Statement of Significance.

Several blocks on the northern side of Johnston Street between Brunswick and Smith Street contain few, if any, buildings identified within Appendix 8 as being 'contributory' or 'individually significant' within HO334.



Figure 46. Heritage Overlay map – Johnston Street Activity Spine outlined in black dotted line. Study area boundary solid black line. (VicPlan, accessed 29 August 2010)

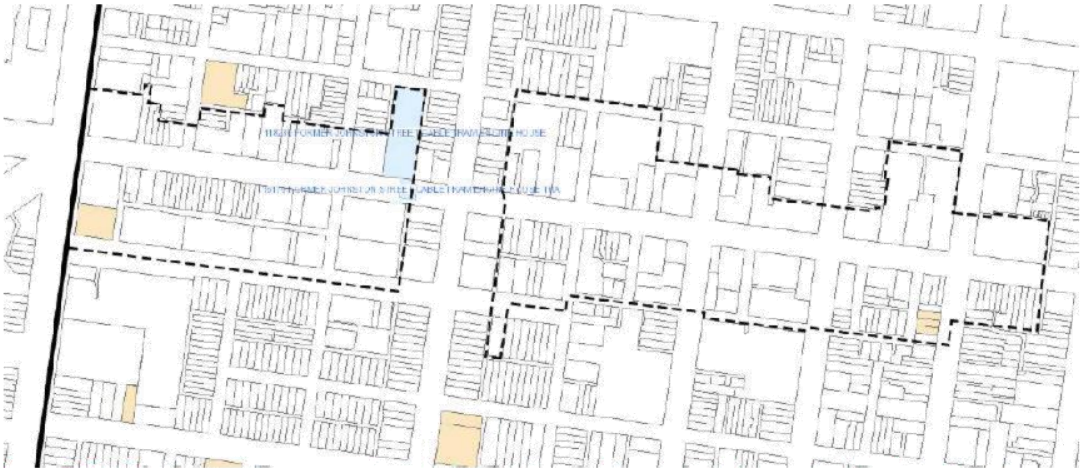


Figure 47. VHR shaded in yellow and VHI shaded in blue – Johnston Street Activity Spine outlined in black dotted line. Study area boundary solid black line. (VicPlan, accessed 29 August 2010)

In summary, the existing heritage status for the Johnston Street Activity Spine is:

Victorian Heritage Register (those VHR places marked with an asterisk (*) are identified as the building only and may not include any land within the extent of registration)				
VHR	*Name*	*Address*	*Heritage Overlay*	*Date*
H0159	Holyrood Terrace (part)*	331 Gore Street	HO168	1874
H0160	Holyrood Terrace (part)*	333 Gore Street	HO169	1874

H0161	Holyrood Terrace (part)*	335 Gore Street	HO170	1874
H2315	Former Avon Butter Factory	218-222 Nicholson Street	HO471	1932
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Appendix 8 grading*	*Date*
none				
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Appendix 8 grading*	*Date*
HO334	South Fitzroy Precinct	various	various	various

8.2.2 Recommended Changes

The Johnston Street Acitivity Spine is atypical within the context of HO334 and its heritage values can be more accurately described and more effectively managed through a new Heritage Overlay created to reflect its commercial high street character. This would be consistent with the approach taken with Bridge Road and Brunswick, Smith, Swan and Victoria Streets as well as Johnston Street to the east of Smith Street. Figure 37 provides the recommended extent of a new Heritage Overlay covering the 'Johnston Street West' precinct.



Figure 48. Heritage Overlay map showing the extent of a potential Johnston Street West Heritage Precinct in magenta (VicPlan, accessed 29 August 2019)

As noted above there are whole blocks north of Johnston Street that have few, if any, graded heritage buildings and it is recommended that the land facing Johnston Street between numbers 163 and 223 (inclusive) be removed from the Heritage Overlay.

Figure 49 shows the extent of the land recommended to be removed from HO334, which also includes land within the Fitzroy East Mixed Use Precinct.



Figure 49. Heritage Overlay map showing properties (shaded in red) that should be considered for removing from HO334. Extent of Johnston Street Activity Spine outlined in red. Proposed Johnston Street West Heritage Precinct in magenta (VicPlan, accessed 29 August 2019)

In addition, a number of anomalies within the Heritage Overlay and the grading within Appendix 8 were identified and amendments recommended to existing heritage gradings these are addressed in the Heritage Anomalies Report.

8.3 Zoning

8.3.1 Existing Conditions

The land within the Johnston Street Activity Spine is included within the C1Z, MUZ and RDZ1. A number of heritage dwellings that remain in residential use are zoned C1Z when their immediate neighbours are more appropriately zoned NRZ. Consideration should be given to their rezoning to reflect similar adjacent properties.

8.3.2 Recommended Changes

We recommend that the following heritage-graded residential properties be rezoned from C1Z to NRZ to reflect their low-rise residential character and context:

7-9 Chapel Street

23 Chapel Street

35-39 Chapel Street

1-3 Elliot Street

342-346 George Street

331-337 Gore Street

334-336 Gore Street.



Figure 50. Planning map showing properties (shaded in blue) that should be considered for rezoning from C1Z to NRZ (VicPlan, accessed 29 August 2019)

8.4 Key Views and Landmarks

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within the Johnston Street Activity Spine. However, there are a number of buildings along Johnston Street that can be considered local landmarks when applying the criteria set out in Section 5.2. These are:

Table 3. Local Landmarks – Johnston Street

Address	Building Name	Type	Corner	Grading	Image*
230-236 Nicholson Street	Tankerville Arms Hotel	Hotel on a prominent corner site	Nicholson Street	Individually significant (HO334)	
120 Johnston Street	Dr Peacock's Surgery & Residence	Elaborately detailed three storey building with prominent Mansard roof	-	Individually significant (HO334)	

166-170 Johnston Street	Town Hall Hotel	Hotel on a corner site	Napier Street	Individually significant (HO334)	
202-204 Johnston Street	Rochester Hotel	Hotel on a corner site	George Street	Individually significant (HO334)	

* Photos either taken by GJM or sourced from VHD or Google Streetview

8.5 Potential Future Character Considerations

The Johnston Street Activity Spine is very diverse with a less cohesive heritage and built form character than Brunswick, Gertrude or Smith Streets. Its built form ranges from short runs of intact nineteenth century shop / residences and terraced housing to low-rise twentieth century commercial buildings and medium rise contemporary development. The lack of consistency in heritage fabric and high proportion of 'not-contributory' buildings provides greater opportunity for new development than many comparable high streets within Yarra.

The Heritage Overlay will ensure the retention of 'contributory' and 'individually significant' buildings. Within the land subject to the Heritage Overlay there remains a wide range of development opportunities from small scale infill within otherwise intact terraces of shop / residences (such as 48-50 Johnston Street) to major redevelopment sites. Infill development in the sections of Johnston Street with narrow frontage fine-grained lots should reflect the existing relatively consistent two-storey street wall with new built form constructed to the street boundary with a street wall height no higher than the predominant two (Victorian-era) storeys. Single-storey development should be discouraged and infill facades should respect the materiality and relationship between solid and void established by the 'contributory' and 'individually significant' buildings. The larger development sites, some of which take up a significant proportion of a block, provide the opportunity to step up to a taller (four-storey) street wall, as has already occurred in some of the twentieth century development.

Any new upper-level development within the Heritage Overlay should be set back from the street wall – where this exists – to retain the low-scale, high street character of the commercial strip and to retain the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as to be recessive in the context of the heritage buildings when viewed from the opposite side of the street.

Prominent corner buildings, including the existing hotels, provide less development opportunity as new built form should be setback off both street façades and visible roofs and chimneys should be retained.

The residential buildings, facing both Johnston Street and on streets to the immediate south, should be retained to a two-room depth including their primary roof form and visible chimneys. It is acceptable for new development to be visible behind the retained terraced houses within the C1Z, but additions should be scaled to avoid visually dominating the heritage building.

Redevelopment of larger scale heritage-graded factory and warehouse buildings should be executed in a way that respects the existing form, fenestration and scale of the heritage fabric with roof-top development setback from the retained front section of the building.

The area proposed to be removed from HO334 provides the greatest opportunity for new development; however, where these opportunities are immediately adjacent to land subject to the Heritage Overlay, the policy at Clause 22.10 should limit the height of abutting development to avoid visually dominating the heritage place. Consideration should also be given to the street wall height to avoid an unreasonable juxtaposition between the new built form and the heritage buildings on the opposite side of Johnston Street.

8.6 Recommended Built Form Parameters

A DDO should apply to those parts of the Johnston Street Activity Spine that are subject to the Heritage Overlay to ensure that new built form is respectful of the heritage context. It may also be necessary to apply the DDO to those areas of Johnston Street not subject to the Heritage Overlay for urban design reasons.

A DDO applied to properties within the Johnston Street Activity Spine should ensure new built form protects the protects the visual prominence of the existing two-storey character of the streetscape at the western end of Johnston Street. If rezoning of the residential properties south of Johnston Street from C1Z to NRZ proceeds there is be no need for a DDO to apply in those locations.

Informed by the heritage analysis above and the 3D modelling prepared by Hansen Partnership it is recommended that a DDO seek built form outcomes that:

- Retain the visual prominence of the local landmarks in the streetscape.
- Retain chimneys and roof forms visible from the public realm.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Encourage the top-most level (or levels) of new development to be set further back from the principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a penthouse or roof top element.
- Establish a street wall height for infill development that reflects the established two (Victorian-era) storey scale of the precinct and discourages single-storey infill development.
- Ensure zero setback from the Johnston Street boundary for infill and new development.
- Ensure that the heritage buildings remain prominent within the Johnston Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back a minimum of 8m from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Retain the visual prominence of the return façades of heritage buildings that address both Johnston Street and cross streets particularly at the principal intersections with Brunswick and Smith Streets by setting back new upper level built form from both street frontages.

9. Fitzroy East Mixed Use Precinct

9.1 Description

The Fitzroy East Mixed Use Precinct is comprised of the majority of the MUZ land north of Johnston Street between Brunswick Street to the west and Smith Street to the east as well as a small amount of the C1Z land fronting Smith Street. To the north the precinct is generally bounded by Kerr Street (between Young and George Streets) and Rose Street (between George and Gore Streets). The precinct extents north above Leicester Street to include the single storey mid-twentieth century factory building at 450 Gore Street.

The scale, period and style of buildings within this precinct are very diverse ranging from small mid-nineteenth century terraced houses, later industrial and commercial buildings including parts of the MacRobertson's Confectionary Works, and more recent medium rise development including the eight-storey apartment complex that dominates the block bounded by Kerr, Young, Argyle and Napier Streets.

There are also large areas of the precinct that have few, if any, graded buildings or where heritage buildings are very dispersed. Medium rise development has also occurred, with greater or lesser degrees of appropriateness, behind the retained façades of graded industrial buildings including the five-storey residential developments at 160-164 Argyle Street and 420-428 Gore Street.

The precinct contains a number of development sites, some of which have little or no heritage context or interfaces.



Figure 51. Zoning map – Fitzroy East Mixed Use Precinct outlined in black dashed line (VicPlan accessed 29 August 2019)

9.2 Heritage Status

9.2.1 Existing Conditions

The whole of the Fitzroy East Mixed Use Precinct is included within HO334 and, like the Johnston Street Activity Spine, it is very diverse in its built form with a large proportion of 'not-contributory' graded buildings. There are large areas without any heritage buildings or a small number of isolated heritage buildings within blocks of post-Second World War development. The mixed industrial and residential heritage character of the Fitzroy East Mixed Use Precinct is broadly captured in the Statement of Significance for HO334. There are no heritage places included on the VHR within the precinct.

Several blocks to the north of Johnston Street between Brunswick and Smith Streets contain few, if any, buildings identified within Appendix 8 as being 'contributory' or 'individually significant' within HO334.



Figure 52. Heritage Overlay map – Fitzroy East Mixed Use Precinct outlined in black dashed line. (VicPlan, accessed 29 August 2019)

In summary, the existing heritage status for Fitzroy East Mixed Use Precinct is:

Victorian Heritage Register				
None				
Individual Heritage Overlays				
None				
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Appendix 8 grading*	*Date*
HO334	South Fitzroy Precinct	various	various	various

9.2.2 Recommended Changes

As noted above, there are whole blocks north of Johnston Street that have few, if any, heritage graded buildings and it is recommended that this land be removed from the Heritage Overlay.



Figure 53. Heritage Overlay map showing properties (shaded in red) that should be considered for removing from HO334. Extent of Fitzroy East Mixed Use Precinct outlined in black dashed line (VicPlan, accessed 29 August 2019)

In addition, a number of anomalies within the Heritage Overlay and the grading within Appendix 8 were identified and amendments recommended to existing heritage gradings these are addressed in the Heritage Anomalies Report.

9.3 Zoning

9.3.1 Existing Conditions

The land within the Fitzroy East Mixed Use Precinct is included within the MUZ and C1Z.

A number of heritage dwellings that remain in residential use are zoned MUZ when their immediate neighbours are more appropriately zoned NRZ. Where these properties that are residential in form, character and use, consideration should be given to their rezoning to reflect adjacent or neighbouring properties.

9.3.2 Recommended Changes

It is recommended that the following heritage-graded residential properties be rezoned from MUZ to NRZ to reflect their low rise residential character and context:

143-149 Argyle Street

159-171 Argyle Street

330-346 Napier Street

331-341 Napier Street.

In order to create a logical boundary between the MUZ and NRZ the following un-graded small-scale residential properties could also be rezoned:

348-352 Napier Street.



Figure 54. Planning map showing properties (shaded in black) that are recommended for re-zoning from MUZ to NRZ (Vicplan, accessed 29 August 2019).

9.4 Key Views and Landmarks

There are no key views of landmarks, tall structures or advertising signs identified within Clause 22.03 of the Yarra Planning Scheme that fall within the Fitzroy East Mixed Use Precinct.

The following building can be considered a local landmark by applying the criteria set out in Section 5.2:

Table 4. Local Landmarks – Fitzroy East Mixed Use Precinct

Address	Building Name	Type	Corner	Grading	Image*
411 George Street	Marquis of Lorne Hotel	Hotel on a corner site	Nicholson Street	Individually significant (HO334)	

* Photo sourced from VHD

9.5 Potential Future Character Considerations

Like the adjacent Johnston Street Activity Spine, the Fitzroy East Mixed Use Precinct is very diverse with built form that ranges from terraced housing, early twentieth century factory buildings, low rise twentieth century commercial buildings and medium rise contemporary development. The lack of consistency in heritage fabric and the high proportion of 'not-contributory' buildings provides greater opportunity for new development than other areas within HO334.

The Heritage Overlay will ensure the retention of 'contributory' and 'individually significant' buildings. Within the land subject to the Heritage Overlay there remains a wide range of development opportunities from small

vacant lots to major redevelopment sites. The street wall height of new development should respond to adjacent and nearby heritage buildings and should generally not exceed two-storeys in height.

Any new upper-level development within the Heritage Overlay should be set back from the street wall – where this exists – to retain the low-scale character and the prominence of the heritage fabric in the streetscape. New upper-level development should be designed so as to be recessive in the context of the heritage buildings when viewed from the opposite side of the street.

Prominent corner buildings such as the Marquis of Lorne Hotel at 411 George Street provide less development opportunity, as new built form should be setback off both street façades and visible roofs and chimneys should be retained.

Residential buildings should be retained to a two-room depth including their primary roof form and visible chimneys. It is acceptable for new development to be visible behind the retained terraced houses within the MUZ, but additions should be scaled to avoid visually dominating the heritage building. Consideration should be given to rezoning the terraces of intact heritage housing on Argyle and Napier Streets from MUZ to the NRZ applied to the majority of HO334.

Larger-scale heritage factory and warehouse buildings should be redeveloped in a way that respects the existing form, fenestration and scale of the heritage fabric with roof-top development setback from the retained front section of the building.

The area recommended to be removed from HO334 provides the greatest opportunity for new development; however, where this is immediately adjacent to land subject to the Heritage Overlay, the policy at Clause 22.10 should limit the height of abutting development to avoid visually dominating the heritage place. Consideration should also be given to the street wall height to avoid an unreasonable juxtaposition between the new built form and the heritage buildings on the opposite side of the street.

9.6 Recommended Built Form Parameters

A DDO should apply to those parts of the Fitzroy East Mixed Use Precinct that are subject to the Heritage Overlay to ensure heritage fabric is appropriately managed and new built form is respectful of the heritage context.

A DDO applied to properties within the Heritage Overlay should ensure new built form protects the existing predominantly low-scale of the area. If rezoning of the residential properties within the precinct from MUZ to NRZ proceeds there is be no need for a DDO to apply in those locations.

Informed by the heritage analysis above and the 3D modelling prepared by Hansen Partnership it is recommended that a DDO seek built form outcomes that:

- Retain the visual prominence of the local landmarks in the streetscape.
- Retain chimneys and roof forms visible from the public realm.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Encourage the top-most level (or levels) of new development to be set further back from the principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a penthouse or roof top element
- Adopt a street wall height (where a street wall exists) for infill development that reflects the established built form of adjacent heritage places.
- Match the setback of adjoining graded buildings.
- Ensure that the heritage buildings remain prominent within the streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'.

- Mass new development above graded industrial buildings to retain the legibility of their three-dimensional form.
- Retain the visual prominence of the return façades of heritage buildings that address two streets, such as the Marquis of Lorne Hotel.
- Retain chimneys and roof forms visible from the public realm.

10. Built Form Testing

In order to translate the 'Recommended Built Form Parameters' in Part II into specific guidance that can be translated into a DDO control, Hansen prepared 3D computer modelling to test the appropriateness of particular built form outcomes that achieved the intent of the recommended built form parameters.

The Built Form Review Recommendations have been determined based on comprehensive built form testing and 3D computer modelling of potential bulk and massing envelopes for the study area. It was established and operated as a 'working' massing model used to informally measure built form heights and setbacks to the properties along the length of Brunswick, Smith and Johnston Streets (within the study area) to serve as a useful general tool in comparative visual analysis. The Town Hall and Fitzroy East Mixed Use Precincts were not been modelled in the same way as this area has limited development opportunity and lacks consistent linear street walls.

The impacts of new built form considered views from the opposite side of the street at natural eye level (1.6m) on the public footpath. As well as 3D modelling cross sections were prepared across a range of the site types within the study area within particular attention given to heritage street wall or façade heights, lot depth and rear interface conditions (street, laneway, commercial, residential, mixed use etc.).

The heritage advice took the ¾ : ¼ ratio of street wall to new built form sightline test from Moreland DDO18 (discussed further at section 3.3) as a starting point and also considered oblique views as they would be experienced by a pedestrian traversing the street. Extensive field work was undertaken and site visits were used to inform the recommendations made in the Built Form Review. Views of heritage places were only considered from the public realm including streets and parkland; laneway and private realm views were not assessed.

Part III: Built Form Recommendations

11. Built Form Recommendations

Any DDO applied to the study area should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and the relevant local policy within Clauses 22.02, 22.03 and 22.10 of the Yarra Planning Scheme to inform new development.

Having regard to the heritage analysis and modelling prepared by Hansen Partnership, it is recommended that the following built form controls be applied to new development to ensure appropriate weight is given to the established heritage values within the study area. The recommended maximum heights vary within the study area. They have been informed by existing built form and heritage street wall heights, lot sizes and depths, and 3D modelling which demonstrated whether or not the upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1. These recommended controls have also been informed by the version of DDO15 – Johnston Street Activity Centre as adopted by Yarra City Council on 14 May 2019. The application of upper-level setbacks and maximum heights within the proposed DDO should be supplemented by a recession plane or sight line test such as proposed at Figures 1 and 2 of the adopted version of DDO15 (refer section 3.1 of this report).

Buildings graded 'individually significant' and 'contributory' are referred to as 'heritage buildings' within the table below and those graded 'not-contributory' or that are vacant are considered 'infill sites'. It is not recommended that different built form controls be applied based on the grading of a building within Appendix 8.

11.1 Brunswick Street and the Town Hall Mixed Use Precinct

Built Form Element	Requirement	Rationale
Brunswick Street (north of Gertrude Street)		
New built form	New built form should protect the silhouette/profile of St Patricks Cathedral and the spire of St Lukes Church, North Fitzroy when viewed along Brunswick Street.	A single view of St Patricks Cathedral, East Melbourne from the intersection of Brunswick Street and St George's Road and of the spire of St Lukes Church, North Fiztroy from the intersection of Brunswick Street and Victoria Parade is recognised in Clause 22.03 however numerous other views exist from within the road reserve at intersections and trams stops along Brunswick Street.
Maximum street wall height (infill development)	11m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding infill above three storeys. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Minimum street wall height (infill development)	8m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding single storey infill. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Street wall height (infill development)	Match the parapet height of the adjacent taller heritage building	To ensure new built form responds to its immediate heritage context.

	(preferred)	A discretionary control is appropriate given the variation in heights within the Precinct. Note: it is not intended that the new street wall of infill development would exceed 11m in height when it is adjacent to taller heritage buildings.
Front setback (infill development)	Zero (mandatory)	To ensure new built form responds to the heritage context which has a consistent zero setback.
Minimum setbacks above street wall (Brunswick Street, Johnston Street and Gertrude Street)	8m (mandatory)	An 8m setback above the street wall is the minimum necessary to ensure that the heritage buildings remain prominent within the Brunswick Street streetscape and will retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. An 8m setback will also be sufficient to ensure that majority of existing chimneys at the front of the buildings are retained. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Minimum setbacks above street wall (side streets other than Gertrude and Johnston Streets)	6m (preferred)	The heritage built form of buildings that address side streets varies considerably. Some buildings have elaborate return facades while others are plain end-of-terrace forms. A preferred control will enable a wide range of design responses which encouraging new development to the setback on prominent corner buildings.
Minimum upper-level setbacks	As defined by a 45° angular plane drawn from the maximum street wall height (11m) (preferred)	The upper levels of new development beyond the secondary street wall should be recessive and 'each higher element set further back from lower heritage built forms' as sought at Clause 22.02-5.7.2. Note: the application of this test may reduce the maximum achievable height on particular sites to lower than a maximum building height identified in the proposed DDO.
Maximum building height	4-5 storeys between Alexandra Parade and Rose Street. 3 storeys between Rose and Johnston Streets. 4-5 storeys between Johnston Street and Gertrude Street with the potential for some 6 storey development deeper sites. 3-6 storeys on deeper sites fronting Fitzroy Street.	To retain the primacy of the heritage buildings and for development above the street wall to be recessive, recognising that deeper sites can generally accommodate a greater height if the upper levels are set further back from the secondary street wall. Mandatory controls are necessary to protect the heritage character of the street as a whole.

	4 storeys on Young Street between Rose and Leicester Streets. (mandatory)	
Brunswick Street (south of Gertrude Street)		
New built form	New built form should protect the silhouette/profile of St Patricks Cathedral and the spire of St Lukes Church, North Fitzroy when viewed along Brunswick Street.	A single view of St Patricks Cathedral, East Melbourne from the intersection of Brunswick Street and St George's Road and of the spire of St Lukes Church, North Fiztroy from the intersection of Brunswick Street and Victoria Parade is recognised in Clause 22.03 however numerous other views exist from within the road research at intersections and trams stops along Brunswick Street.
Maximum street wall height (infill development)	11m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding infill above three storeys. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Minimum street wall height (infill development)	8m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding single storey infill. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Street wall height (infill development)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to its immediate heritage context. A discretionary control is appropriate given the variation in heights within the Precinct. Note: it is not intended that the new street wall of infill development would exceed 11m in height when it is adjacent to taller heritage buildings.
Front setback (infill development)	Match the lesser of the adjacent heritage building (preferred)	To ensure new built form responds to the heritage context where the adjacent buildings are set back from Brunswick Street. A discretionary control is appropriate given the variation in setbacks south of Gertrude Street.
Minimum setbacks above street wall (Brunswick Street and Gertrude Street) (heritage buildings)	Retain the depth of the principal roof form of the heritage building. (preferred) 8m (mandatory)	To recognise the generally residential and institutional character of Brunswick Street between Gertrude Street and Victoria Parade (which differs from the parapeted shop / residence building type north of Gertrude Street) new development should be set back beyond the principal (generally two room deep) roof form. An 8m setback above the street wall is the minimum necessary to ensure that the heritage buildings remain prominent within the Brunswick Street streetscape.

		An 8m setback will also be sufficient to ensure that majority of existing chimneys at the front of the buildings are retained
Minimum setbacks above street wall (Brunswick Street) (infill development)	8m (mandatory)	An 8m setback above the street wall is the minimum necessary to ensure that the heritage buildings remain prominent within the Brunswick Street streetscape. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Minimum upper-level setbacks	As defined by a 45° angular plane drawn from the maximum street wall height (11m) (preferred)	The upper levels of new development beyond the secondary street wall should be recessive and 'each higher element set further back from lower heritage built forms' as sought at Clause 22.02-5.7.2. Note: the application of this test may reduce the maximum achievable height on particular sites to lower than a maximum building height identified in the proposed DDO.
Maximum building height	3-4 storeys (mandatory)	To retain the primacy of the heritage buildings and for development above the street wall (where this exists) to be recessive. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Town Hall Mixed Use Precinct		
New built form	New built form should ensure that the clocktower of Richmond Town Hall remains the principal built form reference within the precinct and new development should not obscure key views to it.	The key views of the spire of the Fitzroy Town Hall are recognised in Clause 22.03. The primary views of landmarks are defined in *Appendix A – Landmarks & Views Assessment*, Ethos Urban, 22 December 2017.
Street wall height (infill development)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to the heritage context. A discretionary control is appropriate given the variation in heights within the Precinct.
Front setback (infill development)	Match the lesser of the adjacent heritage building (preferred)	To ensure new built form responds to the heritage context where adjacent buildings are set back from the street. A discretionary control is appropriate given the variation in setbacks.
Minimum setbacks above street wall (heritage building)	Retain the depth of the principal roof form of the heritage building. (preferred)	To recognise the generally residential, industrial and institutional character of the Town Hall Mixed Use Precinct new development should be set back beyond the principal (generally two room deep) roof form. A mandatory 6m minimum is necessary to protect the heritage character of the street as a whole.

	6m (mandatory)	
Minimum setbacks above streetwall (infill development)	6m (preferred)	A 6m setback above the street wall is the minimum necessary to ensure that the heritage buildings remain prominent within the streetscape. Preferred controls are appropriate given the diversity of heritage forms within this precinct.
Maximum building height	3-5 storeys (preferred)	To retain the primacy of the heritage buildings and for development above the street wall (where this exists along Kent and Young Streets) to be recessive.

11.2 Smith Street

Built Form Element	Requirement	Rationale
Maximum street wall height (infill development)	11m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding infill above three storeys. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Minimum street wall height (infill development)	8m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding single storey infill. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Street wall height (infill development)	Match the parapet height of the adjacent taller heritage building (preferred)	To ensure new built form responds to its immediate heritage context. A discretionary control is appropriate given the variation in heights within the Precinct. Note: it is not intended that the new street wall of infill development would exceed 11m in height when it is adjacent to taller heritage buildings.
Front setback (infill development)	Zero (mandatory)	To ensure new built form responds to the heritage context which has a consistent zero setback.
Minimum setbacks above street wall (Smith Street, Johnston Street and Gertrude Street)	8m (mandatory)	An 8m setback above the street wall is the minimum necessary to ensure that the heritage buildings remain prominent within the Smith Street streetscape and will retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. An 8m setback will also be sufficient to ensure that majority of existing chimneys at the front of the buildings are retained. Mandatory controls are necessary to protect the heritage character of the street as a whole.

Minimum setbacks above street wall (side streets other than Gertrude and Johnston Streets)	6m (preferred)	The heritage built form of buildings that address side streets varies considerably. Some buildings have elaborate return facades while others are plain end-of-terrace forms. A preferred control will enable a wide range of design responses which encouraging new development to the setback on prominent corner buildings.
Minimum upper-level setbacks	As defined by a 45° angular plane drawn from the maximum street wall height (11m) (preferred)	The upper levels of new development beyond the secondary street wall should be recessive and 'each higher element set further back from lower heritage built forms' as sought at Clause 22.02-5.7.2. Note: the application of this test may reduce the maximum achievable height on particular sites to lower than a maximum building height identified in the proposed DDO.
Maximum building height	5-9 storeys between Westgarth and Mater Streets and Kerr and Hotham Streets. 3-5 storeys between Kerr and Hotham Streets and Johnston Street. 3-6 storeys between Johnston and St David Streets on the western side of Smith Street and between Johnston and Stanley Streets on the eastern side. 3-7 storeys between St David Street and south of Gertrude Streets on the western side of Smith Street and between Stanley Street and Derby Street on the eastern side. 4-6 storeys south of Derby Street on the eastern side of Smith Street with up to 7 storeys either side of Little Smith Street on the western side. Some sites can accommodate up to 8-9 storeys e.g. the Coles redevelopment (132-158 Smith Street) and the Woolworths site (243-255 Smith Street).	To retain the primacy of the heritage buildings and for development above the street wall to be recessive, recognising that deeper sites can generally accommodate a greater height if the upper levels are set further back from the secondary street wall. A greater degree of visibility of new built form is anticipated behind the retained form of former industrial buildings at the northern end of Smith Street, some of which occupy whole city blocks. Smith Street includes larger sites that have been (or have the potential to redeveloped) to a taller scale. The consistency of the heritage streetscape diminishes south of Gertrude and Langridge Streets (HO464). Mandatory controls are necessary to protect the heritage character of the street as a whole.

	(mandatory)	

11.3 Johnston Street

Built Form Element	Requirement	Rationale
Maximum street wall height (infill development) North side of Johnston Street between Brunswick and Young Streets South side of Johnston Street except between Fitzroy and Brunswick Street)	11m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding infill above three storeys. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Maximum street wall height (infill development) North side of Johnston Street except between Brunswick and Young Streets South Side of Johnston Street between Fitzroy and Brunswick Street.	14m (preferred)	Preferred control appropriate as there are few or no heritage buildings in these areas.
Minimum street wall height (infill development)	8m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding single storey infill. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Street wall height (infill development)	Match the parapet height of adjacent taller heritage building (preferred)	To ensure new built form responds to its immediate heritage context. A discretionary control is appropriate given the variation in heights within the Precinct. Note: it is not intended that the new street wall of infill development would exceed 11m in height when it is adjacent to taller heritage buildings.
Front setback (infill development)	Zero (mandatory)	To ensure new built form responds to the heritage context which has a consistent zero setback.
Minimum setbacks above street wall (Johnston Street,	6m	A 6m setback above the street wall is the minimum necessary to ensure that the heritage buildings remain prominent within the Johnston Street streetscape and

Nicholson, Brunswick Street, Smith Street and Victoria Street)	(mandatory except the north side of Johnston Street between Spring and Fitzroy Streets and Young and Gore Streets) 6m (discretionary on the north side of Johnston Street between Spring and Fitzroy Streets and Young and Gore Streets, and Victoria Street)	will retain their three-dimensional form as viewed from the public realm to avoid 'facadism' noting that this street is less consistent and intact than Brunswick or Smith Streets. Mandatory controls are necessary in parts of Johnston Street to protect the heritage character of the street as a whole. Preferred controls appropriate in parts of Johnston Street where there are few or no heritage buildings.
Minimum setbacks above street wall (side streets other than Nicholson, Brunswick and Smith Streets)	6m (preferred)	The heritage built form of buildings that address side streets varies considerably. Some buildings have elaborate return facades while others are plain end-of-terrace forms. A preferred control will enable a wide range of design responses which encouraging new development to the setback on prominent corner buildings.
Minimum upper-level setbacks	As defined by a 45° angular plane drawn from the maximum street wall height (11m) (preferred)	The upper levels of new development beyond the secondary street wall should be recessive and 'each higher element set further back from lower heritage built forms' as sought at Clause 22.02-5.7.2. Note: the application of this test may reduce the maximum achievable height on particular sites to lower than a maximum building height identified in the proposed DDO.
Maximum building height	4-8 storeys on the north side of Johnston Street between Nicholson and Young Streets. 9 storeys on the north side of Johnston Street between Young and Smith Streets. (preferred) 4-6 storeys on the south side of Brunswick Street between Nicholson and Brunswick Streets with some specific sites that can accommodate up to 8 storeys. 3-6 storeys on the south side of Johnston Street between Brunswick and Smith Streets. 6-8 storeys on the north side of Victoria Street. (mandatory)	To retain the primacy of the heritage buildings and for development above the street wall to be recessive, recognising that deeper sites can generally accommodate a greater height if the upper levels are set further back from the secondary street wall. A greater degree of visibility is anticipated behind the street wall in the larger infill sites along Johnston Street. Mandatory controls are necessary to protect the heritage character of the south side of Johnston Street where it is more highly intact.

11.4 Fitzroy East Mixed Use Precinct

Built Form Element	Requirement	Rationale
Street wall height (infill development)	Match the parapet height of the adjacent taller heritage building (preferred)	To ensure new built form responds to the heritage context. A discretionary control is appropriate given the variation in heights within the Precinct.
Front setback (infill development)	Match the lesser of the adjacent heritage building (preferred)	To ensure new built form responds to the heritage context where adjacent buildings are set back from the street. A discretionary control is appropriate given the variation in setbacks.
Minimum setbacks above street wall (heritage building)	Retain the depth of the principal roof form of the heritage building. (preferred) 6m (preferred)	To recognise the generally mixed residential and industrial character of the precinct new development should be set back beyond the principal (generally two room deep) roof form. Preferred controls are appropriate given the variety of heritage and non-heritage buildings in this precinct.
Minimum mid-level setbacks (infill development)	6m (preferred)	A 6m setback above the street wall will ensure that the heritage buildings remain prominent within the Brunswick Street streetscape. Preferred controls are appropriate given the variety of heritage and non-heritage buildings in this precinct.
Minimum upper-level setbacks	As defined by a 45° angular plane drawn from the maximum street wall height (11m) (preferred)	The upper levels of new development beyond the secondary street wall should be recessive and 'each higher element set further back from lower heritage built forms' as sought at Clause 22.02-5.7.2. Note: the application of this test may reduce the maximum achievable height on particular sites to lower than a maximum building height identified in the proposed DDO.
Maximum building height	3-6 storeys on land with heritage buildings. (mandatory) 7-9 storeys on land without heritage buildings. (preferred)	Various heights have been described in the Hansen report. Mandatory controls are necessary to protect the scale of heritage buildings, elsewhere preferred controls are appropriate.

11.5 Additional guidance

In addition to the above recommended controls relating to street wall height, upper level setback and visibility of new built form, we recommend that the following design objectives be included within a DDO to complement the existing heritage provisions at Clauses 15.03-1S, 21.05-1, 22.02 and 43.01 of the Yarra Planning Scheme.

Note these heritage design guidelines should be amended as required to avoid duplication with policy within the proposed Clause 15.03-1L.

- New infill development within the heritage streetscape should:
  - Interpret the historic façade rhythm, including fenestration patterns and proportions, the relationship between solid and void, and the existing module of structural bays.
  - Be set back to retain the visual prominence of prominent corner buildings and local landmarks.
  - Be distinguishable from the original heritage fabric and adopt a high quality and respectful contextual design response.
  - Ensure façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of nineteenth and early twentieth century buildings.
  - Ensure fenestration patterns of new development generally reflects the vertical proportions of nineteenth and early twentieth century façades and avoids large expanses of glazing with a horizontal emphasis except to ground floor shopfronts.
  - Maintain the existing canopy/verandah height.
  - Avoid the use of unarticulated curtain glazing or highly reflective glass.
  - Avoid the replication of existing decorative features and architectural detail.
- The adaptation of existing heritage buildings should:
  - Discourage highly reflective glazing in historic openings.
  - Ensure the inter-floor height of the existing building is maintained and avoid new floor plates and walls cutting through historic openings.
  - Encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings.
- New upper level development behind the heritage buildings should:
  - Retain the visual prominence of parapet and roof-top elements including parapets, balustrades, pediments, lanterns, towers, belvederes, urns and other architectural features.
  - Be set back to retain the visual prominence of prominent corner buildings and local landmarks.
  - Ensure that the design and setback of the addition does not visually dominate the heritage building or surrounding heritage places.
  - Retain the primacy of the three-dimensional form of the heritage building within the streetscape.
  - Incorporate materials and finishes that are recessive in texture and colour.
  - Generally utilise visually lightweight, but high quality, materials that create a juxtaposition with the heavier masonry of the heritage facades.
  - Incorporate simple architectural detailing so it does not detract from significant elements of the existing building or streetscape.
  - Provide a recessive backdrop to the heritage street wall and individual heritage buildings.
  - Avoid highly articulated facades with recessed and projecting elements.
  - Avoid highly contrasting or vibrant primary colours.
  - Avoid unarticulated façades that give a bulky appearance, especially from oblique views.
  - Be articulated to reflect the fine grained character of narrow sites.
  - Encourage that upper-level development behind rows of identical or similar shop/residences is consistent in form, massing and façade treatment as existing upper-level development (where this exists).

Attachment 3 - Attachment 3 - Brunswick-Smith St Heritage Built Form Review

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Gertrude Street Built Form Framework: Heritage Analysis & Recommendations

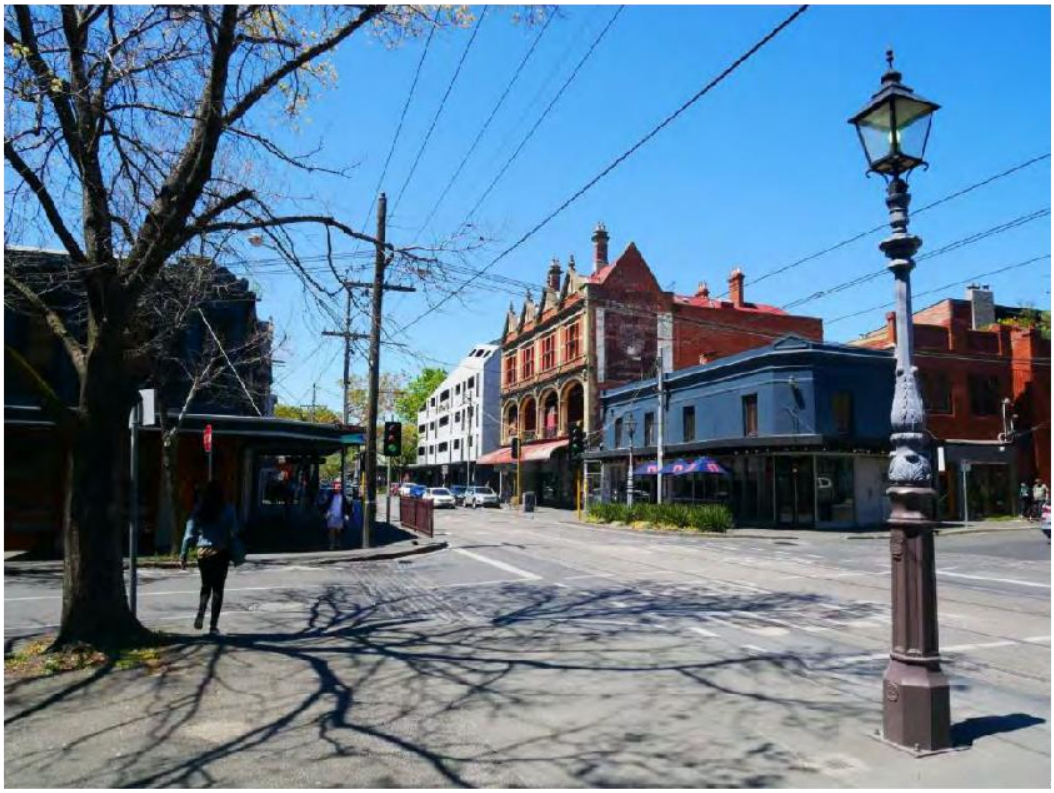

Figure 1. Looking east from the corner of Gertrude Street and Napier Street,

9 December 2019

Prepared for the City of Yarra

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Executive Summary

Hansen Partnership, in conjunction with GJM Heritage and on behalf of the City of Yarra (Council), has prepared a Built Form Framework for the Gertrude Street area in Fitzroy (*Gertrude Street Built Form Framework*, November 2019) (Built Form Framework). The purpose of the Built Form Framework is to determine where and how new development can appropriately occur within the Gertrude Street area. The desired built form outcomes will be translated into Design and Development Overlay (DDO) controls for the area. The Built Form Framework forms part of a broader project to consider appropriate built form parameters for the Brunswick Street and Smith Street areas.

The advice in this report considers the built form parameters that are needed to ensure the heritage values of the Gertrude Street area are appropriately managed and protected, and that good heritage outcomes are being achieved for new or redevelopment. This includes a consideration of whether mandatory or discretionary controls are appropriate to achieve greater clarity in heritage outcomes and impacts on the Royal Exhibition Building and Carlton Gardens World Heritage Environs Area (WHEA).

A separate *Brunswick and Smith Street Built Form Review: Heritage Assessments* report (GJM Heritage, 25 November 2019) analyses the existing heritage values and qualities along Gertrude Street as well as Brunswick, Johnston and Smith Streets, and the Fitzroy Town Hall and Fitzroy East mixed-use precincts, which are the subject of a separate heritage built form review. The Heritage Assessments Report identifies gaps, inconsistencies and inaccuracies with the current heritage controls and provides recommendations for addressing these issues and should be read in conjunction with this report.

Presentation of the Report

This Heritage Analysis and Recommendation Report is presented in three parts:

Part I: The Project and Planning Framework
Part I introduces the project, the methodology applied to the project and the planning framework in which the project is occurring.

Part II: Heritage Analysis
Part II contains a heritage analysis of the study area. It details the heritage qualities and values of the Gertrude Street precinct, identifies any gaps or issues with the existing heritage framework and provides recommendations for appropriately managing heritage places within the area.

Part III: Built Form Recommendations
Part III contains specific built form recommendations to ensure heritage places and values are appropriately managed within a changing urban context. The specific recommendations are informed by modelling prepared by Hansen Partnership.

Part I: The Project and the Study Area

1. Introduction

1.1 Yarra's High Streets

The City of Yarra is endowed with one of the largest and most highly intact collections of turn of the century 'High Streets' in the State of Victoria. These High Streets include the Major Activity Centres of Swan Street and Bridge Road in Richmond, Brunswick Street in Fitzroy, Smith Street straddling the suburbs of Fitzroy and Collingwood and Victoria Street, in Abbotsford and Richmond. They also include a number of Neighbourhood Activity Centres, including Gertrude Street in Fitzroy, Johnston Street in Fitzroy & Collingwood, Rathdowne Street and Nicholson Street in Carlton North, St Georges Road in Fitzroy North, and Queens Parade in Fitzroy North & Clifton Hill.

This collection of High Streets is unique to Melbourne and helps to define the character of the municipality. Their value to the community is recognised by their inclusion in the Heritage Overlay of the Yarra Planning Scheme. However, the Activity Centre status of these high streets presents a challenge: how do we manage the tension between the desire to retain the heritage values of these areas and the need to ensure the long-term sustainability of these centres and meet the growth objectives of the Yarra Planning Scheme?

This project considers development within the area of Gertrude Street, Fitzroy.

1.1.1 Brief history of the Gertrude Street Area

The following brief history of this area is drawn from the Statement of Significance for HO334 South Fitzroy Precinct, the 1998 *City of Yarra Thematic History* (Allom Lovell & Associates) and supplemented with additional research.

The first 'suburban' land allotments to be sold outside of the Melbourne town reserve were in the areas now known as Fitzroy, Collingwood and Richmond. Allotments 48 to 88 covered the area known colloquially in the mid-nineteenth century as the 'district of Collingwood'. These allotments lay to the north-east of the City of Melbourne and covered the area bounded by Nicholson Street, Reilly Street (now Alexandra Parade), the Yarra River and Victoria Parade. A smaller portion of this area, bounded by Nicholson Street, Smith Street, Victoria Parade and Alexandra Parade came to be known as Fitzroy. The original allotments in Fitzroy varied in size, with most falling between 12 and 28 acres. These were suitable for large estates, and for small-scale rural or semi-industrial pursuits such as dairy farms, market gardens and brickyards.

Land reserved by the Government for roads consisted solely of Nicholson Street, Johnston Street, Smith Street, and Victoria and Alexandra Parades. Following the first land sales in 1838-9, there were no controls imposed upon the purchasers of the land. The lack of controls on the size and orientation of subdivision and the width of private roads led to the emergence of an ad-hoc street pattern and layout of allotments in South Fitzroy. The *Act for Improvements in Fitz Roy Ward in the City of Melbourne*, passed in 1854, was designed to solve the street alignment problem and local politics in the area in the 1850s and 1860s were largely concerned with the realignment of the worst of these streets.

Despite these issues, Fitzroy was an attractive residential locale in the 19th century and large villas were built for bankers and merchants on the wide thoroughfares between Gertrude Street and Victoria Parade. It was simultaneously a favoured location for manufacturing, including the boot and clothing trades and metal industries. Workers lived in more cramped conditions, generally comprising one or two-roomed terraces.

In 1850, the *Act for regulating Buildings and Party Walls, and for preventing mischiefs by fire in the City of Melbourne,* which enforced fireproof construction and minimum street widths in the City of Melbourne was introduced. This encompassed South Fitzroy and resulted in most buildings of the period being constructed of bluestone or brick. One of the earliest surviving houses in Fitzroy is the two-storeyed central section of Osborne House, constructed in 1850 at 38-44 Nicholson Street. The following two decades (1860s and 1870s) were a period of consolidation for South Fitzroy – works included the replacement of insubstantial structures of the earlier decades with more permanent premises along commercial strips, as well as the completion of terraces

and the renovation of many 1850s bluestone buildings. An example of a commercial shop row is the former Gertrude Hotel (63-65 Gertrude Street), which was designed with a row of shops attached in 1873. The first stage of the Fitzroy Town Hall was completed in 1873-4, four years after the area was proclaimed a town. It was proclaimed a City in 1878.

In 1886-7, a cable tram was introduced to South Fitzroy. Comprising routes along Nicholson Street from the city, Gertrude Street to Smith Street, and Brunswick Street, the new transport system boosted trade along these commercial strips. The tram also increased the mobility of Melbourne's population and as a result, inner suburban residents began to move further out. The former cable tram engine house (1886) survives at the corner of Gertrude and Nicholson streets.

With the onset of the 1890s depression and the movement of Fitzroy's wealthier residents to the outer suburbs, the large villas located at the southern end of Fitzroy were repurposed as boarding houses for factory workers and the suburb became more working class. Brothels also began to appear, with Gertrude Street in particular becoming a 'red light' district. The economic fortunes of Victoria recovered after the turn of the century, and while there was a period of optimism at the beginning of the century accompanied by some new development, Fitzroy had become a less desirable place to live. The already low number of owner-occupied properties decreased further, as more owners moved out of the working-class suburb and leased their buildings to tenants.

Following World War I, there was an increased demand for housing from returned servicemen, from people moving towards the city for improved job prospects, an increased number of immigrants, and the return of Aboriginal people to the area. With this influx, Fitzroy became a poorer population and, because of its proximity to Melbourne, continued to attract the unemployed and homeless. Criminal activities thrived and by the 1930s, Fitzroy was regarded as slum territory, its name synonymous with crime, poverty and immorality. In the 1950s, the State Government drew up plans for slum clearance and two public housing estates were built in South Fitzroy in the 1970s: one in Hanover Street and one at the southern end of Brunswick Street. More than 120 houses and 60 shops were demolished as a result.

During the post-war period, a number of Aboriginal people returned from rural locations to their friends and family around Gertrude Street, in part due to the closure of reserves and missions which were subdivided by the government to make way for soldier settlements. Fitzroy – and Gertrude Street in particular – became the social and political hub of Melbourne for the Aboriginal community. From the 1960s to 1980s a number of services for the Aboriginal community were set up on Gertrude Street, focussed on health, legal and housing assistance.

The demographic landscape of Fitzroy also transformed in the post-World War II era with the arrival of large numbers of European immigrants from Greece, Italy, Yugoslavia, Turkey, Lebanon and Spain. These groups altered the commercial and street life of the suburb, introducing new foods and languages as well as institutions such as espresso bars, cabarets and gambling clubs. Fitzroy witnessed further revitalisation in the 1970s when the area began attracting an increasing number of university students and artists. This new influx again altered the social and economic fabric of Fitzroy and it is today regarded as a vibrant centre for food, culture, and the arts.

At the end of the twentieth century and into the first decades of the twenty-first century Fitzroy has undergone in gentrification (or 'trendification'[1]) which has resulted resurgence of popularity as a residential area as well as commercial, entertainment and cultural destination.

1.1.2 Brief description of the Gertrude Street Study Area

The following description is drawn from the citation prepared by GJM Heritage in October 2019 as part of the *Brunswick Street and Smith Street Built Form Review Heritage Assessments* report (25 November 2019).

The Gertrude Street Study Area is a commercial precinct in Fitzroy that:

[1] As described in *Trendyville: The Battle for Australia's Inner Cities,* Renate Howe, David Nicols and Graeme Davison, Monash University Press, 2014.

- runs on the northern side of Gertrude Street from Nicholson Street to Brunswick Street (excluding the terraces fronting Nicholson Street);
- runs on both the northern and southern sides of Gertrude Street from Brunswick Street to Smith Street (excluding the Atherton Gardens Estate and properties fronting Smith Street); and
- extends along the eastern side of Young Street south towards the Australian Catholic University complex.

The main development period of the Gertrude Street commercial strip is from the 1850s to the 1890s and the streetscape dates largely from this period. It is a commercial precinct with a dominant streetscape of attached two-storey Victorian shops and residences, with no setback from the street boundary. The facades of these buildings are predominantly cement rendered and parapeted with repetitive rows of upper level fenestration. They vary in both scale and detailing - generally facades from the earlier Victorian period of the 1850s-70s are smaller in scale with little applied decoration, and those from the High Victorian period of the 1880s and 1890s are of greater height with more elaborate detailing. This is evident throughout the streetscape including Early Victorian examples (nos. 153-159) and High Victorian examples (nos. 161-167; 184-186; and Blackett's Shop and Residence at nos. 158-164 - an elaborate three-storey red brick row).

Other commercial buildings contribute to the Victorian character of the precinct, including the Former ES&A Bank (nos. 136-138) and corner hotels such as the Builders Arms Hotel (nos. 211-217), the former United Service Club (no. 122) and the former Leviathan Hotel (nos. 146-148).

A small group of Edwardian buildings from the early twentieth century also make a contribution to the precinct. These present as red brick (some overpainted) facades with cement render detailing. The most elaborate and intact building from this period is the Champion Hotel at the south-east corner of Brunswick Street and the associated shops and residences to the east in Gertrude Street (nos. 94-100).

The original form and detailing of a small number of shopfronts remains evident in the precinct with display windows, tiled plinths and entry recesses retained.

Unlike Brunswick, Smith and Johnston Streets, Gertrude Street is notable for its limited amount of early twentieth century development and as such retains a higher degree of consistency in scale, form and architectural detailing than comparable high streets.

1.1.3 Brief description of the broader Brunswick and Smith Street Study Area

The Gertrude Street Built Form Framework forms part of a broader built form review of the Brunswick and Smith Street study area. This broader area is bound by Alexandra Parade to the north, Nicholson Street to the west, Wellington Street to the east and Victoria Parade to the south (Figure 2).

The land specifically considered in this report is subject to either a commercial (C1Z and C2Z) or mixed use (MUZ) zone within the study area (refer to Figure 3). The Heritage Overlay coverage within the study area is extensive (see Figure 4).

Part II of this report describes the Gertrude Street study area in greater detail.

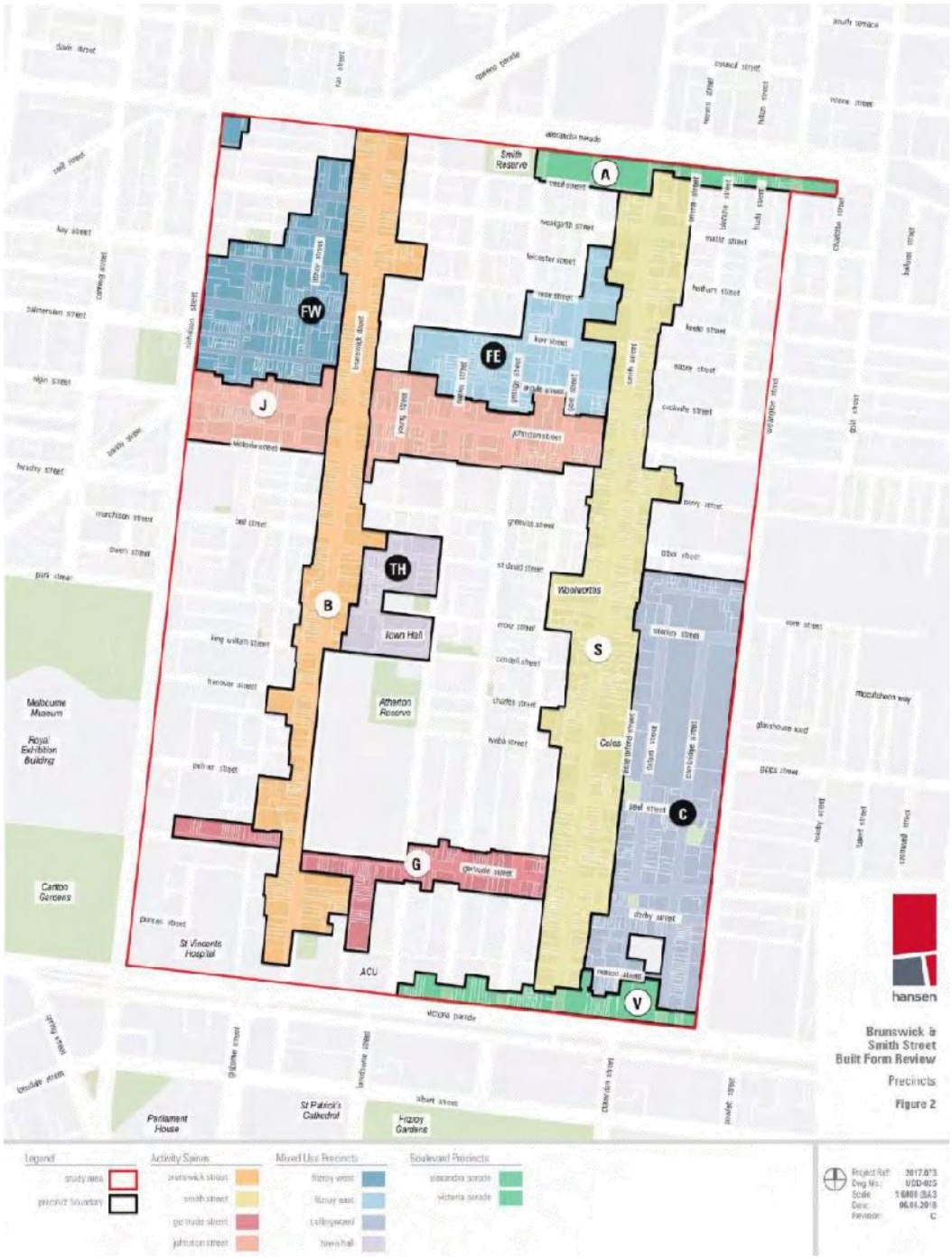

Figure 2. Precinct Map – Gertrude Street study area identified as area G (©Hansen, 6 June 2018)



Figure 3. Zoning map – Brunswick and Smith Street study area outlined in black (VicPlan, accessed 29 August 2019)

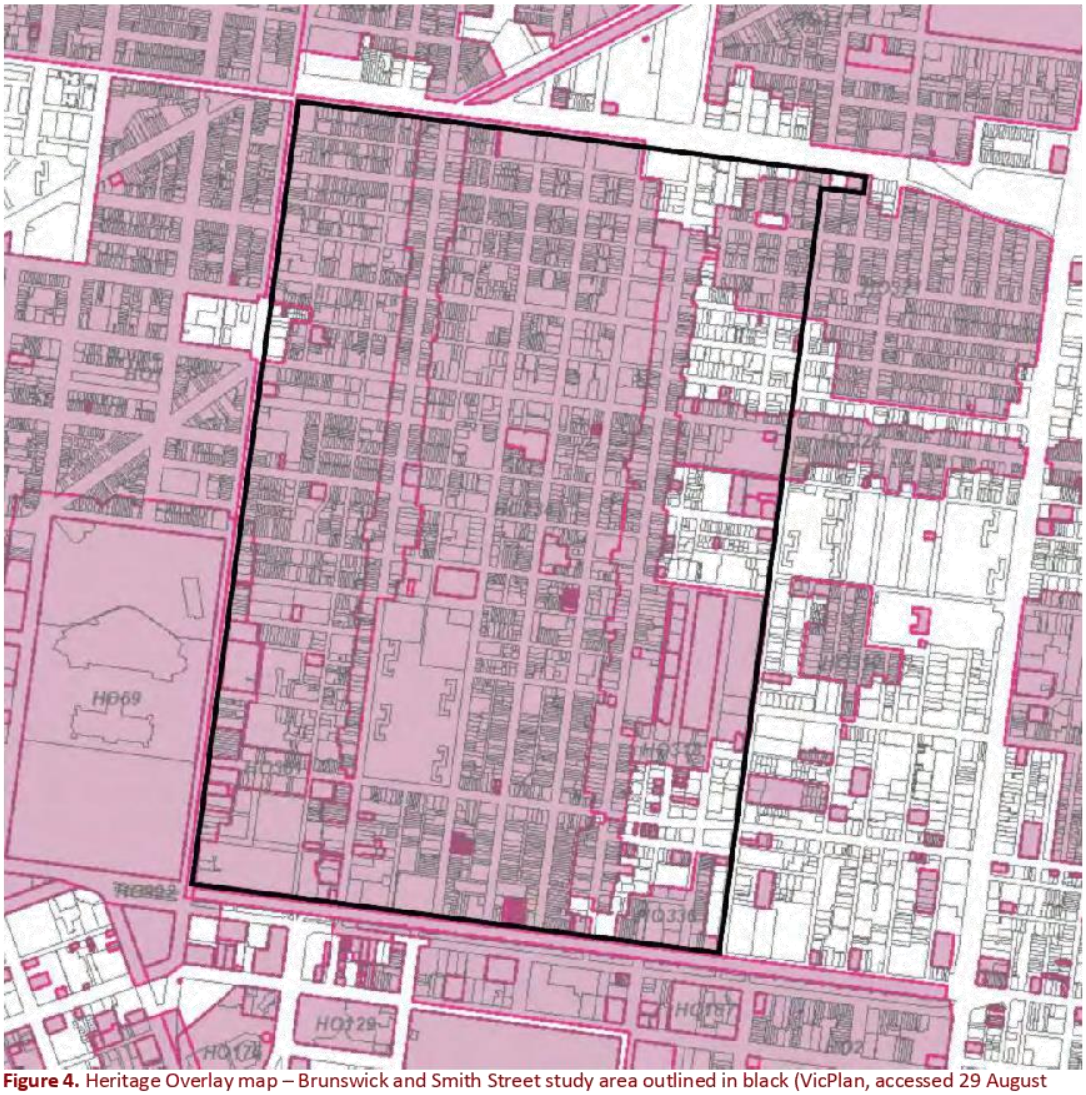

Figure 4. Heritage Overlay map – Brunswick and Smith Street study area outlined in black (VicPlan, accessed 29 August 2019)

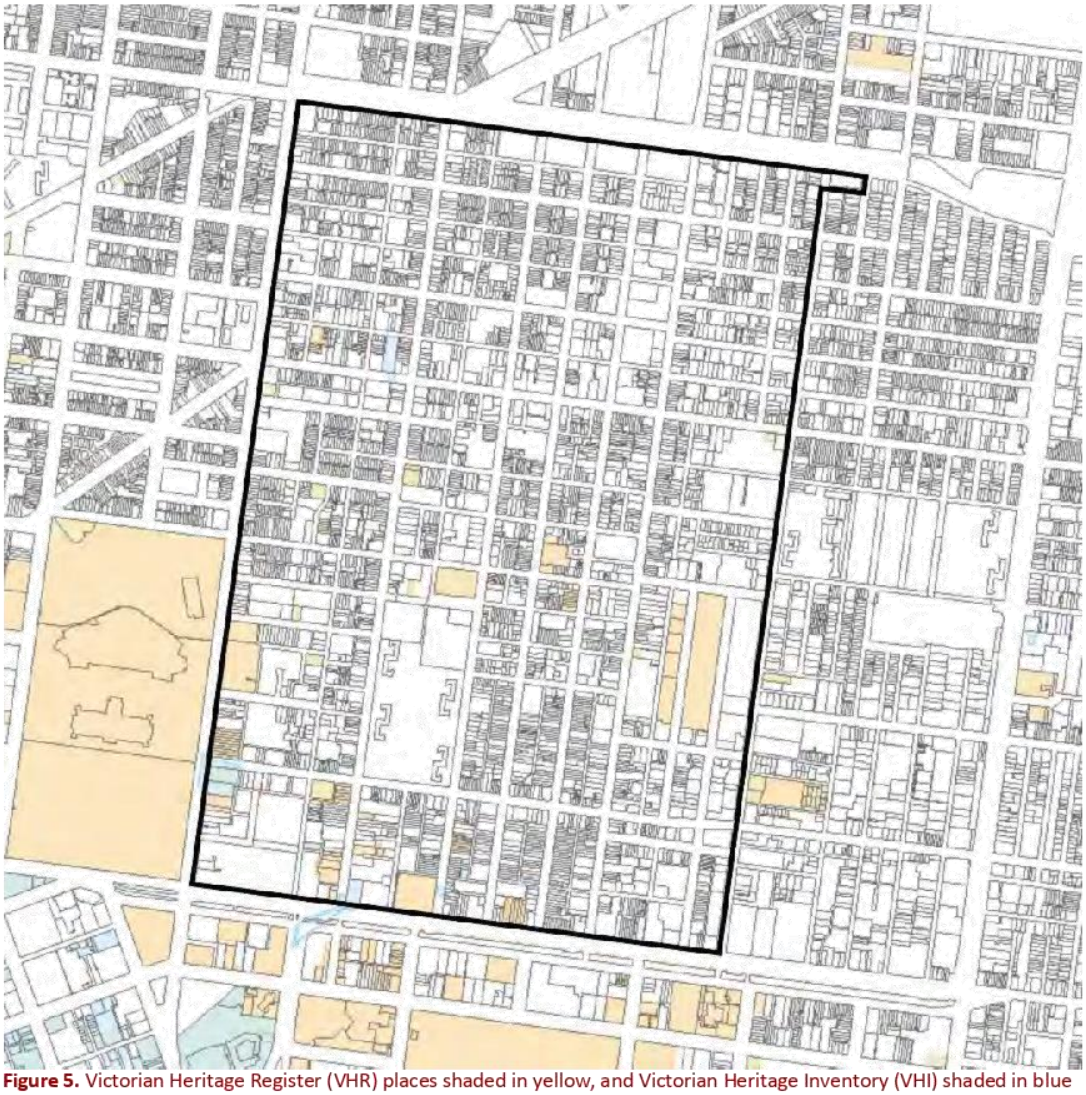

Figure 5. Victorian Heritage Register (VHR) places shaded in yellow, and Victorian Heritage Inventory (VHI) shaded in blue – study area outlined in black (VicPlan, accessed 29 August 2019)

1.2 Scope of the Heritage Analysis & Recommendations Report

GJM Heritage has been commissioned to provide a detailed analysis of the heritage considerations for the broader Brunswick and Smith Street study area and to detail recommendations for the future management of these areas in the context of potential new development.

The following precincts were considered in the *Brunswick and Smith Street Built Form Review: Heritage Analysis & Recommendations* (GJM Heritage, 25 November 2019):

- Brunswick Street Activity Centre Spine
- Town Hall Mixed Use Precinct
- Smith Street Activity Centre Spine
- Johnston Street Activity Centre Spine

- Fitzroy East Mixed Use Precinct.

The Collingwood Mixed Use Precinct was considered as part of a separate study: *Collingwood Mixed Use Pocket Heritage Analysis & Recommendations* (GJM Heritage, 6 June 2018). The Fitzroy West Mixed-Use Precinct and the Alexandra and Victoria Parade Boulevard Precincts are subject to further strategic heritage and planning studies.

This report specifically considers the Gertrude Street commercial spine and the MUZ area south of Gertrude Street between Young and Little Napier Streets.

The purpose of our advice is to ensure that any DDO controls arising from the Built Form Framework are properly informed by the heritage values of the precincts and individual buildings within the study area, in order to ensure appropriate weight is given to heritage when considering new development within the Gertrude Street area.

The analysis within this report builds on the *Brunswick and Smith Street Built Form Review: Heritage Analysis & Recommendations* and the *Brunswick and Smith Street Built Form Review: Heritage Assessments* reports prepared by GJM Heritage, and considers the parameters necessary to appropriately manage increased commercial and residential development within the context of Gertrude Street. Of particular relevance to this precinct is its role in protecting the key views to the Royal Exhibition Building (REB) and the setting of the Royal Exhibition Building and Carlton Garden World Heritage Site (REB & CG WHS).

1.3 Methodology

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

- Yarra Planning Scheme Heritage Overlay Maps 5HO and 6HO
- Relevant Statements of Significance for heritage places and precincts within the study area and associated heritage studies
- World Heritage Environs Area Strategy Plan: Royal Exhibition Building & Carlton Gardens, Department of Planning and Community Development (as approved by the Minister for Planning, 21 October 2009)
- Incorporated Document 'City of Yarra Review of Heritage Overlay Areas 2007: Appendix 8 (revised May 2018) (Appendix 8).

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

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

We note that Council endorsed a draft Municipal Planning Strategy, local policies and supporting documents as a basis for Yarra Planning Scheme Amendment C269 on 26 November 2019 and resolved to seek authorisation from the Minister for Planning to prepare and exhibit Yarra Amendment C269. Of particular relevance to this report was the endorsement of proposed Clause 11.03-1L – Activity Centres and Clause 15.03-1L – Heritage.

The following Planning Panels Victoria (Panel) reports are relevant to the implementation of the Built Form

Framework as they consider the appropriateness of DDOs (containing both mandatory and discretionary provisions) within activity centres (or in the case of Melbourne Amendment C240, the Capital City Zone) that are also subject, in part, to the Heritage Overlay:

- Boroondara C108 'Neighbourhood Centres and Commercial Corridors' (26 February 2014)
- Banyule Planning Scheme Amendment C93 'Implementation of the Ivanhoe Structure Plan' (1 July 2014)
- Moreland Planning Scheme Amendment C134 'Brunswick Activity Centre' (15 May 2015)
- Melbourne Planning Scheme Amendment C240 'Bourke Hill' (4 May 2015)
- Bayside Planning Scheme Amendments C113, C114 and C115 'Mandatory provisions for the Sandringham Village, Bay Street and Church Street Activity Centres' (14 January 2015)
- Whitehorse Planning Scheme Amendment C175 'Box Hill Metropolitan Activity Centre' (6 October 2017).
- Stonnington Planning Scheme Amendment C223 'Glenferrie Road and High Street Activity Centre' (15 December 2017)
- Darebin Planning Scheme Amendment C161 'Fairfield Village' (3 December 2018)
- Yarra Planning Scheme Amendment C220 'Johnston Street Built Form Controls' (22 February 2019)
- Melbourne Planning Scheme Amendment C308 'Central Melbourne Urban Design' (16 May 2019)
- Melbourne Planning Scheme Amendment C258 'Heritage Policies Review' (21 May 2019)
- Yarra Planning Scheme Amendment C231 'Queens Parade Built Form Review' (31 October 2019).

Relevant Panel reports are discussed further in Section 3 of this report.

The following reports have also informed this study:

- *Brunswick Street and Smith Street Built Form Review: Gertrude Street Built Form Framework*, Hansen Partnership, November 2019 (post Council review).
- *Brunswick and Smith Street Built Form Review: Heritage Analysis & Recommendations*, GJM Heritage, 25 November 2019.
- *Brunswick and Smith Street Built Form Review: Heritage Assessments*, GJM Heritage, 25 November 2019 (Heritage Assessments Report).

We have approached the preparation of this heritage analysis as follows:

1. Completion of a desktop review of the above listed documents, including Panel Reports, heritage mapping and grading information, and the Statements of Significance for heritage precincts and individually significant buildings, including those places registered on the (VHR). The extent of the Heritage Overlays were cross-checked against Google Streetview. This preliminary review familiarised the project team with the heritage fabric of the study area prior to fieldwork being undertaken.
2. Completion of fieldwork by Jim Gard'ner and Ros Coleman. All buildings and structures within the study area were inspected from the public realm with particular attention paid to the presentation of heritage buildings to the street frontage. The rear and side interfaces to the neighbouring residential areas subject to the Heritage Overlay were also considered, where relevant. The purpose of the fieldwork was to:
    - Review the suitability of the extent of the existing Heritage Overlays and to identify if gaps existed.
    - Review the suitability of the existing Statements of Significance for heritage places and precincts against the extant heritage fabric and to identify where the statements required updating for the purposes of properly considering built form recommendations.
    - Review the extant heritage fabric against the heritage gradings contained within Appendix 8 and to identify any inconsistencies and inaccuracies.
    - Identify those continuous lengths of streetscapes that demonstrate a degree of consistency in terms of scale, setbacks, street wall height, architectural form and style, and construction period.
    - Review the heritage buildings and streetscapes within the study area to identify the architectural

and streetscape heritage features (e.g. parapets, roof forms, view lines, corner sites) that are relevant to a consideration of built form recommendations.

3. Participation in workshops with Council and Hansen Partnership. The workshops:
    - Identified the desired future character of the built form precinct against heritage analysis and state and local planning policy drivers.
    - Reviewed the key views of landmarks identified in Clause 22.03 – Landmarks and Tall Structures, in particular the drum, dome, lantern and flagpole of the REB.
    - Identified local landmarks within the streetscape or precinct.
    - Tested built form parameters for new development against the existing heritage fabric utilising oblique views from natural eye level (1.6m) on the public footpath, informed by modelling prepared by Hansen Partnership. Views were only considered from public streets; laneway and private realm views were not assessed.
4. Finalisation of heritage recommendations for new built form parameters having considered the above.

2. Analysis of the Planning Context

2.1 Activity Centre Planning and Heritage

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

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

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

Clause 71.02-3 of the VPP addresses 'integrated decision making', and states:

> *Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social wellbeing affected by land use and development.*
>
> *Planning and responsible authorities should endeavour to integrate the range of panning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. However, in bushfire affected areas, planning and responsible authorities must prioritise the protection of human life over all other policy considerations.*
>
> *Planning authorities should identify the potential for regional impacts in their decision making and coordinate strategic planning with their neighbours and other public bodies to achieve sustainable development and effective and efficient use of resources.*

Activity Centres that are also subject to extensive Heritage Overlay controls such as Gertrude Street is an example of where the tension between competing planning objectives must be resolved in a balanced way. Gertrude Street has excellent public transport connections, vibrant retail, commercial and hospitality uses and within the broader study area a high demand for housing choice. Gertrude street is a highly consistent and intact commercial containing predominantly late nineteenth century heritage fabric that is highly valued by the local community. A balance between the demand for more intensive development with the protection of the heritage buildings and precincts is therefore required. To achieve this, it is considered necessary that any DDO – and the background work that underpins it – specifically includes heritage considerations which frames the design objectives.

Amendment C269 proposes to introduce Clause 11.03-1L to the Yarra Planning Scheme which provides local policy in relation to Major, Neighbourhood and Local Activity Centre. The object of this policy is to:

To manage a sustainable network of activity centres that facilitate appropriate economic and housing growth and provide attractive places for social and community interaction.

The Strategies applying to Yarra's Activity Centres that are relevant to heritage and this report include:

Support high quality mid-rise buildings in major and neighbourhood activity centres as identified in the relevant Design and Development Overlay.

Support development that improves the built form character of activity centres, whilst conserving heritage buildings, streetscapes and views to identified landmarks.

Support development that transitions to and is sensitive to the interfaces with low-rise residential neighbourhoods.

Encourage the sensitive, adaptive re-use and restoration of heritage buildings in activity centres.

Gertrude Street is identified as a Neighbourhood Activity Centre, objectives of which are to:

Promote the retail role of the activity centre defined in the Major and Neighbourhood Activity Centres in Fitzroy Plan.

Manage licensed premises and interface and amenity impacts with adjacent residential areas.

Retain the low scale form and the fine grain pattern of the highly intact heritage streetscape and the heritage buildings in the activity centre.

Retain the visual prominence of the existing Victorian and Edwardian heritage streetscape, including local landmarks, and corner sites.

Protect views to the drum dome lantern and flagpole of the Royal Exhibition Building and Carlton Gardens.



Figure 6. Major and Neighbourhood Activity Centres in Fitzroy (Council endorsed version of Clause 11.03-1L)

2.2 Yarra Planning Scheme – Heritage Provisions

Council has well-established heritage provisions within its planning scheme at Clauses 21.05-1 and 22.02, noting that it has recently endorsed a new local heritage policy at Clause 15.03-1L, which is proposed to be introduced through C269. Also of relevance to the protection of the heritage values of the study area is Clause 22.03, which includes policy to protect the visual prominence of landmarks visible from within the study area.

2.2.1 Heritage policy

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

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

Objective 14 and its associated strategies are considered to be generally compatible with appropriately sited and scaled higher density development on Gertrude Street. Strategy 14.3 to 'Protect the heritage skyline of heritage precincts' would not be achieved unless new upper level development was to be of such low scale that it was fully concealed when viewed from the opposite side of the street as defined by the sightline tests described in Figures 2 and 3 of Clause 22.02 (refer Appendix 1). Avoiding any new visible built form above the parapets of buildings within the Heritage Overlay - although achieving the 'best' heritage outcome - would not enable a level of development that may reasonably be expected to be achieved on this commercial high street nor meet other strategic directions of the Yarra Planning Scheme. A balance therefore needs to be struck between achieving the outcome sought by Strategy 14.3 and meeting the development objectives of the City of Yarra. An acceptable heritage outcome would be one where, although new built fabric is visible above the parapets, roofline or chimneys of these buildings, the development was of a scale, set back and massing such that it retains the primacy of the heritage streetscape, avoids visually dominating the existing buildings and protects the views to the drum and dome of the REB.

Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' provides detailed guidance for development of places within the Heritage Overlay, including demolition. The relevant objectives of Clause 22.02 are:

- *To conserve Yarra's natural and cultural heritage.*
- *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*
- *To retain significant view lines to, and vistas of, heritage places.*
- *To preserve the scale and pattern of streetscapes in heritage places.*
- *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*
- *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*
- *To ensure that additions and new works to a heritage place respect the significance of the place.*
- *To encourage the retention of 'individually significant' and 'contributory' heritage places.*
- *To protect archaeological sites of cultural heritage significance.*

Again, these objectives do not preclude higher density development within the Gertrude Street precinct with the possible exception of '*To preserve the scale … of streetscapes in heritage places*'.

The demolition policy provided at Clause 22.02-5.1 encourages the retention of 'individually significant' and 'contributory' buildings within a heritage precinct. Removal of part of a heritage place or contributory element is contemplated if (in general terms) it can be demonstrated that the removal of the part will not adversely affect the significance of the building, or – for a contributory building – the part is not visible from the street, abutting a park or public open space. It is noted, that while the intent of the policy within the proposed Clause 15.03-1L is largely consistent with that included within Clause 22.02 it does not differentiate between 'individually significant' and 'contributory' buildings in terms of the either the extent of acceptable demolition or the level of concealment sought behind the retained heritage form.

Given that the significance of most heritage places along Gertrude Street lies predominantly in their streetscape presentation, facade detailing and fine-grained pattern of subdivision, it is considered that a certain amount of rear demolition and redevelopment can be contemplated under the existing (or proposed) heritage policy.

Further, with the exception of those heritage places included on the VHR – and therefore regulated under the

Heritage Act 2017 – internal controls do not apply to heritage places within the precinct.

The significance of the heritage precincts within the study area lies primarily in fabric visible from the public realm. Therefore, in most circumstances, the heritage controls within the Yarra Planning Scheme effectively limits the control of heritage fabric within the study area to that which is visible from the street, including primary building facades, rear laneway views (where they exist) and visible roof and chimney elements.

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

> ***General***
>
> *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*
>
> - *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
> - *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
> - *Be visually recessive and not dominate the heritage place.*
> - *Be distinguishable from the original historic fabric.*
> - *Not remove, cover, damage or change original historic fabric.*
> - *Not obscure views of principle façades.*
> - *Consider the architectural integrity and context of the heritage place or contributory element.*
>
> *Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*
>
> *Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*
>
> *Minimise the visibility of new additions by:*
>
> - *Locating ground level additions and any higher elements towards the rear of the site.*
> - *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1).*
> - *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*
> - *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*
>
> *Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.*

The policy for full or partial concealment of rear additions to residential buildings as described in Figures 2 and 3 of the General Policy at Clause 22.02 is modified by the Specific Requirements at Clause 22.02-5.7.2 that applies to corner sites and sites with dual frontages, and industrial, commercial and retail heritage places:

> ***Corner Sites and Sites with Dual Frontages***
>
> *Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.*
>
> *Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners*

of the intersection.

...

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

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

The specific provisions prevail over the general policy where there is a conflict or inconsistency. This establishes an expectation that new development behind industrial, commercial and retail buildings within the Heritage Overlay is not going to be fully or substantially concealed from public realm views. In addition, it should be noted that Gertrude Street, like the typical commercial high streets in the City of Yarra, is 20m wide (building line to building line) where the residential examples shown in Figures 2 and 3 of Clause 22.02-5.7.1 show a sightline test from across an approx. 10m wide residential street. The wider the street, the more visible a new rear development will be.

Although a greater level of concealment would generally provide a better heritage outcome, this specific sightline-based guidance in the heritage policy is designed to preserve and enhance the character and appearance of predominantly one and two-storey dwellings within more typical narrow residential streets and the policy does not require that this be applied to multi-storey development within a major Activity Centre. It is noted that the proposed Clause 15.03-1L does not include a sightline test and that the policy instead relies on retaining a two-room depth of the original or early fabric of the residential dwelling and requiring that additions be 'substantially concealed'.

Likewise, the policy at 22.02-5.7.1 to '*Discourage elements which ... are not contemporary with the era of the building such as ... reflective glass, glass balustrades and pedestrian entrance canopies*' may not achieve an appropriate urban design and architectural outcome in an area such as Gertrude Street. In such areas, a 'contrasting' or 'interpretative' design approach for new taller development above the heritage building is likely to be more recessive than a 'respectful' or 'historicist' one that would lead to the new additions inappropriately mimicking the historic form and potentially being more visually intrusive.

2.2.2 Landmarks and Tall Structures

Clause 22.03 – 'Landmarks and Tall Structures' identifies a number of landmark buildings and advertising signs to which views should be protected and provides the following policies:

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

Of particular relevance to Gertrude Street are the views of the drum, dome, lantern and flagpole of the REB, the design response for which is:

Development should protect the views to the drum, dome, lantern and flagpole of the World Heritage Listed Royal Exhibition Building seen from the footpath on the south side of Gertrude Street and along Marion Lane, west of Fitzroy Street.

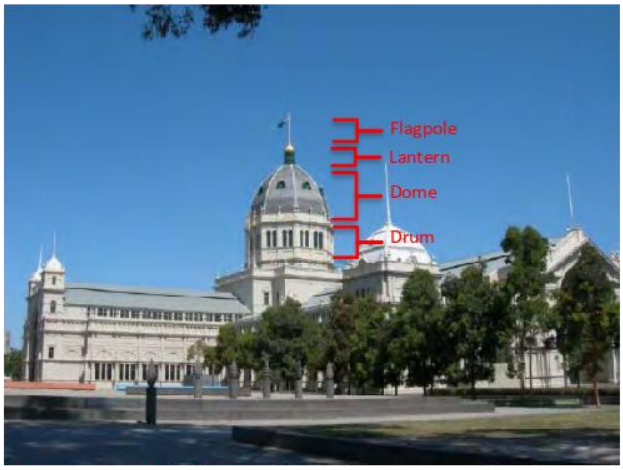

Figure 7. Royal Exhibition Building showing elements of the drum and dome (adapted from VHD, SOHE 2008)

In addition to the views of the REB, Clause 22.03 also identifies "…the silhouette/profile of St Patrick's Cathedral…" and "… the silhouette/profile of the church spire [St Lukes] on the corner of Watkins Street and St Georges Road, North Fitzroy…" amongst others. While the specified view points within Clause 22.03-4 for these two churches are not within the Gertrude Street precinct, views of these landmarks are afforded from Gertrude Street when crossing Brunswick Street. These two view sheds are discussed in more detail in the *Brunswick and Smith Street Built Form Review: Heritage Analysis & Recommendations* report.

2.2.3 World Heritage Environs Area Strategy Plan

The World Heritage Environs Areas (WHEA) Strategy Plan identifies the importance of the views of the REB from surrounding areas including Gertrude Street. It states:

> *The visibility (views and vistas) of the Royal Exhibition Building is an important aspect of its prominence within the local context, and of its overall presentation. Views to the REB and dome in particular, highlight and draw attention to the building's scale and presence. The scale, in turn, helps demonstrate the building's original historical role in hosting major international exhibitions. Views out of the REB and Carlton Gardens site into the surrounding area (particularly to the east, north and west) also reinforce an understanding of the original nineteenth century context of the place, and contribute to an appreciation of the largely intact nineteenth century setting.* (chapter 4.4, pp.14-15)

The Strategy Plan identifies the important visual and presentational aspects, and landmark qualities, of the World Heritage Site including (as relevant to the Gertrude Street precinct):

- *The visual prominence of the REB, including the dramatic contrast in scale with much of the surrounding lower scale nineteenth century development.*
- *The visibility of the dome within the local context.*

The views to the World Heritage Site identified within the Strategy Plan are classed as 'Direct', 'Proximate', 'Partial/restricted' and 'More distant'. Of these, the Gertrude Street precinct provides the following views:

> *Proximate views/vistas to the REB dome from Gertrude Street and Marion Lane in Fitzroy … running east … of the REB (within WHEA)*
>
> *Partial/restricted views (glimpses) of the building, dome, landscape, gardens and trees from points in south Fitzroy … (within WHEA)*

More distant views to the REB dome from the east along Gertrude … (outside WHEA) (chapter 4.4.2, pp.15-16).



Figure 8. Specific views to the drum and dome of the REB identified in the WHEA Strategy Plan (adapted from nearmap)

The following views to the REB from the Gertrude Street are illustrated in the Strategy Plan:



Figure 9. View to the dome from Gertrude Street, Fitzroy (east) [Figure 13 from the WHEA Strategy Plan]



Figure 10. View to the dome from Marion Lane, Fitzroy above the roof of Royal Terrace on Nicholson Street (east) [Figure 14 from the WHEA Strategy Plan]



Figure 11. Distant view to the dome from east along Gertrude Street (at junction with Napier Street) [Figure 20 from the WHEA Strategy Plan]

The WHEA Strategy Plan was implemented into the Yarra Planning Scheme as DDO8, which protects the views of the drum, dome, lantern and flagpole of the REB. DDO8 includes the following design objectives:

- *To protect the World Heritage values of the Royal Exhibition Building and Carlton Gardens.*
- *To reinforce the built form character of the area as being essentially of low-rise buildings.*
- *To protect views of the drum, dome, lantern and flagpole of the Royal Exhibition Building from the footpath on the south side of Gertrude Street and along Marion Lane, west of Fitzroy Street.*

2.2.4 Schedule 8 to the Design and Development Overlay

Schedule 8 to the Design and Development Overlay (DDO8) provides the following decision guideline which is relevant for development on the northern side of Gertrude Street:

> *Before deciding on an application, the responsible authority must consider the impact on the view of the drum, dome, lantern and flagpole of the Royal Exhibition Building.*

We note that the WHEA Strategy Plan is currently under review by Heritage Victoria, through which the views and vistas analysis of the REB & CG WHS may be revisited. In advance of this work, our analysis has identified the key views of the drum, dome, lantern and flagpole of the REB within the Gertrude Street precinct as being those looking west from the south side of Gertrude Street (particularly from both sides of the intersections of Fitzroy Street [Figure 12] and Brunswick Street [Figure 13]) as well as along Marion Lane over the top of Royal Parade (particularly from the intersection with Fitzroy Street [Figure 14]).



Figure 12. View of the REB from the south side of Gertrude Street at intersection of Fitzroy Street (photo taken from the western side of the intersection)



Figure 13. View of the REB from the south side of Gertrude Street at intersection of Brunswick Street (photo taken from the eastern side of the intersection)

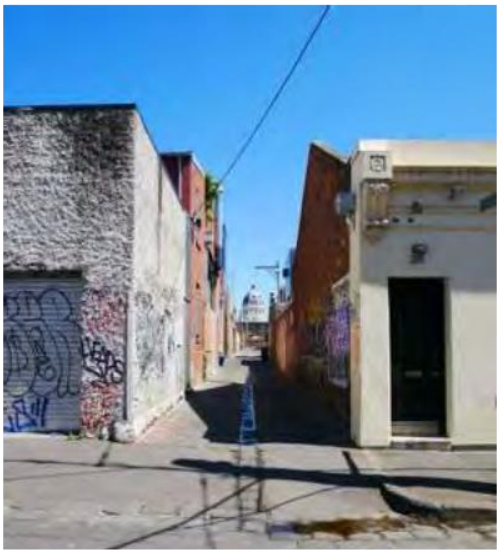

Figure 14. View of the REB from the intersection of Marion Lane and Fitzroy Street

To achieve the objective of Clause 22.03 and DDO8, we consider that it is appropriate to retain a clear sky silhouette of the whole of the drum, dome, lantern and flagpole of the REB and for this element to remain the most prominent visual element within the key views identified above.

Further discussion on local landmarks within the Gertrude Street commercial spine is discussed in Section 5.4 of this report.

2.2.5 Heritage Overlay

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

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited*

if this will demonstrably assist with the conservation of the significance of the heritage place.

Clause 43.01-8 sets out 'Decision Guidelines' – in addition to those included in Clause 65 – that the Responsible Authority must consider before determining a permit application. These are:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the lopping or development will adversely affect the health, appearance or significance of the tree.*
- *Whether the location, style, size, colour and materials of the proposed solar energy facility will adversely affect the significance, character or appearance of the heritage place.*

While some of these considerations are not obviously consistent with the addition of higher density development behind heritage buildings, the first purpose of 43.01 and the first decision guideline encompasses the whole Municipal Planning Strategy and the Planning Policy Framework (integrated decision-making). Therefore, a balance must be struck by the Responsible Authority between achieving the objectives of the Heritage Overlay and meeting the objectives of other parts of the VPPs including Activity Centre policy and commercial zoning. There is established precedent for new rear development to be accommodated behind heritage buildings in commercial precincts throughout inner Melbourne without substantially compromising the identified significant values of these heritage places.

3. Heritage in Design and Development Overlays – Panel Findings

Planning Panels Victoria has considered a number of Planning Scheme Amendments that are of particular relevance to this project: Banyule Amendment C93, Bayside Amendments C113, C114 and C115, Boroondara C108, Darebin Amendment C161, Moreland Amendment C134, Melbourne Amendments C240 and C258, Stonnington Amendment C223, Whitehorse Amendment C175 and Yarra Amendments C220 and C231.

These amendments considered the appropriateness of mandatory controls in the context of PPN59 and provide guidance on which circumstances they should be applied. In response to submissions, they also considered the issue of whether or not the DDO control should include objectives to protect heritage or whether this should be the sole domain of the Heritage Overlay provisions. In addition to these panel reports, Amendment C123 to the Banyule Planning Scheme, approved via ministerial intervention, provides further instruction as to the role of mandatory controls.

These reports provide useful guidance on the form and wording of DDO controls. In summary, Panel has concluded that:

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

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

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

A discussion of the most relevant of the Panel reports is provided below, and at Section 3.10 the recommendations for each panel are summarises with comment on the implications of the outcome.

3.1 Yarra Planning Scheme Amendment C231

GJM Heritage prepared the *Queens Parade Built Form Heritage Analysis and Recommendations* (11 December 2017) which informed Yarra Amendment C231. C231 sought to apply built form controls in the form of DDOs to Queens Parade, Fitzroy North and Clifton Hill and to amend Heritage Overlay controls that apply within the study area. Precinct 4 within DDO20 covers the commercial shopping strip that forms part of the Queens Parade Neighbourhood Activity Centre. While Queens Parade - as a 60m wide boulevard - is three times the width of Gertrude Street, their traditional high street built form is remarkably similar in terms scale, consistency of built form and architectural quality.

The Panel for Amendment C231 found that the strategic work undertaken in support of the amendment was strong and that it assisted in justifying the majority of the built form parameters recommended in the respective DDOs, particularly with respect to mandatory controls. At p29 of the Panel Report, the Panel notes that:

> *Exceptional circumstances exist for the application of mandatory controls for development as the QPAC* (Queens Parade Activity Centre) *includes a number of significant and contributory heritage places and heritage fabric set within a consistent streetscape form.*

Panel recognised that the wider boulevard urban context would lead to a high visibility of upper level development which in turn warrants the application of height limits.

The Panel supported the mandatory upper level setback of 8m within the Council preferred DDO and the combination of mandatory and preferred height controls where this will provide certainty where distinctive heritage fabric warrants greater protection. It also recognised that an activity centre with diverse built form can have areas of little change where growth can be accommodated elsewhere.

3.2 Yarra Planning Scheme Amendment C220

Similar to Gertrude Street, Johnston Street in Collingwood and the western part of Abbotsford (west of the railway viaduct) is a highly intact, predominantly Victorian/early Edwardian-era streetscape covered by the Heritage Overlay. The streets have a similar mix of historic and current uses, a similarly high proportion of 'Contributory' and 'Individually Significant' buildings with a high level of integrity, and similar existing street wall heights (generally between 8m and 11m) as Gertrude Street. Like Gertrude Street, Johnston Street is designated as a Neighbourhood Activity Centre.

Amendment C220 seeks to introduce built form controls along Johnston Street in the form of DDO15. The Panel report recommended the inclusion of the following DDO objective which is also relevant to Gertrude Street:

> *To preserve the valued heritage character of the streetscape and ensure that the predominantly two storey (heritage scale) street-wall remains the visually prominent built form of Johnston Street west of the railway line bridge...*

The Panel report provides commentary which is of relevance to a consideration of the proposed built form controls for Gertrude Street. In particular, the Panel stated:

> *In urban design terms, the 6 metre setback will retain the 'human scale' of Johnston Street, secure the distinction between the street wall and upper levels and will reduce the potential for overshadowing and adverse wind conditions.*
>
> ...
>
> *The Panel does not agree that less significant sections* [of Johnston Street] *warrant a different treatment. Less significant areas equally deserve to exhibit the overall urban design outcome: a strong street wall with a distinct setback to the mid level form.*

To achieve these objectives Panel recommended that a building envelope requirement be established that, rather than being based on a sightline test from the opposite side of the street new, required new development to be within a 45° 'angular plane' drawn from the maximum street wall height. In combination with upper-level front setbacks and maximum building heights the angular plane creates a further upper-level setback consistent with the application of the policy objective at Clause 22.02-5.7.1 that each higher element to industrial, commercial and retail buildings should be set further back from the lower heritage built form.

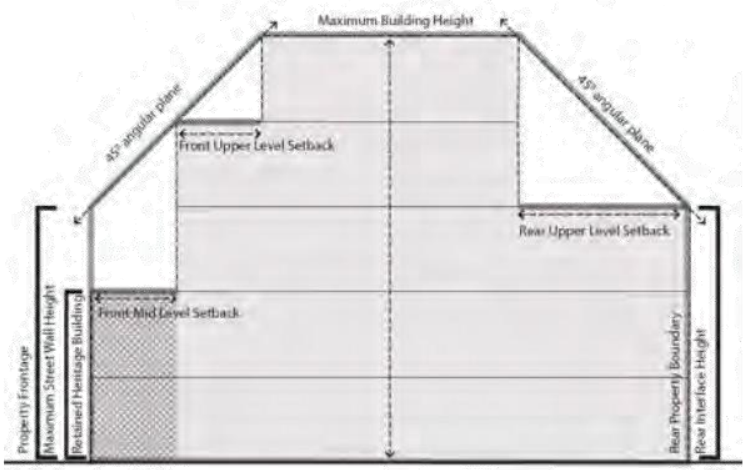

Figure 15. Building envelope requirement – Heritage Building (Figure 1 in Yarra DDO15 (version for adoption dated 14 May 2019)

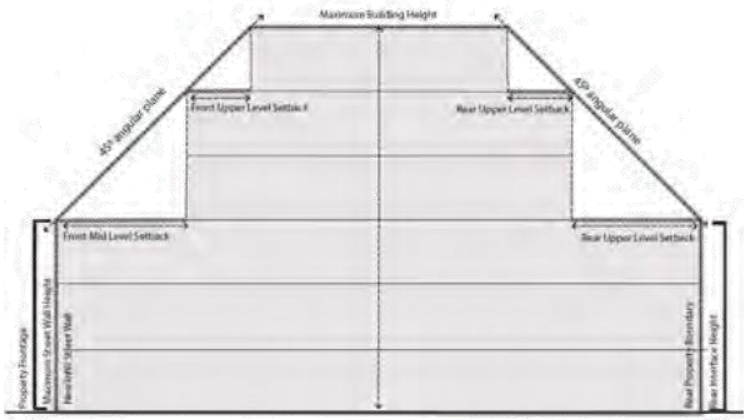

Figure 16. Building envelope requirement – Infill Building (Figure 2 in Yarra DDO15 (version for adoption dated 14 May 2019)

3.3 Melbourne Planning Scheme Amendment C258

Amendment C258 seeks, in part, to rationalise heritage gradings applied within the City of Melbourne from alphabetical and numerical gradings to 'significant', 'contributory' or not graded. In terms of 'streetscape' gradings, C258 seeks to transition from numerical gradings to 'significant' or ungraded,[2] however the Panel recommended abandoning the streetscape grading altogether as they considered that the concept of significant streetscapes had been overtaken by the concept of heritage precinct. Further, the Panel considered that these streetscapes could be referred to in the Statements of Significance or, if necessary, defined as their own precinct.

In terms of heritage place gradings within the *Heritage Places Inventory* Incorporated Document, C258 seeks to transition from alphabetical gradings to 'significant', 'contributory' and ungraded, however the Panel

[2] *Significant streetscapes are collections of buildings outstanding either because they are a particularly well preserved group from a similar period or style, or because they are highly significant buildings in their own right.*

recommended using an 'Individual' grading for places of site-specific significance and a 'contributory' grading for places that contribute to a heritage precinct.

The Panel went on to recommend that the distinction within the proposed heritage policy that sought different outcomes in terms of fabric retention or the concealment of new built form etc. for heritage places of different grades should be removed and a single set of heritage policies apply irrespective of building grading:

> *The Panel has noted that some of the management policies at Clauses 22.04 and 22.05 distinguish between Significant and Contributory buildings. Also, as earlier commented the distinctions contribute to identifying Significant buildings as being more valuable and warranting stricter management policies. The management policies that differentiate between Significant and Contributory buildings, however, are few in number (approximately five) and the Panel considers that they can be reworded into a single management statement.* (p.39)

3.4 Moreland Planning Scheme Amendment C134

Sydney Road, Brunswick is a Major Activity Centre with highly intact, predominantly Victorian streetscapes covered by the Heritage Overlay. Sydney Road and Gertrude Street share common traits within their commercial cores including a tram route, a similar mix of historic and current uses, similar historic built form (predominantly two-storey Victorian-era or early twentieth-century commercial buildings), a high proportion of 'contributory' and 'individually significant' buildings with a high level of integrity, and similar existing street wall heights (generally between 8m and 11m).

The Statement of Significance for Moreland HO149 – Sydney Road Precinct[3] notes the precinct is of historical, architectural and social significance to the City of Moreland. It includes a number of close similarities with the cultural heritage significance of Gertrude Street as follows:

- Importance as a predominantly intact late 19th and early 20th century retail and commercial strip;
- Reflecting the considerable expansion and growth of the streets, and the suburbs as a whole, during the 19th century Boom period; and
- Largely intact upper floor facades of the shops.

Gazetted on 11 August 2016, C134 introduced DDO18, DDO19 and DDO20. DDO18 set mandatory street wall heights on Sydney Road north of Brunswick Road of between 8m and 11m, which would be an appropriate precedent for the proposed controls Gertrude Street precinct given the similarities in their architectural form.

DDO18 provides a preferred minimum 5m setback for development above the street wall and to establish a preferred ratio of ¾ : ¼ street wall to new built form through the following design objective:

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

[3] Retrieved from Victorian Heritage Database, 16 June 2017 (http://vhd.heritagecouncil.vic.gov.au/places/56076#sthash.7LcbbSIM.dpuf)

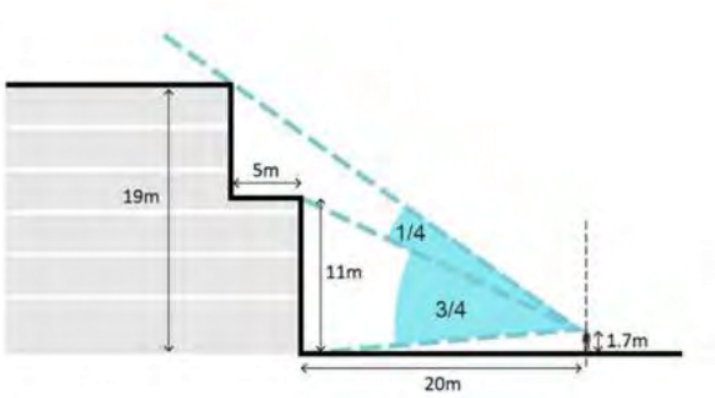

Figure 17. Upper level setbacks along Sydney Road (Figure 1 in Moreland DDO18, retrieved 2 June 2017).

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

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

3.5 Boroondara Planning Scheme Amendment C108

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

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

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

The Panel also considered the use of mandatory height and setback controls, and recognised that the version of *Plan Melbourne* at that time foreshadowed stronger policy support for the use of mandatory provisions in neighbourhood centres (and residential areas) to increase planning certainty.

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

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

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

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

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

3.6 Whitehorse Planning Scheme Amendment C175

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

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

and concluded that in the absence of this modelling:

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

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

3.7 Stonnington Planning Scheme Amendment C223

The Glenferrie Road and High Street Major Activity Centre encompasses the two linear commercial strips of Glenferrie Road and High Street in Malvern as well as two peripheral areas. The Heritage Overlay, which covers all of Glenferrie Road and most of High Street, acknowledges the area for its '*metropolitan significance as one of the major strip shopping centres to have retained its role into the late twentieth century, and for the quality and integrity of its Victorian, Federation and Interwar building stock*'.[4] Amendment C223 sought to apply new built form provisions through the application of DDO19 to the entire Activity Centre, with precincts A and B covering the commercial and heritage precincts of Glenferrie Road and High Street respectively.

While the amendment proposed an 8-10m setback above the street wall for precincts A and B, the Panel found it to be effectively a concealment of upper level additions, supporting instead a 5m setback as adequate to respect heritage values without removing development capacity. This was derived from the precedent in the Boroondara Planning Scheme and was seen to equate to the first room in a Victorian-era building. The amendment was otherwise generally supported by the Panel as an appropriate balance between protecting heritage values and enabling growth. Discretionary preferred maximum building heights between 14.5 metres (4 storeys) and 21 metres (6 storeys) were supported through precincts A and B.

The Panel also reviewed the drafting of discretionary and mandatory provisions, addressing the appropriateness of the terms 'should' and 'must'. The Panel noted that confusion arose from the DDO parent clause, and until

[4] Retrieved from Victorian Heritage Database, 18 January 2018 (https://vhd.heritagecouncil.vic.gov.au/places/31530)

such time as the clause is redrafted, the term 'must' is to be used for schedule requirements with the addition of further clarification if it can be varied with a permit.

3.8 Darebin Planning Scheme Amendment C161

Amendment C161 proposed to implement the '*Fairfield Village Heritage Assessment, 2017*' (Heritage Intelligence) and '*Fairfield Village Built Form Guidelines 2017*' (Hansen Partnership) through the application of Heritage Overlay (HO313) and DDO21 to the Fairfield Village Neighbourhood Centre. DDO21 created two sub precincts: Area 1 to be applied to the proposed HO313 precinct; with the remainder of the centre covered by Area 2.

The Panel Report provides some guidance on the drafting of development controls for Gertrude Street. The Panel found the application of the Heritage Overlay in conjunction with the DDO would enable the precinct '*to support a variety of housing typologies at increased densities*' in a way that '*allows the heritage place to be identified and understood*'. Further, the Panel supported the application of a mixture of mandatory and discretionary controls to Area 1 of the DDO in the form of:

- Mandatory maximum building heights at 14.5m and 17.5m (four and five storey), triggered by a lot width of 24m for five-storey.
- Mandatory maximum street wall height to be the greater of 8.5m or the adjacent street wall.
- Discretionary minimum front setbacks above the street wall at generally 4m, and 8m if constructing to a 5th level.
- The addition of a 3m side setback at the fifth-floor level – introduced as a discretionary provision to prevent the creation of a dominating wall of development along Station Street.

The Panel found that DDO21, as proposed, had several failings. In addition to drafting and content recommendations, the inclusion of a 'Valued Street Façade' provision was questioned. 'Valued Street Facades' were identified for their contribution to local character due to their form and/or detail across both Area 1 and 2. They were not identified as a feature of previous heritage studies and were not all of historic value. The Panel was not convinced '*that a DDO can be structured to require the retention or incorporation of a building*', finding the Heritage Overlay to be the appropriate mechanism for such a provision. Due to their largely arbitrary identification and the lack of urban design advice justifying their inclusion, the Panel recommended that in addition to being removed from Area 2 and non-contributory buildings in Area 1, the be reviewed to be made workable or removed in its entirety.

3.9 Banyule Planning Scheme Amendment C123

The Ivanhoe Shopping Centre is part of the Ivanhoe Activity Centre and is a traditional linear strip of retail and commercial activity located along the historic thoroughfare of Upper Heidelberg Road, Ivanhoe. HO90 identifies the Ivanhoe Shopping Centre for its local historical and social significance in the form of one and two-storey shops predominantly from the 1915-1940 period.

Amendment C123 was approved by Ministerial intervention in September 2018 and applied to the Ivanhoe Activity Centre. Initially introduced as an interim control attached to the Activity Centres Pilot Program run by the Department of Environment, Land, Water and Planning, C123 did not progress through a Panel process. C123 amended DDO11 and applied mandatory height controls across the Ivanhoe Activity Centre. The application of mandatory heights was in response to the quantity and scale of development proposed within the area, particularly in relation to building heights in excess of the approved structure plan heights, and resulted in mandatory heights of generally 15m being applied to the HO90 area.

3.10 Table of Summarised Recommendations and Potential Implications for Gertrude Street

Yarra Amendment C231	
Recommendation	***Potential Implications***
Significant and contributory heritage places and heritage fabric set within a consistent streetscape form warrants mandatory controls	Gertrude Street displays similar levels of consistency in heritage streetscape to warrant mandatory controls
8m upper-level setbacks justified	An 8m mandatory setback can be justified for highly intact heritage streetscape such as found within Gertrude Street
Combination of preferred and mandatory heights appropriate to respond to a variety of built form conditions	The use of a balanced combination of preferred and mandatory heights is appropriate to respond to varied conditions
Limiting heights within heritage precincts while allowing housing capacity to be met elsewhere in the broader study area	The most highly intact areas warrant low heights to protect heritage streetscapes
Yarra Amendment C220	
Recommendation	***Implications***
A 6m upper level setback will retain the 'human scale' of Johnston Street, secure the distinction between the [heritage] street wall and upper levels	A minimum 6m mandatory upper level setback is appropriate
The less significant sections of Johnston Street do not warrant lesser built from controls	The same controls should be applied within the DDO irrespective of the significance of the streetscape quality
A preferred ratio of 2/3:1/3 street wall to new upper level built from should be replaced with a 45 degree angular plane	A 45 degree angular plane above a nominal 11m street wall height can inform the preferred mid-level built form rather than a ratio based sightline test
In combination with upper level front setbacks and maximum building heights, the angular plane creates a further upper-level setback from the mid-level setback	Upper level development should be set further back from the street wall consistent with the guidance at 22.02-5.7.2
Melbourne Planning Scheme Amendment C258	
Recommendation	***Implications***
Heritage policy should not seek different outcomes in terms of fabric retention or the concealment of new built form based on gradings	The same controls should be applied within the DDO irrespective of the grading of properties within a precinct
The streetscape grading system should be abandoned	Applying a streetscape grading is unnecessary for the justifying the use of mandatory controls

Moreland Amendment C134	
Recommendation	***Implications***
The application of mandatory street wall heights to Sydney Road is justified	Provides a justification for the application of mandatory street wall heights within the Study Area
Established a preferred ratio of ¾ : ¼ street wall to new upper level built form	The use of a sightline test to inform new upper level built from is appropriate
Boroondara Amendment C108	
Recommendation	***Implications***
The combination of the height, setbacks and design treatment of new buildings should ensure a heritage place on or adjoining the site is not overwhelmed or dominated	The DDO can included height, setback and design treatment controls to avoiding dominating heritage places
New development will be visible behind the retained façades – particularly from oblique views – and that invisibility of upper level development is either unreasonable or not necessary to achieve the primacy of the street wall	There is an expectation that the visibility of new upper level development (including from oblique views) will be acceptable and complete concealment is not necessary
Mandatory upper level setbacks to the commercial corridors are justified	Provides a justification for the application of mandatory upper level setbacks within the study area
Whitehorse Amendment C175	
Recommendation	***Implications***
In the absence of modelling, built form controls should not proceed	That three-dimensional modelling, sightlines and view shed analysis should inform built form controls
Stonnington Amendment C223	
Recommendation	***Implications***
A 5m upper level setback instead of the 8-10m setbacks proposed should effectively conceal upper level development	There is an expectation that the visibility of some new upper level built form will be acceptable and complete concealment is not necessary
Application of the words 'should' and 'must' within controls should be carefully considered	Use 'should' used for preferred controls and 'must' for mandatory controls
Darebin Amendment C161	
Recommendation	***Implications***
The application of mandatory building heights to Fairfield Village is justified	Provides a justification for the application of mandatory building heights within the study area
The application of mandatory street wall heights to Fairfield Village is justified	Provides a justification for the application of mandatory street wall heights within the study area
The use of 'Valued Street Façade' provision not supported	Confirms reliance on the Heritage Overlay to protect valued streetscapes

Banyule Amendment C123	
Recommendation	***Implications***
The application of mandatory building heights to the Ivanhoe Activity Centre is justified	Provides a justification for the application of mandatory building heights within the study area

4. Mandatory and Discretionary Height and Setback Controls

Planning Practice Note 59: The Role of Mandatory Provisions in Planning Schemes (June 2015) (PPN59) notes that the VPPs are predominantly performance-based and that mandatory provisions are the exception. The PPN sets out a series of five criteria against which to test proposed mandatory provisions, being:

- Is the mandatory provision strategically supported?
- Is the mandatory provision appropriate to the majority of proposals?
- Does the mandatory provision provide for the preferred outcome?
- Will the majority of proposals not in accordance with the mandatory provision be clearly unacceptable?
- Will the mandatory provision reduce administrative costs?

Planning Practice Note 60: Height and Setback Controls for Activity Centres (PPN60) provides specific guidance on the use of mandatory height and setback controls in activity centres. In September 2018, the Department of Environment, Land, Water and Planning published an updated version of PPN60 following the completion of the pilot project *Better Height Controls in Activity Centres*[5]. Of relevance to this matter, PPN60 now provides an additional justification for the use of mandatory controls based on 'comprehensive strategic work', and reads:

> *Mandatory height or setback controls should only be applied where:*
>
> - *exceptional circumstances exist; or*
> - *council has undertaken comprehensive strategic work and is able to demonstrate that mandatory controls are appropriate in the context, and*
> - *they are absolutely necessary to achieve the preferred built form outcomes and it can be demonstrated that exceeding these development parameters would result in unacceptable built form outcomes.*

In relation to 'exceptional circumstances', PPN60 states:

> *Exceptional circumstances may be identified for individual locations or specific and confined precincts, and might include:*
>
> - *significant heritage places where other controls are demonstrated to be inadequate to protect unique heritage values.*
> - *sites of recognised State significance where building heights can be shown to add to the significance of the place, for example views to the Shrine of Remembrance...*

The amended version of PPN60 reflects a broader shift over time within the application of the VPPs in favour of the use of mandatory controls.

The purpose of the Built Form Framework and this report is to provide a comprehensive strategic basis for height and setback controls within the study area. The inclusion of individual heritage places and precincts in the Heritage Overlay demonstrates the significance of the unique heritage values of the study area.

PPN60 identifies the following criteria for 'exceptional circumstances' that *"...may be identified for individual locations or specific and confined precincts"*. These include (as relevant):

- *significant heritage places where other controls are demonstrated to be inadequate to protect unique heritage values*
- *sites of recognised State significance where building heights can be shown to add to the significance of the place, for example views to the Shrine of Remembrance...*

To pursue mandatory controls, PPN60 also states:

> *Where exceptional circumstances are identified, mandatory height and setback controls should*

[5] Refer to the Panel Report to Yarra C220 chapter 1.2 for further discussion on the pilot project and the amendment to PPN60.

> *only be applied where they are absolutely necessary to achieve the built form objectives or outcomes identified from the comprehensive built form analysis. Where mandatory controls are proposed, it will need to be demonstrated that discretionary controls could result in an unacceptable built form outcome.*

The Panels that considered Boroondara C108, Darebin C161, Moreland C134 and Yarra C220 & C231 provide further guidance on the application of mandatory height, street wall height and upper level setback controls along Brunswick and Smith Streets.

These Panels concluded that for Heritage Overlays within activity centres:

- Mandatory controls were appropriate for street wall heights along Sydney Road, in 31 neighbourhood centres in Boroondara, Area 1 of the Fairfield Village Neighbourhood Centre and in parts of Johnston Street and Queens Parade
- Mandatory upper level setbacks were appropriate in many of Boroondara's neighbourhood centres and in parts of Johnston Street and Queens Parade
- Mandatory heights were appropriate for Area 1 of the Fairfield Village Neighbourhood Centre and in Queens Parade
- Mandatory setbacks were appropriate for Johnston Street with a mixture of preferred and mandatory height limited combined with a 45 degree angular plane test.

It is our view that Queens Parade – Precinct 4 in particular shares similarities with Gertrude Street in terms of heritage fabric and streetscape characteristics.

Part II: Heritage Analysis

5. The Gertrude Street Study Area

5.1 Study Area Boundary

As noted previously, this report focuses on the Gertrude Street commercial spine as defined in Figure 2.

Following is an analysis of the heritage components and qualities of the Gertrude Street area, including significant views and landmarks. An analysis of future built form character considerations has been provided along with recommended built form parameters to appropriately manage heritage values.

As detailed in the *Brunswick and Smith Street Built Form Review: Heritage Assessments* report (GJM Heritage, 25 November 2019) and Section X of this report, it is recommended that a new Gertrude Street, Fitzroy Heritage Precinct be created to appropriately recognise the specific history and architectural quality of this important streetscape.

5.2 Physical Description

The Gertrude Street commercial spine runs in an east-west direction between Royal Lane (east of Nicholson Street) to Smith Street. The corridor generally extends to the depth of one property to the north side of the street west of Brunswick Street, to the depth of one property on the south of the street between Brunswick and Napier Streets, and to the depth of one property on both sides of the street between Napier and Smith Streets. Gertrude Street is generally flat but falls to the east from Gore Street to Smith Street. It is crossed by a regular succession of north-south running streets, which is broken by the Atherton Gardens housing estate.

The study area excludes the Atherton Gardens housing estate and the properties to the south of Gertrude Street, west of Brunswick Street. The precinct extends south of Gertrude Street between Young and Little Napier Streets to include MUZ zoned land.

With the exception of the Atherton Gardens housing estate, Gertrude Street is commercial in character. The MUZ zoned land between Young and Little Napier Streets is residential in use and character, with a number of graded single-storey terraced houses and some later low-medium rise apartment development.

While only occupying both sides of the street between Napier and Smith Streets, Gertrude Street is one of the most intact commercial high streets within inner Melbourne. Its consistency of form and very high level of intactness compares with the commercial section of Queens Parade, Fitzroy North / Clifton Hill and the northern part of Brunswick Street between Leicester and Johnston Streets or the central section of Smith Street north and south of the Johnston Street intersection.

The wholesale demolition of the shop/residences that once lined the northern side of Gertrude Street to make way for the construction of the Atherton Gardens housing estate in the early 1970s had the most profound impact on the intactness of the street. Other late-twentieth century development was smaller scale (one or two storey) commercial infill that has not disrupted the visual cohesiveness of the precinct. The only substantial recent development is the five-storey mixed use development at no. 166 Gertrude Street, the principal elevation of which does not exceed the height of the tall three-storey Blackett's Building at nos. 158-164 on the opposite side of Little George Street.

5.3 Heritage Characteristics

Two-storey shop / residence buildings are common to the City of Yarra's historic high streets and make up the majority of the streetscape within the Gertrude Street commercial spine. These buildings share typical characteristics, which include:

- Attached terraced construction
- Masonry construction with less than 40% of the upper level street wall face comprised with openings such as windows and doors

- Painted render or face brick façades
- Parapeted front facades with solid parapets, open balustrades or more elaborate gables
- No setback from the street boundary
- Early or altered shop fronts taking up the majority of the ground floor often with recessed entries
- Splayed corners to return façades or end-of-terrace elevations to laneways and side streets
- Architectural features such as belvederes and towers at prominent corner site
- Verandahs or later canopies, particularly on the south side of the street
- Visible chimneys normally set back between 3m and 4m from the front of the building.

In addition to the above, Gertrude Street also includes a small number of isolated taller late nineteenth and early twentieth century buildings including the four-storey building at no. 108-110 (graded 'contributory', c.1880-90); and the three-storey buildings at nos. 158-164 (graded 'individually significant', 1888), 198-200 (graded 'contributory', c.1870-90) and 202-204 (graded 'individually significant', 1900-1915).

Mid-late twentieth century development is generally two-storey and contextual in scale, form and materiality, including nos. 1-9, 19-35, 54-60 and 142-144 Gertrude Street. The five-storey mixed use building constructed at 166 Gertrude Street in 2017 is the only substantial recent development within the study area.

The following examples show the typical building types found within the study area. It must be noted that buildings of a particular type will not necessarily demonstrate all the features identified below, and may include other features such as visible roofs and chimneys.



Figure 18. Two-storey shop/residence at 233-235 Gertude Street showing the typical relationship between solid (walls) and void (windows) on the front façade. The first-floor windows make up less than 40% of the wall area (excluding the parapet, gable or balustrade) and the early shopfront glazing and entrance door occupies the majority of the ground floor façade.



Figure 19. Aerial photograph (153-167 Gertrude Street, nearmap, 31 August 2019) showing the typical location of chimneys at the centre of each of the front rooms on the party wall i.e. approx. 3m back from the front façade. The principal front part of the buildings range from 6m deep to in excess of 20m with typical depths being 10-15m deep.

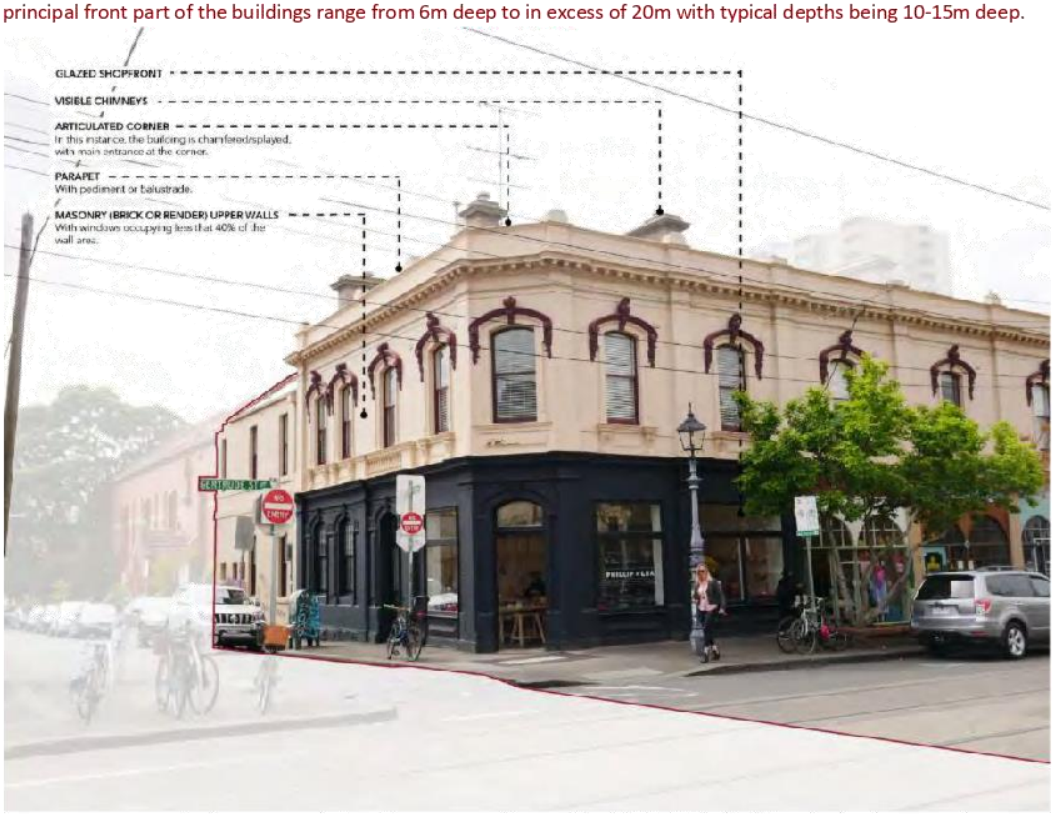

Figure 20. Two-storey corner shop/residence with return façade (northeast corner of the intersection of Gertrude and Fitzroy Streets).

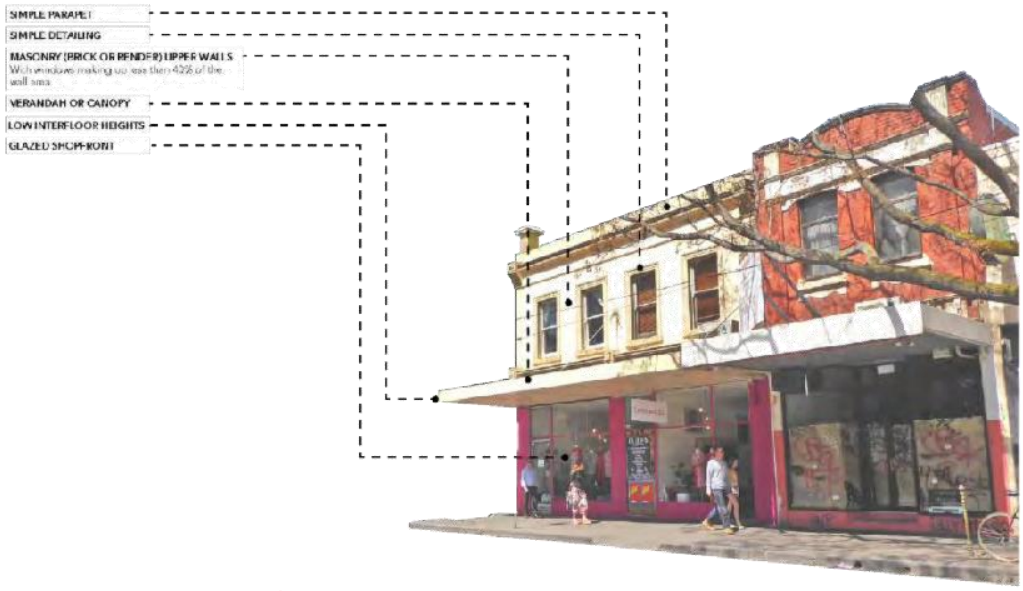

Figure 21. Simple or modest shop / residence (Looking southeast to 132-134 Gertrude Street)

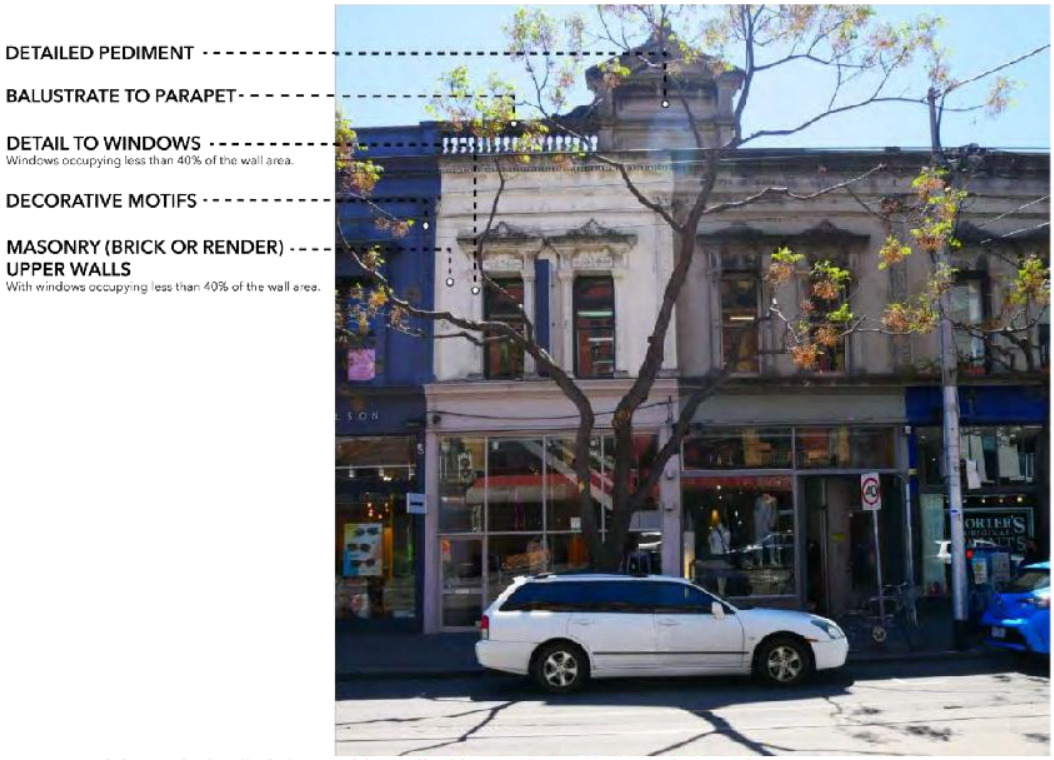

Figure 22. Elaborately detailed shop residence (looking north to 163 Gertrude Street)

5.4 Local Landmarks

While municipal-wide landmarks within the City of Yarra are identified within Clause 22.03 'Landmarks and Tall Structures' of the Yarra Planning Scheme, the location, scale, function and architectural form and detail of some other buildings within the study area has resulted in these buildings acting as local landmarks. These buildings serve as markers, wayfinding aids or landmarks in the local streetscape context. There are no municipal-wide landmarks identified in Clause 22.03-4 within the Gertrude Street Precinct, however some of the most important views to the drum and dome of the REB identified within the WHEA Strategy Plan are provided from within the precinct, which is discussed at Section 2.2 above.

In identifying the following local landmarks, this report has also considered the 2017 Ethos Urban report entitled *Review & Development of the City of Yarra Landmarks Policy*.

In the context of Gertrude Street, the local landmarks act as wayfinding aids, signal public or semi-public buildings, articulate street corners and promote or advertise important local businesses.

These buildings include, but may not necessarily be limited to:

- Civic buildings including post offices
- Hotels
- Banks
- Important local commercial businesses
- Commercial buildings (often small scale) at an intersection that have been designed to specifically articulate the corner through the use of towers, belvederes or other elements.

The features that distinguish these buildings include:

- Public use (civic or post office)
- Semi-public use (hotels and banks)
- Major commercial enterprises requiring larger buildings or use the building to advertise their presence (department stores and commercial showrooms)
- Prominent corner locations
- More elaborate architectural detailing, particularly the use of Neo-classical, Mannerist or Baroque elements (columns and pilasters, aedicule, quoining, rusticated masonry etc.) and high-status materials including polychromatic brickwork and natural stone
- Elements that project above the parapet line particularly at street corners including pediments, towers, turrets, lanterns, belvederes or domes etc.

These buildings are generally identified within Appendix 8 as 'Individually Significant'.



Figure 23. The former Champion Hotel at 54 Brunswick Street (at the intersection with Gertrude Street) has elaborate Federation features and prominent corner belvedere (typical of the building's reputed architects, Sydney, Smith & Ogg)[6].

Individually significant within HO334.



Figure 24. The Rob Roy Hotel at 51 Brunswick Street (at the intersection with Gertrude Street) is a long-standing hotel on a prominent corner.

Individually significant within HO331 (part) and HO334 (part).

(VHD, ©City of Yarra)

[6] *Fitzroy Urban Conservation Study Review*, prepared for the City of Fitzroy by Allom Lovell & Associates, dated November 1992. (Page 4.72)



Figure 25. Former ES&A Bank (now Charcoal Lane) at 136-138 Gertrude Street (at the intersection with Little Napier Street) is a freestanding former bank set back from the street.

Individually significant within HO334.



Figure 26. Blackett's Building at 158-164 Gertrude Street (at the intersection with Little George Street) is a freestanding tall, prominent and elaborately detailed three storey building with first floor logia.

Individually significant within HO334.

6. Statutory Framework

6.1 Heritage Status

6.1.1 Existing conditions

The majority of the Gertrude Street commercial spine is currently included within HO334 – South Fitzroy Precinct. West of Fitzroy Street, in the vicinity of the REB & CG WHS, Gertrude Street is subject to HO361 – World Heritage Environs Area Precinct. There is a single place (the shops at 181-183 Gertrude Street and 89 George Street) included on the VHR within the commercial section of Gertrude Street. The VHR-listed residential terraces (Royal Terrace, 50-68 Nicholson Street [VHR H0172]; Glass Terrace, 64-78 Gertrude Street [VHR H0446]; Terraces, 39-49 Brunswick Street [VHR H0470]) and the Former Cable Tram Engine House, 46-48 Nicholson Street (VHR H0584) address Gertrude Street but fall outside the study area.

The residential properties that are zoned MUZ south of Gertrude Street between Young and Little Napier Street are appropriately included within HO334.

In summary, the existing heritage status for the Gertrude Street study area is:

Victorian Heritage Register				
VHR	*Name*	*Address*	*Heritage Overlay*	*Date*
H0886	Shops	181-183 Gertrude Street and 89 George Street	HO160	1852-53
Individual Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Appendix 8 grading*	*Date*
Nil	-	-	-	-
Precinct Heritage Overlays				
Heritage Overlay	*Name*	*Address*	*Appendix 8 grading*	*Date*
HO311	Brunswick Street Precinct	various	various	various
HO334	South Fitzroy Precinct	various	various	various

The existing conditions are identified in Figures 27-29 (with the proposed Gertrude Street, Fitzroy heritage precinct identified, discussed further in Section 6.1.2).

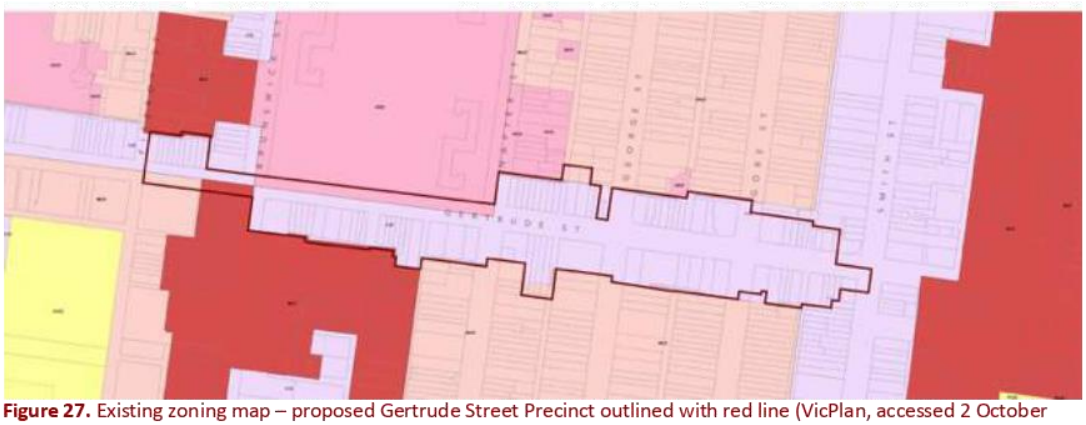

Figure 27. Existing zoning map – proposed Gertrude Street Precinct outlined with red line (VicPlan, accessed 2 October 2019)

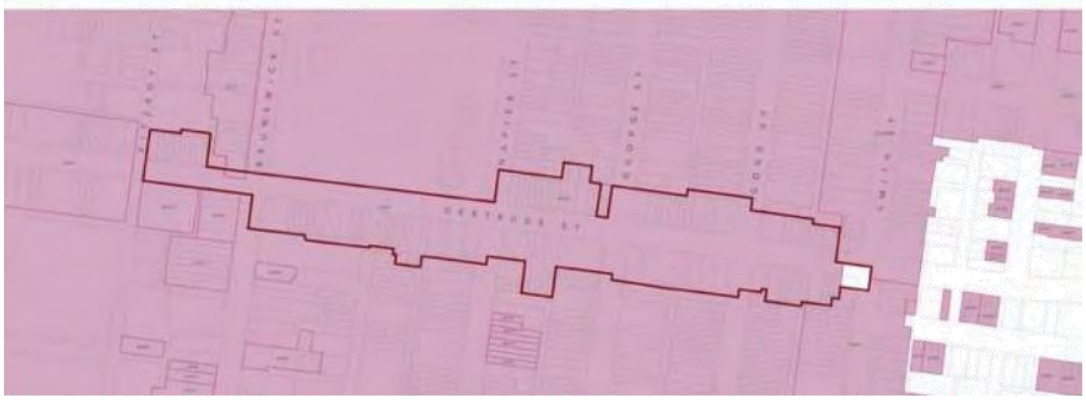

Figure 28. Existing Heritage Overlay map – proposed Gertrude Street Precinct outlined with red line (VicPlan, accessed 2 October 2019)



Figure 29. Existing VHR map – proposed Gertrude Street Precinct outlined with red line (VicPlan, accessed 2 October 2019)

6.1.2 Recommended changes

The Gertrude Street commercial spine is, with the exception of the pocket park at the southwest corner of the intersection of Gertrude and Smith Streets (246-248 Gertrude Street) is currently subject to either State or local-level heritage controls. Notwithstanding this, the Statement of Significance for HO334 – South Fitzroy Precinct, predominantly recognises residential heritage values (as well as some aspects of commercial and industrial buildings) and does not adequately describe the specific values of the Gertrude Street commercial area. Given the specific historic and architectural values of Gertrude Street, it is recommended that a new precinct be created that recognises the unique heritage character of this high street. This is consistent with the approach taken in a number of comparable linear high streets including: Bridge Road (HO310), Brunswick Street (HO311), Johnston Street (HO324 and HO505), Queens Parade (HO330), Smith Street (HO333) and Swan Street (HO335).

Although the land contains no heritage fabric, the inclusion of 246-248 Gertrude Street within the proposed Gertrude Street Precinct Heritage Overlay is recommended to ensure that any future development of this privately-owned site addresses the heritage provisions of the Yarra Planning Scheme.

The *Brunswick and Smith Street Built Form Review: Heritage Assessments* report provides a detailed assessment of the proposed Gertrude Street Precinct and proposes the following Statement of Significance:

> *What is significant?*
>
> Properties within the following areas contribute to the significance of the Gertrude Street Precinct:
>
> - North side of Gertrude Street, Fitzroy from Fitzroy Street to Smith Street excluding Atherton Gardens
> - South side of Gertrude Street, Fitzroy from Brunswick Street to Smith Street
> - Brunswick Street
> - Gore Street
> - Little Napier Street
> - Napier Street.
>
> Elements that contribute to the significance of the precinct include (but are not limited to):
>
> - The consistent Victorian commercial character of the precinct, which includes:
> - A consistent two-storey scale with some taller buildings
> - A variety of simple and highly decorative facade parapets, with pitched roofs behind
> - No front or side setbacks
> - Rendered or face red brick walls
> - Rendered window frames, sills and hoods to upper stories
> - Rendered ornament to upper stories
> - Brickwork with corbelled capping courses
> - Strong horizontal lines formed by parapets, cornices, string courses
> - Repetitive upper floor fenestration patterns
> - Less than 40% of the upper street façade comprises openings such as windows
> - Corrugated iron and slate roof cladding
> - Original post-supported street verandahs
> - Shop fronts with display windows, timber or tiled plinths, and entry recesses
> - Some red brick storage or stable buildings at the rear or side lane frontage
> - Corner buildings with secondary façades to side streets or lanes
> - Splayed corners to buildings at intersections.
> - Examples of intact Edwardian buildings.
> - Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths.

Features that do not contribute to the significance of the precinct include more recent alterations and additions to buildings within the precinct, including highly altered shopfronts.

How is it significant?

The Gertrude Street Precinct is of local historical, architectural, aesthetic and social significance to the City of Yarra.

Why is it significant?

The Gertrude Street Precinct is an important and early local 'High Street' in the City of Yarra and has functioned continuously as one of Fitzroy's key commercial centres since the mid-nineteenth century. It retains a substantial collection of intact commercial buildings, predominantly from the Victorian period, including shops and associated residences, hotels and a former bank building. Together these buildings demonstrate the development of this High Street, particularly from the 1850s to c1900 when substantial growth in the street occurred, and are illustrative of the enduring role the street has played in the economic and social life of Fitzroy since the establishment of the suburb [Criterion A].

The highly intact streetscape of the Gertrude Street Precinct clearly demonstrates the principal characteristics of a Victorian High Street in the City of Yarra. Typical characteristics – including a predominantly two-storey Victorian street wall height, parapeted rendered or red brick facades, repetitive upper floor fenestration, and ground floor shopfronts – are displayed in the original forms, fabric and detailing of the majority of the buildings. The streetscape is particularly intact and consistent in architectural form and expression. [Criterion D].

The Gertrude Street Precinct contains a number of individually significant places which are well-considered and carefully detailed examples of commercial buildings. These include, among others, shops and residences at 153-159 and 184-186 Gertrude Street, the Builders Arms Hotel (211-217 Gertrude Street) and the Champion Hotel and associated shops and residences (50-54 Brunswick Street and 94-100 Gertrude Street). Variations in façade detailing throughout the precinct, including parapet ornamentation, balustrading and pediments, and applied decoration, make an aesthetic contribution to the overall character of the precinct [Criterion E].

The Gertrude Street Precinct is an important social and political hub in Melbourne for the Aboriginal community. A number of services were established in buildings in the precinct from the 1960s and it has long been an important meeting place for Aboriginal people [Criterion G].

A full copy of the proposed Heritage Citation is provided at Appendix A.

The Atherton Gardens housing estate occupies approximately 6.7 ha and is included within the extent of HO334 but does not contribute to the values of either the Brunswick Street or South Fitzroy Precincts, or the proposed Gertrude Street Precinct. The existing Statement of Significance for HO311 (Brunswick Street Precinct) reads:

> *... the greatest loss in the street was the development of the Atherton Gardens Estate by Housing Commission of Victoria when shop rows and an early stone church, between King William and Gertrude Streets, were demolished. Four twenty-storey residential towers were built in their place in 1970-1972.*

Consistent with the *Brunswick and Smith Street Built Form Review: Heritage Analysis & Recommendations*, it is recommended that this land, bounded by Condell, Napier, Gertrude and Brunswick Streets, be removed from the Heritage Overlay.

6.2 Zoning

6.2.1 Existing conditions

The land along the Gertrude Street commercial spine is zoned C1Z ,which is appropriate for the use and form of the buildings along Gertrude Street.

The area south of Gertrude Street between Young and Little Napier Streets is occupied by a number of heritage dwellings that remain in residential use that are zoned MUZ when their immediate neighbours are more appropriately zoned NRZ.

6.2.1 Recommended changes

It is recommended that the following heritage-graded residential properties at 44-72 Young Street and 39-41 Little Napier Street be rezoned from MUZ to NRZ to reflect their low-rise residential character and context. This would restrict development to that of adjoining NRZ land and ensure that residential requirements of the heritage provisions of the Yarra Planning Scheme would apply.

The three storey Australian Catholic University car park at 28-42 Young Street located at the southern end of the street should remain zoned MUZ.



Figure 30. Planning map showing properties (shaded in black) that are recommended for rezoning from MUZ to NRZ (VicPlan, accessed 2 October 2019)

7. Potential Future Character Considerations

Gertrude Street is a highly cohesive commercial high street which largely retains its late-nineteenth century character and consistent two-storey scale. Later development has been limited to small-scale infill and a single five-storey mixed use development. Almost all buildings have a parapeted form, many with elaborate facades and architectural detail, and some have visible chimneys and other roof features. The limited variation of street wall height along Gertrude Street and the consistent height of the parapets of heritage buildings within terraces of shop/residences requires the close matching of street wall height for new development.

In addition, Gertrude Street forms part of the low-scale Victorian context of the REB & CG and development at the western end of the street has the potential to adversely impact on the setting of the World Heritage Site. Gertrude Street also provides important views of the drum and dome of the REB as identified in the WHEA Strategy Plan. Of the views provided from the southern side of Gertrude Street between Fitzroy Street in the west to Napier Street in the east, we consider that the views from the intersection with Fitzroy Street and Brunswick Street are the most important. The former being the current eastern boundary of the WHEA and the latter being a major intersection and important pedestrian wayfinding location.



Figure 31. Aerial photographs showing the key viewpoints towards the drum and dome of the REB from the south side of the intersections of Gertrude Street with Fitzroy Street (1) and Brunswick Street (2) (nearmap, 31 Oct 2019)

The residential pocket south of Gertrude Street between Young and Little Napier Streets predominantly comprises modestly scaled, single and two storey Victorian-era houses with some later townhouse and low-rise apartment development, which will provide little opportunity for larger scale redevelopment.

7.1 Recommended Built Form Parameters

It is recommended that a DDO should apply to those parts of Gertrude Street that are subject to – or are proposed to be subject to – the Heritage Overlay to ensure that new built form is respectful of the heritage context.

A DDO control applied to properties within Gertrude Street should ensure new built form protects the visual prominence of the existing predominant two-storey character of the streetscape. In addition, given the World Heritage Listed status of the REB & CG, new development on the northern side of Gertrude Street must:

- not impede views to the drum and dome of the REB;
- retain a clear sky silhouette of the drum and dome; and

- ensure that the drum and dome remain the principal build from landmarks when viewed from the south side of Gertrude Street.

If rezoning of the residential properties south of Gertrude Street from MUZ to NRZ proceeds there will be no need for a DDO to apply in those locations.

Informed by the heritage analysis above and the 3D modelling prepared by Hansen Partnership and Council, it is recommended that a DDO should seek built form outcomes that:

- Retain the visual prominence of the local landmarks in the streetscape.
- Retain chimneys and roof forms visible from the public realm.
- Ensure that new development within the Heritage Overlay does not visually dominate the existing heritage fabric.
- Ensure that any upper-level or infill development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.
- Encourage the top-most level (or levels) of new development to be set further back from the principal heritage frontage (as encouraged at Clause 22.02-5.7.2) and treated as a penthouse or roof top element.
- Retain the visual prominence of the return façades of buildings that address both Gertrude Street and cross streets, particularly at the principal intersection with Brunswick Street by setting back new upper level built form from both street frontages.
- Establish a street wall height for infill development that reflects the established two (Victorian-era) storey scale of the precinct and discourages single-storey infill development.
- Ensure zero setback from the Gertrude Street boundary for infill and new development.
- Ensure that the heritage buildings remain prominent within the Gertrude Street streetscape and retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. This will require new upper-level development to be set back a minimum of 8m from the street wall and for redevelopment to respect the existing inter-floor heights of the heritage fabric.
- Ensure that new development does not obscure views of the drum, dome and cupola of the REB from the intersection of Gertrude Street with Fitzroy and Brunswick Streets, and ensures a clear sky silhouette of these features is retained.
- Ensure that the drum, dome and cupola of the REB remains the principal built form when viewed from the south side of Gertrude Street.
- Ensure that new development does not obscure views of the tower and spire of St Patrick's Cathedral from the intersection of Gertrude and Brunswick Streets.
- Ensure that new development does not obscure views of the spire of St Luke's Church, North Fitzroy from the intersection of Gertrude and Brunswick Streets.

8. Built Form Testing

To assist in the translation of the 'Recommended Built Form Parameters' in Part II into specific guidance that could be translated into a DDO control, the heritage analysis was supplemented by cross-sections of potential development and 3D computer modelling prepared by Hansen and Council to test the appropriateness of particular built form outcomes that achieved the intent of the recommended built form parameters.

The following Built Form Recommendations have been determined based on comprehensive built form testing and 3D computer modelling of potential bulk and massing envelopes for the study area. It was established and operated as a 'working' massing model used to informally measure built form heights and setbacks to the properties along the length of Gertrude Street (within the study area) to serve as a useful general tool in comparative visual analysis. The MUZ zoned land south of Gertrude Street between Young and Little Napier Streets were not been modelled as this area has limited development opportunity.

The impacts of new built form were considered in views from the opposite side of the street at natural eye level (1.6m) on the public footpath. As well as 3D modelling ,cross sections were prepared across a range of the site types within the study area with particular attention given to the heritage street wall or façade heights, lot depth and rear interface conditions (street, laneway, commercial, residential, mixed use etc.).

Extensive fieldwork was undertaken and site visits have been used to inform the recommendations. Views of heritage places were only considered from the public footpath as these locations offer the principal public realm experience. Laneway views, other than Marion Lane which is identified in the WHEA Strategy Plan as providing key views to the REB, and private realm views were not assessed.

Part III: Built Form Recommendations

9. Built Form Recommendations

Any DDO applied to the study area should include provisions to complement, but not duplicate, the decision guidelines at Clause 43.01-8 (Heritage Overlay), State Planning Policy at Clause 15.03-1S and local policy within Clauses 22.02, 22.03 and 22.10 (or as translated into the post-VC148 Planning Policy Framework) of the Yarra Planning Scheme to inform new development.

Having regard to the heritage analysis, cross section diagrams and 3D modelling prepared by Hansen Partnership and Council, it is recommended that the following built form controls be applied to new development to ensure appropriate consideration is given to the established heritage values within the study area. The recommended maximum heights have been informed by existing built form and heritage street wall heights, lot sizes and depths, rear interface conditions and the view sheds to the drum and dome of the REB. The cross-section diagrams and 3D modelling helped assess whether or not upper-level development would 'be visually recessive and not dominate the heritage place' as sought at Clause 22.02-5.7.1 and proposed Clause 15.03-1L as endorsed by Council.

The recommended application of three and four storey height limits along Gertrude Street removes the need for a ¾ : ¼ ratio of street wall to new built form sightline (as per Moreland DDO18) or a '45° angular plane' test (as per Yarra DDO15) to protect the visual prominence of the street wall.

Buildings graded 'Individually Significant' and 'Contributory' are referred to as 'heritage buildings' within the table below and those graded 'Not-contributory' or that are vacant are considered 'infill sites'.

9.1 Recommended Controls

Built Form Element	Requirement	Rationale
New built form	New built form must: • not impede views to the drum and dome of the REB; • retain a clear sky silhouette of the drum and dome; and • ensure that the drum and dome remain the principal built form when viewed from the south side of Gertrude Street.	The REB & CG is a World Heritage Site and the view shed to the drum and dome of the REB along Gertrude Street is identified within the WHEA Strategy Plan as a key view to be protected.
Maximum street wall height (infill development)	11m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding infill above three storeys. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Minimum street wall height (infill development)	8m (mandatory)	To ensure the predominant two (Victorian-era) storey street wall height is maintained by avoiding single storey infill. Mandatory controls are necessary to protect the heritage character of the street as a whole.

Street wall height (infill development)	Match the parapet height of the adjacent two storey heritage building (mandatory)	To ensure new built form responds to its immediate heritage context. A mandatory control is necessary given the highly consistent street wall heights within the study area.
Street wall setback (infill development)	Zero (mandatory)	To ensure new built form responds to the heritage context which has a consistent zero setback.
Minimum setbacks above street wall (Gertrude Street and Brunswick Street)	8m (mandatory)	An 8m setback above the street wall is the minimum necessary to ensure that the heritage buildings remain prominent within the streetscape and will retain their three-dimensional form as viewed from the public realm to avoid 'facadism'. An 8m setback will also be sufficient to ensure that majority of existing chimneys at the front of the buildings are retained. Mandatory controls are necessary to protect the heritage character of the street as a whole.
Minimum setbacks above street wall (side streets other than Gertrude and Brunswick Streets)	6m (preferred)	The built form of heritage buildings that address side streets varies. Some buildings have elaborate return facades while others are plainer end-of-terrace forms. A preferred control will enable a wide range of design responses which encourages new development to be set back on prominent corner buildings.
Maximum building height	3-4 storeys	Gertrude Street is a highly intact Neighbourhood Activity Centre that sits within a key view shed of the drum and dome of the REB. Its highly consistent and intact built form warrants limiting new built form so that it is substantially concealed. Whereas a three storey height limit is appropriate within the key view shed to the REB and on the majority of shallow lots within Gertrude Street, four storeys may be achieved on deeper lots and those associated with existing taller built form.

9.2 Additional Guidance

The proposed heritage policy at Clause 15.03-1L, as endorsed by Council, includes specific strategies to address new development and alterations to existing commercial heritage places. If these provisions are implemented, additional heritage design requirements are not likely to be needed within a DDO for the study area. However, if new development is to be informed by the existing heritage provisions at Clauses 15.03-1S, 21.05-1, 22.02 and 43.01 of the Yarra Planning Scheme, we recommend that the following heritage design requirements be applied as part of a DDO:

- New infill development within the heritage streetscape should:
  - Interpret the historic façade rhythm, including fenestration patterns and proportions, the relationship between solid and void, and the existing module of structural bays.
  - Be set back to retain the visual prominence of prominent corner buildings and local landmarks.
  - Be distinguishable from the original heritage fabric and adopt a high quality and respectful contextual design response.
  - Ensure façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of nineteenth and early twentieth century buildings.
  - Ensure fenestration patterns of new development generally reflects the vertical proportions of nineteenth and early twentieth century façades and avoids large expanses of glazing with a horizontal emphasis except to ground floor shopfronts.
  - Maintain the existing canopy/verandah height.
  - Avoid the use of unarticulated curtain glazing or highly reflective glass.
  - Avoid the replication of existing decorative features and architectural detail.
- The adaptation of existing heritage buildings should:
  - Discourage highly reflective glazing in historic openings.
  - Ensure the inter-floor height of the existing building is maintained and avoid new floor plates and walls cutting through historic openings.
  - Encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings.
- New upper level development behind existing heritage buildings should:
  - Retain the visual prominence of parapet and roof-top elements including parapets, balustrades, pediments, lanterns, towers, belvederes, urns and other architectural features.
  - Be set back to retain the visual prominence of prominent corner buildings and local landmarks.
  - Ensure that the design and setback of the addition does not visually dominate the heritage building or surrounding heritage places.
  - Retain the primacy of the three-dimensional form of the heritage building within the streetscape.
  - Incorporate materials and finishes that are recessive in texture and colour.
  - Generally utilise visually lightweight, but high quality, materials that create a juxtaposition with the heavier masonry of the heritage facades.
  - Incorporate simple architectural detailing so it does not detract from significant elements of the existing building or streetscape.
  - Provide a recessive backdrop to the heritage street wall and individual heritage buildings.
  - Avoid highly articulated facades with recessed and projecting elements.
  - Avoid highly contrasting or vibrant primary colours.
  - Avoid unarticulated façades that give a bulky appearance, especially from oblique views.
  - Be articulated to reflect the fine grained character of narrow sites.
  - Encourage that upper-level development behind rows of identical or similar shop/residences is consistent in form, massing and façade treatment as existing upper-level development (where this exists).

Appendix 1: Proposed Heritage Citation – Gertrude Street Precinct

GJM Heritage, October 2019

GJM Heritage

Heritage Citation

GERTRUDE STREET PRECINCT

Address: **65-83, 153-179, 187-247 & 90-248 Gertrude Street, 50-54 Brunswick Street, 74-78 Gore Street, 44 Little Napier Street & 70-74 Napier Street, Fitzroy**

Prepared by: GJM Heritage

Date: October 2019

Place type: Commercial precinct
Integrity: Very High
Recommendation: Include in the Heritage Overlay
Extent of Overlay: Refer to plan at Figure 19



Figure 1. South side of Gertrude Street, east of Brunswick Street (GJM Heritage, October 2019)



Statement of Significance

What is significant?

Properties within the following areas contribute to the significance of the Gertrude Street Precinct:

- North side of Gertrude Street, Fitzroy from Fitzroy Street to Smith Street excluding Atherton Gardens
- South side of Gertrude Street, Fitzroy from Brunswick Street to Smith Street
- Brunswick Street
- Gore Street
- Little Napier Street
- Napier Street.

Elements that contribute to the significance of the precinct include (but are not limited to):

- The consistent Victorian commercial character of the precinct, which includes:
  - A consistent two-storey scale with some taller buildings
  - A variety of simple and highly decorative facade parapets, with pitched roofs behind
  - No front or side setbacks
  - Rendered or face red brick walls
  - Rendered window frames, sills and hoods to upper stories
  - Rendered ornament to upper stories
  - Brickwork with corbelled capping courses
  - Strong horizontal lines formed by parapets, cornices, string courses
  - Repetitive upper floor fenestration patterns
  - Less than 40% of the upper street façade comprises openings such as windows
  - Corrugated iron and slate roof cladding
  - Original post-supported street verandahs
  - Shop fronts with display windows, timber or tiled plinths, and entry recesses
  - Some red brick storage or stable buildings at the rear or side lane frontage
  - Corner buildings with secondary façades to side streets or lanes
  - Splayed corners to buildings at intersections.
- Examples of intact Edwardian buildings.
- Bluestone pitched road paving, crossings, stone kerbs and channels and asphalt paved footpaths.

Features that do not contribute to the significance of the precinct include more recent alterations and additions to buildings within the precinct, including highly altered shopfronts.

How is it significant?

The Gertrude Street Precinct is of local historical, architectural, aesthetic and social significance to the City of Yarra.

Why is it significant?

The Gertrude Street Precinct is an important and early local 'High Street' in the City of Yarra and has functioned continuously as one of Fitzroy's key commercial centres since the mid-nineteenth century. It retains a substantial collection of intact commercial buildings, predominantly from the Victorian period, including shops and associated residences, hotels and a former bank building. Together these buildings demonstrate the development of this High Street, particularly from the 1850s to c1900 when substantial growth in the street occurred, and are illustrative of the enduring role the street has played in the economic and social life of Fitzroy since the establishment of the suburb [Criterion A].

The highly intact streetscape of the Gertrude Street Precinct clearly demonstrates the principal characteristics of a Victorian High Street in the City of Yarra. Typical characteristics – including a predominantly two-storey Victorian street wall height, parapeted rendered or red brick facades, repetitive



upper floor fenestration, and ground floor shopfronts – are displayed in the original forms, fabric and detailing of the majority of the buildings. The streetscape is particularly intact and consistent in architectural form and expression. [Criterion D].

The Gertrude Street Precinct contains a number of individually significant places which are well-considered and carefully detailed examples of commercial buildings. These include, among others, shops and residences at 153-159 and 184-186 Gertrude Street, the Builders Arms Hotel (211-217 Gertrude Street) and the Champion Hotel and associated shops and residences (50-54 Brunswick Street and 94-100 Gertrude Street). Variations in façade detailing throughout the precinct, including parapet ornamentation, balustrading and pediments, and applied decoration, make an aesthetic contribution to the overall character of the precinct [Criterion E].

The Gertrude Street Precinct is an important social and political hub in Melbourne for the Aboriginal community. A number of services were established in buildings in the precinct from the 1960s and it has long been an important meeting place for Aboriginal people [Criterion G].

Historical Themes

This precinct is associated with the following themes as identified in the *City of Yarra Heritage Review Thematic History* (Lovell 1998):

2.0 The suburban extension of Melbourne

- 2.1 Settlement, land sales and subdivision
- 2.2 A street layout emerges

4.0 Developing local economies

- 4.4 Smaller retailers: Strip shopping

5.0 Local council and council services

- 5.5 Private and public transportation

7.0 Leisure and Entertainment in the Suburbs

- 7.1 Licensed Hotels and 'Sly Grog'.

Precinct History

Fitzroy established

Prior to European settlement, the Wurundjeri-Willum people, a distinct language group of the Woiworrung tribe, occupied Fitzroy. Since European contact, many traditional owners of the land and descendants of the Woiwurrung have returned to meet and settle in Fitzroy (Robertson et al, 2008:1).

Two years after the European settlement of Melbourne in 1835, Crown land immediately to the north and east was subdivided into 88 portions by surveyor Robert Hoddle. These allotments were auctioned in Sydney in 1839 as part of the first land sales outside of the town reserve of Melbourne (Barrett 1971:14-15; Lewis, 2014:7). This land now forms the suburbs of Fitzroy, Collingwood, Richmond and Abbotsford. Crown portions 48 to 88 in the north were unofficially referred to as the 'district of Collingwood', and were administratively divided into two local government areas. The area west of Smith Street, now Fitzroy, was governed by the City of Melbourne until 1858 when the municipality of Fitzroy was established. Fitzroy was first called Newtown, then more commonly Collingwood West, and is attributed as being Melbourne's first suburb. The area east of Smith Street, now Collingwood and Abbotsford, was known as East Collingwood and did not form part of any local government until 1855, when the municipality of East Collingwood was formed (Barrett 1971:14-15).

The development of these localities was influenced by both the status of local governance within the two areas and the topography of the landscape. At the southern extent of what is now Fitzroy, near Victoria Parade, is Eastern Hill. To the east, the hill descends to a slope between Smith Street and Wellington Street (Collingwood Slope), followed by a flat plain that extends to the Yarra River (the Flat). These topographically distinct areas underwent substantially different urban development from 1850 (Barrett 1971:14-15).

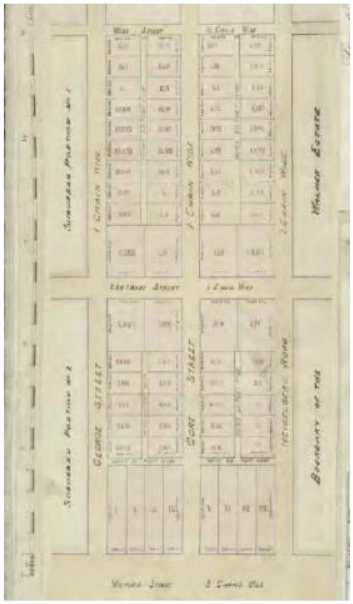

Figure 2. The c1850 subdivision plan of Crown Portion 51 which extended Gertrude Street to Smith Street (SLV, no image no.)

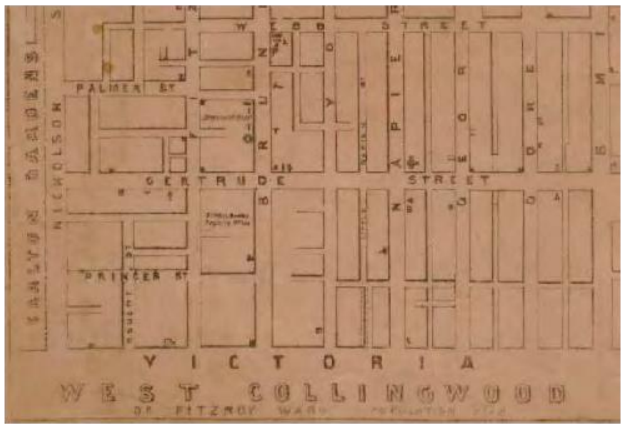

Figure 3. Proeschel's c1855 map of 'West Collingwood' (current Fitzroy) showing key buildings along Gertrude Street. The map is annotated, 'showing the western part (or Fitzroy ward) as it will be in a very short time according to the Collingwood improvements act'.

Nineteenth century

The first stage of non-Government development in what is now Fitzroy began in 1839, when pastoralist Benjamin Baxter and then Captain Brunswick Smyth subdivided Portion 49, creating the first sections of Gertrude and Brunswick streets, the intersection upon which Newtown (or New Town) established. Gertrude Street was extended by neighbouring property owners to Nicholson Street in the late 1840s and to Smith Street in 1850, by which date Brunswick Street had extended to Reilly Street (now Alexandra Parade) (Barrett, 1971:17-19; Robertson et al, 2008:2). Brunswick and Gertrude streets were the most important non-Government streets in Fitzroy, mainly due to the fact that their original alignments were continued for a considerable distance by a number of adjacent landowners. This contrasted strongly with the ad hoc pattern of subdivision and street layout which developed in other allotments in Fitzroy (Lovell 1998:14).

The city's wealthy were the first to populate Newtown on Eastern Hill from the early 1840s, with villas constructed along Gertrude Street from 1850. From its first stages of development Gertrude Street was considered a 'noble street', occupied by colonial aristocrats (Robertson et al, 2008:3-4; Lewis 1989:12). During the years of gold immigration in the early 1850s, development increased dramatically in Fitzroy and (East) Collingwood. Contemporary newspapers reported that new residents included gentleman and working men, with tensions developing between the two groups. The working class predominantly resided on the Collingwood Slope to the east, while the gentleman occupied Eastern Hill, where the land was high and dry and the main streets of Gertrude and Brunswick streets were maintained by Melbourne City Council (Barrett 1971:20-21). Fitzroy was the fastest growing ward in Melbourne following the discovery of gold, and it was

during this period that Gertrude Street firmly established itself as a commercial centre – one of the first outside of Melbourne's city centre (Robertson et al, 2008:4). Trevena's shops at 181-183 Gertrude Street (VHR H866) are illustrative of 1850s development.

The 1849 *Melbourne Building Act* further shaped development on Gertrude Street. Under the provisions of the Act, which enforced fireproof construction, dwellings and commercial premises constructed in Fitzroy from the 1850s were typically exposed or cement rendered bluestone or brick buildings (Barrett 1971:20-21; Lovell 1998:16).

The occupations of Fitzroy residents reflected the social class of the area. Census records from the 1850s indicate that male residents were predominantly government clerks, lawyers, clergymen, physicians, surgeons, dentists, merchants and gentleman (Barrett 1917:31). Serving these residents were the high street businesses. In the 1860s, Gertrude Street, like Brunswick Street, was occupied by a wide range of small businesses, most of which served local needs. The 1860 Sands & McDougall Directory illustrates that Gertrude Street was a developed commercial strip occupied by hotels, dealers, drapers, grocers, fruiteries, bakers, butchers, tailors, dressmakers, upholsterers, bootmakers, watchmakers and booksellers amongst other services, with a cluster of residences west of Brunswick Street. Fourteen hotels were built on Gertrude Street from the 1850s to 1870s (Robertson et al, 2008:10); nine of which remain in 2019.

Reflecting a prospering trade and a growing community, the 1860s to 1880s saw the redevelopment of properties with less-substantial structures, the renovation of existing buildings, completion of terraces and rows, and the in-fill of the remaining land in Fitzroy (Lewis, 2014:26; Lovell 1998:51). Along Gertrude Street, buildings of brick or stone were constructed or renovated, forming predominantly single or two-storey (some taller) buildings, the latter with a shop to the ground floor and residence above. The 1880 Sands & McDougall Directory lists a variety of shops and services consistent with the 1860s occupancies, but in greater number. A majority of the buildings in Gertrude Street reflect this Victorian period of development, illustrating the pre-eminence of the commercial strip in the late nineteenth century (Lovell, 1998:51; Robertson et al, 2008:12). Prominent late-Victorian development included Blackett's shop and residence row at 158-164 Gertrude Street (1888).



Figure 4. Looking west down Gertrude Street (from Young Street) towards the Royal Exhibition Buildings, c1890. The buildings on the right were later demolished to make way for the Atherton Gardens development (SLV, Image No. a13938).

Many Fitzroy residents vehemently opposed the establishment of a horse-drawn cable car route through Fitzroy in the 1860s – an opposition that was continued into the 1880s against cable trams, to no avail. The Gertrude Street cable tram route was established in 1886, and the cable tram engine house built on the corner of Gertrude and Nicholson streets in 1886-87 (VHR H584; west of precinct) (Lovell 1998:64). This new form of transport boosted trade on Gertrude Street but also reduced the number of owner-occupiers in the area, with many seeking a suburban lifestyle that was now accessible with public transport (Lewis, 2014:26).

The prosperous 1880s came to an end with the 1890s depression, which caused construction in Fitzroy, and Melbourne more broadly, to virtually cease. In Gertrude Street, premises became vacant and property prices plummeted, transitioning Fitzroy into a working-class suburb. Along Gertrude Street, many of the grand

houses were turned into boarding houses as demand for housing increased, the unemployed took shelter, and criminals and illegal activities moved in. Gertrude Street became synonymous with trouble, while Brunswick Street became the principal commercial street (Robertson et al, 2008:15-16).

The 1898-99 series of Melbourne and Metropolitan Board of Works (MMBW) Detail Plans illustrate the dense commercial and residential occupation of Gertrude Street at the time. The 1900 Sands & McDougall Directory lists the street's numerous hotels and boardinghouses, and fewer commercial enterprises specialising in more luxury items. However, the practical businesses were sustained – bootmakers, bakers, grocers, butchers, furniture dealers and makers, laundries and bicycle makers.

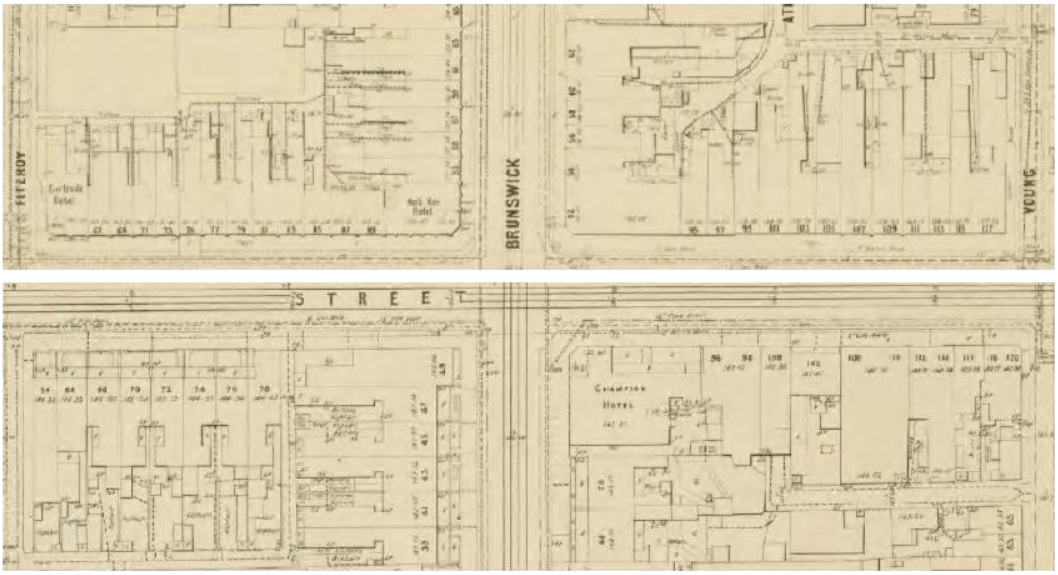

Figure 5. The dense development at the intersection of Gertrude and Brunswick streets in 1898-99 (MMBW DP 1205 & 1206, 1898 & 1899).

Twentieth century

The economic fortunes of Victoria recovered after the turn of the century, and while there was a period of optimism at the beginning of the century accompanied by some new development, Gertrude Street would not regain its aristocratic status of the 1800s. Fitzroy had become a less desirable place to live and the low number of owner-occupiers decreased further as more owners moved out of the working-class suburb, leasing their buildings to tenants. Gertrude Street continued its commercial activities, serving locals and visitors, but was now overshadowed by trade on Smith and Brunswick streets (Robertson et al, 2008:21). Key Edwardian development within the strip at this time included the Champion Hotel at 50-54 Brunswick Street and its associated shops at 94-100 Gertrude Street (1911).



Figure 6. Looking east down Gertrude Street in 1905, at the intersection with Brunswick Street (right is Glass Terrace) (COYL Id. FL294).



Figure 7. Looking west down Gertrude Street in 1905. On the left is the three-storey buildings at 158-164 Gertrude Street (COYL Id. FL666).



Figure 8. Photo of Gertrude Street dating to 1905 (COYL, Id. FL667).



Figure 9. Illustration from the 1905 Collingwood and Fitzroy illustrated Directory and Handbook, of the multi-storeyed Chas. Johnston & Co., Furniture Manufacturers building at 184-186 Gertrude Street. The top two floors were destroyed by fire in 1963 (COYL, Id. FL670).

Following World War I, there was an increased demand for housing for returned servicemen, people moving towards the city for improved job prospects, an increasing number of immigrants, and return of Aboriginal people to the area. With this influx, Fitzroy became a poorer population and – due to its proximity to Melbourne – continued to attract the unemployed and homeless. Along Gertrude Street some buildings were condemned. Criminal activities thrived; the infamous Melbourne criminal Squizzy Taylor is often mentioned in association with the Renown Hotel (former Leviathan) at 146-148 Gertrude Street. By the end of the 1920s Fitzroy was regarded as one of Melbourne's worst slums, with a very high level of unemployment. In an attempt to remedy the situation, the government reduced the number of hotels permitted to operate to seven premises by 1930 (Robertson et al, 2008:23).

Some businesses took advantage of the low property values and vacancies. It was in the 1920s and '30s that Gertrude Street became known for its furniture stores between Napier and Gore streets (Robertson et al, 2008:24). Commercial occupants along the remainder of Gertrude Street in 1930 comprised a range of businesses serving the local community, such as grocers, Chinese laundries, dressmakers, dry cleaners, a plumber, chemist, hardware shop, butchers, clothing dealers, secondhand dealers, pawnbrokers, hairdressers and dressmakers.

During the Depression of the 1930s some Gertrude Street businesses survived while others succumbed to financial hardship. The illegal activities and criminal aspect of the street continued. However, 'against this backdrop of despair and misery developed the fabric of camaraderie, trust and support that characterised Fitzroy' during this period. A pharmacist on Gertrude Street in the 1930s, Duncan Reilly, stated that 'though poor and depressed, there was still a richness of life in Fitzroy' (Robertson et al, 2008:24).

The community of Gertrude Street struggled into the 1940s. During World War II, Gertrude Street experienced further overcrowding and poverty and the terraces that lined the street also housed American servicemen. Buildings fell into disrepair and the rate books recorded an increasing number of condemned buildings (Robertson et al, 2008:25, 31). By the early 1940s the Sands & McDougall Directories listed a lower number of businesses operating, and a higher proportion of residents. European names began to appear as occupants of Gertrude Street, and cafes and social clubs emerged, opened by new immigrants (Robertson et al, 2008:25, 31).



Figure 10. The poor condition of some shops in Gertrude Street in 1948 (COYL, Id. FL411).

Post-War

Homelessness, overcrowding of houses and criminality continued into the 1950's, 60's and 70's. Gertrude Street was considered a 'red light' district with gambling at the back of cafes (Rittman & Wilson 2017:41). However, change was starting.

Following World War II, Gertrude Street experienced a wave of post-war immigration. New immigrants, particularly from Mediterranean countries, moved into the vacant buildings and established green grocers, fruit shops, fish and chip shops, cafes and clubs, bringing a new community and vibrancy to the street. By 1972, 12 clubs and coffee lounges had been opened in Gertrude Street by Greek, Macedonian, Turkish, Albanian and Yugoslav community members (Robertson et al, 2008:26). Despite this reinvigoration, Gertrude Street in the 1950s no longer compared to the commercial scale of Brunswick and Smith streets, with its drastically reduced number of businesses (Harding 2008:295).

During the post-war period, an increasing number of Aboriginal people returned from rural locations to their friends and family around Gertrude Street, in part due to the closure of reserves and missions which were subdivided by the government to make way for soldier settlements. Fitzroy, and Gertrude Street in particular, became the social and political hub for the Aboriginal community in Melbourne (Robertson et al, 2008:25, 39). From the 1960's onwards, a number of services for this community were set up on Gertrude Street, focusing on health, legal and housing assistance. The Aboriginal Community Health Centre was located on the corner of Charcoal Lane at 136 Gertrude Street from 1979 (previously at no. 229 from 1973). The Koori Club, a social club, opened in 1969 (no. 41), Fitzroy Stars Aboriginal Community Youth Club Gymnasium in 1977 (no. 184-186) and the Koori Information Centre in 1982 (no. 120). Hotels often became meeting places. The Builders Arms Hotel (no. 211; built c1850-1970) was known as the 'Black Pub of Melbourne' where people knew they would meet friends from Country, and would mix with the old locals and post-war immigrants. In the 1960s and '70s the Builders Arms was the base for Australia's black power movement, led by Bruce McGuinness (Robertson et al, 2008:31-33, 43; Fitzroy Aboriginal Heritage Walking Trail).



Figure 11. Land Rights demonstrators march down Gertrude Street in 1973. Pictured are Monica Hoffman, Sue Chilly, Bruce McGuinness and Hillary Saunders (Alick Jackamos Collection, via the Fitzroy Aboriginal Heritage Walking Trail).

Parts of the Gertrude Street streetscape saw drastic changes in the 1960s as a result of 'slum clearance', particularly on the north side of the street. Investigations into sub-standard housing in Fitzroy had commenced in the late 19th century, managed by local councils who would condemn and demolish unsanitary buildings and makeshift housing. Concern and investigations into slum housing continued to increase into the 1930s, when the Housing Commission and Slum Abolition Board were formed in the late 1930s. The Commission turned its focus to Fitzroy, Collingwood and Richmond by the 1950s with its 'slum clearance', or 'housing reclamation', to make way for high-density housing and new developments. In the 1960s and '70s the state government concentrated on the clearance of slums that had developed since the Depression of the 1890s. In the late 1960s, the entire block of over 60 shops and 120 houses between Gertrude, Brunswick and Napier streets was demolished by the Housing Commission, and replaced with the high-rise development of Atherton Gardens. These high-rise apartments housed locals in need, the Aboriginal community and later waves of immigrants, including those from Africa in the 1980s (Barrett 1971:166; Robertson et al, 2008:33). Atherton Gardens became a popular meeting place for the Aboriginal community, where families would reunite and stories were passed down.

In 1969, the Fitzroy Residents Association formed in response to the slum clearances and the state government's proposed large-scale demolition in Fitzroy and Fitzroy North. The Association was successful in saving much of Fitzroy's historic building stock. In the late 1970s, the City of Fitzroy recognised the cultural significance of the area and was the first municipality to complete building conservation studies in 1978 and 1979. In the 1980s, Council and local residents' groups banded together to prevent further high-rise projects by the Housing Commission, and to thwart St Vincent's Hospital from demolishing a row of houses on Gertrude Street for expansion of the complex (Kiss, 2014:53).



Figure 12. Looking east down Gertrude Street, c1969. Right is the Macedonian Social Club at 218 Gertrude Street, now Rose Chong's costume shop (SLV Image H2010.105/160e).



Figure 13. Houses in poor condition on Gertrude Street, 1983 (COYL, Id. FL180).

Some larger-scale developments occurred in the late-twentieth century, replacing strips of earlier buildings, particularly west of Brunswick Street. In 1980, costume maker Rose Chong (220 Gertrude Street), recalled that at that date Gertrude Street had many boarded-up shopfronts among the social clubs and European cafes. She recalls that the 'scary' atmosphere of the street still lingered into the early 1990s, however, by the end of the 1990s the street was changing again. The Builders Arms changed ownership and attracted a more cosmopolitan crowd, other businesses arrived, the European social clubs relocated and the street transformed as the area gentrified (Robertson et al, 2008:35).

Twenty-first century

Gertrude Street today is known Australia-wide as an important meeting place for Aboriginal people and remains the location of a number of services to assist the community (Robertson et al, 2008:1). Atherton Gardens and areas near the corner of Gertrude and Gore streets are recognised as areas of Aboriginal Cultural Heritage Sensitivity.

In terms of European settlement, Fitzroy was the first Melbourne suburb and remains the most complete repository of buildings fabric of the 1850s and '60s (Lewis, 2014:6). The local community have long safe-guarded the area's heritage buildings. Some recent development has occurred, including a large-scale apartment building adjacent to George Street.

In 2019, Gertrude Street – with its dominant Victorian-era building stock – continues to serve the local community and is an independent food, fashion and gallery destination with a strong Traders Association. The street again houses owner-occupiers and is known as an 'exciting and dynamic place to be with a diversity of people and businesses' (Robertson et al, 2008:35-7).



Figure 14. Gertrude Street Projection Festival lights up the historic commercial strip (Fitzroyalty, 2010).

Physical Description

The Gertrude Street Precinct is a linear commercial precinct in Fitzroy which comprises Gertrude Street from Smith Street to Brunswick Street and further west to Fitzroy Street on the north side. Abutting the western end of the precinct, on the north side of Gertrude Street, is the World Heritage Environs Area Precinct (HO361). The large section on the north side of Gertrude Street from Brunswick Street to Napier Street, known as Atherton Gardens and occupied by high-rise social housing, is excluded from the precinct.

The main development period of the Gertrude Street Precinct is from the 1850s to the 1890s and the streetscape dates largely from this period. It is a commercial precinct with a dominant streetscape of attached two-storey Victorian shops and residences, with no setback from the street boundary. The facades of these buildings are predominantly cement rendered and parapeted with repetitive rows of upper level fenestration. They vary in both scale and detailing - generally facades from the earlier Victorian period of the 1850s-70s are smaller in scale with little applied decoration, and those from the High Victorian period of the 1880s and 1890s are of greater height with more elaborate detailing. This is evident throughout the precinct including Early Victorian examples (nos. 153-159) and High Victorian examples (nos. 161-167; 184-186; and Blackett's Shop and Residence at nos. 158-164 - an elaborate three-storey red brick row).

Other commercial buildings contribute to the Victorian character of the precinct, including the Former ES&A Bank (nos. 136-138) and corner hotels such as the Builders Arms Hotel (nos. 211-217), the former United Service Club (no. 122) and the former Leviathan Hotel (nos. 146-148).

A small group of Edwardian buildings from the early twentieth century also make a contribution to the precinct. These present as red brick (some overpainted) facades with cement render detailing. The most elaborate, and intact, building from this period is the Champion Hotel at the south-east corner of Brunswick Street and the associated shops and residences to the east in Gertrude Street (nos. 94-100).

The original form and detailing of a small number of shopfronts remains evident in the precinct with display windows, tiled plinths and entry recesses retained.



Figure 15. South side of Gertrude Street – east end (GJM Heritage, October 2019)



Figure 16. South side of Gertrude Street – eastern end (GJM Heritage, October 2019)



Figure 17. North side of Gertrude Street – east of Napier Street (GJM Heritage, October 2019)



Figure 18. North side of Gertrude Street – west end (GJM Heritage, October 2019)

Integrity

The Gertrude Street Precinct retains a very high degree of integrity to the Victorian and Edwardian period in fabric, form and detail. While some alterations have been made to these buildings, particularly at street level, this does not diminish the ability to understand and appreciate the place as a fine example of a Victorian and Edwardian commercial precinct.

Comparative Analysis

A number of precincts are included in the Heritage Overlay of the City of Yarra as highly intact commercial 'High Streets' which date from the Victorian and Edwardian periods. These include:

- Brunswick Street Precinct, Fitzroy (HO311)



- Smith Street Precinct, Fitzroy/Collingwood (HO333)
- Queens Parade Precinct, North Fitzroy/Clifton Hill (HO330)
- Swan Street Precinct, Richmond (HO335)
- Bridge Road Precinct, Richmond (HO310).

These precincts have been included in the Heritage Overlay as important turn of the century 'High Streets' in the City of Yarra. They have operated as key commercial centres in the municipality since the mid-nineteenth century and retain substantial numbers of intact commercial buildings to enable the clear demonstration of the principal characteristics of a Victorian and Edwardian 'High Street'.

As an important and early 'High Street' in Fitzroy, the Gertrude Street Precinct exhibits similar characteristics to these identified High Street precincts. Operating as a commercial centre from the mid-nineteenth century, the precinct retains substantial numbers of buildings, primarily from the Victorian period, to clearly demonstrate the principal characteristics of a major nineteenth century 'High Street'.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

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

The Gertrude Street Precinct is an important and early 'High Street' in the City of Yarra and has functioned continuously as one of Fitzroy's key commercial centres since the mid-nineteenth century. It retains a substantial collection of highly intact commercial buildings, predominantly from the Victorian period, including shops and associated residences, hotels and a former bank building. Together these buildings demonstrate the development of this 'High Street', particularly from the 1850s to c1900 when substantial growth in the street occurred, and are illustrative of the enduring role the street has played in the economic and social life of Fitzroy since the establishment of the suburb.

Criterion D: *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).*

The highly intact streetscape of the Gertrude Street Precinct clearly demonstrates the principal characteristics of a Victorian 'High Street' in the City of Yarra. Typical characteristics – including a predominantly two-storey Victorian street wall height, parapeted rendered or red brick facades, repetitive upper floor fenestration, and ground floor shopfronts – are displayed in the original forms, fabric and detailing of the majority of the buildings. The streetscape is particularly intact and consistent in architectural form and expression.

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

The Gertrude Street Precinct contains a number of individually significant places which are well-considered and carefully detailed examples of commercial buildings. These include, among others, shops and residences at 153-159 and 184-186 Gertrude Street, the Builders Arms Hotel (211-117 Gertrude Street) and the Champion Hotel and associated shops and residences (50-54 Brunswick Street and 94-100 Gertrude Street). Variations in façade detailing throughout the precinct, including parapet ornamentation, balustrading and pediments, and applied decoration, make an aesthetic contribution to the overall character of the precinct.

Criterion G: *Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of the place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).*

The Gertrude Street Precinct is an important social and political hub in Melbourne for the Aboriginal community. A number of services were established in buildings in the precinct from the 1960s and it has since become a long and enduring meeting place for Aboriginal people.



GJM Heritage

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Yarra Planning Scheme as a heritage precinct.

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

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Incorporated Plan?	Yes - Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014
Aboriginal Heritage Place?	No

Recommended Schedule of Properties and Gradings

Place address		**Grading**
65	Gertrude Street, Fitzroy	Contributory
67	Gertrude Street, Fitzroy	Contributory
69	Gertrude Street, Fitzroy	Contributory
71	Gertrude Street, Fitzroy	Contributory
73	Gertrude Street, Fitzroy	Contributory
75	Gertrude Street, Fitzroy	Contributory
77	Gertrude Street, Fitzroy	Contributory
79	Gertrude Street, Fitzroy	Contributory
81	Gertrude Street, Fitzroy	Contributory
83	Gertrude Street, Fitzroy	Contributory
153	Gertrude Street, Fitzroy	Individually Significant
155	Gertrude Street, Fitzroy	Individually Significant
157	Gertrude Street, Fitzroy	Individually Significant
159	Gertrude Street, Fitzroy	Individually Significant
161	Gertrude Street, Fitzroy	Contributory
163	Gertrude Street, Fitzroy	Contributory
165	Gertrude Street, Fitzroy	Contributory
167	Gertrude Street, Fitzroy	Contributory
169-171	Gertrude Street, Fitzroy	Contributory
173-175	Gertrude Street, Fitzroy	Contributory
177	Gertrude Street, Fitzroy	Contributory
179	Gertrude Street, Fitzroy	Contributory
187	Gertrude Street, Fitzroy	Not contributory
189	Gertrude Street, Fitzroy	Contributory
191	Gertrude Street, Fitzroy	Contributory
193	Gertrude Street, Fitzroy	Contributory
195	Gertrude Street, Fitzroy	Contributory
197	Gertrude Street, Fitzroy	Contributory
199	Gertrude Street, Fitzroy	Contributory
201	Gertrude Street, Fitzroy	Contributory



203-205	Gertrude Street, Fitzroy	Not contributory
207-209	Gertrude Street, Fitzroy	Contributory
211	Gertrude Street, Fitzroy	Individually Significant
219-227	Gertrude Street, Fitzroy	Not contributory
229	Gertrude Street, Fitzroy	Contributory
231	Gertrude Street, Fitzroy	Contributory
233	Gertrude Street, Fitzroy	Contributory
235	Gertrude Street, Fitzroy	Contributory
237	Gertrude Street, Fitzroy	Contributory
243-245	Gertrude Street, Fitzroy	Contributory
247	Gertrude Street, Fitzroy	Contributory
-	Gertrude Street, Fitzroy	
90-92	Gertrude Street, Fitzroy	Individually Significant
94	Gertrude Street, Fitzroy	Individually Significant
96	Gertrude Street, Fitzroy	Individually Significant
98	Gertrude Street, Fitzroy	Individually Significant
100	Gertrude Street, Fitzroy	Individually Significant
102-104	Gertrude Street, Fitzroy	Contributory
108-110	Gertrude Street, Fitzroy	Contributory
112-114	Gertrude Street, Fitzroy	Contributory
116	Gertrude Street, Fitzroy	Contributory
118	Gertrude Street, Fitzroy	Contributory
120	Gertrude Street, Fitzroy	Contributory
122	Gertrude Street, Fitzroy	Contributory
122A	Gertrude Street, Fitzroy	Contributory
124	Gertrude Street, Fitzroy	Contributory
126	Gertrude Street, Fitzroy	Contributory
128	Gertrude Street, Fitzroy	Not contributory
130	Gertrude Street, Fitzroy	Contributory
132-134	Gertrude Street, Fitzroy	Contributory
136	Gertrude Street, Fitzroy	Individually Significant
142-144	Gertrude Street, Fitzroy	Not contributory
148	Gertrude Street, Fitzroy	Contributory
150-156	Gertrude Street, Fitzroy	Contributory
158	Gertrude Street, Fitzroy	Individually Significant
160-162	Gertrude Street, Fitzroy	Individually Significant
164	Gertrude Street, Fitzroy	Individually Significant
166	Gertrude Street, Fitzroy	Not contributory
184-186	Gertrude Street, Fitzroy	Individually Significant
188-196	Gertrude Street, Fitzroy	Contributory
198-200	Gertrude Street, Fitzroy	Contributory
202	Gertrude Street, Fitzroy	Individually Significant
204	Gertrude Street, Fitzroy	Contributory
206-208	Gertrude Street, Fitzroy	Contributory
210-214	Gertrude Street, Fitzroy	Contributory
218-220	Gertrude Street, Fitzroy	Contributory
222-224	Gertrude Street, Fitzroy	Contributory
226	Gertrude Street, Fitzroy	Contributory
228	Gertrude Street, Fitzroy	Not contributory
230-232	Gertrude Street, Fitzroy	Not contributory
234-238	Gertrude Street, Fitzroy	Not contributory
240	Gertrude Street, Fitzroy	Contributory
242	Gertrude Street, Fitzroy	Contributory
244	Gertrude Street, Fitzroy	Contributory

50-54	Brunswick Street, Fitzroy	Individually Significant
74-78	Gore Street, Fitzroy	Not contributory
44	Little Napier Street, Fitzroy	Not contributory
70-74	Napier Street, Fitzroy	Contributory

Extent of the recommended Heritage Overlay Precinct

Properties include: 65-83, 153-179, 187-247 & 90-248 Gertrude Street, 50-54 Brunswick Street, 74-78 Gore Street, 44 Little Napier Street & 70-74 Napier Street, Fitzroy. As indicated by the red polygon on the map below.



Figure 19. Recommended Heritage Overlay precinct boundary in red. Pink indicates existing Heritage Overlays. North to top (Basemap source: VicPlan).

Identified by:

GJM Heritage (October 2019), *Brunswick Street and Smith Street Built Form Review*

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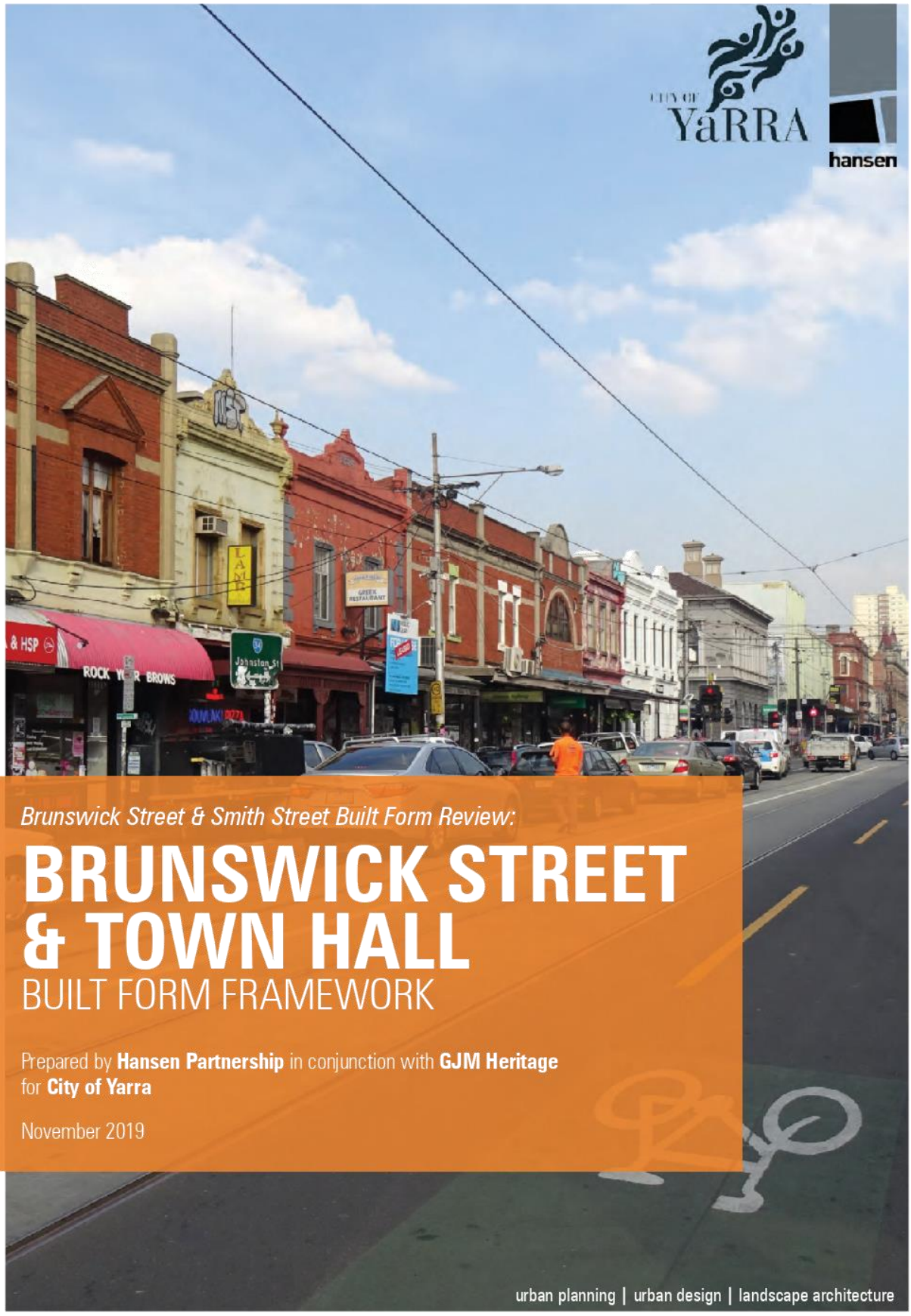
Attachment 5 - Attachment 5 - Brunswick Street Built Form Framework



Brunswick Street & Smith Street Built Form Review:

BRUNSWICK STREET & TOWN HALL
BUILT FORM FRAMEWORK

Prepared by **Hansen Partnership** in conjunction with **GJM Heritage** for **City of Yarra**

November 2019

urban planning | urban design | landscape architecture

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Identified Local Landmark at the corner of Moor and Brunswick Streets

Version	Draft	Final
Issue Date	25.09.2019	25.11.2019

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

Preamble

The following urban design report has been prepared for the City of Yarra as the basis for an urban design vision for the Brunswick Street Activity Centre Spine and Fitzroy Town Hall Mixed Use Zone precinct. It sets out a preferred built form framework underpinned by an integrated urban design and heritage assessment.

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

The study area is identified in Figure 1.

This report sets out the rationale for proposed built from controls for Brunswick Street and is underpinned by key components, namely:

Part 1: Brunswick & Smith Context

Part 2: Brunswick Street Precinct - Influences

Part 3: Brunswick Street - Built Form Proposition

Part 4: Recommended Controls

The report is part of a broader Built Form Review.



Oblique View of the Study Area and Surrounding Context

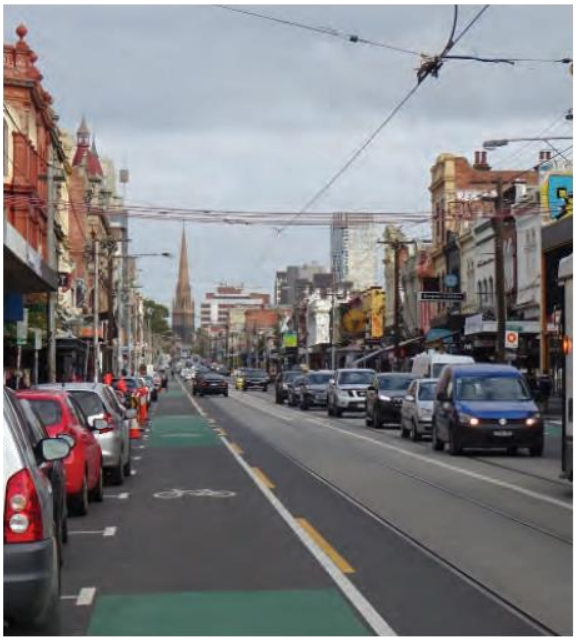
PART 1
BRUNSWICK ST & SMITH ST CONTEXT

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

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

As part of the process extensive analysis of the existing conditions was undertaken and documented within an overall Background report. This comprehensive analysis identified and divided the overall Review Area into ten 'place specific' precincts. Furthermore, a series of guiding objectives were identified to be contemplated across ten defined precincts.

This report addresses the Brunswick Street and Town Hall Precincts. Both Smith Street and Gertrude Street Precinct reports are also being prepared in 2019. A Collingwood Precinct report was prepared in June 2018 and Johnston St Precinct and Fitzroy East Precinct report were completed in June 2019. The remaining four other precincts will be addressed in subsequent reports.



View toward south along Brunswick Street

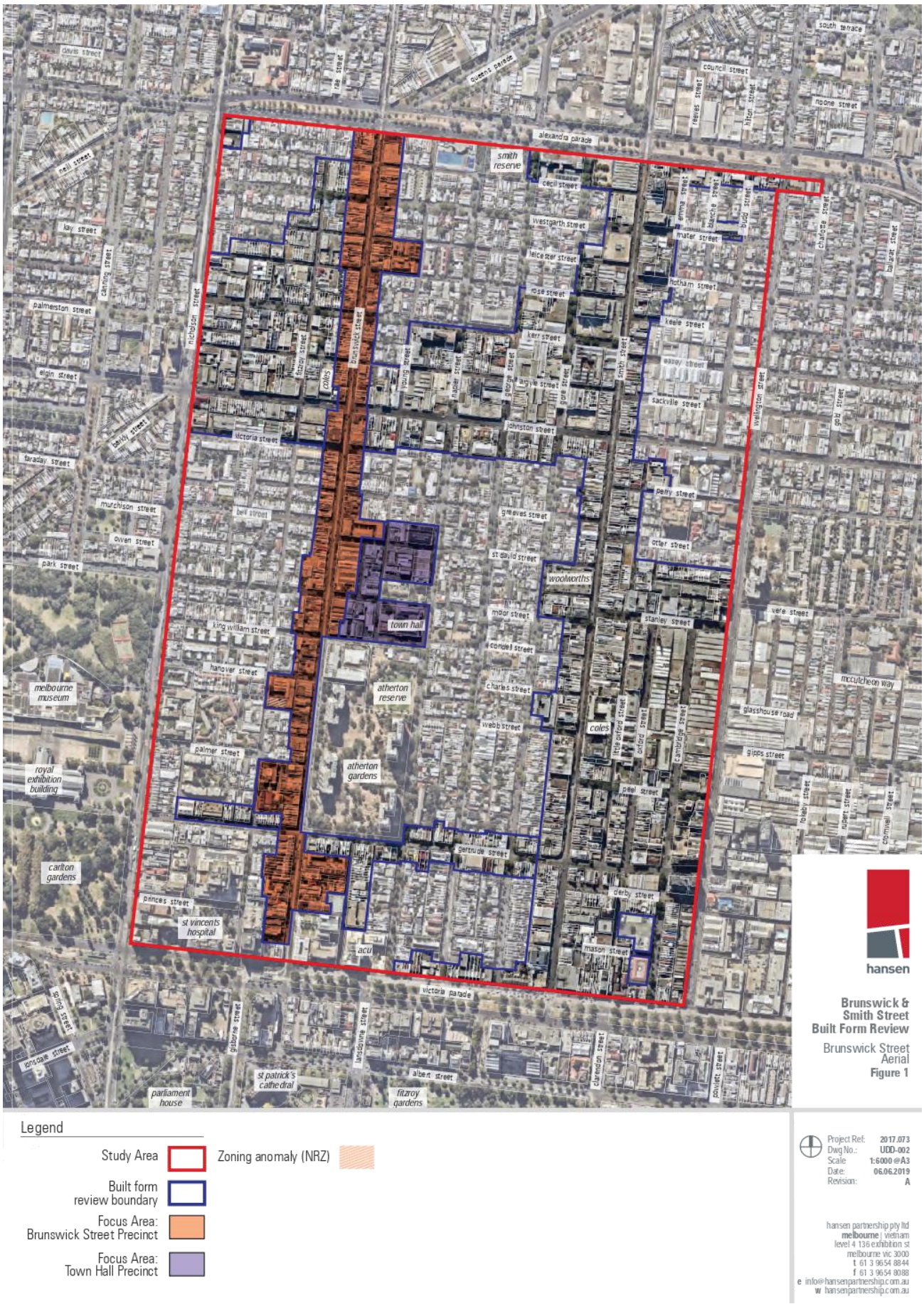
1.1 Overarching Built Form Objectives

The following 8 objectives have been identified for the Brunswick and Smith Streets Built Form Review (the Study Area):

Objectives:

1. Recognise and carefully manage potential in key areas within the Activity Centres.
2. Highlight the character distinctions between the different retail streets and mixed use precincts within the Activity Centres.
3. Reinforce the traditional Victorian cityscape of heritage streetscapes as dominant elements, including significant corner elements and identified local landmarks.
4. Ensure continued diversity through sensitive infill within traditional Victorian streetscapes.
5. Shape the retail streets and mixed use areas to ensure a high quality, people-oriented public realm.
6. Ensure development encourages walking, cycling and public transport usages through layout and design responses.
7. Ensure new development is sustainable and adaptive over time.
8. Manage the built form profile of new development to avoid adverse impact to surrounding areas, including heritage places, streetscapes and residential interfaces.

Attachment 5 - Attachment 5 - Brunswick Street Built Form Framework



1.2 Brunswick & Smith Built Form Precincts

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

- An Activity Spine;
- A Mixed Use Area; or
- A Boulevard.

Activity Spines

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

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

Mixed Use Areas

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

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

Boulevards

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

- Alexandra Parade; and
- Victoria Parade.

10 Precincts

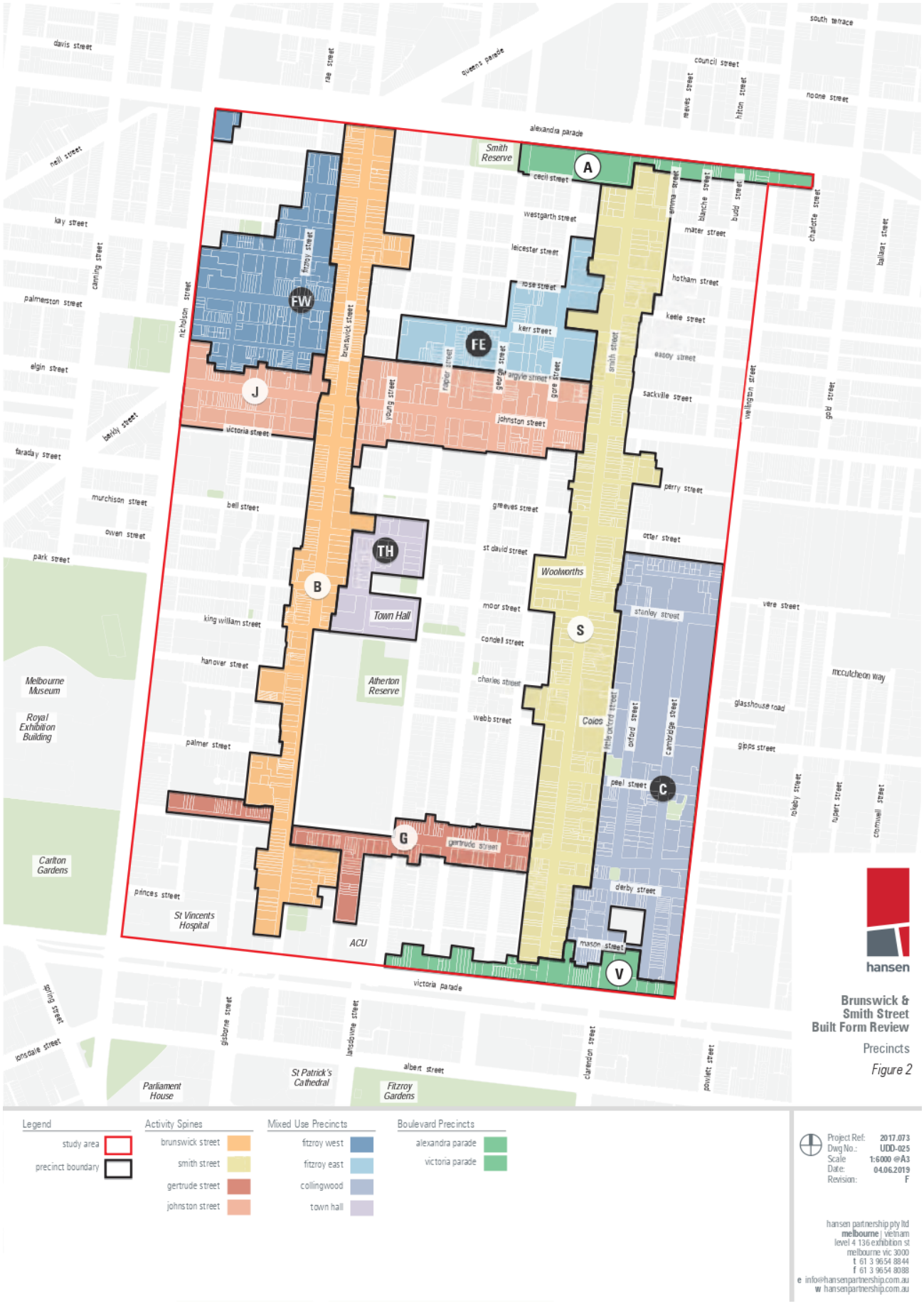
The 10 precincts within the Brunswick & Smith Street Built Form Review are:

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

This report addresses Precinct 1: Brunswick Street (B) and Precinct 8: Town Hall (TH).



Attachment 5 - Attachment 5 - Brunswick Street Built Form Framework



PART 2: PRECINCT INFLUENCES

Brunswick Street, Fitzroy is identified as one of the City of Yarra's Major Activity Centres. It is defined by its two main roads being Alexandra Parade to the north and Victoria Parade to the south and represents one of Melbourne's most intact Victorian retail corridors.

The Brunswick Street corridor is defined by its predominantly traditional Victorian streetscapes, corner pub buildings and larger institutional forms to the south. New developments are typically in shop-top format, or clustered within Mixed Use Zone (MUZ) areas behind the retail spine, including around the Fitzroy Town Hall.

The extent of the Brunswick Street Precinct and Town Hall Precincts is set out in Figure 2 and described below.

Boundary Description

Brunswick Street Precinct

This precinct is bound by Alexandra Parade in the north and Victoria Parade in the south. The western and eastern edges are defined by the rear boundaries of commercial properties fronting Brunswick Street. This precinct encompasses all Commercial 1 Zone (C1Z) land to both sides of Brunswick Street. The precinct also includes Mixed Use Zone (MUZ) areas as defined below:

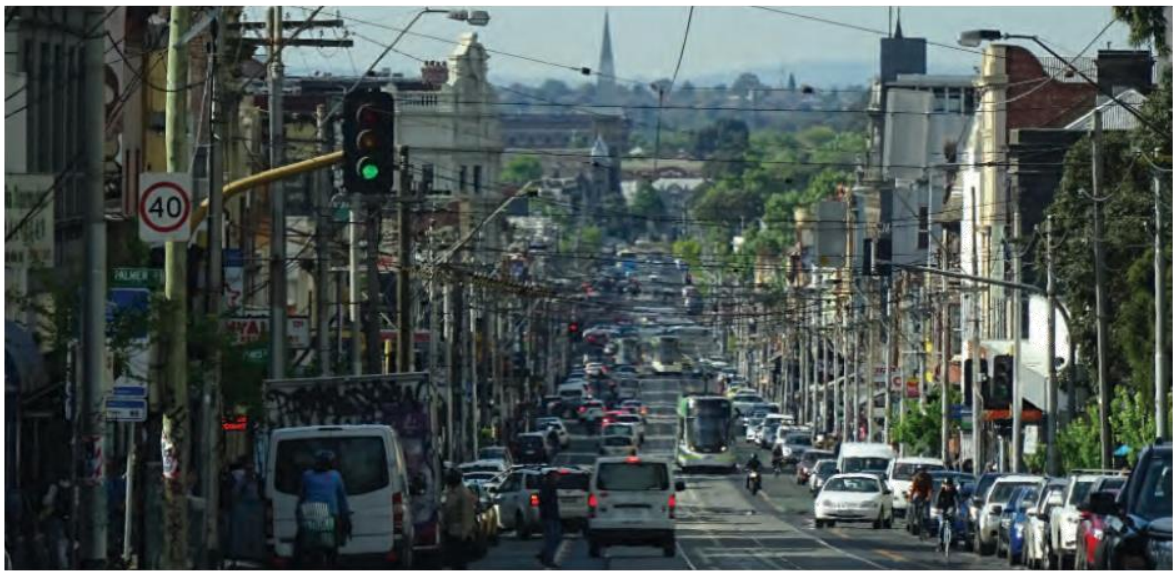
- MUZ area between Leicester Street and Rose Street;
- MUZ area between Palmer Street and Gertrude Street; and
- MUZ area on both sides of Brunswick Street (south of Gertrude Street).

Town Hall Precinct

Bound by Napier Street to the east, Exhibition Street to the north and King William Street to the south. The western extent is defined by the rear of commercial properties along the eastern side of Brunswick Street. This precinct encompasses all Mixed-Use Zone (MUZ) area fronting St David Street, Young Street, Moor Street and west side of Napier Street.

- The precinct boundary also includes properties in MUZ and Residential Zone (GRZ and NRZ) associated with:
  - Sacred Heart School Fitzroy (107 King William Street);
  - All Saints Parish (King William Street); and
  - Fitzroy Town Hall.

Whitlam Place (public open space) and No. 135 Moor Street are excluded from this study area.



View towards north along Brunswick Street from Palmer Street intersection

Built Form Character

Brunswick Street Precinct

Brunswick Street is a unique Major Activity Centre spine with a particularly strong north-south visual framework informed by largely intact heritage retail buildings. The spine is defined by predominately 2 storeys consistent heritage street walls to the north of Johnston Street and a more diverse street wall mix to the south of Johnston Street. The corridor benefits from a series of important local landmarks, typically found at corners which act as critical wayfinding elements.

The topography slopes gently to the south of St David Street, leading to the open profile of Atherton Gardens and the east-west commercial spine of Gertrude Street. To the south of Gertrude Street are an assemblage of significant heritage residential and commercial buildings of different setbacks associated with St Vincent's Hospital. To the periphery, the precinct is hemmed in by low-scale heritage residential and warehouse forms with discrete contemporary infill in the form of 4-6 storey apartment buildings.

Town Hall Precinct

The Town Hall Precinct is a discreet mixed pocket located behind Brunswick Street, focused around the heritage Town Hall and influenced by the surrounding leafy green residential streets of Fitzroy. Key views to the Town Hall and its associated clocktower are experienced from Brunswick Street and on approach along Moor Street from the west.

This precinct is largely characterised by narrow east-west streets and a varied subdivision pattern which heightens the sense of arrival to Brunswick Street and the transition to fine grain residential interfaces. This confined precinct has transformed considerably in recent years, from predominately low order heritage and post-war warehouse forms to more recent mixed use apartment typologies of 4 to 6 storeys, concentrated along St David Street and Napier Street.



View along Brunswick Street to the south of Johnston Street



View of Fitzroy Town Hall from Napier and Moor Streets



View along Brunswick Street to the south of Gertrude Street



View of recent development along Napier Street & St David Street

2.1 : Foundations

Setting an agreed vision for the Brunswick Street and Town Hall precincts must be underpinned by an understanding of their diverse conditions, including the fabric of existing and approved developments as well as other relevant considerations which will become the 'foundation' for a future built form framework and recommendations. This is illustrated in Figure 3 and described as follows:

Heritage

The entire extent of the study area is subject to the Heritage Overlay (HO311 Brunswick Street Heritage Overlay Area or HO334 South Fitzroy Precinct), comprising a high proportion of individually significant and contributory intact buildings from the Victorian to Inter-War periods including fine grain shops, dwellings, warehouses, pubs and hotels. A high number of heritage buildings on the Victorian Heritage Register (VHR) are located to the south of Johnston Street with a greater concentration south of Gertrude Street.

Municipal Landmarks & Views

Church Spires: This part of Fitzroy is relatively flat, with a gradual rise in topography along Brunswick Street from Moor Street toward the south. Views toward church spires can be experienced at both ends of the Brunswick Street corridor to St Patrick's Cathedral (East Melbourne) and the Hungarian Church (North Fitzroy). The linear nature of the precinct and the relatively consistent street wall profile, frames views toward each end of the corridor.

Clock Tower of Fitzroy Town Hall: The north east corner of the Kent Street and Moor Street intersection is an important pedestrian and cycling route and provides the first glimpse toward the Clocktower of the Fitzroy Town Hall when approaching it from Brunswick Street. Whilst existing trees obscure some parts of the Clock Tower, this location has been identified as a primary view location.

Royal Melbourne Exhibition Building: The views to the drum, dome, lantern and flagpole of the World Heritage Listed Royal Exhibition Building seen from the footpath on the south side of Gertrude Street and along Marion Lane, west of Fitzroy Street.

Key Landmarks within and surrounding the precinct :

- HO327: Spire of St Luke's Church (also referred to as the Hungarian Reformed Church of Australia);
- HO180: Clock Tower of Fitzroy Town Hall;
- HO129: Spire of St Patrick's Cathedral (within the City of Melbourne); and
- HO69: Royal Exhibition Building (within the City of Melbourne).



Distant view along Brunswick Street looking north



View along Brunswick Street towards St Patrick's Cathedral (looking south)



View toward the Fitzroy Town Hall



View toward the Royal Exhibition Building from Gertrude Street

Local Landmarks

Like many traditional high streets, Brunswick Street comprises a number of local landmarks which act as wayfinding elements along its length. These more distinct and noticeable buildings often comprise (or formally comprised) 'civic' services and display articulated corners which punctuate the streetscape with distinguishing architectural features. Along Brunswick Street, 11 of these 'local landmark' buildings have been identified in collaboration with GJM Heritage. These include:

1. The Former Champion Hotel: 50-54 Brunswick St
2. Rob Roy Hotel: 51 Brunswick St
3. Perserverence Hotel: 198 Brunswick St
4. Shops: 236-252 Brunswick St
5. Moran and Cato Merchants: 277-287 Brunswick St
6. AOF House: 287-295 Brunswick St
7. Fitzroy Post Office: 296 Brunswick St
8. Former Union Bank: 298 Brunswick St
9. Former Liverpool Arms Hotel: 299 Brunswick St
10. Royal Derby Hotel: 446 Brunswick St
11. Former Belvedere Hotel: 77 Victoria Parade

North side of Johnston Street

Rows of continuous, attached low-rise shopfronts define the north part of Brunswick Street. These forms, while varied in architectural style, detail and finishes, represent the consistent and orderly traditional shopfront character of this important Activity Centre spine. To the north of Johnston Street, the 2 storey parapet creates an orderly street wall datum that is visible on both sides of the street, creating a symmetrical street profile.

South side of Johnston Street

Further south, an asymmetrical profile is attributed to varied street wall heights, comprising predominantly 2 storey street walls on the west side and some higher 3 storey street walls on the east side. The open 'green' profile of the Atherton Gardens Housing Estate and open reserve between King William Street Gertrude Street, generates a different quality, demarcating a transition between the traditional retail strip to the north and institution/ residential character to the south, beyond Gertrude Street.



The Perseverance Hotel: local landmark at Moor and Brunswick Street



Consistent 2 storey street wall profile to the north of Johnston Street



Diverse street wall profile south of Johnston Street



Grand Residential forms to the south of Gertrude Street

Grand Residential & Institution Stock

To the south of Gertrude Street, surrounding the institutional precinct of St Vincent's Hospital and ACU are large, highly decorative heritage dwellings of 2- 3 storeys, behind low front fences and established gardens. A number of these properties are on the VHR, presenting a contrast in character compared to the traditional commercial forms found to the north of Gertrude Street. Most of these 'grand residential' forms are on deep allotments (greater than 30m) and accommodate commercial or medical uses. Secondary access to these properties is from rear laneways. More recent contemporary infill in this area includes the 4 storey Metropole Central and townhouses at the rear of existing heritage form (VHR) at 38-40 Brunswick Street.

Larger forms related to the institutional functions along Victoria Parade (outside the precinct boundary) are setback considerably from Brunswick Street. Whilst these are visible from within Brunswick Street due to its open profile, they serve as a backdrop to the more prominent heritage forms and are recessive in the broader view.

Key Junctions

The Brunswick Street spine is intersected by several prominent junctions which serve as important wayfinding elements and create clear divisions in character along the strip. Key junctions include major transport corridors along Alexandra Parade, Johnston street and Gertrude Street.

Prominent Corners

Another defining feature of the Brunswick Street spine are the corners defined by prominent heritage forms (of two and sometimes 3 storeys), which wrap around corners with ornate parapets or architectural details to both frontages. Several significant corner forms have been identified as Local Landmark (refer to Section 3.1) and concentrated around key junctions with Johnston Street and Gertrude Street (intersecting commercial streets).

Side Streets

Other streets feeding into the Brunswick Street spine along the grid network are of a narrower profile (10-15m). To the north of Johnston Street, some streets provide linear visual links between Nicholson and Smith Streets, where to the south of Johnston Street a combination of T-junctions exist, which intersect with Atherton Gardens, Brunswick Street or streets which terminate between the main road spines to the east and west.



Fitzroy Post Office at corner of Brunswick Street and Johnston Street



View of a prominent corner at Johnston and Brunswick Streets



View toward The Max at St David and Brunswick Street



Recent development within the Town Hall precinct

Recent Development Trends

Recent development along Brunswick Street is limited. There are few examples of 'shop top' housing and only 4 contemporary mid-rise apartment developments located to the south side of Johnston Street. The most notable contemporary developments are The Max Apartments (5 storeys) and the mixed use development associated with the Artherton Gardens Housing Estate at 148 Brunswick Street (7 storeys and located outside the precinct boundary). Other shop top infill forms are highly recessive and are relatively inconsequential in long-range views experienced along the corridor.

Within the Town Hall precinct along Napier and St David Streets, a considerable number of sites accommodate recently constructed or have approvals for multi-storey, mixed-use and apartment development ranging between 4-6 storeys (with taller street walls). Smaller townhouse and warehouse conversions have occurred to Young Street in the order of 3 storeys.

Adjoining Built Form Precincts

The majority of lots with a primary frontage to Brunswick Street corridor benefit from secondary access to a rear laneway (typically 3m wide) or local streets. Beyond the laneway are varied combination of residential and non-residential functions in MUZ to the north west and south east, C1Z at intersections with Johnston and Gertrude Streets and GRZ/NRZ elsewhere.

Borrowed Landscape Amenity

Green Streets are a distinctive perpendicular character element, connecting into Brunswick Street. These streets contrast with Brunswick Street, which is too constrained to support street trees and street landscaping. The northern part of Brunswick Street 'borrows' some landscape amenity from the established street trees within these green streets of Westgarth, Kerr and Moore Streets streetscape and are reinforced at ground level through the provision of expanded footpath, creating pedestrian 'pause places'. These spaces often accommodate outdoor dining and public seating nodes.



Mixed use interface along Kerr Street to the west



View along Argyle Street comprising a mix of commercial and residential uses

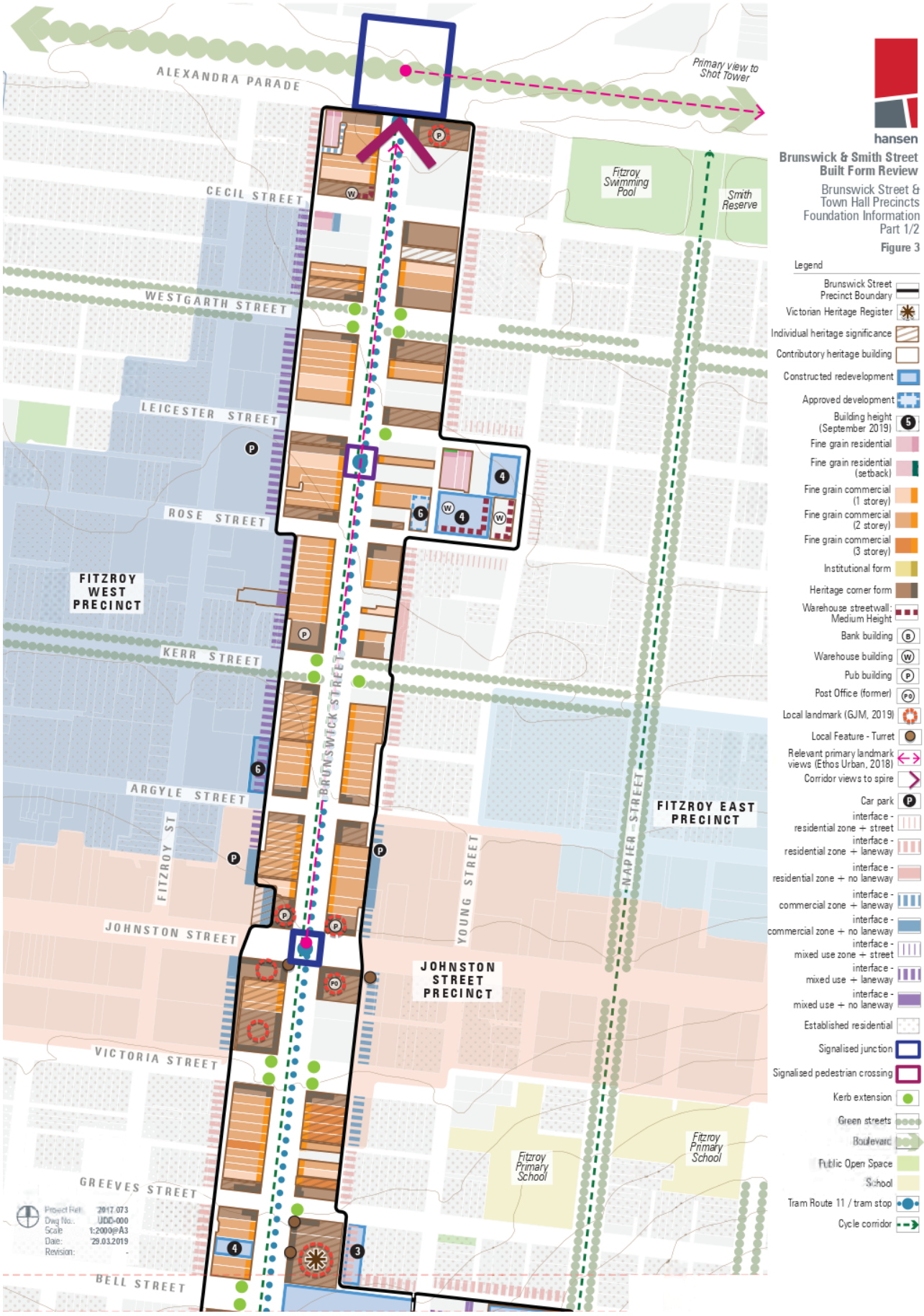


Attached dwellings to the west of Brunswick st, south of Gertrude Street

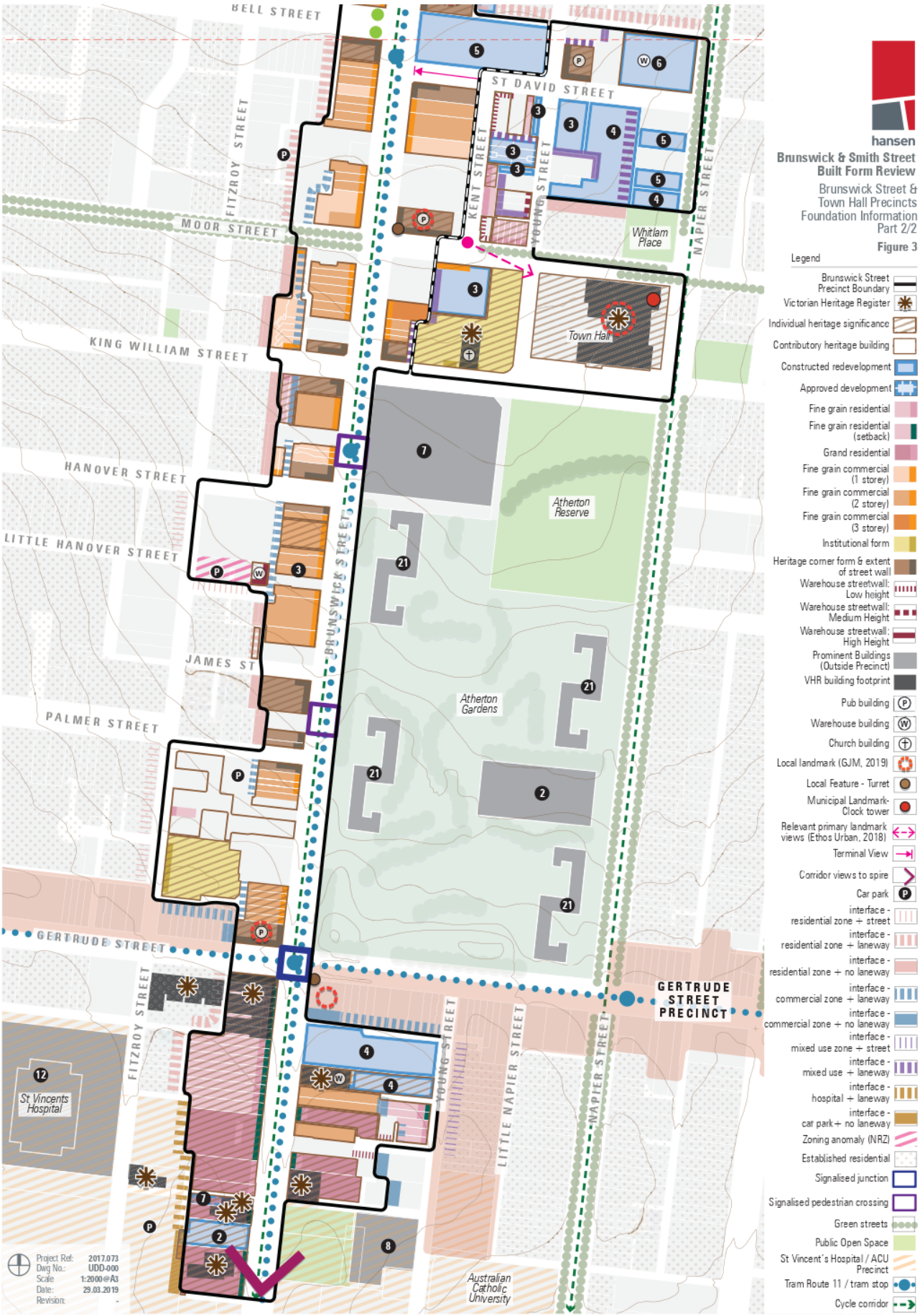


Instiutional precinct to the south of the study area

Attachment 5 - Attachment 5 - Brunswick Street Built Form Framework



Attachment 5 - Attachment 5 - Brunswick Street Built Form Framework



2.2 : Brunswick Street & Town Hall Precincts Built Form Framework

In response to foundation matters, a Built Form Framework has been advanced to reinforce locations for varying levels of change within the focus area. A Framework is not definitive (like a Built Form Control Plan), instead it seeks to identify critical 'gestures' of the City. In this instance, the framework recognises the importance of the following attributes- Refer to Figure 4:

Heritage Values

The precinct has considerable heritage values, comprising traditional shop fronts, notable corner buildings and Municipal Landmarks. Given the broad heritage controls and street wall definition, there is potential for moderate infill for much of the Brunswick Street spine. Behind the commercial strip, including within the Town Hall precinct, a moderate level of future growth can also be realised, consistent with recent development approvals which maintain visual prominence of the Fitzroy Town Hall Clock Tower.

Order

The northern part of Brunswick Street, between Alexandra Parade and Johnston Street, comprises a consistent streetscape character of predominantly 2 storey shopfronts, of a similar parapet height, on both sides of the street. These urban blocks are characterised by a fine grain rhythm on an orderly allotment configuration, with variation in built form appearance attributed to changes in material palettes and individual architectural features. There is an opportunity for future development to continue this orderly street profile, through consistent upper- level presentation (setback and height) when viewed from within Brunswick Street.

Diversity

The middle section of Brunswick Street, between Johnston Street and Gertrude Street has a more varied streetscape profile with some larger heritage buildings (3 storey or more) and single storey, non- contributory buildings positioned on irregular allotment configurations. Contributing to the asymmetrical street profile is the open profile of Atherton Gardens, resulting in a 'one - sided' street profile. Here, distinctive corner buildings also contribute to junction definition, further emphasizing a more varied and diverse character.

Future built form may reference this diverse condition and adopt a more customised response, while acknowledging the prominence of surrounding heritage street walls and landmarks. In some instances, varied upper-level response (setback and height) may be warranted in response to place specific attributes. The level of variation, however, will need to be balanced by retaining visual prominence of the heritage street walls and landmarks.

Grand Residential

The southern part of Gertrude Street comprises the strongest built form legacy defined by the dominant presence of grand residential buildings (with VHR designation). This part of Brunswick Street is not regarded as a commercial street and will continue to evolve as an extension to the institutional, commercial or residential uses around it.



View of mixed street wall heights south of Johnston Street



View of consistent street wall heights north of Johnston Street

Allotment Depth and Width

Block sizes (width and depth) and heritage/ residential abuttal significantly constrained the capacity of the Brunswick Street precinct. While the level of moderate growth may vary across the corridor, it is less likely for a significant shift in the skyline be realised in this context, in absence of a significant topographical change.

Large Non-Contributory Sites

Within the study area are instances of large, non-contributory sites with mulitple street frontages. These are attributes which are favorable to new development in short to medium terms. Clear built form guidance is required to ensure that future forms on these sites maintain and reflect the prevailing streetscape rhythm and valued character of the study area.

Behind the Brunswick Street spine are discrete pockets of 'back block' sites with side street frontages. Traditionally these sites have serviced as an informal transitional area, between the rear of 'main street' forms and abutting residential areas. While these areas can accommodate new forms, their development opportunity is strongly influenced by the proximity and sensitive of neighbouring properties beyond the Precinct. The existing hierarchy of primary and secondary street addresses will assist in managing future 'fronts' and 'backs', of development contributing to the strengthening of pedestrian activity to the Brunswick Street spine.

Junctions

Future built form can contribute to junction definition to assist with wayfinding and sense of place. Where Brunswick Street intersects with other major commercial streets at Johnston Street and Gertrude Street, future forms should be shaped to retain primacy of local landmarks when viewed in the round. Higher pedestrian footfall can also be expected along these commercial streets, where pedestrian amenity (solar, sense of enclosure and ground level activation) should be prioritised. While the typical development response at commercial junctions is for larger, taller built form, in this instance, preservation of key heritage features to local landmarks should take precedence.

Green Streets and Open Space

It is essential that future development continues to support these pedestrian functions and do not compromise pedestrian amenity at street level. Brunswick Street is intersected by 20m 'green streets' at Westgarth and Kerr Streets defined by large established trees and kerb extensions for public 'pause spaces' at the intersections.

Opportunities to realise additional 'pause places' at Victoria and Bell Streets and a new 'pocket park' through partial road closure at King William Street should be investigated as part of future Brunswick Street public realm upgrades. Further, future public realm upgrades and careful contemporary corner additions around Moor Street can also assist in distinguishing this junction as the front door to the Town Hall precinct.

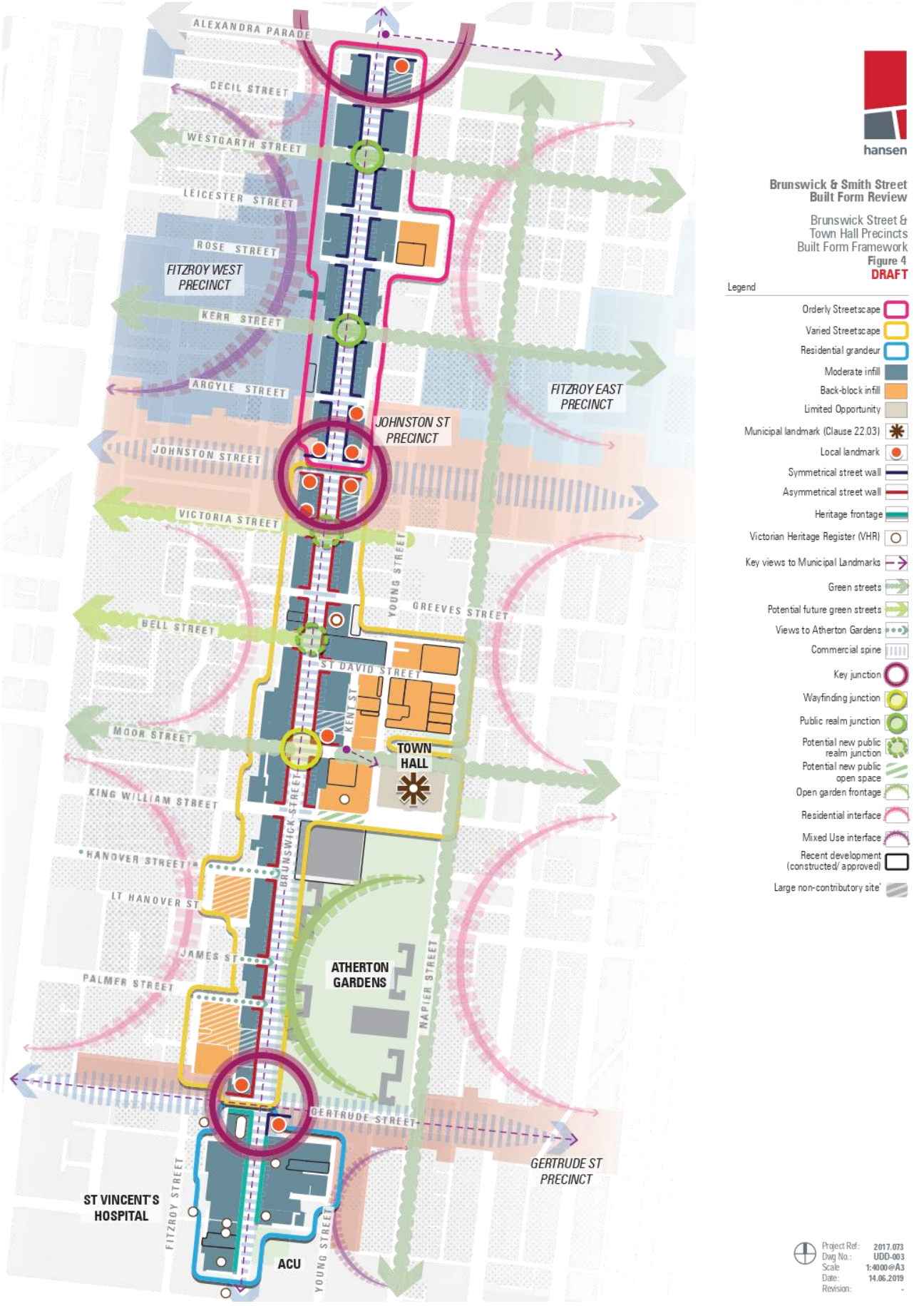


Example of a large, non-contributory site along the Brunswick Street spine



View along Westgarth Street, an example of a Green Street

Attachment 5 - Attachment 5 - Brunswick Street Built Form Framework



Future Character Statement

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

Brunswick Street Future Character Statement

Future development along Brunswick Street will respond to the particular sensitivities of different parts of the spine and the distinctive differences between areas to the north and south of Johnston Street and further south of Gertrude Street. New development in the form of infill will not compromise the traditional image of the spine, but reinforce the fine grained pattern of subdivision on the street and the special views (long and short) to landmarks. In this context, change in Brunswick Street will support the prevailing patterns of order and diversity with careful transition to surrounding residential neighbourhoods.

Town Hall & Back Blocks Future Character Statement

Future development will continue the pattern of recent mid-rise development, retaining the visual prominence of the Fitzroy Town Hall. The streetscape will reinforce the mix of diverse low rise, fine grained residential buildings with a new regime of contemporary infill of a stronger profile.

Framework Principles

In response to the varied urban fabric, the following preferred future-built form character principles apply by adopting the following principles:

1. Strengthen view corridors to municipal landmarks and protect views to local landmarks.
2. Retain the prominence of heritage streetscape along Brunswick Street.
3. Reinforce orderly streetscape to the north of Johnston Street and varied streetscape to the south of Johnston Street.
4. Retain the character of grandeur south of Gertrude Street.
5. Realise development opportunity on large, 'back block' sites.
6. Maintain solar access to opposite footpaths along commercial spines and green streets.
7. Acknowledge existing and approved development.
8. Transition to the residential edges.

PART 3: BUILT FORM PROPOSITION

The Built Form Proposition has been derived from the Built Form Framework which was informed by the Foundations Analysis and underpinned by the overall Background Analysis.

The **Brunswick Street and Town Hall Precincts Built Form Proposition** demonstrates block by block and street by street parameters for the precincts' evolution of new development. The identified parameters are neither fixed, or absolute but are intended to guide future change. The proposed proposition or 'controls' are represented in Figure 4 and are derived from the following basis:

- Heritage assessment and advice;
- Municipal Housing Strategy;
- Precinct character;
- Solar access;
- Local views and vistas;
- Heritage Street walls and upper levels;
- New street walls and upper level setbacks;
- Heritage frontage (including front setback);
- Transitions;
- Residential interfaces and amenity; and
- Building separation, amenity and equitable development.

The rationale for height parameters is outlined as follows:

3.1: Basis for Height Parameters

Heritage Input

GJM Heritage provided extensive heritage input based on comprehensive analysis comprising:

- The heritage grading of each property within the Heritage Overlays;
- The currency of existing Statements of Significance;
- Confirmation of places with Victorian Heritage Register nomination;
- Identification of local landmarks; and
- Recommended built form parameters to appropriately manage development within the heritage context.

Refer to GJM Heritage Report for details.

Housing Strategy

With reference to the adopted Housing Strategy for the Municipality (adopted 2018), the Brunswick Street corridor is designated for moderate change, with the exception of south of Gertrude Street (west side), which is identified as an area for incremental change. The Town Hall precinct is also designated for moderate change.

Precinct Character

Key characteristics that distinguish the Brunswick Street corridor and the Town Hall precinct are attributed to intact heritage fabric and perpendicular 'green' streets. Diversity in built form is attributed to a variation in the subdivision pattern, land use function and built form typology (dwellings, traditional shop fronts or warehouses). New development should seek to respond to the unique contextual characteristics and respond to particular sensitivities as required.

Solar access

In inner urban areas such as Fitzroy, access to sunlight is an important consideration. Therefore, future urban form should protect sufficient solar access to key public realm and open spaces to ensure 'life and attraction' at the street level for residents and visitors.

The Urban Design Guidelines for Victoria contains the following relevant Objectives and Guidelines:

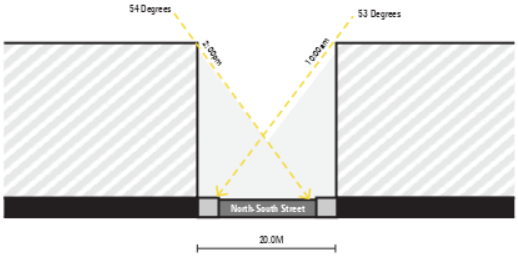
- *'Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight', and*
- *'5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.'*

Along Brunswick Street and the Town Hall Precincts, we recommend the following solar access measures to avoid, or minimise overshadowing outcomes, measured on 22 September (equinox):

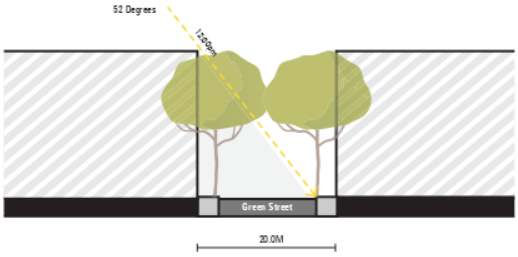
- Along Brunswick Street (commercial street): avoid overshadowing of western footpath (3m from property boundary) from 10am onwards.
- Along Brunswick Street (commercial street): avoid overshadowing of eastern footpath (3m from property boundary) before 2pm onwards.
- Along 'green streets' (refer to Figure 4): avoid overshadowing of southern footpath (3m from property boundary) between 10am to 2pm.
- Along side streets (within the study area): avoid overshadowing above the ground floor of buildings. On narrower perpendicular side streets, some overshadowing of footpath (south side) is inevitable. It was determined that protection of solar access to first floor should be supported.
- Along side streets (outside the study area): avoid overshadowing of footpaths to opposite side of the street between 10am to 2pm.
- Existing and future open space: minimise overshadowing between 10am and 2pm.

Local views and vistas

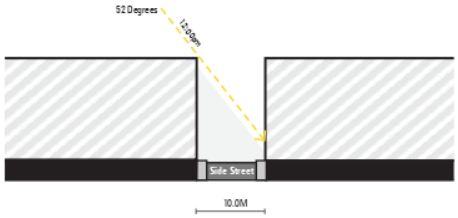
Views to some Municipal and Local Landmarks (at key corners) influence the shape of future development (heights and setbacks). Retaining views to and 'breathing space' behind these heritage features is important to ensure protection of key views to Municipal Landmarks and retain the visual prominence of Local Landmarks. For some sites subject to the VHR, designated buildings and new additions will be contained and shaped to ensure they are read as recessive, secondary elements when viewed from the public realm.



10am and 2pm exquinox solar angles along 20m wide Brunswick Street



12pm exquinox solar angle along 20m wide 'Green Streets'

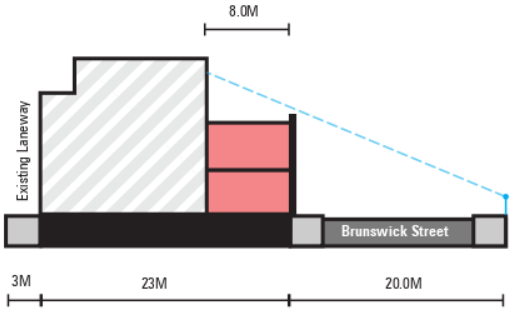


12pm exquinox solar angle along 10m wide side streets

Heritage street walls and upper levels

GJM has also provided heritage input for appropriate upper level setback for heritage buildings (including VHR sites), which seek to reinforce the objectives found in Clause 22.02 and 22.10. **A default 8m measurement** (to the new built form and balcony line) is applied to all sites fronting Commercial Streets including Brunswick Street, Johnston Street and Gertrude Street. This is to ensure adequate protection of the primary heritage 'volume' and local landmark features (including chimneys, and exposed roof forms) often found at the junction of these streets. The default upper level setback will also protect facade articulation in the streetscape elevation with spatial separation between the street wall frontage and recessive upper levels (behind).

Where opportunity for taller development exists behind the heritage volume, an upper level setback greater than 8m will be 'required' (as an absolute parameter) in addition to consideration of a sensitive architectural design treatment (massing, form and materiality) to ensure the new form does not visually compete with the heritage element.



Preferred upper level setback above heritage street wall

New street wall and upper levels

In urban areas, almost all urban design guidelines seek to introduce a 'street wall' and 'upper level front setback' measure. The purpose for such a distinction and separation is to ensure predominance of the 'traditional' forms and parapets within the streetscape, while enabling provision of new and increased heights in a recessive order. Upper level setbacks also retain a sense of openness to the street, which are prominent in a pedestrian's field of vision and reinforce the traditional street wall scale. Within the study area, there is extensive heritage fabric which is to be retained and enhanced. The recommended built form parameters for heritage sites draw on the provisions of Clause 22.02 and 22.10 (refer Heritage Street wall).

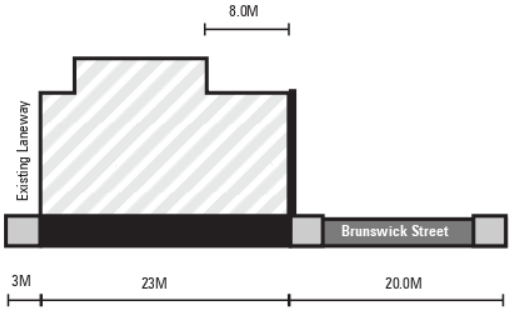
Along Brunswick Street, heritage street walls vary in height, including greater instances of 1 to 4 storeys to south of Johnston Street, where single storey heritage street wall is bookended by taller street walls. To retain an orderly streetscape characteristic, any new street wall should match the adjoining heritage forms, whilst a variation of up to one storey (lower) is possible in a more 'diverse' streetscape. Importantly, new street wall should not result in diminishing the heritage quality of the streetscape.

For sites with the opportunity to establish a continuous new street wall (that responds to its abutting heritage walls) and recessive upper levels, recommendations are derived from other Planning Scheme Amendments, associated Panel reports as well as recent heritage advice from GJM Heritage.

It is preferred that new built form reinforce the established urban form patterns along Brunswick Street, comprising street walls and recessive upper levels. The visual distinction between street walls and upper levels is an important consideration. For this reason, a 'default' 8m setback along Commercial Streets and a minimum 3m* setback to side streets will be applicable to new form to:

- Provide a clear distinction between 'base' and 'top';
- Create a degree of consistency for upper levels that comprises a mix of heritage and non- heritage forms;
- Ensure new upper level does not visually dominate the streetscapes;
- Ensure no overshadowing of the public realm; and
- Reinforce the visual dominance of the street walls.

** We note that from heritage perspective, a 6m setback is preferred.*



Preferred upper level setback above new street wall

Upper Level Expression

The design of upper levels of new development should:

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

Heritage frontage

Based on an understanding of heritage advice including the distinct built form character to the south of Gertrude Street, the following parameters guide the preferred built form response for heritage frontages in the study area:

- Retention of all built fabric within sites with VHR designation. It also precludes new built form within the 'air right' above VHR buildings.
- Where new buildings are proposed within the side or rear setback of VHR sites, they are to be positioned behind existing structures, ensuring heritage frontages are not concealed by new forms from streetscape views.
- Heritage forms (both VHR and Non-VHR) should retain existing heritage frontages, including street setbacks.

Transition

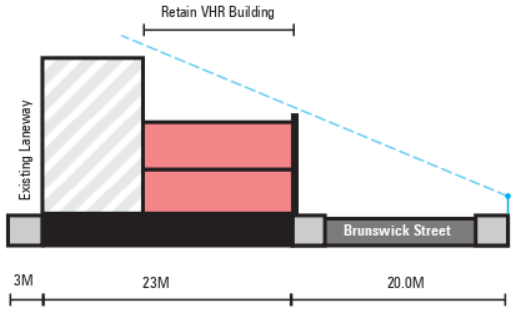
In this part of Fitzroy, the transition in building scale is often gradual. The broader skyline is primarily dominated by landmark structures (municipal and local), high-rise developments at Atherton Gardens and mid-rise forms associated with institutional and education facilities further south. There is limited evidence of recent construction along the Brunswick Street spine. Development approvals are predominantly concentrated to the back-block areas, in the Town Hall precinct.

Larger sites may be able to accommodate a gradual transition within its own site, through recessive upper levels, or variation in street wall heights. Overly stepped forms, or 'wedding cake' outcomes should be avoided.

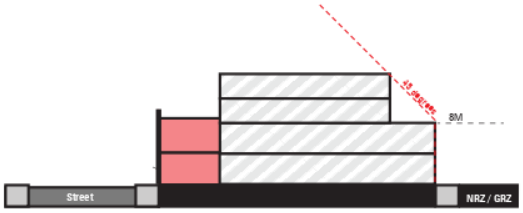
Residential Interfaces (including laneway)

Most residential properties are generally located to the east and west and are separated from the study area by a laneway, or street. There are instances where the study area has a direct abuttal to residential properties (i.e. Between Rose & Kerr Streets and between Moor and Palmer Streets) with shared side boundaries. These common boundaries are mostly defined by building sideages, or party wall (1-2 storeys). There are limited direct abuttals to private open spaces.

Along both interface types, we recommend a 8m (2 storey) form at the interface, with any built form above set back within a 45 degree built form envelope to protect residential amenity.



Preferred upper level setback behind VHR building

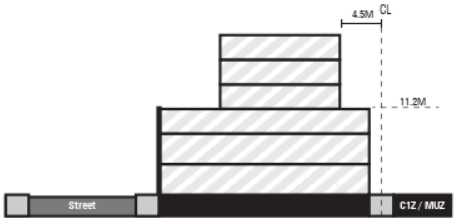


Preferred built form transition to residential zone land (GRZ/NRZ)

Non-Residential Interfaces (including laneway)

Built form should continue to respond to laneway interfaces with MUZ or C1Z land. Within the study area the existing laneways, their function, widths and arrangements vary. New development will need to appropriately address both the existing laneway condition as well as adjacent (non-residential) properties. Therefore, we recommend:

- To laneway abuttals, new development should present a maximum 11.2m (3 storey) form at the interface, with any built form above set back 4.5m from the centreline of the laneway of up to 17.6m (5 storeys).

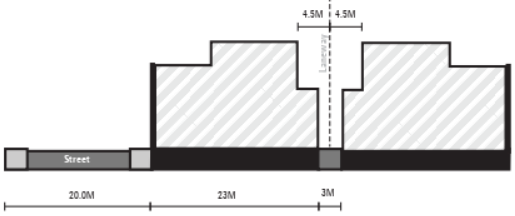


Preferred built form transition to MUZ or C1Z sites

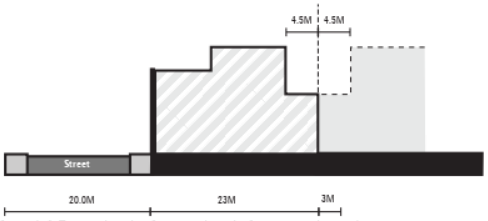
Building Separation, Amenity & Equitable Development

New development should provide a design response that considers the existing condition and future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows. Development should be setback from common boundaries to provide separation between buildings at the upper levels:

- A minimum of 4.5m from the boundary where a habitable room window is proposed;
- A minimum of 3m from the boundary where a non-habitable room window or commercial window is proposed; and
- A minimum for 4.5m from the edge of a proposed balcony or terrace.
- Where the common side boundary is a laneway, the setback is measured from the centre of the laneway.

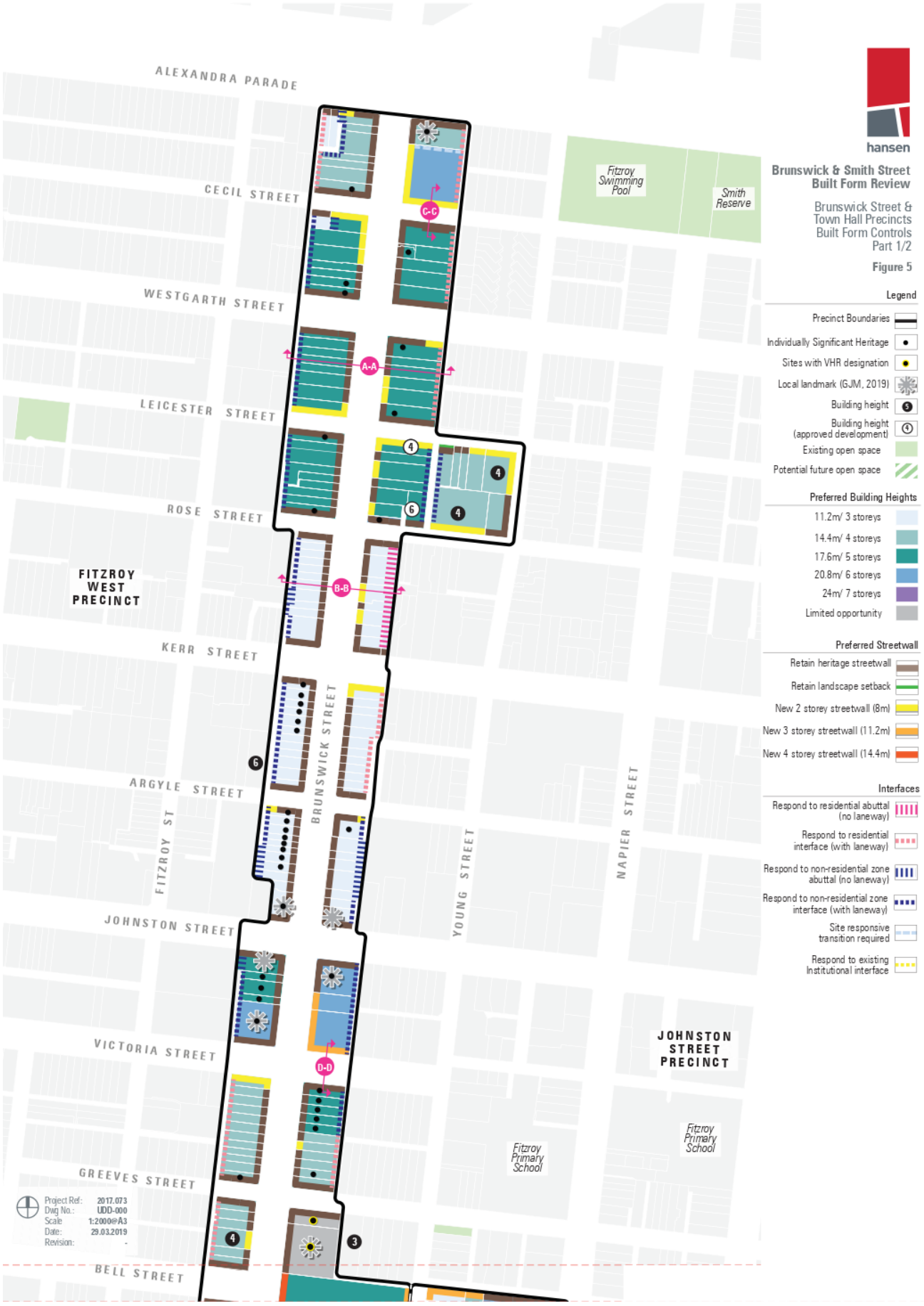


Preferred 4.5m setback of upper levels from centreline of laneway (minimum 3m wide)

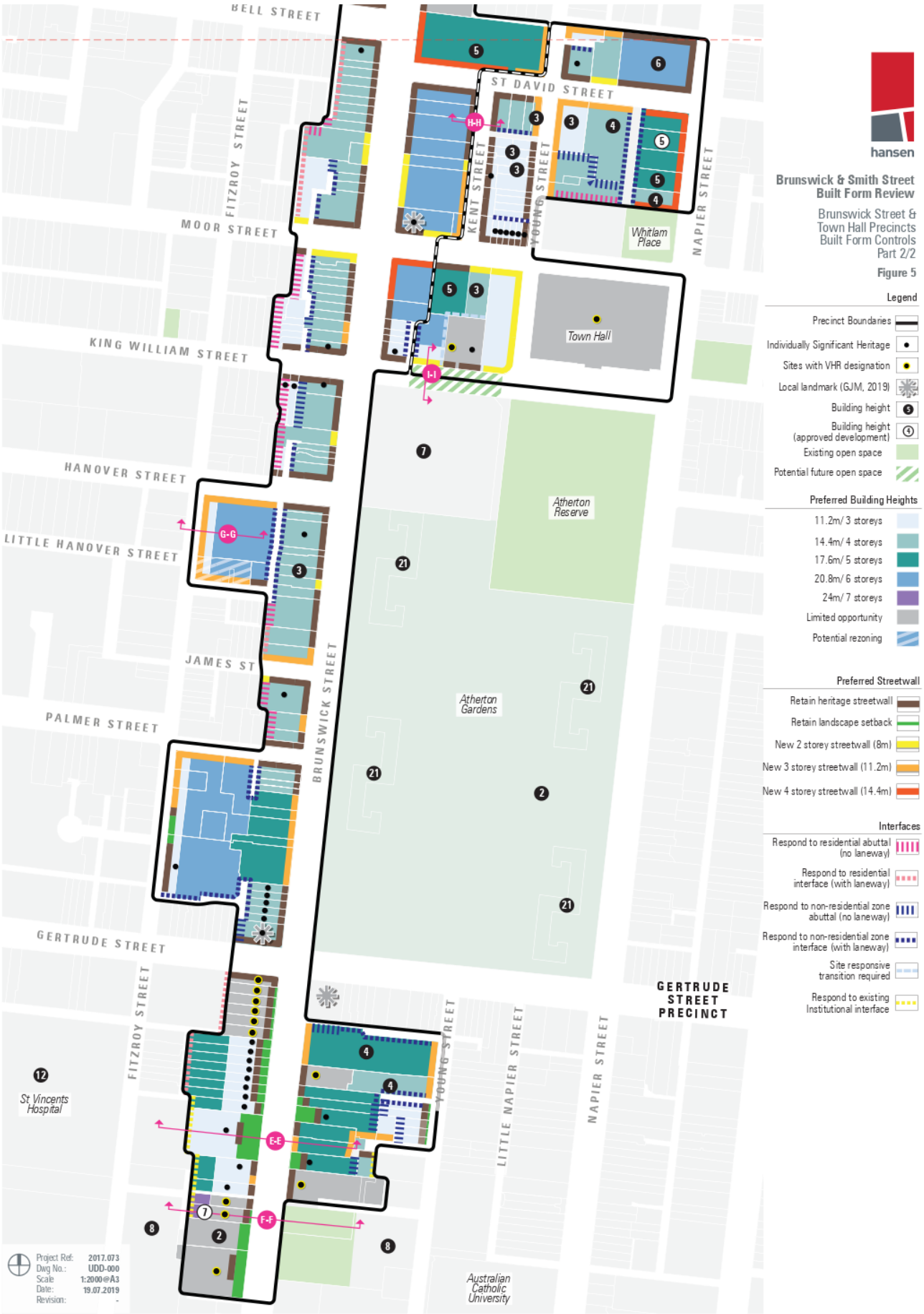


Preferred 4.5m setback of upper levels from rear boundary

Attachment 5 - Attachment 5 - Brunswick Street Built Form Framework



Attachment 5 - Attachment 5 - Brunswick Street Built Form Framework



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Brunswick & Smith Street Built Form Review

Brunswick Street & Town Hall Precincts Built Form Controls Part 2/2

Figure 5

Legend

- Precinct Boundaries
- Individually Significant Heritage
- Sites with VHR designation
- Local landmark (GJM, 2019)
- Building height
- Building height (approved development)
- Existing open space
- Potential future open space

Preferred Building Heights

- 11.2m/ 3 storeys
- 14.4m/ 4 storeys
- 17.6m/ 5 storeys
- 20.8m/ 6 storeys
- 24m/ 7 storeys
- Limited opportunity
- Potential rezoning

Preferred Streetwall

- Retain heritage streetwall
- Retain landscape setback
- New 2 storey streetwall (8m)
- New 3 storey streetwall (11.2m)
- New 4 storey streetwall (14.4m)

Interfaces

- Respond to residential abuttal (no laneway)
- Respond to residential interface (with laneway)
- Respond to non-residential zone abuttal (no laneway)
- Respond to non-residential zone interface (with laneway)
- Site responsive transition required
- Respond to existing Institutional interface

PART 4: RECOMMENDED CONTROLS

4.1 Methodology

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

- Planning Policy Framework;
- Local Planning Policy Framework, including Zones and Overlays;
- Practice Note No. 60 – Height and Setback Controls for Activity Centre;
- Practice Note No. 59 – The Role of Mandatory Provisions in Planning Schemes;
- City of Yarra Housing Strategy (Adopted 4 September 2018);
- Review & Development of the City of Yarra Landmarks Policy (March 2018);
- Urban Design Guidelines for Victoria, 2017;
- Anticipated scale and form of development outside the study area (i.e. within Residential and Employment Zones);
- Views to existing municipal and local landmarks from the public realm;
- Recognition of Yarra's heritage skyline;
- Recent development approvals (including those currently under-construction);
- 3D computer modelling of built form testing for the study area;
- Independent heritage advice and existing character considerations, consistent with the expert heritage advice provided by Council's heritage advisors (GJM Heritage);
- The overall Brunswick Street and Smith Street Built Form Review Background Report (November, 2019); and
- Extensive site inspections and workshops with Council's officers.
- Planning Panel Recommendations for:
  - Johnston Street Local Area Plan (C220);
  - Queens Parade Built Form Review (C231).

4.2 Assumptions

Formula for Deriving Numerical Building Heights

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

- Respond to the typical heights found within heritage buildings (between 8-11.2m);
- Accommodate for greater than minimum standards and provide flexibility for future uses;
- Allowance for other design elements to be accommodated, such as parapets, railings, etc.

The following numerical floor to floor dimensions were employed:

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

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

Formula for Deriving Numerical Streetwall Heights

The maximum streetwall heights have been calculated based on the above floor to floor heights, plus additional height to allow for parapets, balustrades and minor architectural features.

Zero front setback

New buildings within Activity Centres and inner urban areas such as Brunswick Street should generally be built to the street frontage in order to:

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

With the exception of retaining existing front setbacks, all new street walls within the commercial and mixed use zone should be built to boundary.

Top Floor Depth

A minimum depth of approximately 10m for the upper most level has been considered in determining overall building heights. This minimum dimension is based on a typical apartment depth, and provision of efficient access.

4.3 Precincts

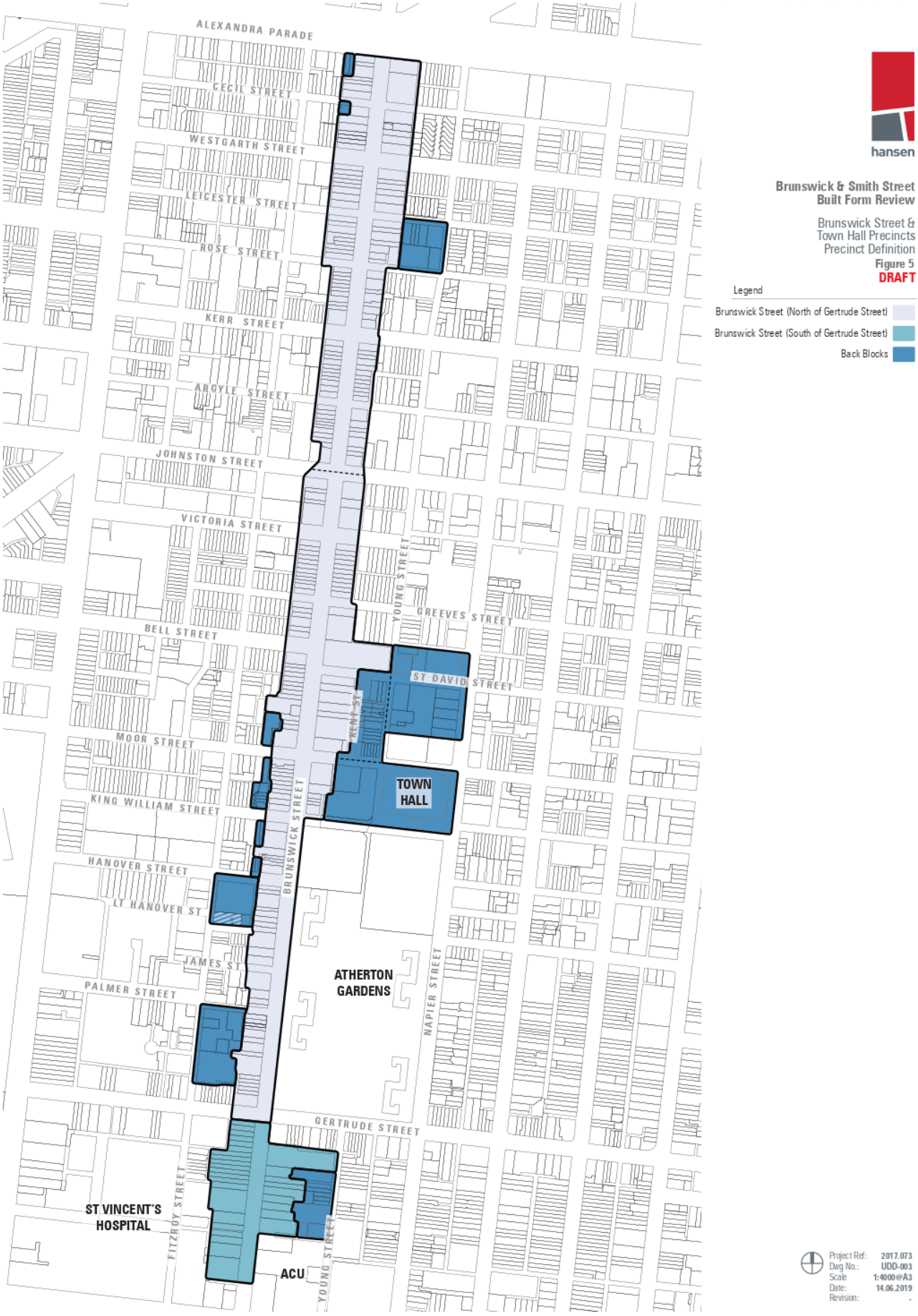
Based on the linear extent of Brunswick Street and the distinction in future built form character along the corridor and to back block areas as determined by the Built Form Framework Plan the study area is divided into several precincts including:

- Brunswick Street (North of Gertrude Street)
- Brunswick Street (South of Gertrude Street); and
- Back Blocks.

PRECINCT	STREET WALLS / GROUND LEVEL SETBACKS	PREFERRED MAXIMUM BUILDING HEIGHTS
BRUNSWICK ST (NORTH OF GERTRUDE ST)	▪ Match adjoining heritage eaves/ parapet, or lower. ▪ Preserve existing buildings on VHR sites.	11.2m to 22m (3 to 6 storeys)
BRUNSWICK ST (SOUTH OF GERTRUDE ST)	▪ Retain existing front setback. ▪ Match adjoining heritage eaves/ parapet, or lower. ▪ Preserve existing buildings on VHR sites.	11.2m to 24m (3 to 7 storeys)
TOWN HALL & BACK-BLOCKS	▪ Retain existing front setback. ▪ Match adjoining heritage eaves/ parapet, or lower. ▪ 2 storeys (8m) to 3 storeys (11.2m). ▪ Preserve existing buildings on VHR sites.	11.2m to 22m (3 to 6 storeys)

The following diagram illustrates a breakdown of these precinct boundaries.

Attachment 5 - Attachment 5 - Brunswick Street Built Form Framework



PRECINCT 1: BRUNSWICK STREET, NORTH GERTRUDE STREET

This precinct comprises lots with a primary frontage to Brunswick Street between Alexandra Parade in the north and Gertrude Street in the south.

Preferred precinct character statement

Properties fronting Brunswick Street will continue to be defined by fine grained low scaled heritage buildings. New moderate infill with be recessive in profile, befitting a 'street wall and setback' model and transition down along its residential abuttal. Where Brunswick Street intersects with east- west streets, these junctions will continue to be bookended by proud heritage forms with complementary, recessive upper levels that turn the corner, addressing both street frontages.

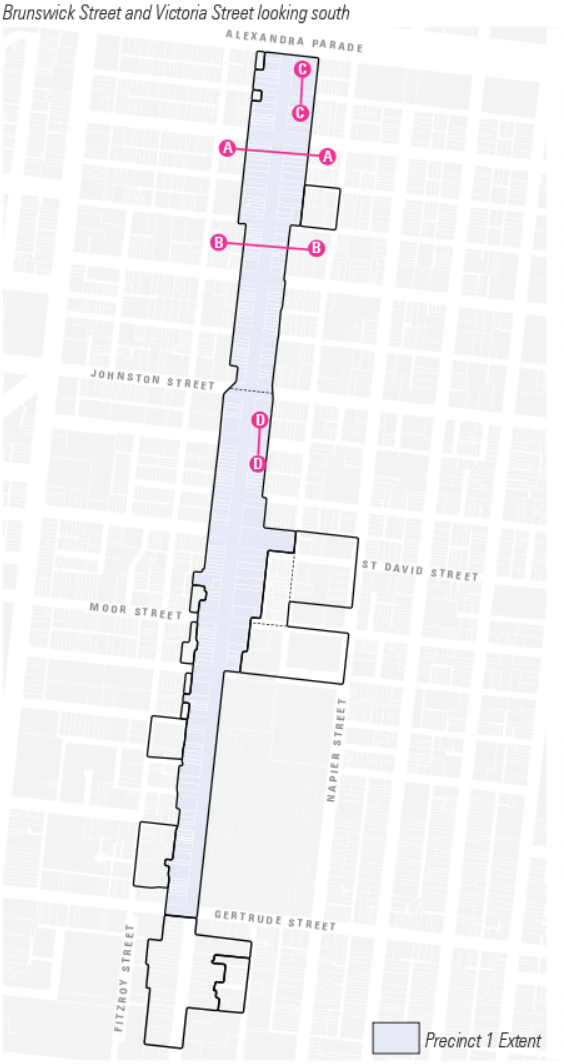
To the north of Johnston Street, the spine will reinforce the consistent street wall and subdivision grain. To the south of Johnston Street, the varied heritage street wall will be maintained, and upper levels will remain subservient in the streetscape, ensuring view lines to Municipal and Local Landmarks are preserved.

Built Form Objectives

- To ensure the heritage frontage remains the visually dominant element of all development in Brunswick Street and that new development is visually recessive and does not dominate the streetscape.
- To realise a moderate mixed-use redevelopment that respects the heritage and streetscape value of the precinct.
- To support development that contributes to an active, high quality and pedestrian friendly environment.
- To enhance a consistent and orderly streetscape presentation to the north of Johnston Street.
- To maintain a diverse streetscape presentation to the south of Johnston Street.
- To ensure views to the architectural features of municipal landmarks and local landmarks are not visually cluttered or obscured.
- To minimise overshadowing impact on existing/ future open space and the opposite side of footpaths along commercial and 'green' streets.
- To ensure suitable transitions to residential interfaces.

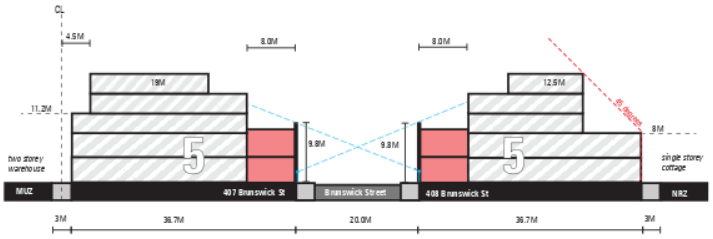


Brunswick Street and Victoria Street looking south

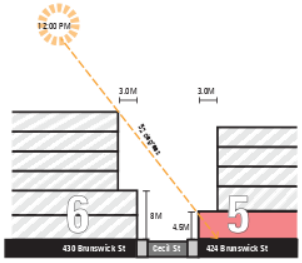


Guidelines

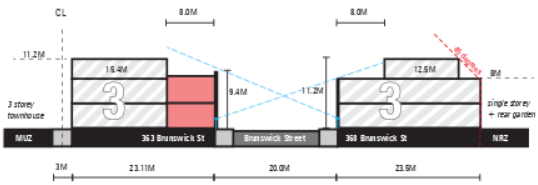
1. Establish a clear distinction between street wall and rising form behind.
2. Avoid new single storey street wall.
3. Ensure new infill street walls matches the parapet height of adjoining heritage forms.
4. Ensure new development complements heritage architectural features (grain and rhythm).
5. Ensure upper levels behind heritage street wall adopt a 'recessive' architectural language and material palette.
6. Ensure new development on corner sites is designed in the round and 'turns the corner' to address all street frontages.
7. Ensure new development avoids the presentation of overly stepped or 'wedding-cake' presentation.
8. Ensure new development maintain solar access to:
   - Brunswick Street, Johnston Street and Gertrude Street footpaths (opposite side) between 10am and 2pm at the equinox (21 September).
   - Footpaths (opposite side) of Westgarth Street, Kerr Street, Victoria Street, Bell Street, Moor Street and Fitzroy Street between 10am and 2pm at the equinox (21 September).
   - For other streets, to first floor between 10am and 2pm at the equinox (21 September).
9. Facilitate equitable development outcomes to adjacent sites through adequate building separation to side and rear boundaries.
10. Ensure exposed party walls to side boundaries are designed to be visually interesting.
11. Ensure servicing and car parking is provided from secondary side streets or rear laneways.
12. Ensure new development provides opportunities for improved passive surveillance to streets at ground and upper levels.
13. Encourage continuation of awnings over footpaths.



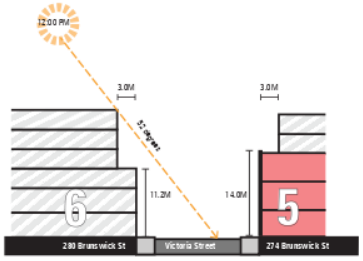
Brunswick Street indicative cross-section A-A



Narrow side street: Cecil Street indicative cross-section C-C



Brunswick Street indicative cross-section B-B



Wide green street: Victoria Street indicative cross-section D-D

PRECINCT 2: BRUNSWICK STREET, SOUTH OF GERTRUDE STREET

This precinct is defined by land to the south of Gertrude Street and to the north of lots fronting Victoria Parade and ACU precinct. The majority of lots have a primary frontage to Brunswick Street as well as several lots behind the Brunswick Street spine to the east with a frontage to Young Street.

Preferred precinct character statement

Properties fronting Brunswick Street will continue to be defined by grand heritage forms, with some ground level setbacks providing 'borrowed landscape' to the public realm. Where infill opportunity can be realised on deep allotments, it will not affect existing heritage fabric with minimal influence on the Brunswick Street skyline and streetscape. Future development will be visually recessive behind the heritage frontage, with appropriate response to its taller institutional and lower residential interfaces to the rear.

Built Form Objectives

- To ensure protection of existing built fabric on sites with VHR designation.
- To retain the heritage frontages, including street setbacks, street walls and subdivision pattern.
- To realise a moderate mixed-use redevelopment that respects the heritage and streetscape value of the precinct.
- To support development that contributes to an active, high quality and pedestrian friendly environment.
- To ensure suitable transitions to residential interfaces.
- To ensure suitable transition between existing institution precinct to the rear and the Brunswick Street frontage.

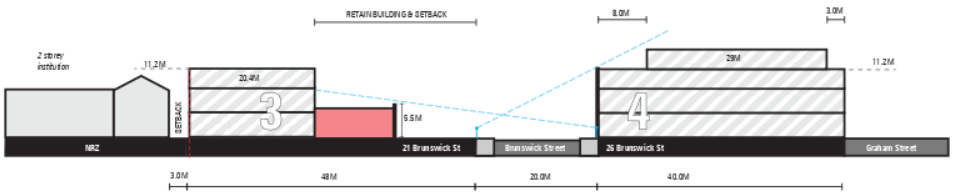


Brunswick Street and Gertrude Street looking southwest

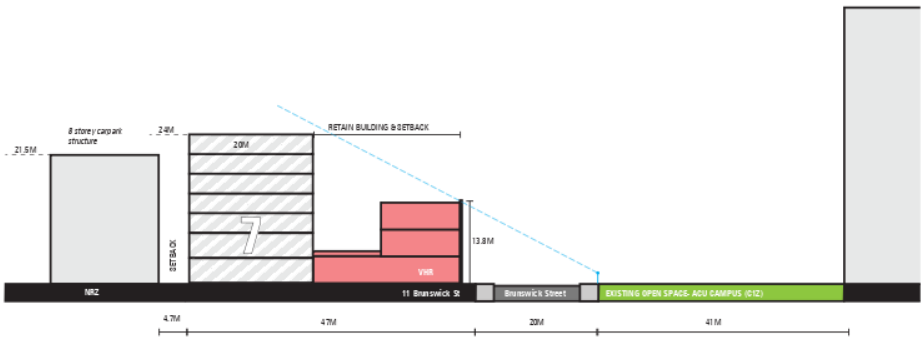


Guidelines

1. Encourage retention and repurposing of existing built form on VHR sites.
2. Retain existing front gardens along Brunswick Street.
3. Ensure new development reinforces the domestic character of the southern part of Brunswick Street through facade articulation and material treatment
4. Ensure new infill street walls matches the parapet height of adjoining heritage forms.
5. Ensure new developments are positioned to the rear, or behind existing heritage frontage.
6. Ensure new infill street walls matches the parapet height of adjoining heritage forms.
7. Ensure new development avoids the presentation of overly stepped or 'wedding-cake' presentation.
8. Ensure new development maintain solar access to Brunswick Street footpaths (opposite side) between 10am and 2pm at the equinox (21 September).
9. Facilitate equitable development outcomes to adjacent sites through adequate building separation to side and rear boundaries.
10. Ensure exposed party walls to side boundaries are designed to be visually dynamic (to minimise visual bulk).
11. Encourage laneway extension, or widening to accommodate servicing and parking access, where existing laneway conditions are too narrow.
12. Ensure servicing and car parking is provided from secondary side streets or rear laneways.
13. Ensure new development provides opportunities for improved passive surveillance to streets at ground and upper levels.



Brunswick Street indicative cross-section E-E



Brunswick Street indicative cross-section F-F

PRECINCT 3: TOWN HALL & 'BACK BLOCKS'

This precinct comprises disparate groupings of allotments, positioned behind the Brunswick Street spine which are subject to the Commercial 1 Zone and Mixed Use Zone. The key parcels of land include:

- East of Brunswick Street with frontages to Leicester, Young and Rose Streets;
- East of Brunswick Street to Napier Street, between St David Street in the north and King William Street in the south.
- West of Brunswick Street between Hanover and Fitzroy Streets; and
- West of Brunswick Street between Palmer and Fitzroy Streets.

Preferred precinct character statement

Future development in the Back Block Precinct will reinforce the diversity of mixed heritage industrial and residential built form while continuing to accommodate for a recent pattern of mid-rise buildings positioned behind the Brunswick Street spine. Streetscapes within the precinct will continue to be defined by a varied pattern of fine grained dwellings, remnant warehouses with contemporary additions, including new street walls and stronger buildings on larger sites transitioning to residential interfaces.

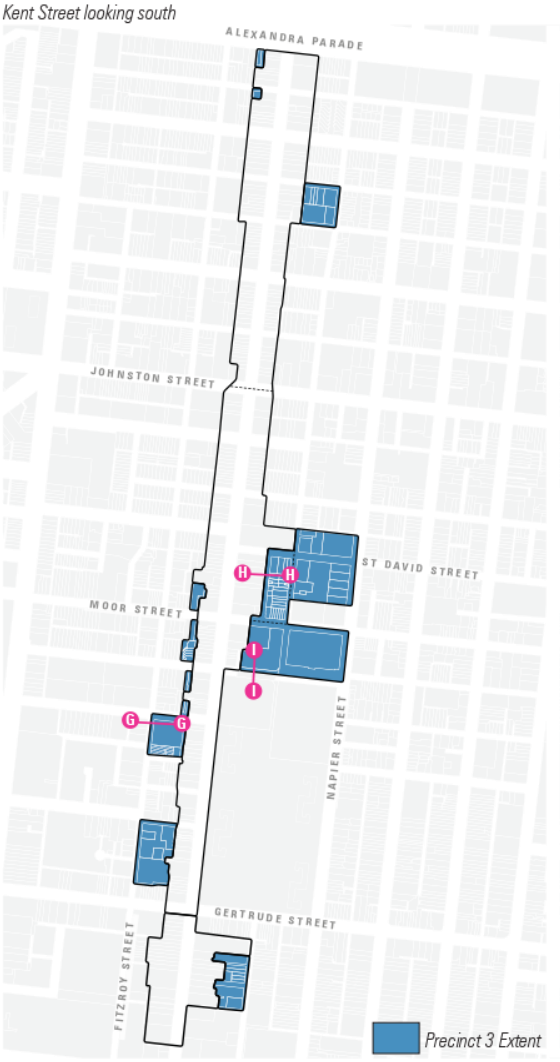
Built Form Objectives

- To retain key views to the Fitzroy Town Hall (specifically the clocktower) from the corner of Young Street and Moor Street.
- To retain heritage frontages, including street setbacks and street walls.
- To realise moderate mixed-use redevelopment that respects the heritage and streetscape values of the precinct.
- To support development that contributes to a high quality, pedestrian friendly environment, behind the Brunswick Street commercial spine.
- To encourage development that is made up of parts on large, non-contributory sites to reinforce the permeability of pedestrian access and fine-grained profile of urban blocks in the precinct.
- To ensure suitable transitions to residential interfaces.

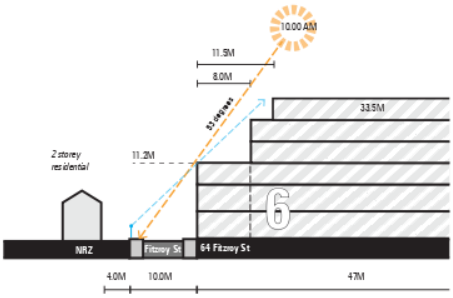
Guidelines:



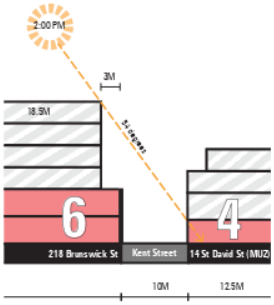
Kent Street looking south



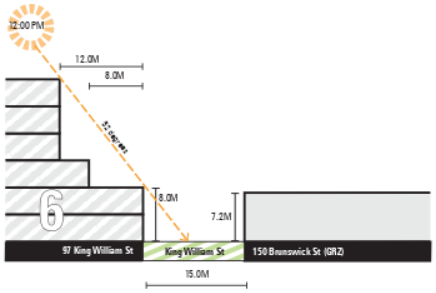
1. Ensure new development reinforces a dominant street wall presentation (where there is no heritage street wall, or street walls).
1. Encourage retention and repurposing of existing built form on VHR sites.
2. Ensure new development maintains solar access to:
   - Footpath on opposite side of Moor Street between 10 am to 2pm at the equinox (21 September).
   - First floor on opposite side of the street between 10 am to 2pm at the equinox (21 September).
   - Ensure new development minimise overshadowing of future open space between 10am and 2pm at the equinox (21 September).
3. Retain existing front setbacks including front gardens.
4. Retain existing canopy vegetation on site.
5. Ensure new development reinforces the domestic character of residential streets through facade articulation and material treatment.
6. Encourage ground level dwellings to be setback from the street frontage to accommodate new landscaping.
7. Ensure servicing and car parking is provided from secondary side streets or rear laneways.
8. Ensure new development provides opportunities for improved passive surveillance to streets at ground and upper levels.
9. Encourage streetscape improvements along Moor Street as a pedestrian priority link between Brunswick Street and Napier Street.
10. Facilitate equitable development outcomes to adjacent sites through adequate building separation to side and rear boundaries (above prescribed street wall height).
11. Ensure new development avoids the presentation of overly stepped or 'wedding-cake' presentation.
12. Encourage improvement of the public realm and investigate potential for a new public open space at King William Street reserve at the frontage of the VHR site.



Fitzroy Street indicative cross-section G-G



Narrow side street: Kent Street indicative cross-section H-H



Possible future 'green' street: King William Street indicative cross-section I-I

4.4 General Built Form Guidelines

Built Form Recommendations

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

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

Public Open Space provision

Public open space is an important element within urban areas, as is its spatial provision. There are presently no 'pocket parks' within the study area. Therefore, there is a clear lack of open space provision within this precinct. In inner urban areas such as Brunswick Street the provision of footpaths and 'pause points' at kerb outstands are important to the social health and well-being of a local community. It highlights the importance of maintaining sunlight to footpaths and kerb outstands.

Visually distinct additions and upper levels

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

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

Architectural Considerations

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

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

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

Services and Vehicle access

Ensure servicing and car parking is provided from secondary side streets or rear laneways.

The consolidation of services into basement levels is highly encouraged to mitigate extent of inactive, blank walls to the public realm.

Active and Semi-Active Frontages

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

Along the key movement corridors active ground frontages are encouraged. This is particularly relevant for Brunswick Street, to the north of Gertrude Street.

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

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

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



Recent development in Napier Street

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Traffix Group

Traffic Engineering Assessment

Brunswick Street and Smith Street Activity Centres

Prepared for
Yarra City Council

November, 2019

G22790R-01B

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Appendix A **Clause 18 of the Yarra Planning Scheme**

Appendix B **Existing Traffic Management Conditions**

Appendix C **Existing Laneway Conditions**

Existing Vehicle Access Arrangements

1. Introduction

Yarra City Council has initiated Built Form Frameworks for the Brunswick Street and Smith Street Activity Centres. These Built Form Frameworks will define the preferred future built form character of the precincts and include principles, guidelines and requirements to guide future development and to manage the level of change. Importantly, these frameworks will inform the preparation of future Design and Development Overlay (DDO) controls and policy for these areas.

The frameworks provide a guide as to what developmental changes can be expected within the Brunswick Street and Smith Street Activity Centres in the future at such time that they are implemented as DDO controls and ultimately, resulting in increased development. This increase in development has the potential to pose transport challenges for all modes along the Brunswick Street and Smith Street corridors and immediate areas.

In particular, a number of traffic engineering related issues have arisen through the creation and analysis of the framework process, including:

- concern in relation to the impact that additional development may have on the transport network, including the network performance of Brunswick Street, Smith Street and the local road network,
- the need for controls to address preferred vehicle arrangements for the Brunswick Street and Smith Street Activity Centres to support the level of development being proposed and to guide decision making and policy formulation,
- the suitability of narrow laneways to provide appropriate access to new development and movement opportunities for people, cyclists, cars and service vehicles, and
- likely Department of Transport concerns relating to vehicle access arrangements to properties on Brunswick Street and Smith Street and the potential impact on the safety and efficiency of the road and tram network.

While the traffic impacts of this growth on this constrained network this is acknowledged as a consideration, there is strong and committed strategic policy support to facilitate increased commercial and residential development in the Brunswick Street and Smith Street Activity Centres. In considering the planning of similar centres across Melbourne, Planning Panels have acknowledged that "future congestion should not stifle development"[1] and the "challenge of managing the road network should not prevent the Amendment from progressing"[2].

It is important that this project recognises the network constraints, the strong strategic support for development in the precinct, and the approach of Planning Panels in the discussion and advice on the future traffic conditions and future performance of Brunswick Street, Smith Street and the local road network. In particular, this project must help to ensure that future consideration of traffic issues is focused on how best to manage the impacts of

1 Panel Report for Moreland Amendment C123

2 Panel Report for Moreland Amendment C134

future development through improved access arrangements and measures to promote sustainable and active modes of travel through new development.

Traffix Group has been engaged by Yarra City Council to undertake an assessment of the future access arrangements, prepare access and movement plans and provide input into the content of the future Design and Development Overlay to facilitate appropriate access and movement throughout the Activity Centres. The objective of the access and movement plans is to facilitate 'best practice' access controls to properties abutting Brunswick Street and Smith Street (or located within the 'study area') and specifically:

- To maximise the efficiency of the arterial road network.
- To ensure appropriately managed vehicle access is provided to properties within the Activity Centres.
- To minimise the potential for vehicle conflicts within laneways, ensuring appropriate treatments are put into place to maximise the capacity of laneways and local roads.
- To minimise impacts on tram and public transport services.
- Provide a high quality pedestrian environment along Brunswick Street and Smith Street.
- To minimise where possible the number of vehicle access points directly to arterial roads.
- Provide appropriate vehicle access to properties, including loading and waste collection considerations.

2. Scope & Methodology

The adopted methodology for undertaking this study was as follows:

- Undertake thorough site inspections of the entire study areas to document and map (with a main focus on properties abutting arterial and higher order roads):
  - existing access arrangements for each individual property,
  - existing traffic management treatments for all arterial and local roads and rear laneways within the study areas,
  - existing configuration of each road and laneway within the study areas (including carriageway width and road reservation width), and
  - foreseeable access constraints to each individual property should development occur.
- Review and categorisation of laneways into 3 categories (unconstrained, partially constrained or highly constrained) in order to better understand their potential to currently accommodate additional traffic under their existing conditions and configuration. Key factors include laneway width, laneway length, laneway connections (i.e. continuous or dead-end) and physical layout (i.e. bends within the laneway network). These factors are discussed in more detail further in the report.
- High level review of the developmental changes forecast within the Built Form Framework in regards to traffic impacts, in particular the intensity of traffic movements and vehicle circulation within the surrounding road network within the Brunswick Street and Smith Street Activity Centres.

- Review of the capacity for laneways and local roads to accommodate the forecast level of traffic based on development potential and their existing configuration.
- Review of what configuration or adjustments may be necessary to laneways or local road configurations in order to accommodate this increase in vehicle movements and to minimise potential for vehicle conflicts within the study areas. In particular, impacts on Arterial Roads to be minimised as much as practically possible.
- Liaise with stakeholders including representatives from Council to understand the relevant authority concerns and desirable access outcomes having regard to the potential impact on the safety and efficiency of the road and tram network.
- Make recommendations as to the location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments.
- Prepare draft wording for the traffic engineering aspects of the future Design and Development Overlay, which sets out design objectives and outcomes, permit application requirements, and decision guidelines for assessing future planning permit applications, based on the desired access outcomes for future development.

3. Policy Context

3.1. Plan Melbourne 2017-2050

Plan Melbourne is the State Government plan that will guide the growth of Melbourne city for the next 35 years. It sets the strategy for supporting jobs, housing and transport, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.

The plan includes a number of key transport and urban planning objectives that the Built Form Framework aims to facilitate. The most relevant objectives are listed in the table below.

Table 1: Key Objectives of Plan Melbourne in relation to the Brunswick Street and Smith Street Activity Centres

Outcome	Directions	Policy
Outcome 2 Melbourne provides housing choice in locations close to jobs and services.	Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.	Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.
	Deliver more housing closer to jobs and public transport.	Facilitate well-designed, high-density residential developments that support a vibrant public realm in Melbourne's central city. Direct new housing and mixed-use development to urban renewal precincts and sites across Melbourne. Support new housing in activity centres and other places that offer good access to jobs, services and public transport

Outcome	Directions	Policy
		Provide support and guidance for greyfield areas to deliver more housing choice and diversity.
Outcome 3 Melbourne has an integrated transport system that connects people to jobs and services and goods to market.	Transform Melbourne's transport system to support a productive city.	Provide high-quality public transport access to job-rich areas. Improve arterial road connections across Melbourne for all road users. Provide guidance and certainty for land use and transport development through the Principal Public Transport Network and the Principal Freight Network. Improve the efficiency of the motorway network. Support cycling for commuting.
	Improve local travel options to support 20-minute neighbourhoods.	Create pedestrian-friendly neighbourhoods. Create a network of cycling links for local trips. Improve local transport choices.
Outcome 5 Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.	Create a city of 20-minute neighbourhoods.	Create mixed-use neighbourhoods at varying densities. Support a network of vibrant neighbourhood activity centres.
	Create neighbourhoods that support safe communities and healthy lifestyles.	Improve neighbourhoods to enable walking and cycling as a part of daily life.

3.2. State Planning Policy Framework (SPPF)

Clause 18 of the SPPF details state-wide objectives, strategies and policy guidelines relating to transport, including land use and transport planning, the transport system, walking, cycling, the principal public transport network, management of the road system, car parking ports, airports and freights.

The SPPF Transport objectives that are relevant to Yarra are set out in Table 2 below.

Table 2: SPPF Transport Objectives

Clause	Objectives
18.01-1 Land Use and Transport Planning	To create a safe and sustainable transport system by integrating land-use and transport.
18.01-2S Transport System	To coordinate development of all transport modes to provide a comprehensive transport system.
18.02-1S Sustainable Personal Transport	To promote the use of sustainable personal transport.
18.02-2S Cycling	To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.
18.02-2R Principal Public Transport Network	To upgrade and develop the Principal Public Transport Network and local public transport services in Metropolitan Melbourne to connect activity centres, link activities in employment corridors and link Melbourne to the regional cities.
18.02-3S Management of the Road System	To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.
18.02-4S Car Parking	To ensure an adequate supply of car parking that is appropriately design and located.

A copy of Clause 18 of the Planning Scheme is attached at Appendix A, and details the strategies and policy guidelines relating to each of the objectives listed in Table 2.

Detailed state-wide requirements in relation to car parking, loading and bicycle parking are set out at Clause 52.06, 65.01 and 52.34 of the Planning Scheme respectively.

3.3. Local Planning Policy Framework

While Clause 18 sets out the state-wide planning policy in relation to transport, each Council also sets its own local policies at Clauses 20, 21 and 22 of the Planning Scheme.

Clause 21 sets out the Municipal Strategic Statement (MSS).

Clause 21.03 sets out the vision for the municipality, as follows:

Land Use

- *The City will accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged.*
- *Yarra will have increased opportunities for employment.*
- *There will be an increased provision of public open space.*
- *The complex land use mix characteristic of the inner City will provide for a range of activities to meet the needs of the community.*
- *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne.*

Built Form

- *Yarra's historic fabric which demonstrates the development of metropolitan Melbourne will be internationally recognised.*
- *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks.*
- *People will safely get together and socialise in public spaces across the City.*
- *All new development will demonstrate design excellence.*

Transport

- *Local streets will be dominated by walkers and cyclists.*
- *Most people will walk, cycle and use public transport for the journey to work.*

Environmental sustainability

- *Buildings throughout the City will adopt state-of the-art environmental design.*
- *Our natural environment will support additional species of flora and fauna.*

This vision is pursued by the objectives and strategies set out in the land use, built form, transport, environmental sustainability and neighbourhood sections under Clauses 21.04-21.08.

Clause 21.06 sets out Yarra's detailed local Transport policy. The preamble states the following:

Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. This is also a key message of Melbourne 2030 and fundamental to the health and well-being of the community.

While the scope of the planning scheme in managing an integrated transport system is limited, Council will work towards improving the quality of walking and cycling infrastructure as a priority. Note that the term "walking" includes people who use wheelchairs.

Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options.

The specific objectives and strategies for Transport management in Yarra are detailed in Table 3 below.

Table 3: LPPF Transport Objectives & Strategies

Clause	Objective	Strategies
21.06-1 Walking & Cycling	To provide safe and convenient pedestrian and bicycle environments.	30.1 Improve pedestrian and cycling links in association with new development where possible. 30.2 Minimise vehicle crossovers on street frontages. 30.3 Use rear laneway access to reduce vehicle crossovers.
21.06-2 Public Transport	To facilitate public transport usage.	31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.
21.06-3 The Road System & Parking	To reduce the reliance on the private motor car.	32.1 Provide efficient shared parking facilities in activity centres. 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.
	To reduce the impact of traffic.	33.1 ensure access arrangements maintain the safety and efficiency of the arterial and local road networks. 33.2 Ensure the level of service needed for new industrial and commercial operations does not prejudice the reasonable needs of existing industrial and commercial operations to access Yarra's roads.

The City of Yarra is currently undertaking a review of a number of Municipal Strategic Statement (MSS) policy themes, including Transport.

Yarra's Planning Scheme Review – Report on Findings (October 2014) sets out the following in relation to the current Transport policy in the Planning Scheme:

> *An effective and efficient transport network is at the heart of a vibrant, equitable and prosperous municipality. In inner city environments, the management of the limited road and transport space and resources can require balancing of a number of objectives. This is a particular challenge in Yarra, due to the travel demands generated by:*
>
> - *the strategic location of the municipality on the edge of the central city*
> - *the significant and growing mobile population, and*
> - *the presence and proximity of major event attractors.*
>
> *Transport is currently addressed separately in the Context and Vision provisions of the Scheme as well as in strategy at Clause 21.06. It is also addressed in some specific policies such as the parking, access and traffic provisions of Built Form and Design Policy (Clause 22.10).*
>
> *The current policy expresses a preference to reduce car dependency and encourage walking, cycling and public transport use. This appears to have had some success, with Yarra having a higher bicycle use rate than other parts of Melbourne.*

There are still, however, inconsistencies regarding the requirement for Green Travel Plans, the use of car share schemes and reductions or waiving of on-site car parking.

Carparking was considered a particularly contested political issue in the initial consultation; any position or strategy regarding carparking is unlikely to satisfy all stakeholders. The Parking Strategy and Local Area Transport Management Policy provides a framework for the development of local area traffic management schemes.

The Scheme would be assisted with clear direction about how Council seeks to facilitate greater use of public transport, walking and cycling, and how and in what circumstances this will translate into reduced car parking, car sharing schemes and the like. The approach should include consideration of car parking in activity centres on a precinct wide basis (rather than site-by-site) as well as strategies relating to visitor car parking and increased bicycle parking.

Relevant additional policies and studies (which do not form part of the Planning Scheme) are summarised below.

3.3.1. Clause 22.07 – Development Abutting Laneways

The City of Yarra has a specific policy in relation to development abutting laneways.

The local policy identifies the need to retain existing laneways and enhance their amenity. It also states that, where appropriate, laneway access for vehicles is to be used in preference to street frontages to reduce vehicle crossovers.

Objectives

- To provide an environment which has a feeling of safety for users of the laneway.
- To ensure that development along a laneway acknowledges the unique character of the laneway.
- To ensure that where development is accessed off a laneway, all services can be provided to the development.
- To ensure that development along a laneway is provided with safe pedestrian and vehicular access.

Policy

It is policy that:

- Where vehicular movement in the laneway is expected to cause a material traffic impact, a traffic impact assessment report be provided to demonstrate that the laneway can safely accommodate the increased traffic.
- Where alternative street frontage is available, pedestrian access from the street be provided.
- Pedestrian entries be separate from vehicle entries.
- Pedestrian entries be well lit to foster a sense of safety and address to a development. Existing lights may need to be realigned, or have brackets or shields attached or additional lighting may be required.

- Lighting be designed to avoid light spill into adjacent private open space and habitable rooms.
- Vehicle access be provided to ensure ingress and egress does not require multiple vehicular movements.
- Windows and balconies overlook laneways but do not unreasonably overlook private open space or habitable rooms on the opposite side of the laneway.
- Development respect the scale of the surrounding built form
- Development not obstruct existing access to other properties in the laneway.
- Doors to car storage areas (garages) not protrude into the laneway.
- The laneway not be used for refuse storage.
- All laneway upgradings which provide improved access to the development be funded by the developer.
- The laneway meet emergency services access requirements.

3.3.2. Council Transport Statement 2006

City of Yarra's Strategic Transport Statement 2006 sets out a clear desire to reduce car dependence in the City of Yarra by promoting walking, cycling and public transport use as viable and preferable alternatives.

The Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists
3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic

The vision of Council's Transport Statement 2006 is ... *"to create a city which is accessible to everyone irrespective of levels of personal mobility and where a fulfilling life can be had without the need for a car"*.

There are seven key Strategic Transport Objectives (STO) to achieve this vision.

Of particular relevance is STO 5, which is to … *"ensure Council's response to parking demand is based on Yarra's hierarchy and sustainable transport principles"*.

3.3.3. Transport Statement Review 2012

The City of Yarra's Strategic Transport Statement was reviewed in 2012.

Relevant key actions include the following:

- *Develop guidelines for assessing planning permit applications for car parking dispensation.*
- *Develop guidelines for car share operators that address the issues of location, number of bays and signage so that operators are clear as to the process and responsibilities.*

3.3.4. Yarra Parking Management Strategy

The Yarra Parking Management Strategy provides the framework around Yarra's policies for parking permit schemes, parking enforcement, the provision of disability access parking, managing parking around shopping strips, signage and all other parking-related issues and topics.

Council's website states that the fundamental aims of the Strategy are:

- *to reduce the number of cars parking in Yarra,*
- *to promote public transport as an alternative to driving, and*
- *to ensure visitors contribute to the cost of providing Yarra's parking infrastructure.*

A key aim underpinning this strategy is Council's desire to promote sustainable travel, such as cycling, walking and public transport.

Action Area 4 of Council's Parking Management Strategy is an integrated approach for Municipal Parking Strategy and in particular identifies a need to further develop Yarra's policy to provide a disincentive to car ownership and use by working with other sections of Council to promote behaviour change, sustainable transport and introduce more sustainable transport infrastructure.

3.3.5. Liveable Yarra Project

In 2015 Council undertook an extensive community engagement process known as the "Liveable Yarra Project". The consultation consisted of a number of elements including a People's Panel, Advisory Committees, and Targeted Community Workshops, and covered a range of topics, one of which was "Access and Movement".

The "engagement summary" document prepared by Capire Consulting Group (January 2016) summarised the consultation in relation to access and movement as follows:

> *"Access and movement received the highest number of priority votes at 64. Actions around the improvement of cycling, walking and non-automotive transport modes were strongly supported. Panel members suggested trialling street closures to "reclaim" street share for cyclists and pedestrians. The trade-off of busier arterials was seen as largely acceptable pending the trials. Panel members were very supportive of Council efforts to lobby for public transport upgrades."*

The specific Access and Movement recommendations which were summarised in the "engagement summary" document are as set out in Table 4 below.

Table 4: Summary of Parking Recommendations from Liveable Yarra Project

Action No.	Action	Support from People's Panel
1	Articulate targets for street share. Develop a municipality wide plan for transport and access.	86% support 12% not sure 2% disagree
2	Close local (residential) streets to through traffic including living streets.	36% support 48% not sure 16% disagree
3	Increase space for pedestrians and bikes, dedicated lanes/corridors. Decrease car space on the streets.	63% support 22% not sure 15% disagree
4	Require better bicycle parking as part of major development.	76% support 14% not sure 10% disagree
5	Reduce barriers that discourage riding, improve safety, connections, lighting. Council to provide additional cycling infrastructure – a comprehensive network that consistently provides a good level of service.	75% support 18% not sure 7% disagree
6	Move away from a "predict and provide" approach to providing car parking in new development.	86% support 12% not sure 2% disagree
7	Continue to work with State Government to improve performance of current public transport infrastructure assets.	36% support 48% not sure 16% disagree
8	Continue lobbying for improved public transport (new infrastructure and services).	63% support 22% not sure 15% disagree

4. Brunswick Street/Smith Street Built Form Framework

Brunswick Street and Smith Street are important commercial and retail areas within the Yarra Local Government Area that has been identified in State and local planning policy documents as an area suitable for accommodating significant residential and commercial growth, principally through redevelopment of sites and development in new upper levels to existing buildings.

Built Form Frameworks are being prepared for the Brunswick Street and Smith Street Activity Centres. These provide recommendations in relation to building heights and setbacks, amongst other areas and will guide the future form and development in these centres.

This report informs and supports the traffic engineering aspects of the Built Form Framework. It seeks to manage the impact of new development by encouraging appropriate vehicle access outcomes, in particular the use of side and rear frontages for vehicle access instead of arterial roads. This strategy is important to promoting pedestrian and cycle friendly environments and support public transport services along these roads.

The development outcomes proposed under the Built Form Framework have been taken into account when formulating our recommendations. In particular, the envisioned development intensity abutting and accessing the local road/laneway network has been a key factor in the recommendations of this report. The main focus of this report is adjoining properties to the arterial road network and higher order roads.

5. Existing Conditions

5.1. Study Areas

The study areas extend for approximately 1.7km long sections of Brunswick Street and Smith Street between Alexandra Parade and Victoria Parade. The study area also includes sections of Johnston Street, Gertrude/Langridge Street and Alexandra Parade.

This is shown in the locality plan provided on the following page at Figure 1.

Land within the study areas is generally zoned 'Commercial 1 Zone' and 'Mixed Use Zone', as shown in Figure 2. Both figures show the overall study area, in addition to the area of focus of this report, which includes all properties adjacent to arterial roads and higher order roads

Significant land uses within the vicinity of the study area include:

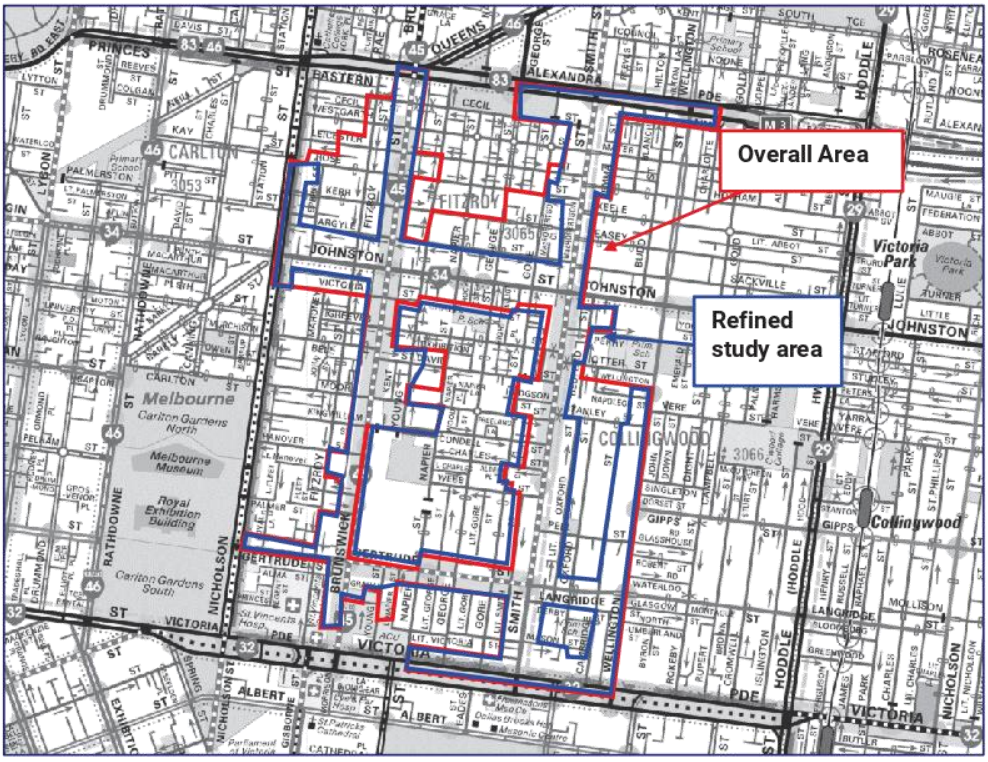
- Smith Street Reserve/Fitzroy Swimming Pool, located on Alexandra Parade, between Young Street and George Street.
- Fitzroy Primary School, located on Chapel Street, between Napier Street and George Street.
- Melbourne Polytechnic (Collingwood), located east of Smith Street, between Perry Street and Otter Street.

- St Josephs Primary School, located on Wellington Street, between Perry Street and Otter Street.
- Sacred Heart Primary School, located on Young Street, between Moor Street and King William Street.
- Fitzroy Town Hall, located corner of Moor Street and Napier Street.
- Atherton Reserve, located corner of Napier Street and King William Street.
- Academy of Mary Immaculate Secondary College, located on Nicholson Street between Hanover Street and Palmer Street.
- St Vincents Hospital, located corner of Nicholson Street and Victoria Parade.
- Australian Catholic University, located corner Brunswick Street and Victoria Parade

In the wider area, the following Activity Centres and key land uses are located in close proximity to the study area:

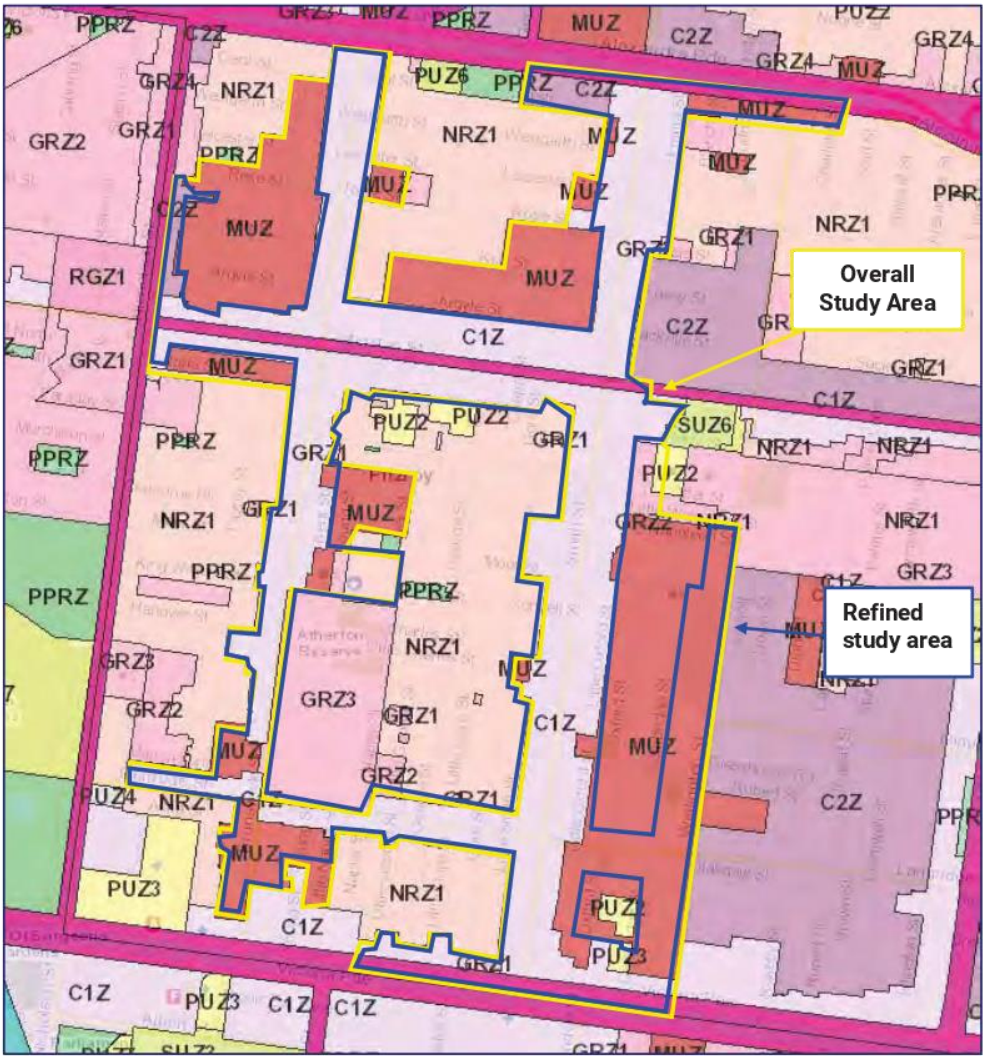
- Carlton Gardens/Melbourne Museum, located adjacent to the study area on the west.
- The Melbourne CBD (Hoddle Grid) begins approximately 450m south-west of the study area.
- The Victoria Street Activity Centre begins approximately 550m east of the study area.
- The Melbourne Cricket Ground, located approximately 1km south of the study area.
- The Bridge Road Activity Centre, located approximately 1km south-east of the study area.

All of these areas are readily accessible from the study area via walking, cycling or a short public transport trip.



Source: Melway

Figure 1: Locality map



Source: Planning Schemes Online

Figure 2: Land use zoning map

5.2. Road Network

The following section describes the higher order roads within the study areas. This study has also reviewed the local roads and laneways within the study area.

A detailed review of the existing traffic management measures on arterial and local roads within the study areas is provided at Appendix B.

A detailed review of the existing conditions of ROWs is included at Appendix C of this report.

A map of existing vehicle access points to properties within the study area abutting arterial roads is included at Appendix D of this report.

There are a total of 5 Council arterial roads and 4 VicRoads arterial roads (Road Zone Category 1) within the study area. These are summarised in the following table.

Table 5: Summary of Arterial Roads

Road Name	General Configuration	Speed Limit	Notes
Council Arterial Roads			
Brunswick Street	Traffic lane, parking lane and bicycle lane in each direction, separated by painted median	40km/h	Central lane shared with trams
Smith Street	Traffic lane and shared bicycle/parking lane in each direction, separated by painted median	40km/h	Central lane shared with trams
Wellington Street	Traffic lane and shared bicycle/parking lane in each direction, separated by painted median	40km/h	To the south of Gipps Street, the bicycle lane is provided via Copenhagen style lanes.
Gertrude Street	Traffic lane and shared indented parking/bicycle lane in each direction	40km/h	Central lane shared with trams, becomes Langridge Street to the west of Smith Street
Langridge Street	Traffic lane, parking lane and bicycle lane in each direction, separated by painted median	40km/h	Becomes Gertrude Street to the east of Smith Street
VicRoads Arterial Roads			
Alexandra Parade	Three traffic lanes and a parking lane in each direction, separated by a central median	60km/h	There are sections where a bicycle lane is provided, however this is not continuous
Johnson Street	A traffic lane and shared bus lane/kerbside parking lane in each direction. There is also a central contraflow traffic lane.	40km/h 7am-3am, 60km/h all other times.	AM and PM clearway restrictions apply to the south and north kerbside lanes, at which times these lanes become dedicated bus lanes

Road Name	General Configuration	Speed Limit	Notes
Victoria Parade	Three traffic lanes, a bus lane and a parking lane in each direction, separated by a central median. Tram tracks are provided within the central median.	60km/h	The bus lane is shared with cyclists.
Nicholson Street	Two traffic lanes in each direction, separated by a central tram fairway. Kerbside parking is also provided at sections of the road	60km/h to the north of King William Street, 40km/h to the south	-

5.2.1. Arterial Road Traffic Volumes

The following table sets out the Average Annual Daily Traffic Volumes of the arterial roads within the study area. This information is sourced from the VicRoads Arterial Road Database (April, 2018). Data is only available for the VicRoads arterial roads and does not include those operated by Council.

Table 6: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database – April 2018)

Road Name	Average Annual Daily Traffic Volume
Alexandra Parade	
Btw Nicholson/Brunswick	77,000
Btw Queens/George	71,000
Btw Smith/Wellington	66,000
Johnson Street	
Btw Nicholson/Brunswick	19,300
Btw Brunswick/Smith	20,000
Btw Smith/Wellington	18,400
Victoria Parade	
Btw Nicholson/Gisborne	36,000
Btw Gisborne/Brunswick	42,000
Btw Brunswick/Lansdowne	48,000
Btw Lansdowne/Smith	40,000

Road Name	Average Annual Daily Traffic Volume
Btw Smith/Clarendon	43,000
Btw Clarendon/Wellington	46,000
Nicholson Street	
Btw Victoria/Gertrude	17,200
Btw Gertrude/Johnson	17,300
Btw Johnson/Princes	20,000

5.2.2. Traffic Conditions

Key intersections along Brunswick Street and Smith Street and the surrounding arterial road network are operating at or near capacity during peak hours. Various traffic analysis conducted by Traffix Group and other consultants have found that these intersections operate at or near capacity during the commuter peak hours, with congestion on one or more legs at various times.

The provision of Clearways at commuter peak hours along Johnson Street provides addition capacity in the peak direction, however congestion is still experienced at other times of the day and on the weekend.

5.3. Public Transport

The subject site is located in an area that is well serviced by tram, bus and rail services as follows:

- Tram Route 11 operates between West Preston and Docklands via Northcote, Fitzroy and the city and runs along Brunswick Street.
- Tram Route 86 operates between Bundoora and Docklands via Northcote, Preston Collingwood and the city and runs along Smith Street and Gertrude Street.
- Tram Route 12 operates between Victoria Gardens and St Kilda via Richmond, the city and South Melbourne and runs along Victoria Parade.
- Tram Route 109 operates between Box Hill and Port Melbourne via Mont Albert, the city and Southbank and runs along Victoria Parade.
- Tram Route 96 operates between East Brunswick and St Kilda Beach via Fitzroy, the city, Southbank and Albert Park and runs along Nicholson Street.
- Two bus routes and a night bus operate along Johnson Street (Bus Route 200 and 207, plus additionally NightBus Route 966).
- A total of 11 different bus services operate along Hoddle Street to the east of the study area, adjacent to the Victoria Parade/Hoddle Street intersection.

- Parliament Railway Station, which is a part of the City Loop, is located to the south-west of the study area.

These public transport services are shown on the Public Transport Map at Figure 3 below.

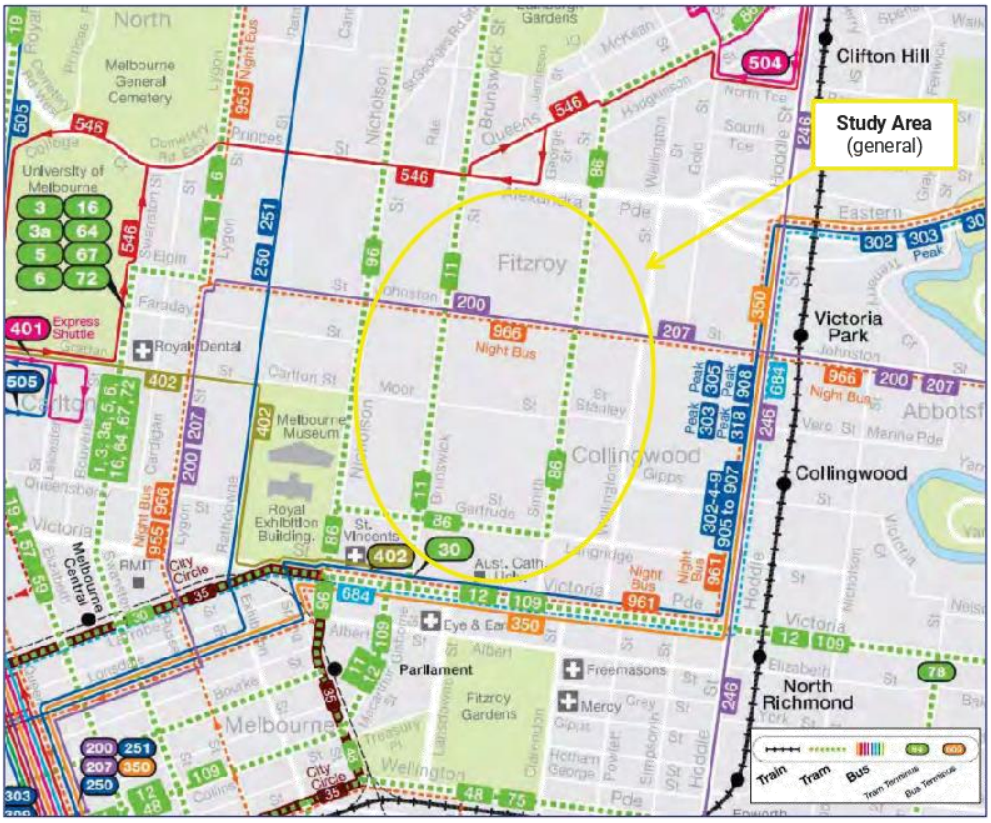


Figure 3: Public Transport Map

Source: Public Transport Victoria

5.4. Sustainable Transport Modes

The study area is well served by alternative transport modes. Figure 4 below shows the Travel Smart Map for the study area.



Source: City of Yarra

Figure 4: Travel Smart Map

5.4.1. Car Share

As shown on the TravelSmart map at Figure 4, there are a number of car share vehicles located within the study area and surrounding streets.

The provision of these car share vehicles provides drivers with a viable alternative to owning their own personal vehicle and actively encourages the use of alternative transport modes. Residents within Fitzroy and Collingwood do not need a car for everyday trips as they have convenient access to public transport and are within convenient walking and cycling distance of many activities within the Melbourne CBD and nearby Activity Centres. Car share vehicles provide a car on demand for those trips that specifically require a vehicle.

5.4.2. Cycling

Brunswick Street and most of Smith Street are nominated as an informal bicycle routes. On-road bicycle lanes are provided on several nearby roads including Napier Street, George Street, Gore Street and Wellington Street. An off-road bicycle route is also located along Hoddle Street. It is of note that Nicholson Street, Brunswick Street, Wellington Street, Alexandra Parade and Victoria Street area all part of the Principal Bicycle Network (PBN)

The high level of bicycle infrastructure within and surrounding the study area provides cyclists with convenient access to the surrounding suburbs. Wellington Street is also part of the Strategic Cycling Corridor (SCC) which the State Government is currently planning.

5.4.3. Walking

The study area is highly walkable with many everyday services and destinations within convenient walking distance. The Walkscore[3] map for Collingwood and Fitzroy is below, with most areas of Collingwood scoring well over 92 and Fitzroy scoring 99 (classified as a 'Walkers Paradise'). The Melbourne CBD, Lygon Street, Victoria Street and Bridge Road are all within a walkable distance from Brunswick Street and Smith Street.

[3] https://www.walkscore.com/AU-VIC/Melbourne/Collingwood and https://www.walkscore.com/AU-VIC/Melbourne/Fitzroy



Source: Walkscore.com

Figure 5: Walkscore Map – Collingwood and Fitzroy

5.5. Demographics

The majority of new dwellings within the study area will be apartment style dwellings. A review of car ownership statistics for 'flats units and apartments' within the suburbs of Fitzroy and Collingwood and the City of Yarra highlights the following average car ownership statistics. This data was recorded by the Australian Bureau of Statistics (ABS) in the 2016 census.

These statistics indicate that the parking requirements for dwellings set out under Clause 52.06-5 of the Planning Scheme are generally higher than the car ownership statistics for households residing within apartments in Fitzroy and Collingwood. Not only are the average car ownership rates lower than Clause 52.06-5., there is a considerable proportion of households that do not require car parking including 44-48% of one-bedroom and 31-35% of two-bedroom households.

Table 7: ABS car ownership statistics (2016) – Apartments

Type of Dwelling	Number of Cars	Fitzroy Suburb	Collingwood Suburb	Yarra LGA
Studio/Bedsit Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**0.1**	**0.2**	**0.3**
	0 cars	86%	82%	73%
	1 car	14%	18%	25%
	2 or more cars	0%	0%	3%
1 bedroom Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**0.6**	**0.6**	**0.7**
	0 cars	48%	44%	38%
	1 car	46%	51%	55%
	2 or more cars	6%	5%	7%
2 bedroom Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**0.8**	**0.9**	**0.9**
	0 cars	35%	31%	26%
	1 car	52%	54%	56%
	2 or more cars	13%	15%	19%
3 bedroom Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**1.1**	**1.0**	**1.2**
	0 cars	26%	23%	20%
	1 car	49%	56%	48%
	2 or more cars	25%	20%	25%

5.5.1. Journey to Work Data

A review of Journey to Work data for the suburbs of Fitzroy and Collingwood, the City of Yarra and the Greater Melbourne highlights the following statistics. This data was recorded by the Australian Bureau of Statistics (ABS) in the 2016 Census.

This data highlights a much stronger reliance on public transport, walking and cycling for those living (in particular) and working within the study area compared with the Melbourne metropolitan area.

Table 8: Journey to Work Data: 2016 Census, ABS

% mode of travel for 'journey to work' trip	Live within the area (i.e. place of residence)				Work within the area (i.e. place of work)			
	Fitzroy	C.wood	City of Yarra	Greater Melb.	Fitzroy SA2	C.wood SA2	City of Yarra	Greater Melb.
Car as driver	25%	27%	33%	61%	36%	48%	49%	61%
Public Transport	24%	27%	28%	15%	30%	24%	24%	14%
Walking	24%	19%	12%	3%	8%	7%	6%	3%
Cycling	8%	8%	9%	1%	6%	5%	4%	2%
Other (car passenger, motorcycle, etc.)	5%	5%	5%	6%	5%	6%	4%	5%
Other Data (worked at home, did not go to work, mode not stated)	14%	14%	13%	14%	15%	10%	13%	15%

6. Transport Impacts

The primary purpose of this study is to review the traffic engineering implications of the implementation of an amendment to the Planning Scheme, which introduces a range of built form controls to the Yarra Planning Scheme. This amendment is required to implement the recommendations of the Brunswick Street and Smith Street Built Form Review prepared by Hansen Partnership.

The key transport engineering impact of the proposed controls is the direction to use rear laneways for vehicle access to new developments wherever possible and avoid new crossovers to arterial roads within the study area. As a result, the use of the laneways with the study area will increase, in some cases substantially. This study reviews the potential impacts of new development and makes recommendations to manage the increased use of these laneways.

The following sections provide:

- An overview of the likely traffic impacts of increased development within the study area, by reviewing a case study of Victoria Street, Richmond.
- A description of why laneways should be used for vehicle access.
- An outline of the methodology behind our categorisation of laneways within the study area.
- A description of laneway characteristics and how these affect the capacity of laneways to accommodate vehicles, pedestrians and cyclists.
- A detailed description for each of the options considered to improve the laneway network.
- Analysis of the potential capacity of each laneway to accommodate additional traffic and recommendations to improve individual laneways.

6.1. Traffic Impacts Along Arterial Roads in Study Area

In order to assess the likely traffic impacts of increased development along the arterial roads within the study area, we have undertaken a case study and review of Victoria Street, Richmond. The review generally covers the period between 2006 and 2016.

Victoria Street is similar to the arterial roads within the study area in that is a key arterial road and transport link through Melbourne's inner suburbs and the CBD.

In April, 2010, Yarra City Council adopted the Victoria Street Structure Plan, a document that built on planning work that occurred between 2002 and 2010. Since that time, significant redevelopment has occurred, particularly within the eastern and western precincts identified by this structure plan.

The following reviews the changes to Victoria Street and the changes in transport along Victoria Street as a model for how the study area may evolve over time.

6.1.1. Case Study – Victoria Street Activity Centre

The number of people living within the Richmond Statistical Local Area has increased from 23,797 people in in 2001 to 26,121 in 2011[4], which is a 9.7% increase over that time period.

Yarra City Council has provided data on the increased development that has occurred directly adjacent to Victoria Street in the last 10 years. This data was sourced from the valuation and permit information data by Council and Housing Dwelling Development data provided by the State Government.

Table 9 sets out the change in dwelling numbers along Victoria Street.

Table 10 sets out the change in commercial floor space along Victoria Street.

Table 9: Change in Dwelling Numbers along Victoria Street – 2007-2016

Year	Total Dwellings	Yearly Change	Net Change Since 2007
2007	135		
2008	139	+4	+4
2009	200	+61	+65
2010	254	+54	+119
2011	347	+93	+212
2012	626	+279	+491
2013	1499	+873	+1364
2014	2119	+620	+1984
2015-2016	2490	+371	+2355

The change in dwelling density is highlighted in the following two maps.

[4] 2016 data is not available at the time of writing.

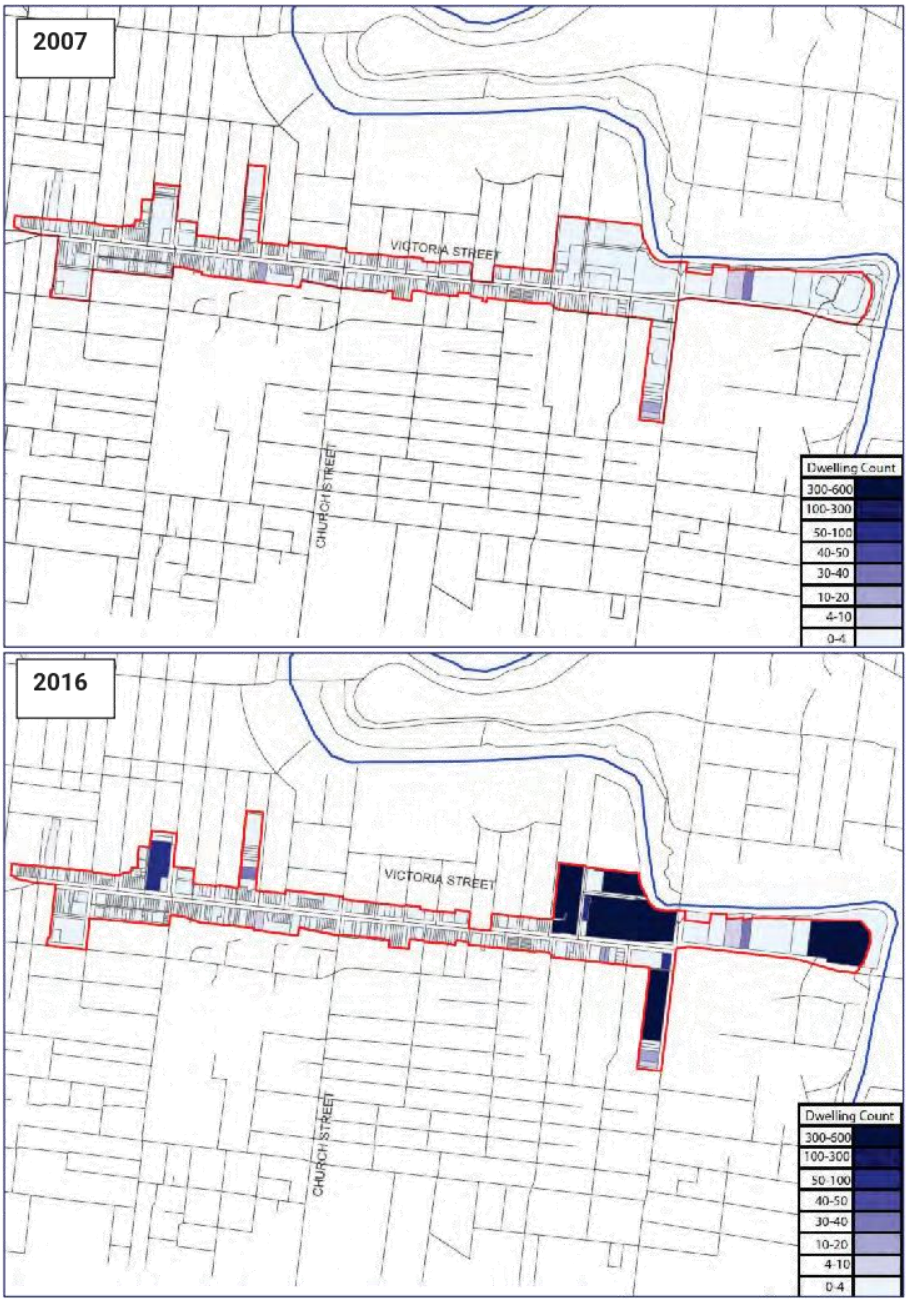


Figure 6: Change in dwelling density – 2007-2016

Table 10: Change in Commercial Floor Space along Victoria Street – 2007-2013

Year	Commercial Floor Space	Yearly Change	Net Change Since 2007
Pre-2007	46,737m^2		
2009	45,006m^2	-1,731m^2	-1,731m^2
2010	46,609m^2	1,603m^2	-128m^2
2013	42,814m^2	-3,795m^2	-3,923m^2

6.1.2. Review of Arterial Road Traffic Volumes

The following presents a review of arterial road traffic volumes over the last 10 years of available data for the three key parallel traffic routes through Richmond, Swan Street, Victoria Street and Bridge Road. This is set out in detail in Table 6.

Table 11: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database - Feb 2017)

Road Name	Two-Way Annual Average Daily Traffic Volume[1] by Year					
	2006	2013	2014	2015	2016	Change 2006-2016
Swan Street						
Btw Church/Lennox	18,000	17,800	17,300	17,200	17,200	-800
Btw Coppin/Church	21,000	21,000	20,600	20,300	20,300	-700
Btw Burnley/Coppin	19,600	20,300	20,200	20,300	20,200	+600
Btw Madden/Burnley	15,300	15,600	15,600	15,600	15,200	-100
Victoria Street						
Btw Church/Hoddle	22,700	18,600	18,300	18,200	18,000	-4,700
Btw Burnley/Church	22,000	20,000	18,800	18,500	18,300	-3,700
Btw High/Burnley	24,000	23,000	23,000	23,000	23,000	-1,000
Bridge Road						
Btw Hoddle/Lennox	20,000	18,400	18,300	18,300	17,900	-2,100
Btw Lennox/Church	19,500	18,700	18,500	18,400	18,200	-1,300
Btw Church/Coppin	22,000	20,800	19,500	19,500	18,600	-3,400

Road Name	Two-Way Annual Average Daily Traffic Volume[1] by Year					
	2006	2013	2014	2015	2016	Change 2006-2016
Btw Coppin/Burnley	23,000	20,700	20,600	20,600	20,600	-2,400
Btw Burnley/Yarra	27,000	24,000	24,000	23,000	23,000	-4,000
Note: Annual Average Daily Traffic Volume is the sum of all traffic over the year divided by 365						

The above illustrates that arterial road traffic volumes have generally fallen between 2006 and 2016. Traffic volumes on Victoria Street in particular have fallen substantially over the last 10 years. There has not been a significant change to the traffic carrying capacity of these streets within this time period[5].

Furthermore, this decrease in traffic volumes is also reflected at key intersections during the commuter peak hours. Table 12 provides a comparison between current and historical data for two key intersections along Victoria Street and illustrates a drop in traffic volumes at these locations during peak hours. The Burnley Street/Victoria Street and Flockhart Street/Victoria Street intersections are the closest signalised intersections to where the highest level of development has occurred.

Table 12: Review of Peak Hour Traffic on Victoria Street

Intersection & Year of Survey	Two-Way Peak Hour Traffic Volume on Victoria Street	
	AM Peak	PM Peak
Flockhart Street (west of)		
2006[1]	2,203	2,267
2015[2]	1,827	1,957
Change	-376 (-21%)	-310 (-16%)
Burnley Street (east of)		
2012[3]	1,933	1,831
2016[4]	1,709	1,649
Change	-224 (-13%)	-182 (-11%)
Notes: Data collected by Grogan Richards dated 11th July, 2006. Data sourced from VicRoads by Cardno, dated 11-15th May, 2015. Data sourced from VicRoads by Traffix Group, dated 7th June, 2012. Data collected by Ratio Consultants dated 14th April, 2016.		

[5] Accessible tram stops were installed in Bridge Road in 2013 and Victoria Street in 2016, however these continue to accommodate two traffic lanes during clearway times.

6.1.3. Review of Travel to Work Behaviour from ABS Data

The following tables review the journey to work data sourced from the Australian Bureau of Statistics for the period from 2001 to 2016. Table 13 presents data for journey to work based on place of residence within the City of Yarra.

Table 14 presents data for journey to work for people working within the Richmond Statistical Local Area (workers do not necessarily need to reside within Richmond).

The data indicates a clear trend over time for a decrease in the mode share of private cars. For people living within the City of Yarra, this decrease is realised by an increase in bicycle and walking trips. This is a strong indication of local living and working locally.

For people working within Richmond, the decrease in mode share of cars is higher. The change has resulted in a significant increase in public transport use (an almost 90% increase) and to a lesser extent walking and cycling. This is reflective of residents outside of Richmond travelling further and accordingly cycling and walking in particular are not a suitable mode for these longer trips.

Table 13: Journey to Work Data - Place of Residence within City of Yarra

Mode of Travel	Year				Change 2001-2016
	2001	2006	2011	2016	
Car as Driver	48%	43%	40%	38%	-10%
Car as Passenger	4%	3%	3%	2%	-2%
P/Trans	30%	28%	30%	32%	+2%
Motorcycle	1%	1%	1%	1%	-
Bicycle	5%	8%	10%	10%	+5%
Walked	11%	15%	13%	14%	+3%
Other	1%	2%	3%	3%	+1%
Total	100%	100%	100%	100%	

Table 14: Journey to Work Data - Place of Work within Richmond SLA

Mode of Travel	Year				Change 2001-2016
	2001	2006	2011	2016	
Car as Driver	73%	67%	61%	56%	-12%
Car as Passenger	5%	4%	4%	3%	-1%
P/Trans	15%	19%	24%	28%	+13%
Motorcycle	0%	1%	1%	1%	+1%
Bicycle	1%	2%	3%	4%	+3%
Walked	5%	6%	6%	7%	+1%
Other	1%	1%	1%	1%	-
Total	100%	100%	100%	100%	

6.1.4. Change in Public Transport Services

The key public transport service for Victoria Street is tram services that run the length of the Activity Centre. Victoria Street is currently serviced by the following tram routes:

- Route 109 – service between Box Hill and Port Melbourne via the CBD.
- Route 12 – service between Victoria Gardens and St Kilda. This route commenced operation in July, 2014[6].

The changes in July, 2014 doubled the number of services between Victoria Street, Richmond and the CBD. While Tram Route 24 was removed at the same time, this service only operated during the AM and PM peak periods (approximately 7-9am and 4:30-6:30pm).

On Church Street, the peak hour only service Route 79 was terminated with Route 78 being extended to operate more than 18 hours per day.

Bus Route 684 used to operate along Victoria Street, however this service did not stop along Victoria Street (service between the CBD and Eildon via Healesville).

The key public transport service on Victoria Street is the tram services along Victoria Street and these have significantly improved in frequency over the last 10 years.

[6] http://web.archive.org/web/20140726093749/http://www.yarratrams.com.au/media-centre/news/articles/2014/capacity-boost-for-tram-passengers/

6.1.5. Increase in Bicycle Use

As set out above, the mode share of bicycles for journey to work purposes has increased from 5% to 10% by residents of Richmond and increased from 1% to 4% for employees within Richmond.

For Victoria Street, the Super Tuesday bicycle counts undertaken by Bicycle Network illustrate an increase in cycling numbers. The Super Tuesday counts are undertaken on an annual basis over the surveyed two hour, 7-9am commuter peak hour.

For the intersection of Victoria Street/Burnley Street/Walmer Street (which connects to the Capital City Trail along the Yarra River), the number of cyclists increased from 298 to 483 cyclists over the two hour period between 2011 and 2015 (62% increase).

6.1.6. Rise of Car Share

Car sharing schemes provide an alternative to car ownership for residents and actively encourage the use of alternative transport modes. Residents within Richmond do not need a car for everyday trips as they have easy access to public transport and are within convenient walking and cycling distance of many activities within the Melbourne CBD and Activity Centres. Car share vehicles provide a car on demand for those trips that specifically require a vehicle.

A study by Phillip Boyle & Associates (dated 18th June, 2015) was recently completed on behalf of the City of Melbourne, which reviewed car share policy in the City of Melbourne. This review found that car share significantly reduced car ownership and car use by members. The review identified that each new car share vehicle results in residents disposing of 10 privately owned vehicles (a net reduction of nine vehicles).

The study found that car ownership is reduced by:

- People replacing a private car with a car share membership as it is more cost-effective if you travel low kilometres (less than 15,000km per annum) and use alternative modes for many trips, and
- People who do not own a car, postpone or avoid purchasing a car by using a car share service.

In 2006, car share was in its infancy. The two leading car share company's today in Melbourne are Fleixcar (founded in 2004) and GoGet (arrived in Melbourne in 2004).

There are now multiple car share pods operated by three companies within close proximity of Victoria Street. The availability of these car share pods supports residents who do not own a car and businesses by providing a share car for work based business trips (which allows employees not to drive to work).

6.1.7. Summary of Case Study and Implications for Study Area

Based on the above, the following conclusions can be drawn from the development of Victoria Street over the last 10 years:

- Victoria Street has experienced significant development over the last 10 years, with over 3,000 new dwellings being constructed on properties that directly abut Victoria Street.
- The daily volume of traffic on Victoria Street has decreased, in some sections by up to 25%.
- Sustainable transport modes for journey to work purposes have significantly increased within the City of Yarra and Richmond for both residents and employees in Richmond.
- Public transport services (trams) on Victoria Street have doubled.
- Bicycle usage has increased significantly as a transport mode within Richmond and Victoria Street.
- Alternative transport modes such as car share vehicles have become available over time.

From the review of case study data, a modal shift is certainly occurring and it is modal shift that is accommodating the increased transportation activity within Richmond. While the population and development intensity along Victoria Street has increased, the daily traffic volumes along Victoria Street and parallel traffic routes has reduced over time and been taken up by alternative transport modes.

It is not evident from the arterial road volume data that non-local traffic is dispersing to other routes. The traffic volumes on Victoria Street, Bridge Road and Swan Street have all fallen over the last 10 years. While, locally generated traffic within Richmond would be displacing non-local or through traffic, however the main shift appears to be towards sustainable transport modes.

A key driver of this change is due to:

- Changes in land use over time along Victoria Street with a shift away from manufacturing towards service and professional industries,
- An increasing mix of land uses including a significant increase in dwellings and new mix of commercial uses in place of industrial uses, and
- A change in demographic with the gentrification of Richmond. Residents of Richmond are increasingly younger persons employed in professional industries who live and work locally (including the CBD and nearby Activity Centres). Travel by private car is not necessarily the most convenient mode of travel for many trips to either work or everyday destinations (shopping, etc.). The increased number of dwellings on Victoria Street are well served for everyday needs by a short walk to Victoria Gardens.

We are satisfied that the transport impacts of the densification of the activity centres and MUZ areas in Fitzroy and parts of Collingwood are manageable for the following key reasons:

- The Activity Centres are highly accessible by existing public transport services, which supports both residents and workers within the centre. This reduces reliance on private car travel.

- The Activity Centres benefits from close proximity to a number of other Activity Centres and the Melbourne CBD, all of which are readily accessible by alternative transport modes to a private car.
- The mix of land uses and local services within the Activity Centres support local living by residents.

6.2. Review of Car Parking Provision

In order to assess the likely traffic impacts of these redevelopments, we have primarily had regard to the proposed building heights in the absence of detailed yield calculations. We have also had regard to current trends in car parking provision and assessment within the study area.

Challenges with On-Site Car Parking Provision

It should be noted that there are substantial challenges with providing car parking on many sites within the study area. There are many sites which will be unable to provide a substantial level of car parking without lot consolidation, which will naturally lead to lower levels of traffic generation and laneway impacts.

The subdivision pattern in many cases is finely grained. Many lots are very narrow, less than 10m wide and have heritage shop frontages reliant on good walking conditions. This has practical implications for the provision of car parking on these sites.

For lots of this size, car parking can only be arranged length-wise to the site. A 5m wide site only accommodates one car space in width, a second car may be parked in tandem. A 7m wide site might accommodate 2 car spaces side by side. In either case, options of providing additional car parking via car stackers is also limited. There is unlikely to be any significant gain in a 5m wide site. A 7m wide site may increase the car parking from 2 (4 in tandem) to 4 or 5 (up to 8 in tandem).

It needs to be also recognised that for developments with access to 3m wide laneways, an increased setback is required to physically accommodate vehicle access as 3m is too narrow an access aisle for most car parking arrangements. As a general rule, new developments would typically need to setback the car parking approximately 3m from the edge of the laneway to facilitate vehicle access. This setback combined with the laneway effectively provides a 6m wide access aisle.

Sketches of arrangements are shown in the figures below.

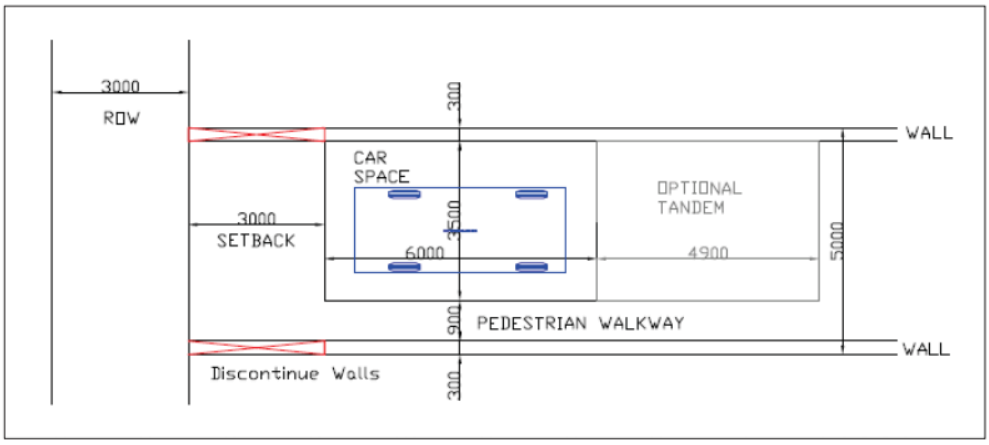


Figure 7: Example layout of a 5m wide side

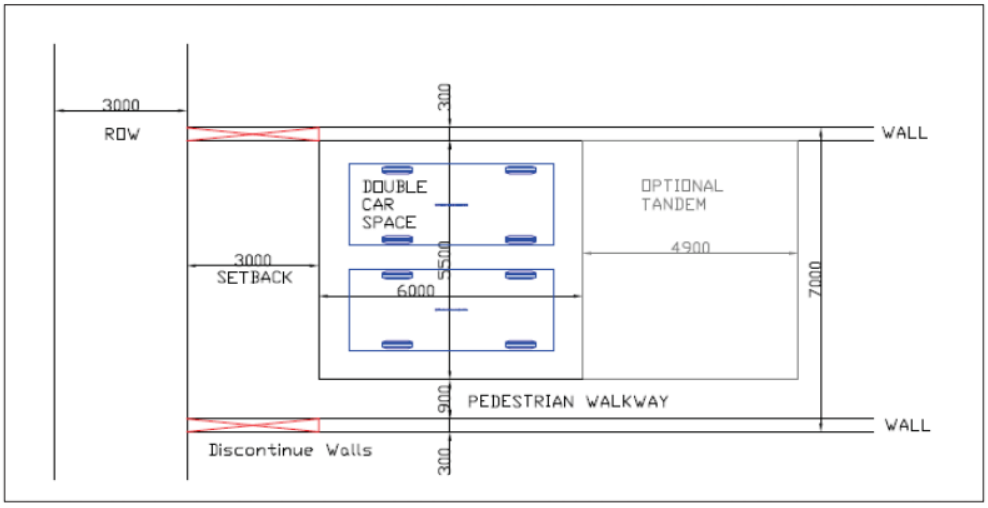


Figure 8: Example layout of 7m wide side

There is an opportunity to effectively widen the functional area of the laneways to 6m in width over time if a consistent 3m setback is applied to new developments (which is likely to be necessary for vehicle access to many individual sites in any event). It means that new developments should avoid constructing side walls out to the laneway within the 3m setback. The building could cantilever over the ground floor setback at upper floors (subject to other planning and structural requirements). However, this requirement would not be necessary in cases where adjacent sites will not be redeveloped (e.g. heritage sites).

The above two diagrams are an example of commonly seen development types in our experience. Other arrangements are possible, such as a very wide single car garage with

minimal setback. However, these examples provide a good illustration as to the type of car parking arrangements likely on the narrow sites common the study area.

Many of the lots within the study area have proposed maximum heights of 5-6 storeys, including many narrow lots. The development intensity facilitated by the height controls is generally excess of the site's ability to provide a matching level of car parking in strict accordance with current minimum Planning Scheme requirements.

Car Parking Provision

The level of car parking provided to new developments in the study area is likely to be lower than the current statutory controls, but this is not inconsistent with current Council practice and is supported through various VCAT decisions. Yarra City Council has regularly supported developments within the municipality and within the study area with minimal or even zero on-site car parking.

In our view, this should continue in the future. Providing a low level of car parking strongly supported by Yarra City Council's local planning policies and under the car parking reduction decision guidelines of Clause 52.06-5. In particular:

- Analysis of empirical data indicates that a substantial number of households within apartments do not require car parking in this area, which is reflective of the transport rich nature of the area.
- Reducing car parking, particularly for residents and staff has a positive impact on traffic conditions in the local area. Staff in particular are most likely to travel on the road network during peak hours and contribute the most to traffic congestion.
- The area is well serviced by public transport services, including train, tram and bus services.
- The area has good access to cycling infrastructure and many local destinations within easy cycling distance, including the Melbourne CBD and numerous inner-city Activity Centres.
- The area is highly walkable, with many everyday services readily accessible by walking, instead of by private car.
- There are numerous car share pods in the nearby area, providing on-demand access to a car for those trips that specifically require a car.
- There is limited long-term on-street car parking in the nearby area, which will naturally decrease over time as it has with other inner urban Activity Centres. New developments will not be eligible for car parking permits and accordingly constrained from owning cars where no on-site parking is provided.

The following provides some commentary on current trends in car parking provision within the study area.

- Based on the ABS data presented in Section 5.5.1, an average of 1 car space per apartment is broadly reflective of the current car ownership levels of households occupying apartments. However, there are many households that do not require car parking in these areas.

- Office parking is provided at a rate of 1 space per 100m^2. This rate is lower than the current statutory requirement of 3 spaces per 100m^2 under Clause 52.06-5, however it is consistent with recent planning approvals by the City of Yarra, as shown in the table below.

Development	Yield (Approx.)	Car Parking Rate
20-30 Mollison Street, Abbotsford	12,800m^2	1.10 car space per 100m^2
506-510 Church Street, Cremorne	22,000m^2	1.06 car spaces per 100m^2
484-486 Swan Street, Richmond	18,600m^2	0.82 car spaces per 100m^2
2-16 Northumberland Street, Collingwood	15,500m^2	0.88 car spaces per 100m^2
459-471 Church Street, Richmond	23,500m^2	0.86 car spaces per 100m^2

- Retail uses provide car parking only for staff, with no on-site car parking for customers. Staff parking is typically provided at a rate of 1 space per 100m^2.

  While this is lower than the current statutory car parking rate under Clause 52.06-5 (3.5 car spaces per 100m^2), this is consistent with current industry practice for retail uses within inner Melbourne. Currently, almost every retail use within the study area does not provide car parking for customers.

7. Control of Vehicle Access Locations

The following section sets out our recommendations around the provision of vehicle access points for developments within the study area.

7.1. Access Management Principles

VicRoads generally adopts the AustRoads Guide to Traffic Management with regard to its access management principles for managing the arterial road network. In particular, the AustRoads Guide to Traffic Management Part 5: Road Management sets out the following relevant guiding principles:

- *Transport and other functions served by roads, the needs of abutting land use, along with wider government strategic objectives, all influence how roads are managed. The functional classification of a road relates to its role within the road network. There are two main functions of road networks and roads:*
  - *'mobility' that is concerned with the movement of through traffic and focussed on the efficient movement of people and freight, and*
  - *'access' that relates to the ease with which traffic from land abutting roads can enter or leave the road.*
- *Recent developments in policy and strategic planning initiatives are aimed at giving greater recognition to walking activity in road and transport planning. This has arisen from policy settings in the transport and health sectors recognising the need to move towards more sustainable forms of transport (by foot, bicycle or public transport) and towards healthier activity (walking, cycling) by the community generally (AustRoads 2013a).*
- *This has led to recognition of the need for planning and providing a road network which caters for the potential increase in active travel such as walking and cycling. This is a fundamental factor for consideration in striving for balance between the mobility and access functions of roads in the network.*

Importantly, in the context of Brunswick Street and Smith Street, as inner-city areas (the south-western ends of which is less than 500m walking distance from the CBD), the move to sustainable forms of transport (foot, bicycle or public transport) has more than just health benefits. It is an integral component to the success of The Frameworks (and ultimately structure plans), having regard to the significant capacity constraints of the existing road network to accommodate additional private vehicle movements.

Accordingly, it is imperative that the planning for an increase in the density of development within the Brunswick Street and Smith Street Activity Centres is accompanied by an access management strategy that recognises the importance of these sustainable transport modes, and also plans for the inevitable increase in pedestrians and cyclists as well as improvements to the public transport network along these important corridors.

The AustRoads Guide to Traffic Management Part 5: Road Management states the following in relation to the role of different road types:

- *The primary function or balance of different functions may be reflected in the classification of a road. In its purest form, road classification may consist of two basic road types which have fundamentally different traffic and environmental goals:*
  - *arterial roads, the main function of which is to provide for the safe and efficient movement of people and freight, and*
  - *local roads, which provide direct access to abutting land uses and which contribute to the overall functioning of areas bounded by arterial roads or other barriers. The basic function of a local road is to provide a good environment in which to live or conduct a business and to enable vehicular access to abutting land.*
- *The need for access planning and management arises because vehicle movements generated by abutting properties can potentially create interruptions in the traffic flow along a road. On many roads, these interruptions are of little or no concern. However, on arterial roads carrying high traffic volumes or fast moving traffic, where traffic efficiency is of greater importance, these interruptions can create a greater risk of crashes, inefficiencies and other costs to the community. An effective access management strategy for a road or site contributes to the best outcome for the community by protecting the level of traffic service on important through traffic routes while providing road users with safe and appropriate access to adjacent land.*

These roles of the arterial road network within the study area (priority public transport route and activated pedestrian links) creates an environment which is not conducive to providing direct vehicular access to properties which could create interruptions in the flow of both vehicular and pedestrian traffic along these links.

Accordingly, taking into account Brunswick Street and Smith Street primary purpose, and noting that within the study areas the majority of properties have alternative access potential (via rear laneways and/or local roads), there should be strong policy support within any Planning Scheme amendment (such as a DDO) to guide future access to development to be via the lower order road network.

Safety

Part 13 of the AustRoads Guide to Traffic Management addresses Road Environment Safety, as follows:

- *Managing safety in the road environment means managing the risk that injury will occur, whether it arises from the behaviour of road users, the performance of vehicles or the characteristics of the road environment. Making roads safer means reducing the risk. This applies to all road users – vehicle drivers, riders, passengers, cyclists, and pedestrians.*
- *Safe operation of the road and traffic system is a fundamental goal for road designers and traffic engineers who have a prime responsibility for addressing the safety factors related directly to the road environment itself.*

Fundamental principles for managing safety in road design, traffic management and remedial treatment practice include:

- speed management,

- conflict management,
- hazard management, and
- road user information management.

In the context of managing vehicular access to Brunswick Street and Smith Street, conflict management is the primary safety principle which can be influenced.

Notably, it is important to provide a continuous safe environment for pedestrians at-grade along the Brunswick Street and Smith Street public realm, and this can be achieved by minimising (if not removing all together) intermediate private property access points.

Policy Support

Clause 22.07-1 of the Yarra Planning Scheme specifically supports the role of laneways for vehicle access.

The Yarra Municipal Strategic Statement (MSS) identifies the need to retain existing laneways and enhance their amenity. It also states that, where appropriate, laneway access for vehicles is to be used in preference to street frontages to reduce vehicle crossovers.

Council's Strategic Transport Statement sets out the following hierarchy of transport modes which forms the basis for decision making and actions related to transport in the City:

1. Pedestrians (including wheelchairs and walking with prams)
2. Cyclists
3. Tram
4. Bus/train
5. Taxi users/car sharers
6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupants through traffic

Council's transport modal hierarchy for decision making places pedestrians, cyclists and trams in the top 3, and places vehicular traffic at the bottom.

This hierarchy recognises the importance of sustainable modes into the future and supports the recommended access management strategy to utilise rear laneways and side streets wherever possible. Direct access to arterial roads being a last resort (with consideration for "no parking provision" potentially being preferable for some sites), noting the importance of Brunswick Street and Smith Street for pedestrians and trams in particular.

7.2. Benefits of Limiting Vehicle Access to Arterial Roads

The principle of limiting direct vehicle access to arterial roads provides the following key benefits:

- It promotes a safe and friendly pedestrian walking environment, by reducing breaks in the footpath, reducing pedestrian-vehicle conflict points and increasing the amount of active street frontage along these streets. It also eliminates instances of vehicles blocking the footpath.
- It eliminates the potential conflict between the introduction of future accessible tram stop upgrades and property access points. The design of accessible tram stops is generally incompatible with property access points.
- It limits vehicle access to arterial roads to public road intersections, where Council and VicRoads have a greater degree of control in the implementation of traffic management measures. This improves the efficiency and safety of the road network for all users.
- The reduced number of intersections allows the concentration of effort of traffic management measures and safety improvements at a limited number of locations.
- It reduces the number of locations where right turn movements occur, thereby potentially reducing delays to trams and improving road safety.

However, the benefits of limiting vehicle access to arterial roads need to be tempered against other competing demands, including:

- For some land uses (such as supermarkets), convenient and direct access to the arterial road network is important for the viability of the use and to minimise impact on local roads.
- Access for trucks undertaking on-site loading may be a desirable outcome (although any loading facilities should be internal to the building). This includes business deliveries, waste collection and providing a loading bay for residents to move into/out of buildings. These may not be possible from within laneways for some sites and depending on the land use proposed. Such movements would be infrequent and may be necessary if alternative access is not available.
- Some sites do not have alternative access options and have existing access points to arterial roads. It is not possible to deny access to sites that already have direct access to arterial roads and do not have reasonable alternatives. However, upon redevelopment these accesses can include new controls to limit their impact, in particular left-in/left-out restrictions. A left-in/left-out restrictions results in the smallest impact on the arterial road network from an efficiency and safety perspective.

7.3. Control of Vehicle Access

The vehicle access hierarchy has been defined in accordance with the following hierarchy (from highest to lowest preference):

1. Laneways
2. Local Streets
3. Arterial Roads – no access unless there is no alternative

Arterial roads include:

- Brunswick Street
- Smith Street
- Wellington Street
- Gertrude Street/Langridge Street
- Johnston Street
- Nicholson Street
- Alexandra Parade
- Victoria Parade

It is recommended that this hierarchy is also included in the future planning controls for the study area.

In some instances, the strict use of laneways for sole vehicle access may overload the capacity of the laneways in their current form. The following section reviews the capacity of the existing laneways within the study area to accommodate additional development.

8. Right-of-Way Management

The following sections provide:

- An outline of the methodology behind our categorisation of laneways within the study area
- A description of laneway characteristics and how these affect the capacity of laneways to accommodate vehicles, pedestrians and cyclists.
- A detailed description for each of the options considered to improve the laneway network.

8.1. Categorisation of Laneways

As part of the review process of the current capacity of existing laneways to accommodate additional future development traffic volumes, we have reviewed and categorised laneways within the study areas into 3 categories (unconstrained, partially constrained or highly constrained) in order to better understand their potential to currently accommodate additional traffic under their existing conditions and configuration.

Key factors include laneway width, laneway length, laneway connections (i.e. continuous or dead-end) and physical layout (i.e. bends within the laneway network). These factors are discussed in more detail below.

The laneway assessment classified all laneways within the study area by their potential to accommodate additional traffic. Laneways have initially been classified at three levels:

Unconstrained – these laneways have very few, if any, development constraints. As a result, they are well suited to accommodating additional traffic. Changing the laneway to operate one-way (where possible) has not been considered as a constraint.

Partially Constrained – these laneways have some potential constraints that limit their capacity to accommodate traffic, however they are generally easily addressed. Common issues include insufficient width, long length and lack of splays at critical locations.

Highly Constrained – this laneway has fundamental issues that cannot easily resolved. This usually relates to very narrow laneways or heritage constraints that limit the opportunities to alter the laneways.

When assessing the capacity of laneways, a number of factors need to be considered. For most laneways, it is a combination of factors that contribute to its classification.

The key factors that influence the classification of a laneway are outlined below:

Laneway width. This is the single most important factor to the operation and capacity of a laneway. To provide a single traffic lane, a laneway should be at least 3.0m wide. A width slightly less than 3.0m (down to 2.8m) is also functional, although constrained. Laneways less than 2.8m wide are problematic for vehicle access and should be considered as pedestrian only laneways and/or have very limited development potential (it is acknowledged that some narrow laneways within the study area are in practice used for vehicle access currently).

Laneways become capable of supporting simultaneous two-way traffic at a width of 5.5m if not built up (i.e. 5.5m between walls) or 6.0m wide between building walls. This width removes most capacity constraints of laneways and effectively makes them unconstrained.

One-way or two-way operation. For single width laneways, a one-way laneway has a significantly higher capacity than a laneway permitting two-way traffic. One-way operation eliminates vehicle conflict within the laneway and can support a high level of access/development from the laneway. One-way laneways are unconstrained in this assessment.

Continuous. A continuous laneway can generally be made to operate in a one-way direction. Generally, a continuous, straight laneway was classified as unconstrained because it can be made one-way to address capacity constraints.

A dead end laneway has less capacity to handle additional traffic and the laneway cannot be made one-way to manage traffic flow. However, this factor is only relevant for single width laneways, a laneway wide enough for two-way traffic is not constrained just because it has a dead end.

Laneway Length. This factor ties into laneway width and whether it is a continuous laneway or not. A long, single width (3m up to 6.0m wide) laneway will experience a high level of vehicle conflict due to higher traffic volumes, higher development potential (more properties accessing it) and more chances of vehicles meeting the laneway.

There are no set rules regarding the 'tipping point' for when two-way traffic in a single width laneway reaches capacity. It is a combination of factors including traffic volume, configuration and length that contribute to a laneway's capacity. Laneway length is therefore a contributing factor that impacts on laneways in combination with other factors.

Physical layout. A straight laneway has the highest vehicle carrying capacity. Bends in laneways may create operational issues, particularly if:

- There are no splays around the inside corner of the bend to facilitate vehicle access. For instance, a 90° bend between two 3m wide laneways is inaccessible to vehicles without a splay.
- Due to a lack of sight distance, vehicles cannot see each other approaching the blind corner. For single lane laneways, this can be a serious issue if drivers meet near the bend, the laneways are long and there are no passing opportunities.

Number of Abutting Properties and Frontage. The number of properties and their frontages are relevant to the potential future traffic conditions of a laneway. There are a number of ways this factor can influence laneways:

- Short laneways may only serve a limited number properties and accordingly with a low development potential, a short laneway may effectively be 'unconstrained'.
- A large number of narrow lots might make widening a laneway problematic.
- If the number of abutting properties to the laneway is small, a short, narrow laneway is unlikely to be constrained.

Heritage constraints. We are not heritage experts and we have relied on information provided by Council in this regard. Properties that have heritage value may create issues in that they

may not easily be modified and this was taken into account during our initial review. Heritage properties abutting a laneway may limit options to widen the laneway.

The follow factors were not considered when assessing the development potential of laneways:

- The condition of the laneway (does it need maintenance? Is it in disrepair?).
- The material the laneway is constructed with or type of surface treatment (gravel, asphalt, bluestone, etc.).

As existing Council assets, the condition of the laneway is not especially relevant. It is Council's on-going responsibly to maintain laneways as appropriate.

Some larger developments will warrant upgrading the surface of laneways (for instance, from gravel to asphalt). However, the condition of the laneway is less relevant than its physical configuration. Council also has a number of methods of upgrading the surfaces of laneways, including as permit conditions for significant developments or special charge schemes of abutting properties. These issues are easier to resolve than physical issues with a laneway's configuration.

Summary

From the above, it is apparent that the capacities of laneways are impacted by a large number of factors. In addition, it is challenging to concisely quantify how all the various factors influence each other. There are very few 'hard and fast' rules that define when a laneway is constrained or not and accordingly, this assessment is somewhat subjective and our assessment is based on our engineering judgement and experience.

8.2. Upgrading the Capacity of Laneway

Capacity of a standard 3m wide laneway

Under Clause 56.06 of the Planning Scheme, Table C1 provides an outline of the design of roads, one of which includes an 'Access Lane', which is defined as *a side or rear lane principally providing access to parking on lots with another street frontage.* Table C1 continues on to state that an Access Lane has a traffic volume of up to 300 vehicles per day (vpd) and this is typically adopted as the environmental capacity laneway. This also represents an indicative peak volume of 30 vehicles per peak hour (two-way).

The options in terms of increasing the traffic capacity of existing laneways follows:

Conversion to one-way operation. For single-width laneways, a one-way laneway has a significantly higher capacity than a laneway permitting two-way traffic. One-way operation eliminates vehicle conflicts within the laneway and can support a high level of access/development from the laneway. The key advantages of this option are that it is usually easy to implement as it does not require/rely on additional private land. For this reason, one-way operation is our preferred solution to upgrading laneways, particular within this study area. One-way laneways are effectively unconstrained and their environmental capacity is typically taken as being in the order of 1,000 vehicles per day.

Laneway width. One of the most important factors to the operation and capacity of a laneway. To provide a single traffic lane, a laneway should be at least 3.0m wide. A width

slightly less than 3.0m (down to 2.8m) is also functional, although constrained. Laneways less than 2.8m wide are problematic for vehicle access and should be considered as pedestrian only laneways and/or have very limited development potential (it is acknowledged that some narrow laneways within the study area are in practice used for vehicle access currently).

Laneways become capable of supporting simultaneous two-way traffic at a width of 6.0m, which removes most capacity constraints of laneways and makes them unconstrained. However, widening laneways can be problematic, particularly in situations where a large number of properties front a ROW or the subdivision pattern is finely grained.

Where widening occurs, the minimum road reserve width should be 6.0m. This can be achieved by setting back buildings, which are the overhang the ROW on the levels above. It is recommended that a height clearance of 3.5m is provided in these circumstances (which is usually achievable with ground floor commercial uses).

Splays. ROWs often incorporate bends and for narrow ROWs, splays are essential to facilitate vehicle access. This study recommends a universal splay of 3m x 3m is provided on the inside of all ROW bends and intersections between two ROWs. This splay facilitates access by vehicles up to the B99 design car from AS2890.1-2004 (i.e. not trucks), which is appropriate in our view.

The shape of the splay can be vary depending on the width(s) of the intersecting ROWs. These arrangements are shown in the figures below.

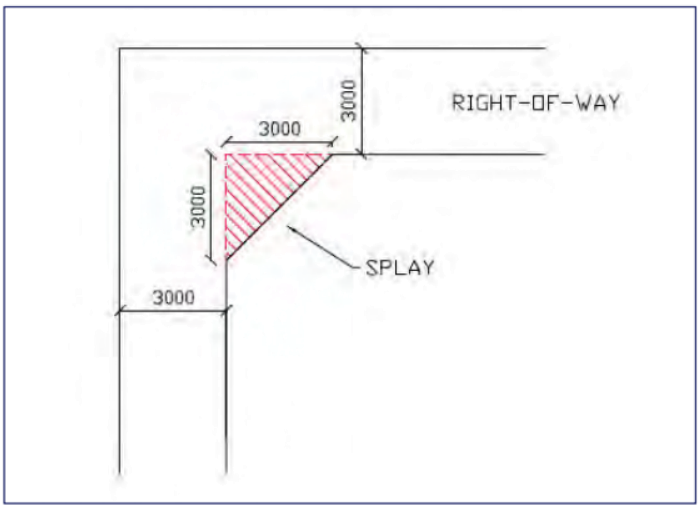


Figure 9: Standard 3m-wide ROW 90-degree Splay

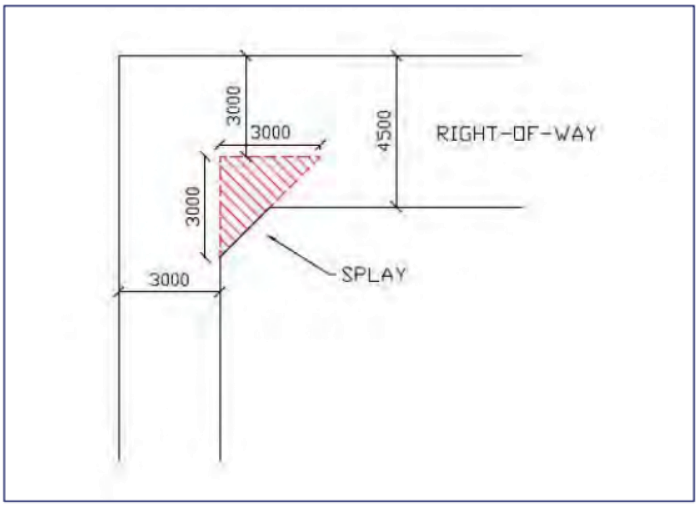


Figure 10: Non-Standard Varied-Width ROW Splay

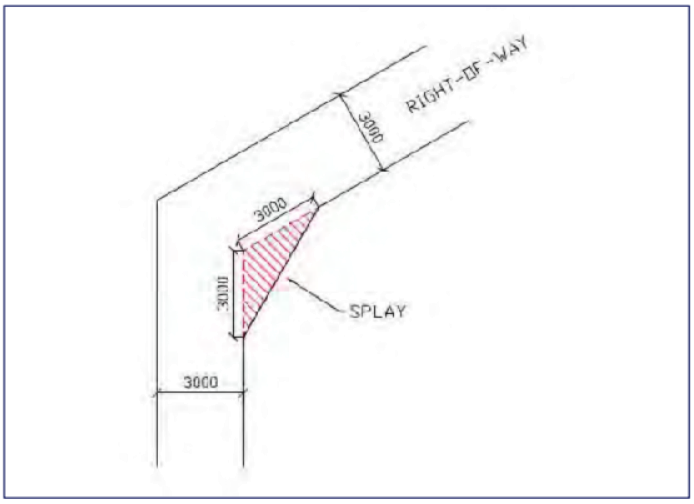


Figure 11: Standard 3m-wide ROW Non-Right-Angle Splay

Some laneways already have splays of various sizes. This study recommends that the splays available are standardised over time to be 3m x 3m.

Passing bay at entrance to laneway. In some situations, it may not be possible to widen laneways or enforce a one-way operation due to varying constraints, including dead end laneways. A potential solution is to provide for a passing bay either at the entrance to the laneway (ideally) or elsewhere along the laneway.

This passing area allows any conflicting vehicle movements to pass away from the road network and pedestrian footpaths. As a guide, Clause 52.07-9 (which applies to private

accessways) requires passing areas to be 6.1m wide for a distance of at least 7m from the major road boundary.

The width required to achieve this passing area would be required to be taken from one (or more) of the properties located on either side of the entry to the laneway. Alternatively, informal passing areas may be provided within the laneways as a result of buildings setting back their ground floor to facilitate vehicle access to and from their sites (i.e. car spaces or garages that are directly accessed from the laneway). This setback may allow for informal passing opportunities within laneways, thereby increasing the capacity of the laneway.

A passing area allows drivers to manage vehicle conflicts within laneways more easily and raises the capacity of the laneway above 30 vehicles per hour. If all properties along a laneway are required to setback to achieve a 6m width (to increase the laneway capacity), each setback incrementally increases the capacity of the laneway and over time achieves a full two-way laneway

8.3. Upgrades to Laneways to Accommodate Non-Vehicle Use

The sharing of the road space in laneways between pedestrians and vehicles is common practice and acceptable. Accordingly, there is no specific need or requirement to widen laneways to provide separate pedestrian spaces. Generally, issues only arise if laneways carry a high volume of vehicles.

For the most part, it is our view that laneways within the study areas should be used primarily for vehicle access, rather than pedestrian movement. It is our view is that in most cases, pedestrians within the activity centres should ideally be walking along the footpaths of main roads or other local roads where pedestrian amenity is higher, footpaths are wider and of higher quality and there is more activity along the street.

There are properties within the study area that may provide some uses accessed directly from laneways. For instance, dwellings that only front a laneway and rely on the laneway as their sole pedestrian access point. In these instances, new development should provide a pedestrian refuge area, which could be a separate footpath along the site's frontage or similar separation between the laneway and the building façade. A full pedestrian connection or separate footpath to the nearest road is not required, but a separate area for pedestrians to safely enter/exit a building directly fronting a laneway is necessary.

Cyclists generally don't use laneways, unless it is the final stage of their journey to a property. Most laneway surfaces can accommodate cyclists, although some bluestone laneways can be uncomfortable to use and cyclists may prefer to walk their bicycles the final stage of the journey. In our view, there is no need to upgrade laneway surfaces specifically for cyclists.

Shared Zones

There are a number of laneways within the study area that have intermediate widths (3-6m wide) that provide carriageways in the order of 3m wide and narrow footpaths (<1m) on one or both sides of the road. Often these footpaths are obstructed by poles. An example would be Little Smith Street.. These laneways would function better if reconfigured as Shared Zones. An example of which is Little Buckingham Street (between Church Street and Lambert Street) in Richmond. The essential feature of the Shared Zones is the removal of separate footpaths and provision of flush, shared surface. This provides an enhanced pedestrian environment and also assists vehicle access to abutting properties.

A shared zone is a road or network of roads where pedestrians, cyclists and vehicles shared the roadway. A shared zone provides improved amenity for pedestrians and an improved streetscape.

The *VicRoads' Supplement to Austroads Guide to Traffic Management Part 8: Local Traffic Area Traffic Management (2008) (dated October, 2015),* provides guidance as to appropriate locations for a shared zone, including design guidelines.

A summary of these guidelines is provided below:

Appropriate Locations

- Low volume streets where pedestrians outnumber motor vehicles and where the pedestrian needs are best met by walking on the roadway, and
- Where the street has been constructed or reconstructed to a sufficient degree to ensure significant visual interruption and where speed is physically restrained, and

- Where there is no cross traffic.

Inappropriate Locations

- Not suitable where traffic volumes exceed 200 vehicles in a peak hour, or over 1000 vehicles between 7am and 7pm.
- If there is a history of vehicle speed problems.
- Unprotected locations where approach speeds exceed 40-50km/h.

Design Guidelines

- The road should be discontinuous and any kerb removed to enhance the sense of equality between pedestrians and vehicles.
- Speed reduction devices installed at a spacing of approximately 40m and staggered if possible.
- Straight lengths of no more than 50m without speed reduction devices.
- Maximum design speed of 20km/h – typically either 10km/h or 20km/h.
- Entry and exit points to be clearly signed.
- No provision for traffic to flow across the path.
- Surface texture treatment in order to differentiate between the shared zone and surrounding road network.

An example of a shared zone in a laneway environment is Little Buckingham Street in Richmond. An aerial view of how this treatment has been implemented for part of the laneway (the portion which has been recently developed) and a street level view are shown at Figure 12 and Figure 13, respectively.



Figure 12: Shared Zone Example - Little Buckingham Street, Richmond



Figure 13: Shared Zone Example – Little Buckingham Street, Richmond

Other Considerations

Some consideration should be provided to allowing for 'pedestrian sight triangles' at the exit location of laneways at their intersections with roads. Under Clause 52.06 of the Planning Scheme and AS2890.1-2004, pedestrian sight triangles measuring 2.5m into the property and 2m along the property boundaries are required on both sides of a single-width accessway (i.e. 3m or similar), whilst in cases of widened accessways, a pedestrian sight triangle is only required on the departure side of the laneway. This is shown at Figure 14 below.

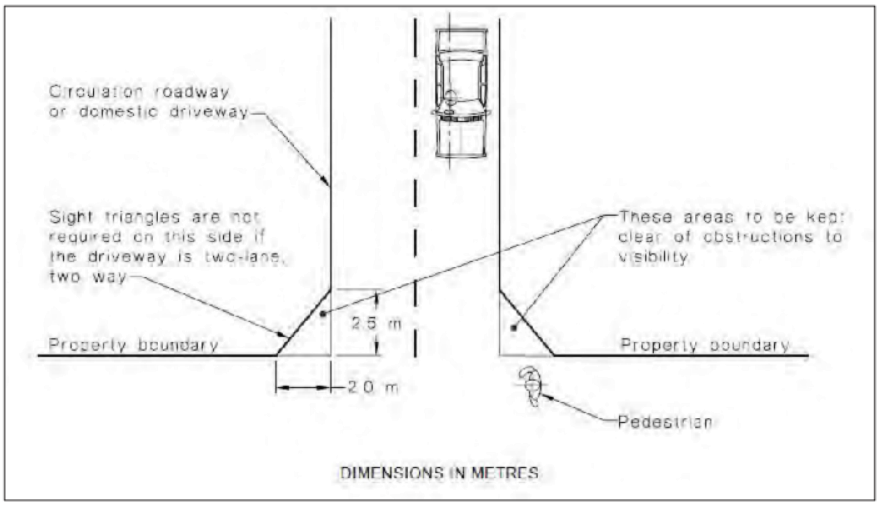


Figure 14: Minimum sight lines for pedestrian safety (Figure 3.3 - AS2890.1-2004)

Both of these standards refer to private driveways (not public roads), however the principle is a valid. It should be acknowledged that in practice, most laneways in the City of Yarra would not provide pedestrian sight triangles and that providing sight triangles may be problematic for heritage sites.

For these reasons, we have not specifically recommended splays at every ROW entrance. Splays can be required of individual sites as part of future planning permit conditions.

8.4. Recommendations

Our recommendations regarding various laneway upgrades are summarised at Table 15. The table provides the detailed reason behind the recommendations for the various laneways within the study area and references the laneways by the numbers defined in Appendix C.

Laneways not included in the following table will not need modifications, either due to already being functional for higher traffic volumes or being within areas already flagged for low development potential.

There are a couple of instances where laneways are discussed in more detail, after the table. In these cases, the issues are more complex and require further discussion.

Following this review, it is evident the recommendations for various laneways generally fall into two groups. These are described below:

One-Way Laneways

There are many laneways within the study area that run parallel with the arterial road and are relatively short in length (under 100m) and provide straight, through links between two local roads. These generally serve properties that have preferred building heights of 5-6 storeys. Examples include Laneways 1-4.

Instead of physical changes (such as widening), the recommended solution to increased traffic volumes is that these laneways are made one-way to eliminate capacity constraints. The direction of the one-way arrangement would be subject to consultation.

Council has the option to either:

- Pro-actively make these changes now, to provide certainty to all landowners and developers about the future operation of these laneways, or
- Change these laneways on a case-by-case basis as development proposal eventuate. We do not prefer this option, because it provides no certainty to developers or the community in regards to the laneway. The outcome of this uncertainty is each individual developments will apply a heterogeneous mix of solutions to improve the laneway for their individual needs and the simple solution of a one-way arrangement (avoiding land loss) is rarely implemented. As changes to one-way operation requires community consultation, there is no certainty of Council support to change a laneway to one-way if proposed by a development.

Geometrically constrained laneways

These laneways typically have physical issues such as:

- No splays on corners and limited ability to provide them with properties outside of the study area, new buildings that did not provide the splays or heritage issues.
- Limited ability to widened the ROW due to heritage issues, subdivision pattern or properties abutting the laneway falling outside the study area.
- Dead ends

Examples of this type of laneway include No. 14 and 21.

These laneways have a finite capacity that is unlikely to be improved or the solutions are unfeasible in our view. In this case, it is recommended that Council encourage limited car parking on sites relying on these laneways.

Table 15: Recommendations for ROW upgrades

ROW	Classification	Modifications	Reason
1: ROW (from Alexandra Parade to Cecil Street)	Unconstrained laneway	One-way traffic flow	The length of each of these ROWs and development potential (6 storeys) means that a one-way arrangement should be provided.
2: ROW (from Cecil Street to Westgarth Street)	Unconstrained laneway		
3: ROW (from Westgarth Street to Leicester Street)	Unconstrained laneway		
4: ROW (from Leicester Street to Rose Street)	Unconstrained laneway		

ROW	Classification	Modifications	Reason
6: ROW (from Kerr Street to END)	Partially constrained	No change recommended. Likely outcomes are abutting properties widen the ROW or provide limited car parking.	This laneway is only 2.5m wide and incapable of accommodating vehicles. However, it only abuts 3 properties and a redevelopment of these sites could modify the laneway as needed.
7: ROW (from Kerr Street to Argyle Street)	Unconstrained	One-way traffic flow	The length this ROW and development potential (5-6 storeys) means that a one-way arrangement should be provided.
9: ROW (from Johnston Street to Victoria Street)	Unconstrained laneway		
10: ROW (from Victoria Street to Greeves Street)	Unconstrained laneway		
11: ROW (from Greeves Street to Bell Street)	Unconstrained laneway		
12: Fisher Lane (from Bell Street to END)	Partially constrained	See next section for detailed discussion of modifications.	Unusual laneway layout which requires more detailed works.
13: Fisher Lane (from Moor Street to END)	Partially constrained		
14: ROW (from Moor Street to END)	Highly constrained	Allow development with no vehicle access or car parking.	Narrow 2.5m wide laneway with two 90 degree bends means that it is not a trafficable laneway in its present form.
15: ROW (from Moor Street to END)	Partially constrained	No modifications required	Buildings accessing laneway will be limited to 5-storey, which is considered appropriate given the laneway configuration
18: Brunswick Place (from south side of Hanover Street to Fitzroy Street)	Unconstrained laneway	One-way traffic flow	The length this ROW and development potential means that a one-way arrangement should be provided.
20: ROW (from Palmer Street to END)	Partially constrained	Encourage limited or no parking.	Narrow laneway at 2.75m wide, which is too narrow for regular vehicle accessway. Widening is problematic as it would require

ROW	Classification	Modifications	Reason
			multiple properties to setback on the west.
21: ROW (from Fitzroy Street to END)	Partially constrained	Encourage low car parking provision and monitor over time.	Unable to achieve two-way traffic flow given heritage buildings and other buildings outside study area.
22: Alma Street (north-south section from Gertrude Street to END)	Highly constrained	See next section for detailed works proposed.	Unusual laneway layout which requires more detailed works.
23: Alma Street (east-west section from Fitzroy Street to END)	Unconstrained laneway		
24: ROW (north-south from Alma Street)	Highly constrained		
28: ROW (from Alexandra Parade to Cecil Street)	Unconstrained laneway	One-way traffic flow.	The length of each of these ROWs and development potential (5-6 storeys) means that a one-way arrangement should be provided.
29: ROW (from ROW 28. to Young Street)			
30: ROW (from Cecil Street to Westgarth Street)			
31: ROW (from Westgarth Street to Leicester Street)			
32: ROW (from Leicester to Rose)			
33: ROW (from Kerr Street to Argyle Street)			
34: ROW (from Argyle Street to END)	Partially constrained	Encourage limited or no parking.	Narrow laneway at 2.75m wide, which is too narrow for regular vehicle accessway. Only services 3 properties.

ROW	Classification	Modifications	Reason
35: ROW (from Johnston Street to END)	Partially constrained	Encourage limited or no parking.	Narrow laneway at 2.8m wide, which is too narrow for regular vehicle accessway.
36: ROW (from Johnston Street to Victoria Street)	Unconstrained laneway	One-way traffic flow.	The length of each of these ROWs and development potential means that a one-way arrangement should be provided.
37: ROW (from ROW 36. to Young Street)			
38: ROW (from Victoria Street to Greeves Street)			
46: Macrobertsons Lane (from Kerr Street to Argyle Street)			
47: Macrobertsons Lane (from Argyle Street to Johnston Street)			
49: ROW (from Gore Street to END)	Highly constrained	Encourage limited or no parking.	Services a number of properties with development potential of 6 storeys. The laneway only provides a single lane for two-way traffic and the ability to widen it is limited due to heritage constraints and the subdivision pattern.
53: ROW (from Charles Street to Webb Street)	Unconstrained laneway	One-way traffic flow.	The length of this ROW and development potential (5-8 storeys) means that a one-way arrangement should be provided.
55: Little Smith Street (from Gertrude Street Little Victoria Street only)	Unconstrained laneway	One-way traffic flow or shared area.	The length of this ROW and development potential means that a one-way arrangement could be provided. Alternatively, the road reserve (6.2m) allows for a two-way shared zone.
59: ROW (from Emma St to Emma Street)	Partially constrained	Provide splay on southern corner No. #35 Emma St.	A splay is needed to make the ROW traversable at its southern end.

ROW	Classification	Modifications	Reason
60: ROW (from Emma Street to END)	Unconstrained laneway	Provide splay at No. 23 Emma St.	A splay is needed to facilitate access to properties around the bend.
61: ROW (from Emma Street to END)	Partially constrained	Provide splay at No. 7 Emma St.	A splay is needed to facilitate access to properties around the bend.
64: ROW (from Smith Street to END)	Highly constrained	No changes.	Extremely narrow, but serves only 1 property, so no changes required (property can provide own setback if developed).
71: ROW (from Otter Street to END)	Partially constrained	Encourage limited or no parking.	Only a short laneway serving a limited number of properties with heritage walls at entrance limiting widening opportunities.
72: ROW (from Otter Street to END)	Partially constrained	Provide passing at entrance. See next section.	High development potential (6-7 storeys), length and dead end nature means that a passing area is required.
86: ROW (from Mason Street to END)	Highly constrained	No changes required.	Laneway is non-functional given its layout. Abutting properties to upgrade it, if required.
95: ROW (from Argyle Street to END)	Partially constrained	Provide a through traffic link to Johnson Street, or encourage limited or no parking, or encourage side acces outcomes (Napier St, George St)	High development potential (9 storeys). Single width laneway with no ability to widen at entrance due to new apartment buildings.
98: ROW (from Elliot Street to Chapel Street)	Partially constrained	Encourage limited or no parking.	Narrow laneway with limited scope to remedy effectively due to fine subdivision pattern.
114: ROW (east-west ROW abutting Gertrude Street properties, Connected to Little Gore Street)	Partially constrained	No changes required.	The challenge is access around entrance to Gore Street. Due to narrow width, properties on the north side will need to be setback for vehicle access to properties, alleviating issues at the corner.

ROW	Classification	Modifications	Reason
124: ROW (from Derby Street to Victoria Parade)	Partially constrained	One-way traffic flow	This laneway is long and abuts numerous properties.

8.4.1. Fisher Lane Network

The Fisher Lane Network includes ROW numbers 12 and 13 (called Fishers Lane) and ROW 14.

An aerial photograph of this network is shown in Figure 15.

Given the lack of splay, Fishers Lane is considered a partially constrained laneway.

Given the width of ROW 14, it is considered a highly constrained laneway.

Within Fishers Lane, there are no splays on bends or intersections of the laneways. Essentially in vehicle access terms, this laneway network needs to be considered as three separate laneways connecting to Bell Street, Fitzroy Street and Moor Street, meaning that navigating the bend is not required.

For the laneway accessed via Bell Street, the two-way width of Fisher Lane to the south of the T-intersection allows for passing opportunities. Accordingly, we are satisfied that this provides opportunities to accommodate additional traffic.

Properties with access to the southern portion of Fishers Lane would take access to/from Moor Street. This section provides only a single lane for two-way traffic. However, there are only two properties abutting this laneway (within the study area) and these can manage the laneway by widening the laneway for passing opportunities, if needed.

ROW 14 is highly constrained and has limited opportunity to remedy this. Accordingly, this laneway is more suitable for lower density development, or developments without car parking.



Figure 15: Fishers Lane network

8.4.2. Alma Street network

The Alma Street network includes ROW numbers 22 and 23 (called Alma Street) and ROW 24.

An aerial photograph of this network is shown in Figure 16.

Given the lack of splay, vehicles cannot navigate the bend from one end of Alma Street to the other.

The north-south section of Alma Street is also very narrow at 2.55m wide (ROW 22), making it unsuitable for standard vehicle access. It is effectively a pedestrian only laneway.

Given the lack of the splay from Alma Street to ROW 24, ROW 24 is very difficult for vehicles to navigate.

Because of the above, sites adjoining to ROWs 22 and 24 are not suitable for vehicle access in the their current form and Council should allow no car parking to be provided on these sites.



Figure 16: Alma Street network

8.4.3. ROW 72

ROW 72 is located on the south side of Otter Street, approximately 35m east of Smith Street.

An aerial photograph of this network is shown in Figure 16.

There are a number of constraints with this laneway.

Firstly, the width of the ROW (4.25m) only allows for one-way movement. There is a heritage building on the south-western corner of the intersection between Otter Street and Smith Street. Additionally, the site at 1-3 Otter Street has a permit for a development that does not provide a setback (PLN15/0947).

Accordingly, there is no opportunity to provide a passing area at the entrance to the site.

Because of this, there will need to be passing areas provided at sections within the ROW at other properties in order to accommodate high intensity development for abutting properties.



Source: nearmap.com

Figure 17: ROW 72

9. Design and Development Overlay – Draft Schedule

The following section sets a series of recommendation in regards to transport engineering that could be incorporated into a Design and Development Overlay.

DDO – Fitzroy East and Johnson Street North Access Management

Schedule XX to the DESIGN AND DEVELOPMENT OVERLAY

Design Objectives

- To encourage the creation of a high-quality public realm with active street frontages at ground level.
- To ensure that vehicular access to development does not adversely impact on the amenity of neighbouring properties.
- To ensure that vehicular access to development does not adversely impact on the efficient and safe operation, and the primary pedestrian realm, along Brunswick Street, Smith Street Johnson Street, Gertrude Street, Langridge Street, Wellington Street, Alexandra Parade and Victoria Parade.

Application Requirements

An application for development of land within the precinct must include, as appropriate, the following information to the satisfaction of the Responsible Authority:

- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

Buildings and Works

Car Parking and Access

- Car parking should be located within a basement or concealed from the public realm.
- Vehicle access should be from laneways or local streets (in that order of preference).
- Vehicular access points to Brunswick Street, Smith Street, Johnson Street, Alexandra Parade, Gertrude Street/Langridge Street, Wellington Street and Victoria Parade will not be permitted unless there is no alternative and only in instances where it is not practical to waive the car parking and/or loading requirements and facilitate waste collection on-street.

- Where developments setback from a laneway for vehicle access, this setback should provide a minimum clear laneway width of 6m along the entire length of the laneway. Developments can build over the laneway on upper floors, subject to the provision of a 3.5m headroom clearance.
- Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.
- Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.
- Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high-quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.
- Pedestrian access to buildings should be achieved via streets and must be clearly visible, secure and have an identifiable sense of address. Residential and commercial entrances should be distinguishable from each other. Primary access from laneways should be avoided.
- Pedestrian access to laneways should be provided in a safe manner and include a pedestrian refuge or landing.

Decision Guidelines

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

- The impact on the operation of all transport modes, including public transport services, walking and cycling
- The contribution the development makes to walkability, permeability and streetscape appearance of the area.
- The layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.

Reference Documents

- Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019
- Johnston Street Built Form Framework, June 2019
- Fitzroy East Built Form Framework, June 2019
- Traffic Engineering Assessment by Traffix Group, October, 2019

10. Conclusions and Recommendations

Access Management Plans have been prepared for all properties identified within the Brunswick Street and Smith Street Activity Centre study areas, which includes (but not limited to) properties abutting Brunswick Street and Smith Street, to detail how vehicle access to new developments can be managed to reduce the impact of vehicle access directly Brunswick Street and Smith Street. Suitably designed and controlled vehicle access is a key component in achieving the objectives of maximising the efficiency of the arterial road network and providing a high-quality pedestrian environment.

This report also recommends a series of traffic engineering requirements for a future Design and Development Overlay.

Appendix A

Clause 18 of the Yarra Planning Scheme

Traffix Group G22790R-01B

18.01 INTEGRATED TRANSPORT

31/07/2018
VC148

18.01-1S Land use and transport planning

31/07/2018
VC148

Objective

To create a safe and sustainable transport system by integrating land use and transport.

Strategies

Develop integrated and accessible transport networks to connect people to jobs and services and goods to market.

Plan urban development to make jobs and services more accessible by:

- Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
- Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.
- Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
- Focussing major government and private sector investments in regional cities and centres on major transport corridors, particularly railway lines, in order to maximise the access and mobility of communities.

Integrate public transport services and infrastructure into new development.

Improve transport links that strengthen the connections to Melbourne and adjoining regions.

Policy documents

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)
- *Cycling into the Future 2013-23* (Victorian Government, 2012)
- *Principal Public Transport Network 2017* (Department of Economic Development, Jobs, Transport and Resources, 2017)

18.01-2S Transport system

31/07/2018
VC148

Objective

To coordinate development of all transport modes to provide a comprehensive transport system.

Strategies

Reserve land for strategic transport infrastructure.

Require transport system management plans for key transport corridors and for major investment proposals.

Incorporate the provision of public transport, cycling and walking infrastructure in all major new state and local government road projects.

Locate transport routes to achieve the greatest overall benefit to the community to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.

Locate and design new transport routes and adjoining land uses to minimise disruption of residential communities and their amenity.

Plan or regulate new uses or development of land near an existing or proposed transport route to avoid detriment to and where possible enhance, the service, safety and amenity desirable for that transport route in the short and long terms.

Facilitate infrastructure that connects and improves train services between key regional cities and townships and Melbourne.

Ensure that pedestrian and cyclist access to public transport is facilitated and safeguarded.

Ensure the design, construction and management of all transport modes reduces environmental impacts.

Ensure careful selection of sites for freight generating facilities to minimise associated operational and transport impacts to other urban development and transport networks.

Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.

Policy guidelines

Consider as relevant:

- Any applicable highway strategy published by VicRoads.

Policy documents

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Public Transport: Guidelines for land use and development* (Victorian Government, 2008)

18.02 MOVEMENT NETWORKS

31/07/2018
VC148

18.02-1S Sustainable personal transport

31/07/2018
VC148

Objective

To promote the use of sustainable personal transport.

Strategies

Ensure development and the planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations) provide opportunities to promote more walking and cycling.

Encourage the use of walking and cycling by creating environments that are safe and attractive.

Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.

Ensure cycling routes and infrastructure are constructed early in new developments.

Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Ensure cycling infrastructure (on-road bicycle lanes and off-road bicycle paths) is planned to provide the most direct route practical and to separate cyclists from other road users, particularly motor vehicles.

Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.

Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.

Ensure provision of bicycle end-of-trip facilities in commercial buildings.

Policy documents

Consider as relevant:

- *Guide to Road Design, Part 6A: Paths for Walking and Cycling*
- *Cycling into the Future 2013–23* (Victorian Government, 2012)

18.02-1R Sustainable personal transport - Metropolitan Melbourne

31/07/2018
VC148

Strategies

Improve local travel options for walking and cycling to support 20 minute neighbourhoods.

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

18.02-2S Public Transport

31/07/2018
VC148

Objective

To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

Strategies

Maintain and strengthen passenger transport networks.

Connect activity centres, job rich areas and outer suburban areas through high-quality public transport.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.
- Providing end-of-trip facilities for pedestrians and cyclists at public transport interchanges.

Plan for bus services to meet the need for local travel.

Ensure development supports the delivery and operation of public transport services.

Plan for and deliver public transport in outer suburban areas that is integrated with land use and development.

Provide for bus routes and stops and public transport interchanges in new development areas.

Policy documents

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)
- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Cycling into the Future 2013-23* (Victorian Government, 2012)

18.02-2R Principal Public Transport Network

31/07/2018
VC148

Strategies

Facilitate high-quality public transport access to job-rich areas.

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to provide for connections to the Principal Public Transport Network.

Improve the operation of the Principal Public Transport Network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road space management measures including transit lanes, clearways, stops and interchanges.

18.02-3S Road system

31/07/2018
VC148

Objective

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

Strategies

Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Provide for grade separation at railway crossings except with the approval of the Minister for Transport.

Make better use of roads for all road users through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.

Selectively expand and upgrade the road network to provide for:

- High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.
- Upgrading of key freight routes.
- Ongoing development in outer suburban areas.
- Higher standards of on-road public transport.
- Improved key cross-town arterial links in the outer suburbs including circumferential and radial movement.

Ensure access to jobs and services in growth areas and outer suburban areas by improving roads for all road users.

Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts.

Ensure that road space complements land use and is managed to meet community and business needs.

18.02-4S Car parking

31/07/2018
VC148

Objective

To ensure an adequate supply of car parking that is appropriately designed and located.

Strategies

Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

Encourage the efficient provision of car parking by consolidating car parking facilities.

Design and locate local car parking to:

- Protect the role and function of nearby roads.
- Enable easy and efficient use.
- Enable the movement and delivery of goods.
- Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.
- Facilitate the use of public transport.

Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

Make adequate provision for taxi ranks as part of activity centres, transport interchanges and major commercial, retail and community facilities.

Policy documents

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)

18.03 PORTS

31/07/2018
VC148

18.03-1S Planning for ports

31/07/2018
VC148

Objective

To support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels and to facilitate their ongoing sustainable operation and development.

Strategies

Provide for the ongoing development of ports at Melbourne, Geelong, Hastings and Portland in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration, light spill, noise and air emissions from port activities.

Policy documents

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Victorian Ports Strategic Framework* (Department of Infrastructure, 2004)
- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *Port Futures* (Victorian Government, 2009)
- *Port of Hastings Land Use and Transport Strategy* (Port of Hastings Corporation, 2009)
- *Port of Portland - Port Land Use Strategy* (Port of Portland Pty Limited, 2009)
- *Port of Geelong - Development Strategy* (Victorian Regional Channels Authority, 2013)
- *Port Development Strategy 2035 Vision* (Port of Melbourne Corporation, 2009)

18.03-2S Planning for port environs

31/07/2018
VC148

Objective

To plan for and manage land near commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

Strategies

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses that depend upon or gain significant economic advantage from proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing major hazard facility.

Ensure that any use or development within port environs:

- Is consistent with policies for the protection of the environment.
- Takes into account planning for the port.

Policy documents

Consider as relevant:

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *Port Futures* (Victorian Government, 2009)
- *Port of Hastings Land Use and Transport Strategy* (Port of Hastings Corporation, 2009)
- *Port of Portland - Port Land Use Strategy* (Port of Portland Pty Limited, 2009)
- *Port of Geelong - Development Strategy* (Victorian Regional Channels Authority, 2013)
- *Port Development Strategy 2035 Vision* (Port of Melbourne Corporation, 2009)

18.04 AIRPORTS

31/07/2018
VC148

18.04-1S Planning for airports and airfields

31/07/2018
VC148

Objective

To strengthen the role of Victoria's airports and airfields within the state's economic and transport infrastructure, facilitate their siting and expansion and protect their ongoing operation.

Strategies

Protect airports from incompatible land uses.

Ensure that in the planning of airports, land use decisions are integrated, appropriate land use buffers are in place and provision is made for associated businesses that service airports.

Ensure the planning of airports identifies and encourages activities that complement the role of the airport and enables the operator to effectively develop the airport to be efficient and functional and contribute to the aviation needs of the state.

Ensure the effective and competitive operation of Melbourne Airport at both national and international levels.

Protect the environs of Avalon Airport so it can operate as a full-size jet airport focussing on freight, training and services.

Recognise Essendon Airport's current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment and residential precinct that builds on the current functions.

Recognise Moorabbin Airport as an important regional and state aviation asset by supporting its continued use as a general aviation airport, ensuring future development at the site encourages uses that support and enhance the state's aviation industry and supporting opportunities to extend activities at the airport that improve access to regional Victoria.

Maintain Point Cook Airfield as an operating airport complementary to Moorabbin Airport.

Preserve long-term options for a new general aviation airport south-east of Metropolitan Melbourne by ensuring urban development does not infringe on possible sites, buffer zones or flight paths.

Avoid the location of new airfields in areas that have greater long-term value to the community for other purposes.

Plan the location of airfields, nearby existing and potential development, and the land-based transport system required to serve them as an integrated operation.

Plan the visual amenity and impact of any use or development of land on the approaches to an airfield to be consistent with the status of the airfield.

Plan for areas around all airfields such that:

- Any new use or development that could prejudice the safety or efficiency of an airfield is precluded.
- The detrimental effects of aircraft operations (such as noise) are taken into account in regulating and restricting the use and development of affected land.
- Any new use or development that could prejudice future extensions to an existing airfield or aeronautical operations in accordance with an approved strategy or master plan for that airfield is precluded.

Policy documents

Consider as relevant:

- *National Airports Safeguarding Framework* (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012)

- *Avalon Airport Master Plan* (Avalon Airport Australia Pty Ltd, 2015)
- *Avalon Airport Strategy* (Department of Business and Employment/AeroSpace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts

18.04-1R Melbourne Airport

31/07/2018
VC148

Strategies

Protect the curfew-free status of Melbourne Airport and ensure any new use or development does not prejudice its operation.

Ensure any new use or development does not prejudice the optimum usage of Melbourne Airport.

Policy documents

Consider as relevant:

- *Melbourne Airport Master Plan 2013 - People Place Prosperity* (Australia Pacific Airports (Melbourne) Pty Ltd, 2013)
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

18.05 FREIGHT

31/07/2018
VC148

18.05-1S Freight links

31/07/2018
VC148

Objective

To develop the key Transport Gateways and freight links and maintain Victoria's position as the nation's premier logistics centre.

Strategies

Support major Transport Gateways as important locations for employment and economic activity by:

- Protecting designated ports, airports, freight terminals and their environs from incompatible land uses.
- Encouraging adjacent complementary uses and employment generating activities.

Improve the freight and logistics network to optimise freight handling and maintain the efficiency and effectiveness of the network.

Support the development of freight and logistics precincts in strategic locations along key regional freight corridors.

Plan for improved freight connections that are adaptable to commodity, market and operating changes.

Link areas of production and manufacturing to export markets.

Improve freight efficiency and increase capacity of Transport Gateways while protecting urban amenity.

Facilitate increased capacity of Interstate Freight Terminals, both in regional areas and Metropolitan Melbourne.

Ensure an adequate supply of land is zoned to allow high-volume freight customers to locate adjacent to Interstate Freight Terminals.

Minimise negative impacts of freight movements on urban amenity.

Limit incompatible uses in areas expected to have intense freight activity by identifying and protecting key freight routes on the Principal Freight Network.

Policy documents

Consider as relevant:

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)

18.05-1R Freight links - Metropolitan Melbourne

31/07/2018
VC148

Strategy

Ensure suitable sites are provided for intermodal freight terminals at key locations around Metropolitan Melbourne, particularly for the Beveridge Interstate Freight Terminal and the Western Interstate Freight Terminal.

Appendix B

Existing Traffic Management Conditions

Traffix Group G22790R-01B

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.1

Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- Left Turn Ban

Traffix Group

G222790R-01A

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.2

Legend

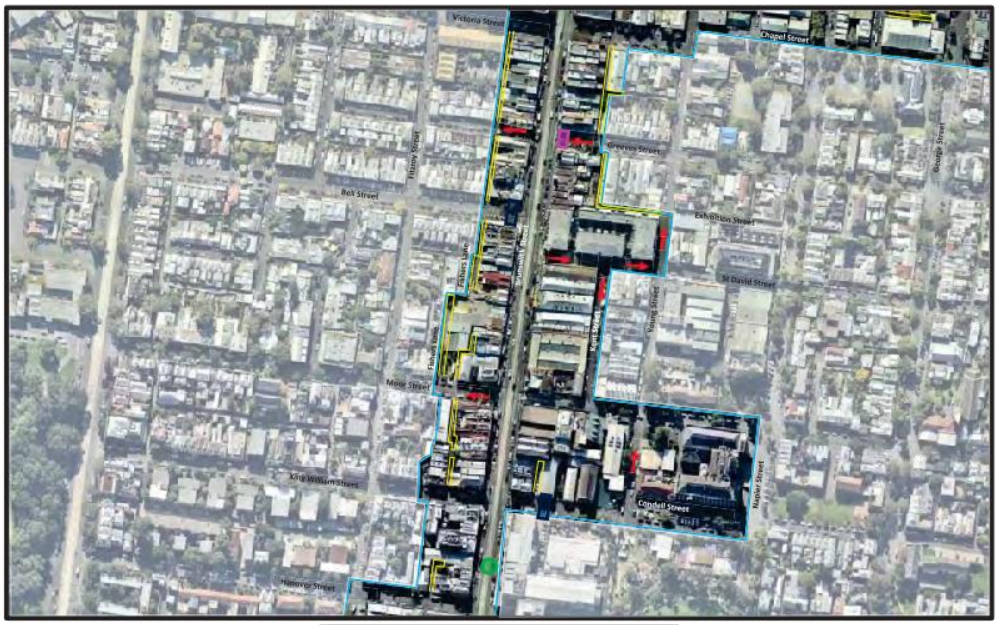
- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- Left Turn Ban

Traffix Group

G22279OR-01A

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.3

Legend

Study Area Boundary	Right Turn Ban
Traffic Signals	Left-turn Only
Pedestrian Signals	One-way
Threshold Treatment	No Through Road Blockade
No Entry (Exit Only)	Left Turn Ban

Traffix Group

G222790R-01A

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.4

Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- Left Turn Ban

Traffix Group

G222790R-01A

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.5

Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- Left Turn Ban

Traffix Group

G222790R-01A

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.6

Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- Left Turn Ban

Traffix Group

G222790R-01A

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.7

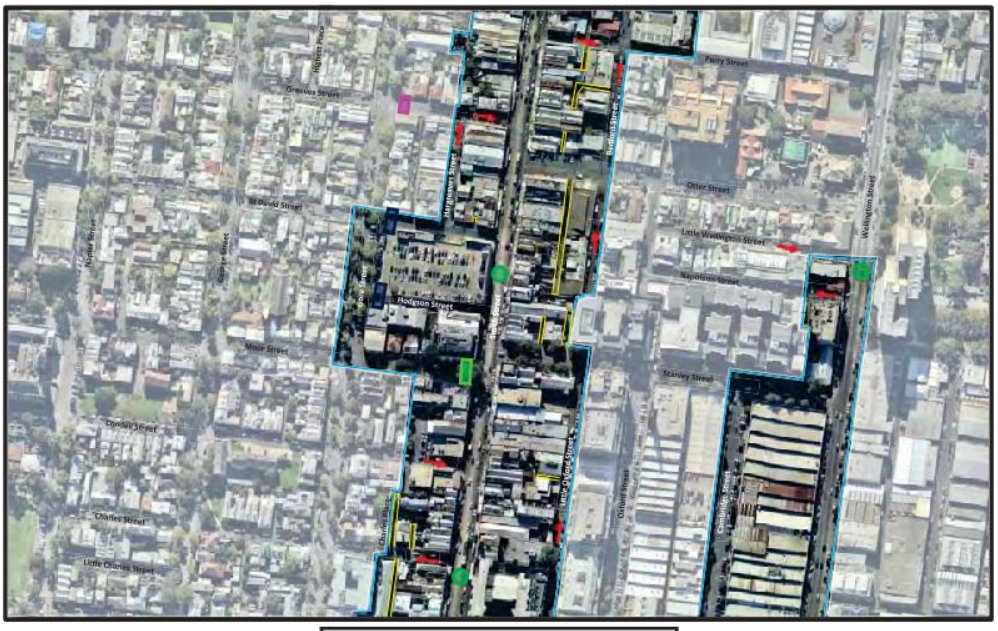
Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- Left Turn Ban

Traffix Group

G222790R-01A

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.8

Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- Left Turn Ban

Traffix Group

G22279OR-01A

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.9

Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- Left Turn Ban

Traffix Group

G222790R-01A

Appendix B
Brunswick Street & Smith Street Traffic Study: Existing Traffic Management Conditions



MAP NO.10

Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade
- Left Turn Ban

Traffix Group

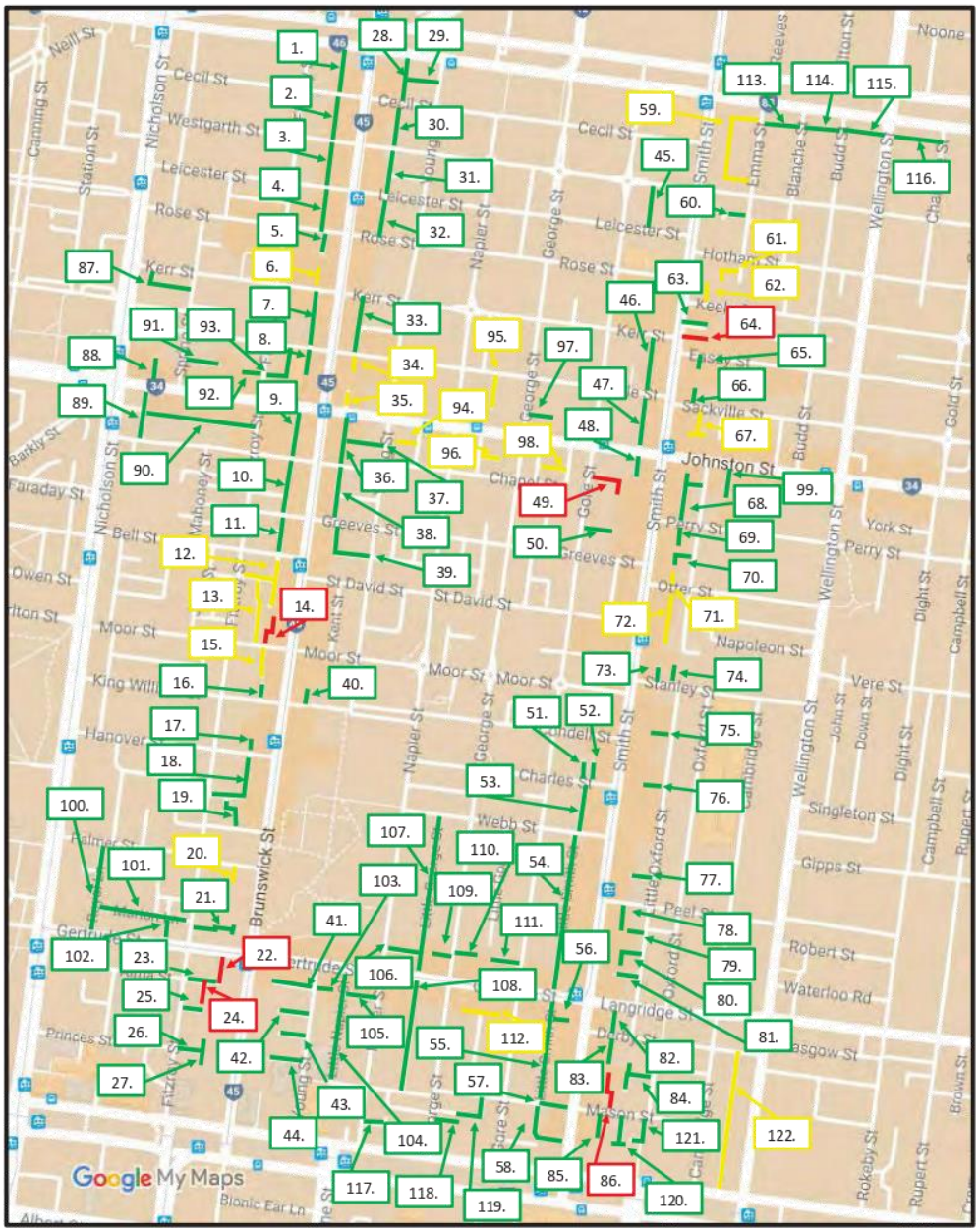
G222790R-01A

Appendix C

Existing Laneway Conditions

Traffix Group G22790R-01B

Appendix C
Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network



Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
1: ROW (from Alexandra Parade to Cecil Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way, must turn left to/from Alexandra Parade. Cecil Street is one-way westbound. • Parking – No Parking • Footpath – No footpaths • Material – Bluestone • Layout features – there is a connecting ROW to the east which is currently inaccessible. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
2: ROW (from Cecil Street to Westgarth Street)	**Existing Conditions:** • Carriageway width – 3.6m • Traffic management – Two-way, Cecil Street is one way westbound. • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
3: ROW (from Westgarth Street to Leicester Street)	**Existing Conditions:** • Carriageway width – 3.7m • Traffic management – Two-way • Parking – Car park on south side • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
4: ROW (from Leicester Street to Rose Street)	**Existing Conditions:** • Carriageway width – 3.3m-3.6m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
5: ROW (from Rose Street to END)	**Existing Conditions:** • Carriageway width – 4.6m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – property on west side of ROW is set back from property boundary **Constraints: Unconstrained laneway** • Short in length	
6: ROW (from Kerr Street to END)	**Existing Conditions:** • Carriageway width – 2.5m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – very narrow and has a gate that can be closed **Constraints: Partially constrained** • Vertically constrained • Narrow width – should be widened to at least 3m if used for vehicle access	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
7: ROW (from Kerr Street to Argyle Street)	**Existing Conditions:** • Carriageway width – 3.6m-3.95m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
8: ROW (from Argyle Street to END)	**Existing Conditions:** • Carriageway width – 3.25m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length	
9: ROW (from Johnston Street to Victoria Street)	**Existing Conditions:** • Carriageway width – 3.5m-3.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a connecting ROW to the west, which is gated off to the public. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

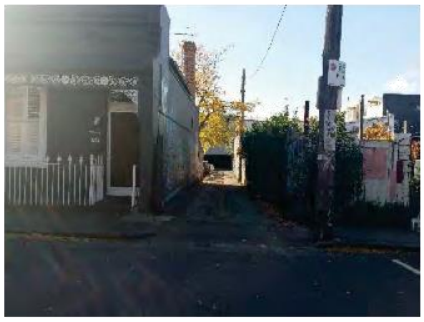
Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
10: ROW (from Victoria Street to Greeves Street)	**Existing Conditions:** • Carriageway width – 2.95m-4.45m • Traffic management – Two-way, Greeves Street is one-way westbound. • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout Features – There is a connecting ROW to the west, with a splay provided on the northwest corner of the intersection. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
11: ROW (from Greeves Street to Bell Street)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way, Greeves Street is one-way westbound. • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a connecting ROW on the west, with no splays provided. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
12: Fisher Lane (from Bell Street to END)	**Existing Conditions:** • Carriageway width – 2.85m-5.55m • Traffic management – Two-way • Parking – Parking provided in car park at southern end behind gate • Footpath – No footpath • Material – Bluestone • Layout Features – There is a ROW of width 3.05m on the west side of Fisher Lane which connects to Fitzroy Street to the west, and the continuation of Fisher Lane to the south. There are no splays at any of the intersections. **Constraints: Partially constrained** • Needs splays • Needs connectivity with other section of Fisher Lane	
13: Fisher Lane (from Moor Street to END)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way, Moor Street is one-way westbound • Parking – Large car park in the middle • Footpath – No footpath • Material – Asphalt • Layout Features – There is another ROW of width 3.05m to the north. This ROW connects to Fitzroy Street in the west, and the continuation of Fisher Street to the north. There are no splays on any of the intersections. **Constraints: Partially constrained** • Needs splays • Needs connectivity with other section of Fisher Lane	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
14: ROW (from Moor Street to END)	**Existing Conditions:** • Carriageway width – 2.55m • Traffic management – Two-way, Moor Street is one-way westbound • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a zigzag bend in the ROW, with no splays provided. **Constraints: Highly constrained** • Needs splays • Narrow	
15: ROW (from Moor Street to END)	**Existing Conditions:** • Carriageway width – 3.15m to 6m (at end) • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout features – There is a 90 degree bend in the ROW, with no splay provided. The ROW continues north-south after the bend. The ROW does not provide a connection between the two streets. **Constraints: Partially constrained** • Needs splays	
16: ROW (from King William Street to END)	**Existing Conditions:** • Carriageway width – 3.0m • Traffic Management – Two-way • Parking –No Parking • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
17: ROW (from Hanover Street to END)	**Existing Conditions:** • Carriageway width – 3.55m • Traffic management – Two-way • Parking – No Parking • Footpath – Small footpath on west side • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	
18: Brunswick Place (from south side of Hanover Street to Fitzroy Street)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way • Parking – No Parking within ROW, however parking is available around the 90 degree bend towards the west • Footpath – Footpath available around the 90 degree bend towards the west • Material – Bluestone • Layout features – Operates as a single lane two-way ROW in a north-south direction before turning 90 degrees towards the west where two-way passing is available **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
19: ROW (from James Street to END)	**Existing Conditions:** • Carriageway width – 2.75m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Bluestone • Layout features – There is a 90 degree bend in the ROW for pedestrian use only **Constraints: Unconstrained laneway** • Bend only accessible for pedestrians • Suitable for properties fronting Brunswick Street	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
20: ROW (from Palmer Street to END)	**Existing Conditions:** • Carriageway width – 2.75m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpaths • Material – Bluestone **Constraints: Partially constrained** • Should be 3m wide • Short in length	
21: ROW (from Fitzroy Street to END)	**Existing Conditions:** • Carriageway width – 2.7m to 3.7m. The ROW is 4.1m around the T-intersection. • Traffic management – Two-way, traffic is restricted to travel south along Fitzroy Street • Parking – No parking • Footpath – No footpaths • Material – Bluestone • Layout features – There is a kink halfway along the ROW with splays. The ROW forms a T-intersection at its end **Constraints: Partially Constrained** • Lack of passing area	
22: Alma Street (north-south section from Gertrude Street to END)	**Existing Conditions:** • Carriageway width – 2.55m • Traffic management – Not suitable for traffic movement. No vehicle access is provided to properties. • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Narrow and bends 90 degrees at the end towards the west **Constraints: Highly constrained** • Too narrow • Limited ability to widen	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
23: Alma Street (east-west section from Fitzroy Street to END)	**Existing Conditions:** • Carriageway width – 3.6m • Traffic management – Two-way. Vehicles travelling to Fitzroy Street must travel towards the north from the ROW (one-way). • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Bends 90 degrees at the end towards the north (not suitable for vehicle access). A north-south ROW extends from the midpoint, with splays on one corner **Constraints: Unconstrained laneway** • Short in length	
24: ROW (north-south from Alma Street)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – splays on one corner **Constraints: Highly constrained** • Lacks splays • Difficult to get into from Alma Street	
25: ROW (east-west from Fitzroy Street to END)	**Existing Conditions:** • Carriageway width – 3.0m-3.3m (around bend) • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a 90 degree bend towards the south with no splay **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
26: Princes Street (east-west from Fitzroy Street to END)	**Existing Conditions:** • Carriageway width – 4.95m (including building setback) • Traffic management – Two-way • Parking – Parking on the north side of ROW within building setback • Footpath – No footpath • Material – Asphalt & Bluestone • Layout features – Forms a T-intersection with ROW at the end in a north-south direction **Constraints: Unconstrained laneway** • Two-way traffic	
27: ROW (from Princes Street to END)	**Existing Conditions:** • Carriageway width – 6.1m (including footpath) • Traffic management – Two-way • Parking – No parking • Footpath – Footpath on west side (south of Princes Street) • Material – Asphalt & Bluestone • Layout features – Includes footpath south of Princes Street. **Constraints: Unconstrained laneway** • Two-way traffic	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
28: ROW (from Alexandra Parade to Cecil Street)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way, must enter/exit left at Alexandra Parade. Cecil Street is one-way westbound. • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Connects to ROW 29. on the eastern side. No splays are provided. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
29: ROW (from ROW 28. to Young Street)	**Existing Conditions:** • Carriageway width – 3.5m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout Features – Connects to ROW 28. on the western side. No splays are provided. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
30: ROW (from Cecil Street to Westgarth Street)	**Existing Conditions:** • Carriageway width – 3.5m • Traffic management – Two-way • Parking – No parking • Footpath – No Footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
31: ROW (from Westgarth Street to Leicester Street)	**Existing Conditions:** • Carriageway width – 3.6m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a connecting ROW on the east side, which connects to Young Street **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
32: ROW (from Leicester to Rose)	**Existing Conditions:** • Carriageway width – 3.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
33: ROW (from Kerr Street to Argyle Street)	**Existing Conditions:** • Carriageway width – 2.9m-6.7m • Trafficable Width – 2.9m-8.5m • Traffic management – Two-way • Parking – No parking • Footpath – Both sides of the road for the south section • Material – Bluestone and Asphalt • Layout features – The ROW is narrow for the norther section, but opens out into a wider ROW with footpaths and kerbing. The material also changes at this point from bluestone to asphalt. There is an east-west section at this point which connects to Young Street. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
34: ROW (from Argyle Street to END)	**Existing Conditions:** • Carriageway width – 2.5m • Traffic management – Two-way • Parking –No parking • Footpath – No footpath • Material – Gravel **Constraints: Partially constrained** • Narrow – less than 3m in width • Short in length	
35: ROW (from Johnston Street to END)	**Existing Conditions:** • Carriageway width – 2.8m • Traffic management – Two-way • Parking –No parking • Footpath – No footpath • Material – Bluestone **Constraints: Partially constrained** • Narrow – less than 3m in width • Short in length	
36: ROW (from Johnston Street to Victoria Street)	**Existing Conditions:** • Carriageway width – 2.95m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Connects to ROW 37. on the east side, with no splays provided **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
37: ROW (from ROW 36. to Young Street)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way, Young Street is one-way northbound • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Connects to ROW 36. on the west end, with no splays provided **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
38: ROW (from Victoria Street to Greeves Street)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a connecting ROW on the east side, with no splays provided. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
39: ROW (from Greeves Street to Young Street)	**Existing Conditions:** • Carriageway width – 3.05m-3.8m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a 90 degree bend in the ROW, with a splay provided on the north-east corner. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
40: ROW (North-south section from King William Street to END)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way, must travel west on King William Street as a No Through Road is to the east (bollards) • Parking – No Parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	
41: ROW (from Young Street to END)	**Existing Conditions:** • Carriageway width – 4.85m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout Features – Kink located towards the western end of ROW **Constraints: Partially constrained** • Kink • Length • Slightly less than two-way traffic	
42: ROW (from Young Street to END)	**Existing Conditions:** • Carriageway width – 3.0m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpath • Material – Bluestone • Layout Features – No properties take vehicle access from the ROW **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
43: Graham Street (from Young Street to END)	**Existing Conditions:** • Carriageway width – 5.1m • Road reserves – 8.0m • Traffic management – Two-way • Parking – Parking provided on the north side on-street • Footpath – Footpaths on both the north and south side • Material – Asphalt with bluestone kerb & channel • Layout features – Operates with a single lane for two-way traffic. There is a dead-end at the western end. **Constraints: Unconstrained laneway** • Two-way traffic	
44: Duke Street (from Young Street to END)	**Existing Conditions:** • Carriageway width – 3.2m • Road reserves – 7.8m • Parking – No parking • Footpath – Footpaths on both the north and south side • Material – Bluestone slate • Layout Features – No entry authorised vehicles expected. **Constraints: Unconstrained laneway** • Short in length	
45: ROW (from Westgarth Street to Leicester Street)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
46: Macrobertsons Lane (from Kerr Street to Argyle Street)	**Existing Conditions:** • Carriageway width – 3.8m-4.05m • Traffic management – Two-way, Argyle Street is one-way westbound • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
47: Macrobertsons Lane (from Argyle Street to Johnston Street)	**Existing Conditions:** • Carriageway width – 3.45m-3.8m • Traffic management – Two-way, Argyle Street is one-way westbound • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
48: Macrobertsons Lane (from Johnston Street to END)	**Existing Conditions:** • Carriageway width – 3.1m-3.3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
49: ROW (from Gore Street to END)	**Existing Conditions:** • Carriageway width – 2.8m-3.25m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a 90 degree bend in the ROW, with a splay provided on the southwest corner **Constraints: Highly Constrained** • Narrow • Bend • Inability to widen	
50: ROW (from Gore Street to END)	**Existing Conditions:** • Carriageway width – 2.95m • Traffic management – Two-way • Parking – Car park at east end of ROW • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short	
51: ROW (from Charles Street to END)	**Existing Conditions:** • Carriageway width – 4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in Length • Dead End	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
52: Charles Place (from Charles Street to END)	**Existing Conditions:** • Carriageway width – 3.75m • Traffic management –Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
53: ROW (from Charles Street to Webb Street)	**Existing Conditions:** • Carriageway width – 4.05m • Traffic management – Two-way, Charles Street is one-way westbound • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
54: Little Smith Street (from Webb Street to Gertrude Street)	**Existing Conditions:** • Carriageway width – 4.5m • Road reserve – 5.8m • Traffic management – One-way southbound • Parking – No parking • Footpath – Narrow path/kerbing on both sides • Material – Asphalt • Layout features – long and narrow **Constraints: Unconstrained laneway** • One-way • Used for loading without adequate space	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
55: Little Smith Street (from Gertrude Street Little Victoria Street)	**Existing Conditions:** • Carriageway width – 4.2m • Road Reserve – 6.2m • Traffic management – Two-way • Parking – No parking • Footpath – Narrow path/kerbing on both sides • Material – Asphalt **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
56: ROW (from Little Smith Street to END)	**Existing Conditions:** • Carriageway width – 3.8m • Traffic management –Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	
57: Little Victoria Street (from Little Smith Street to Smith Street)	**Existing Conditions:** • Carriageway width – 4m • Road Reserve – 6.35m • Traffic management – One-way westbound • Parking – No parking • Footpath – Footpath on both sides • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length • Continuous • One-way	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
58: Little Smith Street (from Little Victoria Street to Smith Street)	**Existing Conditions:** • Carriageway width – 3.1m-4.5m • Road Reserve – 3.1m-6.2m • Traffic management – Two-way • Parking – No parking • Footpath – Narrow path/kerbing on both sides for north-south section, none for east-west section • Material – Asphalt and Bluestone • Layout features – there is a 90 degree bend in the ROW with a narrow kink from the property on the southwest corner making it difficult to traverse. **Constraints: Unconstrained Laneway** • Short in length • Corner does not need to be traversed	
59: ROW (from Emma St to Emma Street)	**Existing Conditions:** • Carriageway width – 2.9m-3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – there are two 90 degree bends on the ROW, with a splay provided for the northern bend. The southern bend does not have a splay and is difficult to traverse. There is also construction going on adjacent to the ROW. **Constraints: Partially constrained** • Lack of splay on the southern bend	
60: ROW (from Emma Street to END)	**Existing Conditions:** • Carriageway width – 2.6m • Traffic management – Two-way • Parking – There is a car park at the western end of the ROW. • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length	

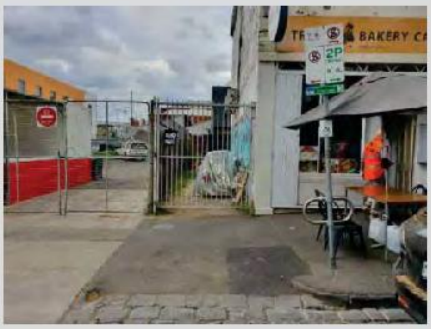
Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
61: ROW (from Emma Street to END)	**Existing Conditions:** • Carriageway width – 3.05m-3.35m • Traffic management – Two-way • Parking – No parking • Footpath – No foothpath • Material – Asphalt • Layout features – there is a 90 degree bend at the end of the ROW, with no splays provided. **Constraints: Partially constrained** • Lacks splays	
62: ROW (from Keele Street to END)	**Existing Conditions:** • Carriageway width – 2.75m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Partially constrained** • Narrow – less than 3m in width	
63: ROW (from Smith Street to END)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No foothpath • Material – Concrete **Constraints: Unconstrained Laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
64: ROW (from Smith Street to END)	**Existing Conditions:** • Carriageway width – 2.2m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Unsealed • Gated entrance **Constraints: Highly Constrained** Narrow width	
65: ROW (from Easey Street to END)	**Existing Conditions:** • Carriageway width – 3.0m • Traffic management – Two-way • Parking – No parking • Footpath – No foothpath • Material – Asphalt **Constraints: Unconstrained Laneway** • Short in length	
66: ROW (from Sackville Street to END)	**Existing Conditions:** • Carriageway width – 2.9m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
67: ROW (from Sackville Street to END)	**Existing Conditions:** • Carriageway width – 3.6m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Has a T-intersection with an east-west section. There are no splays, but the open section at the end allows for turning. **Constraints: Partially constrained** • Requires splays at T-intersection	
68: ROW (from Perry Street to Bedford Street)	**Existing Conditions:** • Carriageway width – 2.75m-3.1m, plus additional width due to property setback • Traffic management – Two-way, Bedford Street is one-way northbound. Perry Street is one-way eastbound • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – The ROW has a T-intersection on the western side. At this point there is splays on both corners. The property along the south of the ROW is also setback from its boundary. **Constraints: Unconstrained laneway** • Two-way traffic flow	
69: ROW (from Perry Street to END)	**Existing Conditions:** • Carriageway width – 3.35m • Traffic management – Two-way, Perry Street is one-way eastbound • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
70: ROW (from Bedford Street to END)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – The ROW has a 90 degree bend with a splay provided on the southeast corner. **Constraints: Unconstrained laneway** • Short in length	
71: ROW (from Otter Street to END)	**Existing Conditions:** • Carriageway width – 2.6m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Narrow in width **Constraints: Partially constrained** • Narrow – less than 3m in width • Short in length	
72: ROW (from Otter Street to END)	**Existing Conditions:** • Carriageway width – 4.25m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Long ROW with large amount of vehicle access. **Constraints: Partially constrained** • Needs widening or passing area • Length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
73: ROW (from Stanley Street to END)	**Existing Conditions:** • Carriageway width – 2.75m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length • Narrow – but existing property setback makes width acceptable	
74: ROW (from Stanley Street to END)	**Existing Conditions:** • Carriageway width – 6.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length	
75: ROW (from Little Oxford Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Short in length	
76: ROW (from Little Oxford Street to END)	**Existing Conditions:** • Carriageway width – 3.45m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
77: Oxford Place (from Little Oxford Street to END)	**Existing Conditions:** • Carriageway width – 5m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length	
78: ROW (from Peel Street to END)	**Existing Conditions:** • Carriageway width – 4.3m • Road Reserve – 6.25m • Traffic management – Two-way • Parking – No parking • Footpath – Narrow footpath/kerbing on both sides • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length	
79: ROW (from Little Oxford Street to END)	**Existing Conditions:** • Carriageway width – 3.65m-4.45m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a slight kink in the ROW, with a splay provided. **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
80: ROW (from Little Oxford Street to END)	**Existing Conditions:** • Carriageway width – 3.8m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a 90 degree bend in the ROW, with a splay on the southeast corner **Constraints: Unconstrained laneway** • Short in length	
81: ROW (from Little Oxford Street to END)	**Existing Conditions:** • Carriageway width – 4.25m-7.65m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length • Two-way for parts	
82: ROW (from Langridge Street to Derby Street)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
83: ROW (from Derby Street to END)	**Existing Conditions:** • Carriageway width – 2.95m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short in length	
84: ROW (from Oxford Street to END)	**Existing Conditions:** • Carriageway width – 4.1m-5.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – there is a T-intersection at the west end, with enough space to manoeuvre corners **Constraints: Unconstrained laneway** • Short in length • Wide enough to turn	
85: ROW (from Mason Street to END)	**Existing Conditions:** • Carriageway width – 3.3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Unsealed road **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
86: ROW (from Mason Street to END)	**Existing Conditions:** • Carriageway width – 3.1m-3.45m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – concrete • There is a kink section in the middle, with splays provided at each turn **Constraints: Highly Constrained** • Bend • Inability to widen	
87: ROW (from Kerr Street to Spring Street)	**Existing Conditions:** • Carriageway width – 4.15m-4.3m • Traffic management – Two-way • Parking – No Parking • Footpaths – No footpaths • Material – Bluestone • Layout features – There is a 90 degree bend in the ROW, with no splay provided **Constraints: Unconstrained laneway** • Short in length	
88: Johnston Place (from Johnston Street to END)	**Existing Conditions:** • Carriageway width – 4.3m • Road reserve – 5.85m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout features – there is a section of low lying vegetation of the east side of the ROW **Constraints: Unconstrained laneway** • Short in length • Two-way	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
89: ROW (north-south section from Johnston Street to Victoria Street)	**Existing Conditions:** • Carriageway width – 4.4m-4.6m • Traffic Management – Two-way • Parking – Car park on west side of mid-point • Material – Bluestone • Layout features – There is a connecting ROW to the east of the east which provides access to Fitzroy Street. No splays are provided, but the property to the south of the intersection is set back. Access to Johnston Street is provided via the private car park to the west. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
90: ROW (East-West section from ROW 86. to Fitzroy Street)	**Existing Conditions:** • Carriageway width – 6.1m • Traffic management – Two-way • Parking – Car park to the west end of ROW • Footpaths – No footpaths • Materials – Bluestone • Layout features – connected to ROW 86. at the west end. Access to Johnston Street is provided via the private car par to the west. **Constraints: Unconstrained laneway** • Two-way	
91: Harrison Place (from Spring Street to END)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpath • Material – Bluestone • Layout features – There are 2 short ROWs on the north and south side of Harrison Place, with no splays provided at either **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
92: ROW (from west side of Fitzroy Street to END)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way • Parking – Parking for adjacent properties along south side of ROW • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	
93: ROW (from Fitzroy Street to Argyle Street)	**Existing Conditions:** • Carriageway width – 3.15m-3.25m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Bluestone • Layout features – There is a 90 degree bend in the ROW, with no splay provided **Constraints: Unconstrained laneway** • Two short lengths	
94: ROW (from Hertford Street to END)	**Existing Conditions:** • Carriageway width – 2.75m – but hard to tell with construction occurring • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Partially Constrained** • Short • Narrow – however current construction may affect width	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
95: ROW (from Argyle Street to END)	**Existing Conditions:** • Carriageway width – 4m • Traffic management – Two-way, Argyle Street is one-way eastbound • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Partially Constrained** • Needs widening • High development potential	
96: ROW (from Rochester Street to END)	**Existing Conditions:** • Carriageway width – 2.8m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a connecting ROW to the north, with no splays provided at the intersection, however, properties on the south are set back. **Constraints: Partially constrained** • Narrow – less than 3m width • Short	
97: ROW (from George Street to END)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
98: ROW (from Elliot Street to Chapel Street)	**Existing Conditions:** • Carriageway width – 2.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Partially constrained** • Narrow – less than 3m width • Short	
99: ROW (from Johnston Street to END)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short	
100: Royale Lane (from Gertrude Street to Palmer Street)	**Existing Conditions:** • Carriageway width – 3.9m • Road reserve – 4.55m • Traffic management – Two-way • Parking – No parking • Footpath – Narrow path/kerbing on the east side • Material – Asphalt • Layout features – Connects to Marion Lane to the east, with a splay provided on the northeast corner **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
101: Marion Lane (from Royal Lane to Fitzroy Street)	**Existing Conditions:** • Carriageway width – 3.2m-6m • Traffic management – Two-way, Fitzroy Street is one-way southbound • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Narrow at the east end, but widens out to allow vehicle passing **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
102: ROW (from Gertrude Street to Marion Lane)	**Existing Conditions:** • Carriageway width – 3.7m-3.8m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Intersects with Marion Lane, with little sight distance to see incoming traffic/pedestrians. **Constraints: Unconstrained laneway** • Short in length	
103. ROW (from Young Street to END)	**Existing Conditions:** • Carriageway width – 3.55m • Traffic management – Two-way, Young Street is one-way northbound • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
104: Little Napier Street (from Gertrude to Little Victoria Street)	**Existing Conditions:** • Carriageway width – 3.7m • Road Rerseve – 5.2m • Traffic management – One-way northbound • Parking – No parking • Footpath – Narrow kerbing/path on both sides • Material – Asphalt **Constraints: Unconstrained laneway** • Already one-way	
105: ROW (from Little Napier to Napier)	**Existing Conditions:** • Carriageway width – 3.95m • Traffic management – Two-way, Little Napier is one-way northbound • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	
106: ROW (from Napier Street to Little George Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, Little George is one-way northbound • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout Features – connects to Little George Street in the east, with a splay provided on the northwest corner **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
107: Little George Street (from Gertrude Street to Webb Street)	**Existing Conditions:** • Carriageway width – 3.75m • Road Reserve – 5.05m • Traffic management – One-way, northbound • Parking – No parking • Footpath – Narrow path/kerbing on each side • Material – Bluestone • Layout features – Connects to ROW 106. on the west side, with a splay on the northwest corner. **Constraints: Unconstrained laneway** • Already one-way	
108: Little George Street (from Gertrude Street to Little Victoria Street)	**Existing Conditions:** • Carriageway width – 3.2m • Road Reserve – 4.6m • Traffic management – One-way northbound • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Has a connecting ROW on the west side, with no splays provided **Constraints: Unconstrained laneway** • Already one-way	
109: ROW (from George Street to END)	**Existing Conditions:** • Carriageway width – 2.9m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
110: ROW (from George Street to END)	**Existing Conditions:** • Carriageway width – 2.8m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	
111: ROW (from Gore Street to END)	**Existing Conditions:** • Carriageway width – 3.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	
112: ROW (east-west ROW abutting Gertrude Street properties, Connected to Little Gore Street)	**Existing Conditions:** • Carriageway width – 4.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – T intersection with Little Gore Street, which has a width of 4.3m (plus kerbing). Kerbing splays on southeast corner. **Constraints: Partially constrained** • Length of little Gore Street • Lacks passing opportunities	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
113: ROW from Emma Street to Blanche Street)	**Existing Conditions:** • Carriageway width – 2.8m • Traffic management – Two-way, No entry from Alexandra Parade to both Blanche Street and Emma Street. Right turns are also not permitted from these streets to Alexandra Parade • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a connecting ROW to the south, with splays provided on both corners at the intersection **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
114: ROW (from Blanche Street to Budd Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, No entry from Alexandra Parade to both Blanche Street and Budd Street. Right turns are also not permitted from these streets to Alexandra Parade • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a connecting ROW to the south, with a splay provided on the southeast corner. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
115: ROW (from Budd Street to Wellington Street)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way, No entry from Alexandra Parade to Budd Street. Right turns are also not permitted from Budd Street to Alexandra Parade • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a connecting ROW to the south, with a splay provided on the southeast corner. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	
116: ROW (from Wellington Street to Charlotte Street)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way, No entry from Alexandra Parade to Charlotte Street. Right turns are also not permitted from Charlotte Street to Alexandra Parade • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a connecting ROW to the south, with no splays provided. **Constraints: Unconstrained laneway** • Could be made one-way • Continuous	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

Street Name	Description	Photo
117: ROW (from Napier to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – There is a 90 degree bend with no splay provided **Constraints: Unconstrained laneway** • Short in length	
118: ROW (from George Street to END)	**Existing Conditions:** • Carriageway width – 3.55m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short in length	
119: ROW (from Little Victoria Street to END)	**Existing Conditions:** • Carriageway width – 3.2m-3.65m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a 90 degree bend, with a splay provided on the northwest corner **Constraints: Unconstrained laneway** • Short in length	

Appendix C

Brunswick Street & Smith St Activity Centre Traffic Study: Existing Road Network

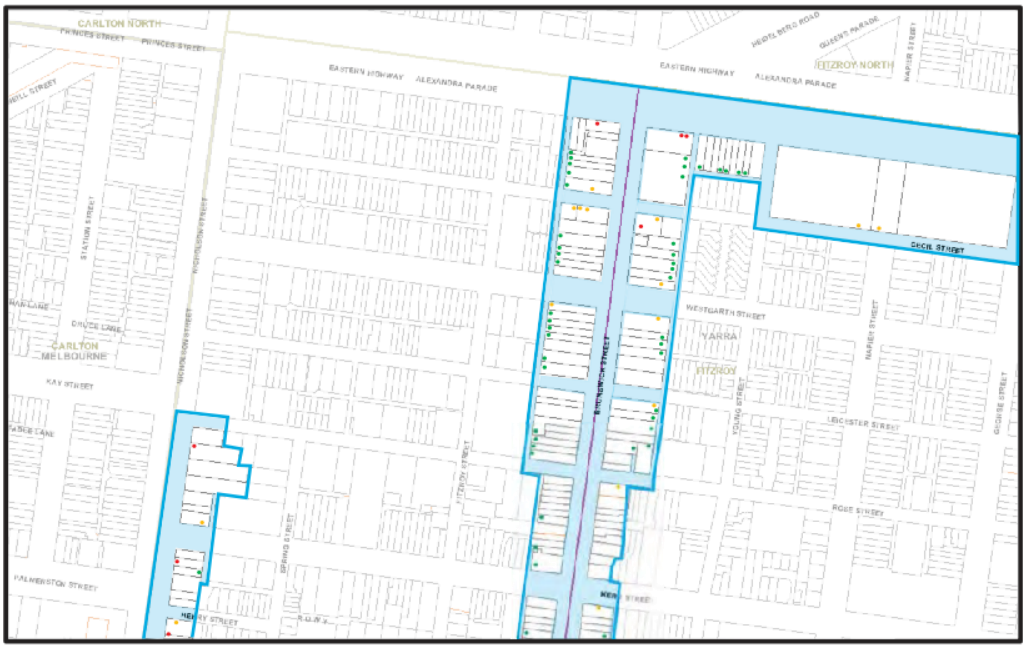
Street Name	Description	Photo
120: ROW (from Mason Street to END)	**Existing Conditions:** • Carriageway width – 4m-6.2m • Road Reserve – 4.9m • Traffic management – Two-way • Parking – No parking • Footpath – Footpath on west side • Material – Asphalt • Layout features – There is a T-intersection at the south end of the ROW, with an open car park section which allows for turning **Constraints: Unconstrained laneway** • Wide road, which allows easy manoeuvrability	
121: ROW (from Mason Street to END)	**Existing Conditions:** • Carriageway width – 4.2m-4.45m • Traffic management – Two-way, Mason Street is one-way eastbound • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a 90 degree bend at the south end of the ROW, with an open car park section which allows for turning **Constraints: Unconstrained laneway** • Short in length	
122: ROW (from Derby Street to Victoria Parade)	**Existing Conditions:** • Carriageway width –3.55m • Traffic management – Two-way, vehicles must enter/exit left at Victoria Parade • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Long and has a large number of vehicles taking access **Constraints: Partially constrained** • Length • Should be one-way • High development potential	

Appendix D

Existing Vehicle Access Arrangements

Traffix Group G22790R-01B

Appendix D
Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.1

Legend

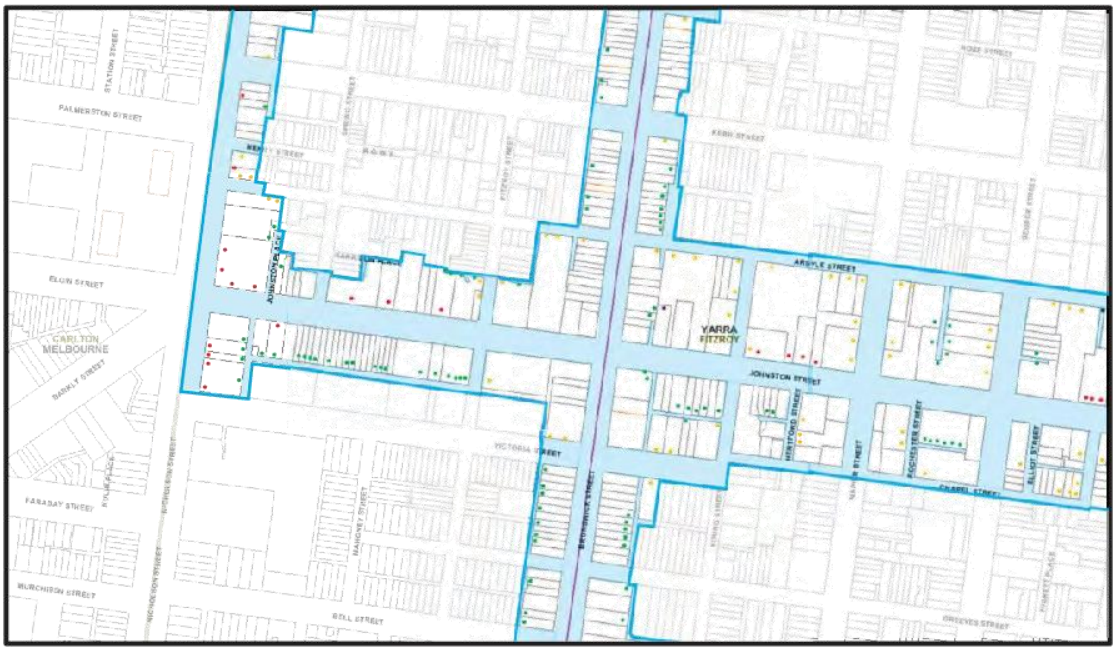
- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

Traffix Group

Existing Access Conditions G22790R-01A

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Appendix D
Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.2

Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

Traffix Group

Existing Access Conditions G22790R-01A

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Appendix D
Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.3

Legend

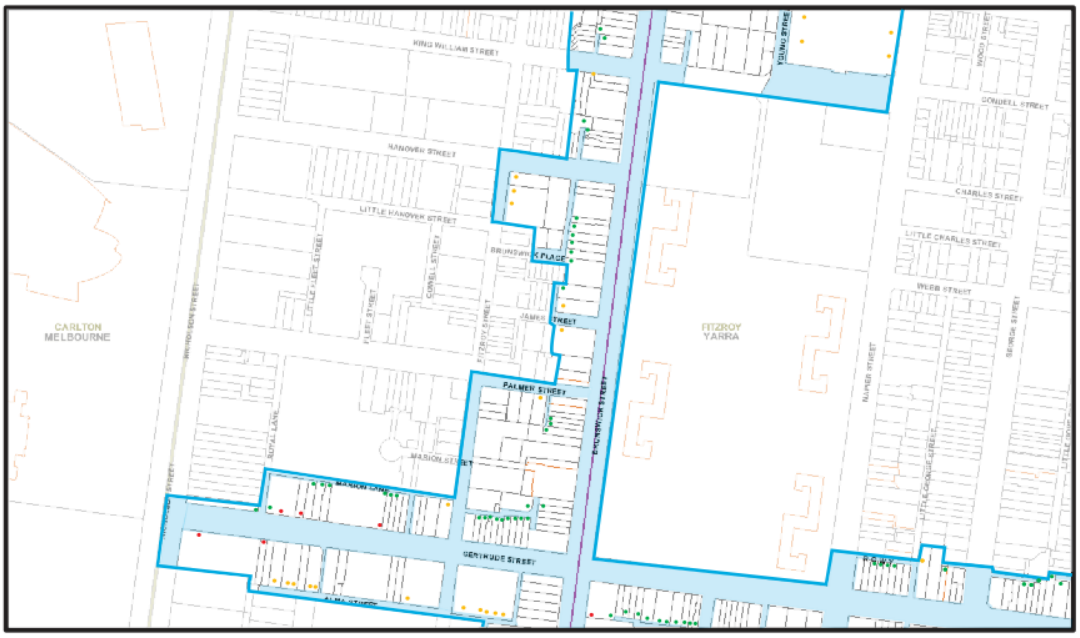
- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

Traffix Group

Existing Access Conditions G22790R-01A

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Appendix D
Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



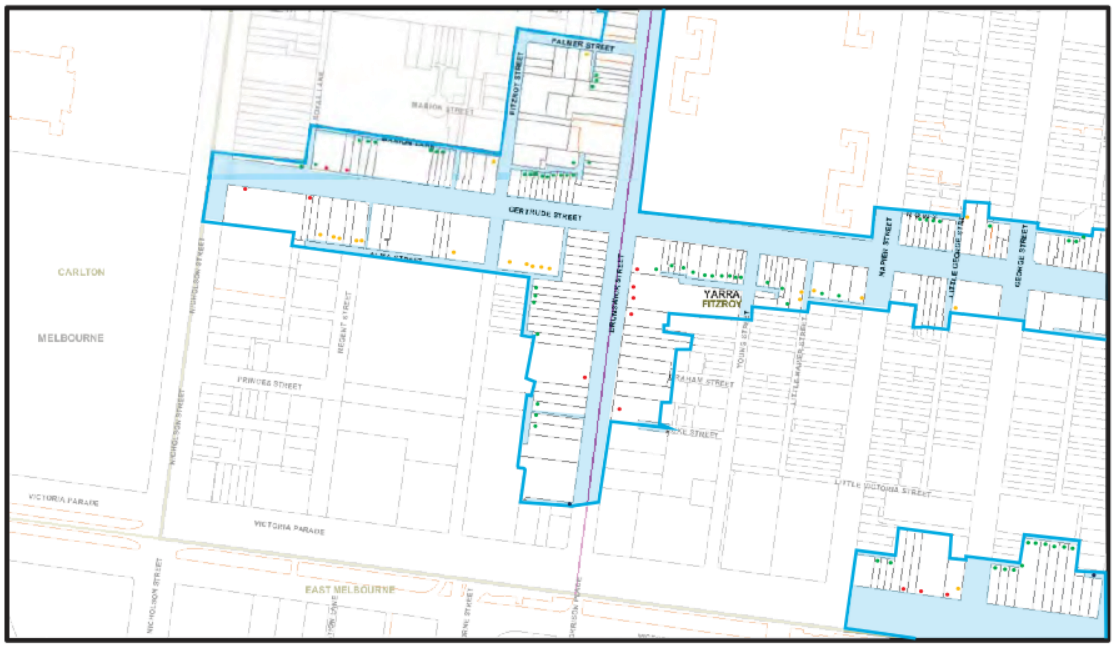
MAP NO.4

Traffix Group

Existing Access Conditions G22790R-01A

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Appendix D
Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.5

Legend

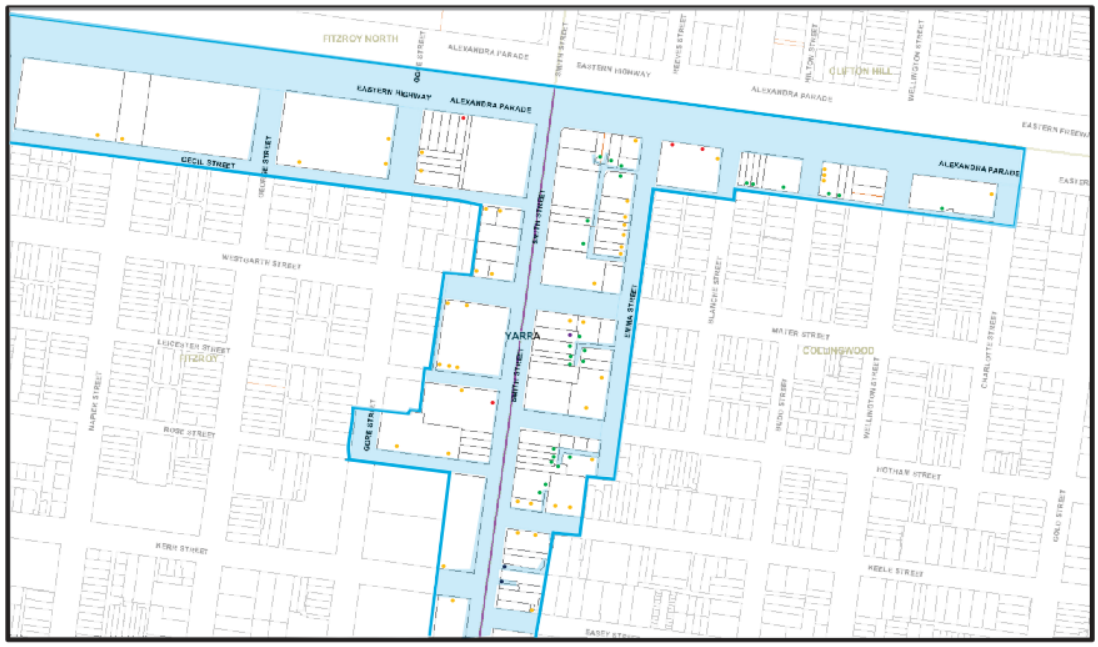
- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

Traffix Group

Existing Access Conditions G22790R-01A

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Appendix D
Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



Traffix Group

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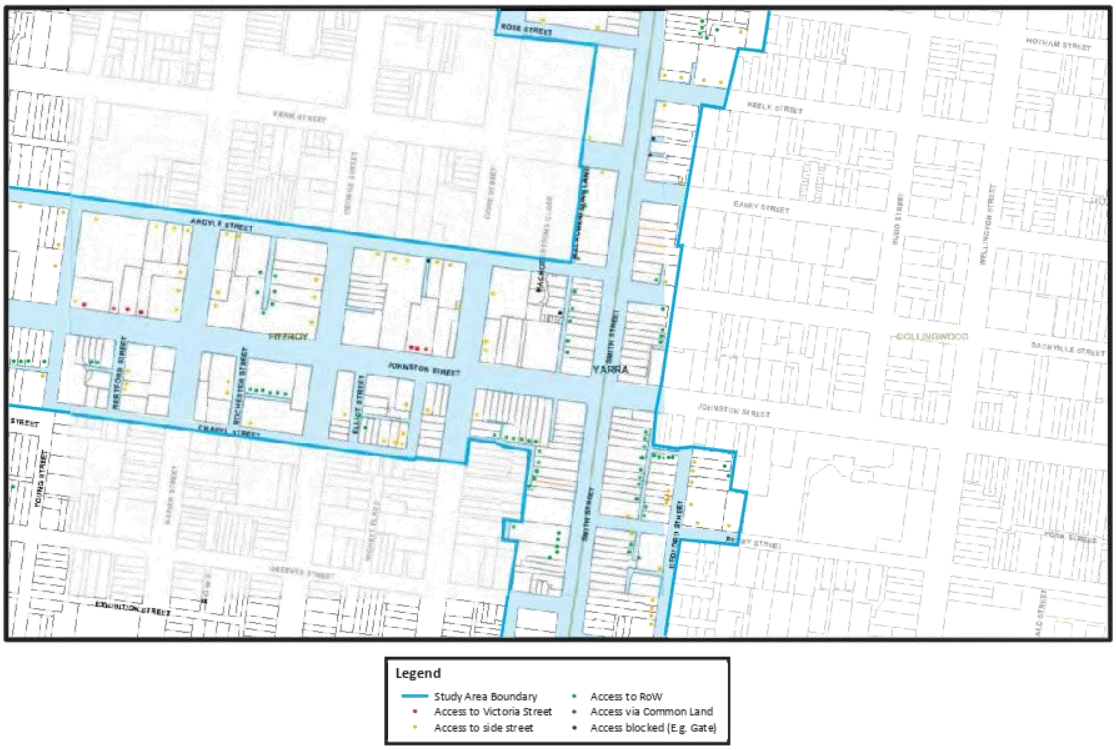


Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

MAP NO.7

Existing Access Conditions G222790R-01A

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Appendix D
Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.8

Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

Traffix Group

Existing Access Conditions G22279OR-01A

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Appendix D
Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.9

Legend

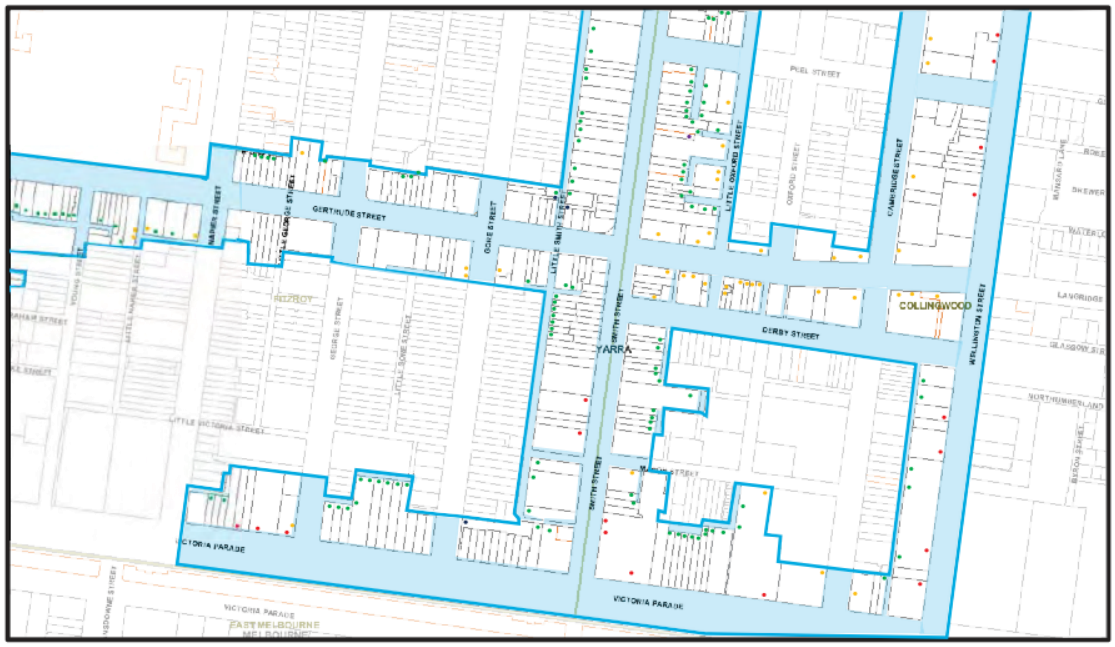
- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

Traffix Group

Existing Access Conditions G22790R-01A

Attachment 6 - Attachment 6 - Traffic Engineering Assessment Fitzroy Activity Centres

Appendix D
Brunswick Street & Smith Street Traffic Study: Existing Access Conditions



MAP NO.10

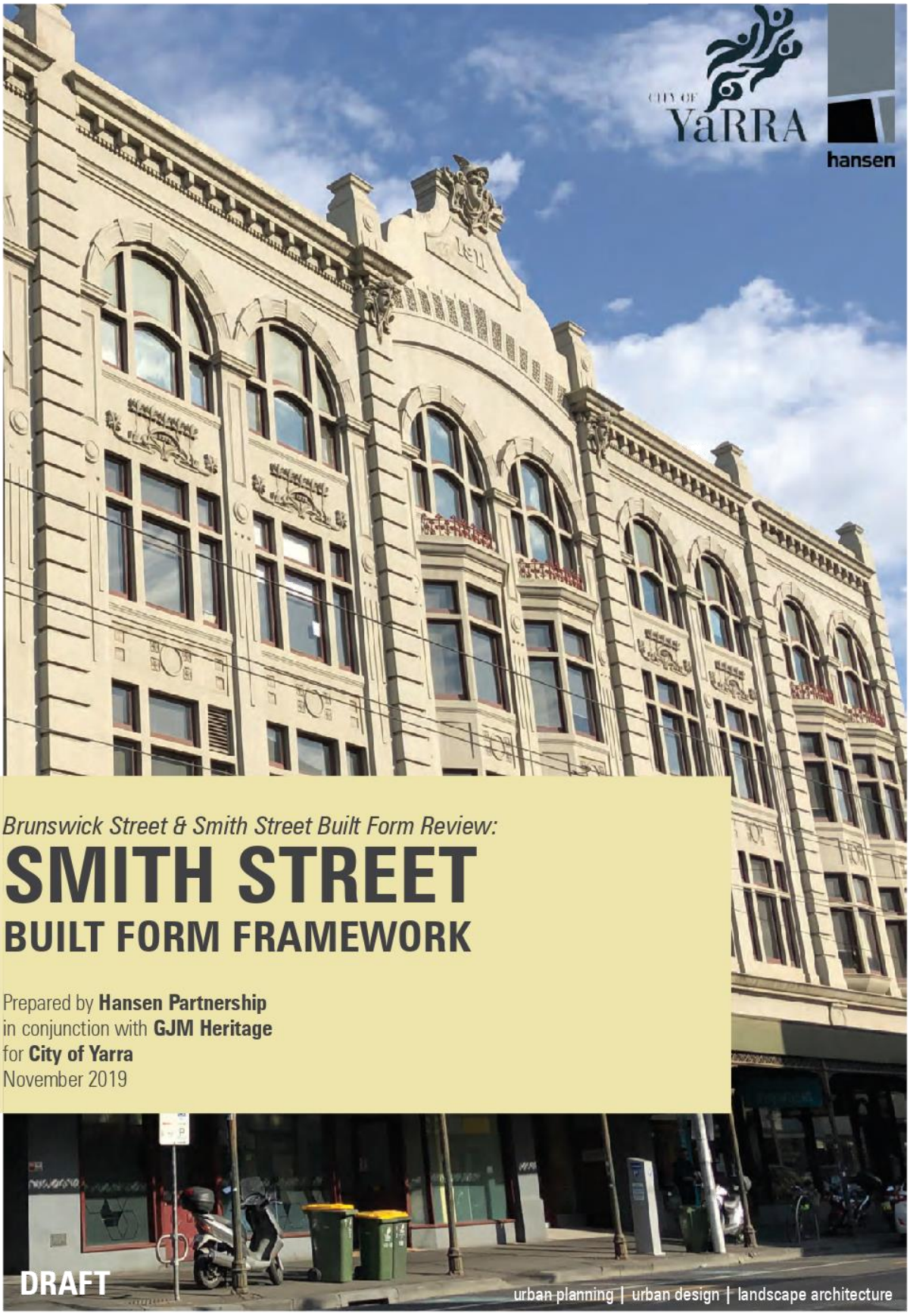
Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW
- Access via Common Land
- Access blocked (E.g. Gate)

Traffix Group

Existing Access Conditions G22790R-01A

Attachment 7 - Attachment 7 - Smith Street Built Form Framework



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Part 3 : A Built Form Proposition 17
Part 4 : Recommended Controls 22



Smith Street, looking south from outside 208 Smith Street.

Version	Draft	Final Draft
Issue Date	28.06.2019	26.11.2018

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

Preamble

The following urban design report has been prepared for the City of Yarra as the basis for an urban design vision for the Smith Street Activity Centre Spine. It sets out a preferred built form framework underpinned by an integrated urban design and heritage assessment.

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

The study area is identified in Figure 1.

This report sets out the rationale for proposed built from controls for Smith Street and is underpinned by key components, namely:

Part 1: Brunswick & Smith Context

Part 2: Smith Street Precinct : Influences

Part 3: Smith Street : Built Form Proposition

Part 4: Recommended Controls

The report is part of a broader Built Form Review.



Oblique View of the Study Area and Surrounding Context

PART 1
BRUNSWICK ST & SMITH ST CONTEXT

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

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

As part of the process extensive analysis of the existing conditions was undertaken and documented within an overall Background report. This comprehensive analysis identified and divided the overall Review Area into ten 'place specific' precincts. Furthermore, a series of guiding objectives were identified to be contemplated across ten defined precincts.

This report addresses the Smith Street Precinct. The Brunswick Street, Town Hall Precinct and Gertrude Precinct reports are also being prepared in 2019. A Collingwood Precinct report was prepared in June 2018 and a Johnston St Precinct, Fitzroy East Precinct report were completed in June 2019. The remaining five other precincts will be addressed in subsequent reports.

1.1 Overarching Built Form Objectives

The following 8 objectives have been identified:

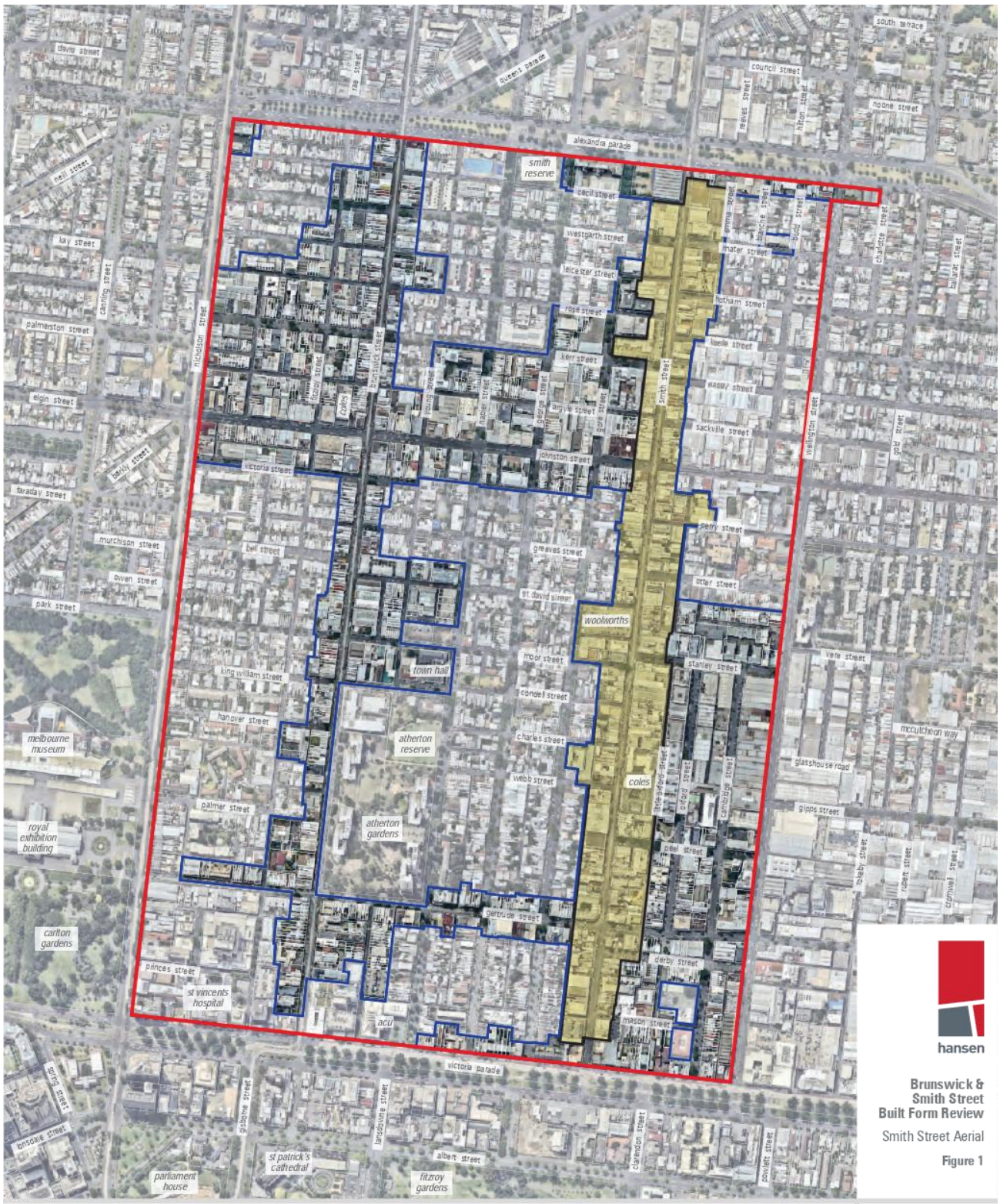
Objectives:

1. Recognise and carefully manage potential in key areas within the Activity Centres.
2. Highlight the character distinctions between the different retail streets and mixed use precincts within the Activity Centres.
3. Reinforce the traditional Victorian cityscape of heritage streetscapes as dominant elements, including significant corner elements and identified local landmarks.
4. Ensure continued diversity through sensitive infill within traditional Victorian streetscapes.
5. Shape the retail streets and mixed use areas to ensure a high quality, people-oriented public realm.
6. Ensure development encourages walking, cycling and public transport usages through layout and design responses.
7. Ensure new development is sustainable and adaptive over time.
8. Manage the built form profile of new development to avoid adverse impact to surrounding areas, including heritage places, streetscapes and residential interfaces.



View looking north along Smith Street.

Attachment 7 - Attachment 7 - Smith Street Built Form Framework



10 Precincts

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

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

This report addresses Precinct 2: Smith Street (S).



1.2 Brunswick & Smith Built Form Precincts

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

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

Activity Spines

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

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

Mixed Use Areas

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

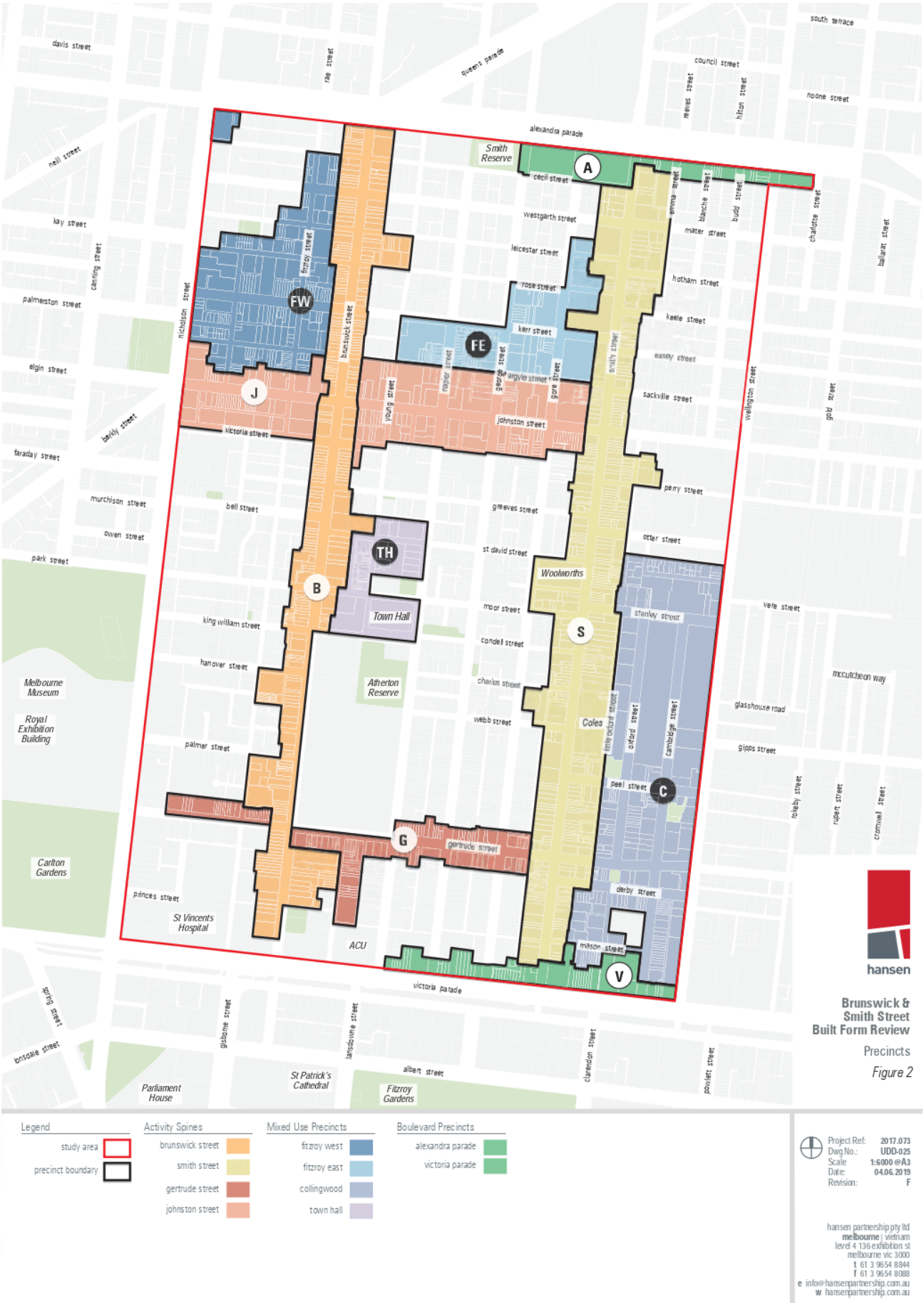
- Fitzroy West;
- Fitzroy East;
- Collingwood; and
- Town Hall.

Boulevards

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

- Alexandra Parade; and
- Victoria Parade.

Attachment 7 - Attachment 7 - Smith Street Built Form Framework



PART 2: PRECINCT INFLUENCES

Smith Street is one of the City of Yarra's Major Activity Centres and a key metropolitan activity spine with a long retail tradition and largely intact heritage character. The street defines the boundary between the suburbs of Fitzroy and Collingwood and is hemmed in by predominately Fitzroy residential properties and diverse Collingwood residential, mixed use and former industrial properties to either side. The overall streetscape character is diverse, comprising sections of highly consistent heritage scale and rhythm, sections defined by the strong profile of prominent heritage retail buildings and areas to the northern end where contemporary, renewal and taller forms have emerged.

The extent of the linear Smith Street Precinct is set out in Figure 3.

Boundary Description

This precinct encompasses the commercial properties which line Smith Street, bound by Victoria Parade in the south and Alexandra Parade in the north. The eastern extent of the precinct in defined by the extent of the C1Z and the western edge is also generally defined by the extent of C1Z and three discrete pockets of MUZ land.

Built Form Character

Smith Street is a unique Activity Centre spine with a particularly strong north-south visual framework informed continuous segments of traditional and largely intact heritage retail buildings typically extend from anchoring key intersections such as Johnston and Gertrude Streets, before variation is presented by punctuations of 'grand retail' forms, remnant of the historical department store typology. Medium rise apartment forms set behind traditional street walls represents an emerging character of change, particularly north towards Alexandra Parade.

The corridor benefits from a series of important local landmarks, typically occurring at corners which act as important wayfinding elements through the precinct. Other local landmarks occur mid-block, some of which are located at the termination of perpendicular streets, increasing the visual extent and influence of these buildings, such as the Victorian Heritage Registered Post Office. The topography gently falls north of Johnston Street, resulting in the taller contemporary forms generally sited within the line of traditional 2 storey parapets in long distant corridor views from higher land south of Johnston Street. While the corridor is largely defined by long segments of fine grained allotments, the precinct presents a number of anomalous larger sites accommodating warehouses found both along the spine as well as in the adjacent 'back-blocks.'



Recent Smith & Co, development

Attachment 7 - Attachment 7 - Smith Street Built Form Framework



2.1 : Foundations

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

Topography & Views

Along much of the Smith Street corridor, topography is relatively flat with the exception of a noticeable fall in the section north of Johnston Street down to Alexandra Parade. While, landform does fall considerably from west to east to either side of Smith Street. The west comprises the residential streets of Fitzroy 'perched' on higher ground in contrast to the 'Collingwood Slope' and predominantly former industrial land to the east. As a result views along the side streets are terminated by Smith Street frontages of the opposite side. However, from along Smith Street distant views towards the east are available.

Off-set side streets

A legacy of the area's initial subdivision and development pattern, with Smith Street defining the then eastern edge of Melbourne's first 'planned' suburb (Fitzroy) and evolving in a less controlled pattern Collingwood. As a result, there is limited direct connectively (both physical and visual) across Smith Street except of the main roads of Gertrude/Langridge Street and Johnston Street (and Westgarth -Mater Streets). This street pattern of terminating T-intersections with Smith Street reinforces the street's role and function as the primary activity and movement 'spine' for the neighbourhoods to either side.

Northern End

There is opportunity for development at the northern end of Smith Street (north of Argyle-Sackville Streets) in response to generally larger lots and limited heritage fabric, reinforced by the lack of the Heritage Overlay. To the north of Argyle Street, properties on the western side of Smith Street are strongly influenced by their industrial past and along the eastern side (north of Keele Street) is an emerging strip of prominent contemporary mixed use developments with clear street wall definition and setback taller form. Further consolidation of this northern end presents considerable opportunity for development of a commemorate scale.

Grand Retail Legacy

The central section of Smith Street (between Gertrude and Johnston Streets) was at the turn of the 20th Century Melbourne's premier retail destination. Dominated by the grand department store buildings of Foy and Gibson and Patersons, the emergence of the Coles Variety store and serviced by cable trams Smith Street was booming. The street blocks reflect this legacy with the provision of Little Smith Street and Little Oxford Street which mimic the big and little street arrangement of the CBD. Although some of these significant retail buildings have been lost, their built form legacy remains evident as Smith Street comprises a streetscape diversity of prominent grand buildings interspersed with traditional heritage shop fronts.



View north along Smith Street towards Johnston Street and low lying land beyond.



Terminating view along Leicester Street, looking east towards Smith Street.



Prominent recent developments defining northern end of Smith Street.



Former Foy and Gibson department store at 145 Smith Street.

Southern End

The prevailing Smith Street character dissipates to the south of the Gertrude/Langridge Street junctions and retail activity wanes due to the lack of tram provision. On approach to Victoria Parade to built form comprises a relatively consistent 2 storey street wall and rhythm although the architectural detail is less prominent with the presentation of simple façades and the presence of a few warehouse forms.

Local landmarks

Like many traditional high streets, Smith Street comprises a number of local landmarks which act as wayfinding devices along it's length. These more distinct and noticeable buildings often relate to more 'civic' services, articulate corners and punctuate the streetscape with distinguishing architectural features. Along Smith Street, 12 such 'local landmark' buildings have been defined in collaboration with GJM Heritage and are as follows:

- The Gasometer Hotel - 484 Smith Street;
- Former State Saving Bank - 337 Smith Street;
- The Birmingham Hotel - 333 Smith Street;
- Corner shop - 257 Smith Street;
- Ackman's Furniture Warehouse facade (Woolworths) - 243-247 Smith Street;
- Paterson Furniture Warehouse - 231 Smith Street;
- Former Post Office - 174-180 Smith Street;
- Patersons Building - 173-181 Smith Street;
- Former Union Bank Building - 165-167 Smith Street;
- The Grace Darling Hotel - 114 Smith Street;
- Foy & Gibson Store - 145 Smith Street; and
- Stanford Block - 119-129 Smith Street.

Key Junctions

The precinct comprises several prominent junctions along the Smith Street spine, which act as important gateway elements and anchor sections of the streetscape. Key junctions include the boulevard bookends of Victoria and Alexandra Parades to either end, with notable junctions of Gertrude/Langridge Streets and Johnston Street which are anchored by consistent streetscapes and corner forms and define the central section of Smith Street.

Movement Corridors

Smith Street is the primary movement corridor and spine for the Precinct. It comprises main north-south movements for pedestrians, cyclists, and vehicles. North of the Gertrude/ Langridge Street junction it also comprises public transport provision, accommodating Tram Route 86. The provision of kerbside parking restricts vehicle movements to a single lane (in each direction), with cars and trams sharing the lane. This leaves limited move for cyclists and slows traffic speeds and discourages through traffic movements. Designated north-south cycle movements are encouraged to either side of the Precinct along Napier and Wellington Streets.



Buildings along the western side of Smith Street, looking south.



Local landmark, the former Ackman's Furniture Warehouse - now Woolworths.



Junction of Gertrude/Langridge and Smith Streets.



Tram route 86 along Smith Street.

Adjoining Built Form Precincts

As a narrow linear corridor, Smith Street traverses varied abutting conditions to either side and along its length. To the west, on higher ground sit residential streets of Fitzroy fronting predominantly north-south tree lined streets of Gore and George Streets. To the east, is the 'Collingwood Slope' which is located within the Collingwood Precinct and dominated by the former industrial Foy and Gibson complex which presents a robust but consistent built form. Both the Gertrude Street and Johnston Street Precincts terminate into the Precinct at east-west main street spines. North of Johnston Street the abutting conditions become more varied to either side with mixed use and commercial abuts transitioning to residential streets on approach to Alexandra Avenue.

Borrowed Landscape Amenity

The Smith Street spine is devoid of street trees between Gertrude/Langridge Streets and Johnston Street. The southern and northern end comprise provision of relatively recent street trees, which are yet to mature and become a prominent visual component of the streetscape. The central section of Smith Street 'borrows' some landscape amenity from the established street trees within the 'green streets' of Moor, Stanley and Peel Streets which project into the Smith Street streetscape and are reinforced at ground level through the provision of expanded public realm provision.

Heritage

The vast majority of the precinct is subject to the Heritage Overlays (HO333 and HO464), comprising individually significant and contributory buildings of varying typologies including fine grain shops, former department stores, bank buildings, corner pubs and a few former factories. Several buildings of individual significance are subject to a site-specific Heritage Overlay including the 15-17 Bedford Street (HO95), 33-47 Bedford Street (HO96), 2 Derby Street (HO99), The Grace Darling Hotel (HO135), Former Post Office (HO136), 2 Stanley Street (HO137), 165-169 Smith Street (HO187). While the HO extents across most of the Precinct, there are notable clusters of buildings north of Johnston Street which comprise non-contributory buildings.

Traditional Shop fronts

Located in clusters along Smith Street and to either side of the key junctions of Gertrude/Langridge and Johnston Street and attached rows of intact, heritage shop fronts which present a highly consistent streetscape character and build from rhythm. These sections of Smith Street are distinct from other more diverse parts of the streetscape.



Looking south along Little Oxford Street, abutting the Foy and Gibson complex.



Established street trees within Condell Street projecting into Smith Street.



The Grace Darling Hotel (HO135).



Consistent traditional shopsfronts along Smith Street to south of Perry Street.

Recent Development Trends

Substantial medium to high density development has occurred along the corridor, particularly to the northern end with forms ranging in scale from 7 to 10 storeys. In the central section of Smith Street development has been far less frequent and generally limited to upper level additions. The key exception being the significant mixed use development (Smith & Co) comprising a Coles supermarket on a large consolidated site which presents a varied 2-3 storey street wall and overall scale of 6 to 8 storeys. Recent planning permit approvals within the Precinct are typically 6 to 9 storeys and there has been a single 7 storey development in the stretch, south of Gertrude Street.

Open Space

There is a lack of notable open space in the Precinct. The nearest public open spaces are the pocket parks to the east, within the 'Collingwood Slope' and Smith Reserve, to the north and west. Therefore, the importance of the expanded public realm provision at 'green street' junctions with Smith Street is heightened. This provision of corner 'pause places' occurs at the junctions of Peel, Stanley, Otter and Moor Streets with Smith Street. Maintaining solar access to these locations will be important to ensuring their continued utilisation.

There is also a perceived public open node at the corner of Gertrude and Smith Street, however this open corner which comprises public benches and landscape provision is privately owned and utilised primarily for advertising purposes.



'You and I' 7 storey development at 450 Smith Street.

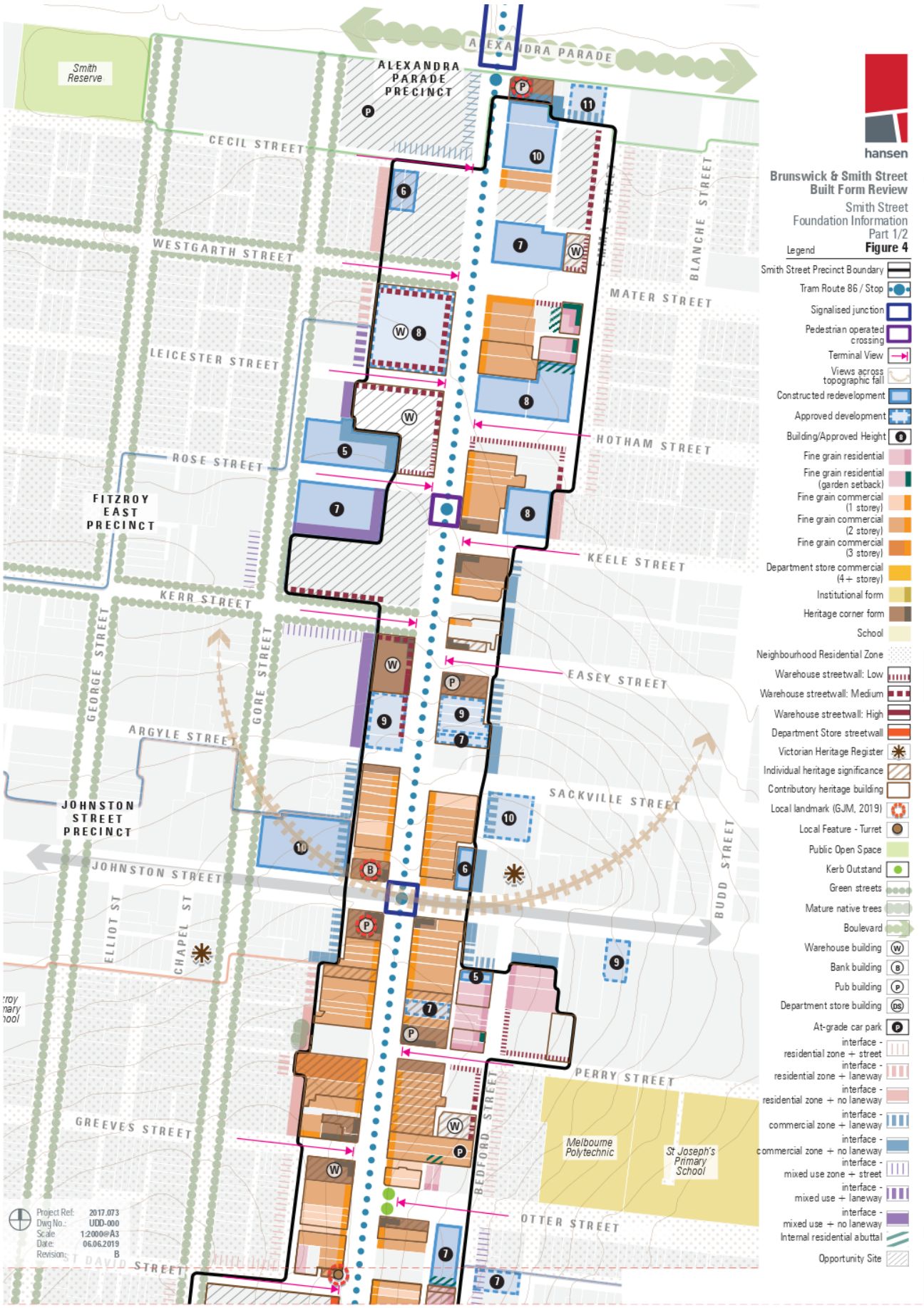


Expanded public realm incorporating flexible seating at Otter Street.

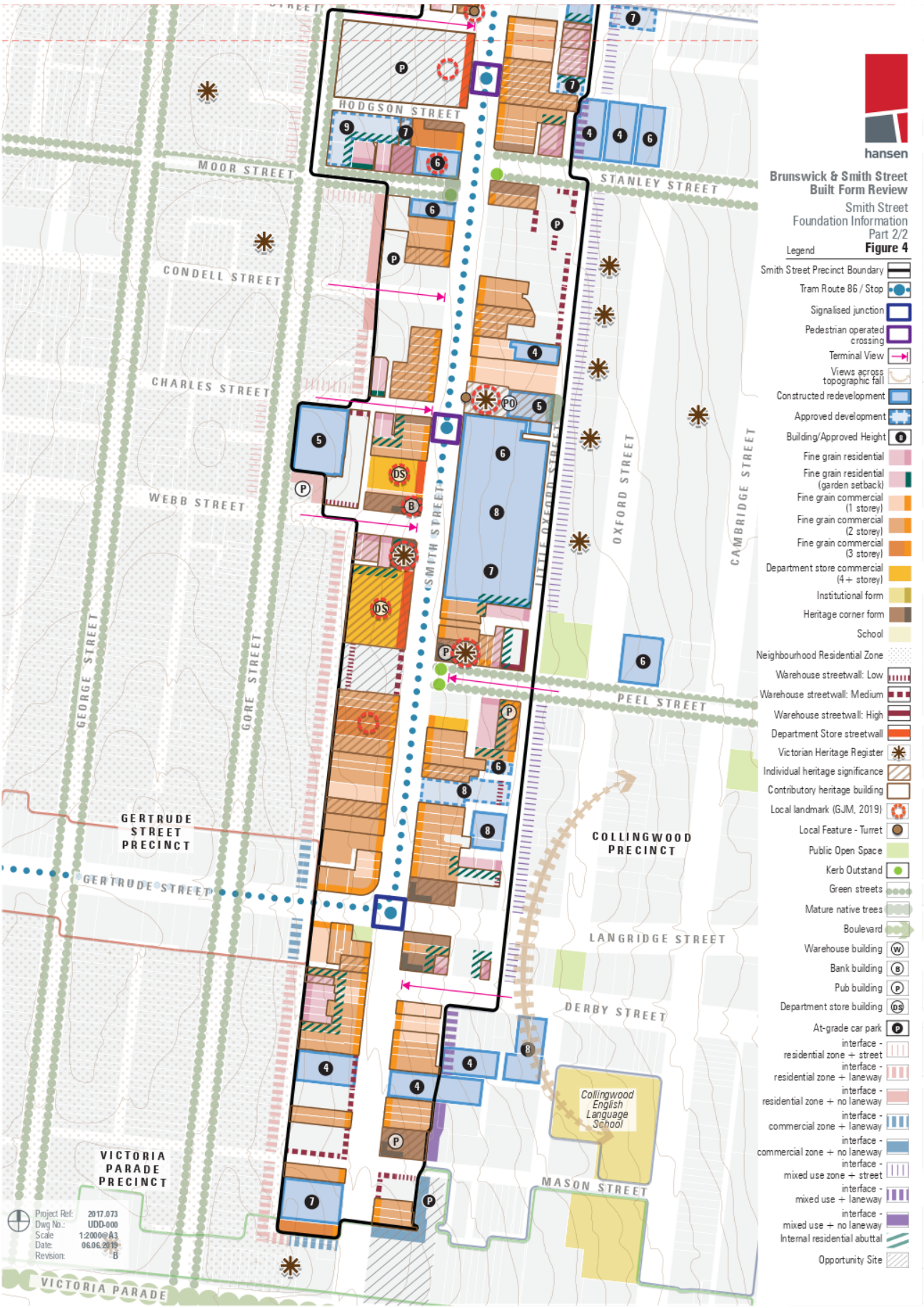


Privately owned 'public' space at 246-248 Gertrude Street.

Attachment 7 - Attachment 7 - Smith Street Built Form Framework



Attachment 7 - Attachment 7 - Smith Street Built Form Framework



2.2 : A Smith Street Precinct Built Form Framework

In response to these foundation matters, a Built Form Framework has been advanced to reinforce indicative locations for varying level of change within the locality. A Framework is not definitive (like a Built Form Control Plan). It seeks to identify 'gestures' that shape the look and feel of the city. In this instance, the framework recognises the importance of the following attributes- Refer to Figure 4:

Grand Retail

Central to the Smith Street spine and the strongest built form legacy of its rich history is the presence of grand retail buildings which project above the predominant datum of otherwise finer grain 2 storey shop fronts. These former large format stores are all located on the western (Fitzroy) side of the street and are all defined as local landmarks, given the presence within the broader streetscape. This section of Smith Street has always been the 'core' of activity along the corridor, confirmed by the positioning of the former Post Office and heritage bank buildings and still contains the main retail anchors and associated activity.

Order

Positioned beyond the central section of Smith Street and anchored by the key east-west main road interfaces are stretches comprising a consistent streetscape character of predominantly traditional 2 storey shop fronts. Comprising a fine grain rhythm with continuous street wall provision and verandahs to Smith Street resulting in a uniform presentation with individual façades being defined by subtle changes in colour, material and architectural features.

Capacity

These 'bookend' precincts lack heritage fabric and control present along the remainder of the Smith Street spine. Located to the periphery, at either end of the street and in proximity to the broad boulevards of Alexandra and Victoria Parades they are also distinguished from the more consistent sections due to the broader lots, comprising either heritage factory forms and warehouses. Both these precincts already contain recent developments which seek to provide a streetscape response, while also providing rising forms above.

Heritage Values

The precinct has considerable heritage values, comprising large stores, the post office, banks, heritage factories, corner hotels. The buildings are mainly located within the middle section of the corridor, between Gertrude/Langridge Street and Johnston Street junctions and on the western side of the street. Given the broad heritage control and street wall definition, there is potential for moderate infill for much of the Smith Street spine. However, there is no heritage control at either end of the corridor, which provides greater opportunity for infill development to occur.



Former Paterson Furniture and former Ackman's Furniture stores.



Former Foy and Gibson and Patersons Buildings on western side of Smith Street.



Consistent heriage shopfront presentation to western side of Smith Street.



Former MacRobertson factory towards northern end of Smith Street.

Allotment Depth and Width

The precinct has a moderate level of growth opportunity in response to its generally consistent rhythm of block sizes and heritage/ residential abuttal constraints. The level of moderate growth is apparent along the majority of the spine and overall scale will be particularly influenced by lot depth and rear interface factors. In contrast, to either end of the corridor significant infill can occur in response to larger lot sizes and as landform falls away to the north.

Large Non-Contributory Sites

Are generally larger, non-contributory sites which contain wider than normal frontages and also often occupy corner positions with secondary street addresses. Along Smith Street, they also tend to terminate views from side streets. These subdivision attributes are favourably to future development. They are also sites that have not recently been developed. Therefore, clear built form guidance will be required to ensure that future forms on these sites, which more likely to experience built form change in the short to medium term is critical to ensure that the prevailing and valued streetscape character is respected.

Back Blocks

Behind the Smith Street spine are discrete pockets of 'back block' sites which front side streets or parallel 'little streets'. Traditionally these areas have serviced as an informal transitional area, between the rear of 'main street' forms and abutting residential or industrial areas. While these areas can accommodate new forms their development opportunity is strongly influenced by the proximity and sensitive of neighbouring properties beyond the Precinct. The existing hierarchy of primary and secondary street addresses will assist in managing future 'fronts' and 'backs', of development contributing to the strengthening of pedestrian activity to the Smith Street spine.

Junctions

Future built forms can contribute to junction definitions to assist with wayfinding and sense of place. Where Smith Street intersects with other 'main streets' at Gertrude/ Langridge Street and Johnston Street, future forms should be shaped to retain primacy of local landmarks when viewed in the round. Higher pedestrian footfall can also be expected along these commercial streets, where pedestrian amenity (solar, sense of enclosure and ground level activation) should be prioritised.

Green Streets

The Precinct is punctuated by the east-west 'green street' of Peel, Stanley, Moor, Kerr and Westgarth Streets, all comprise 20m road reserves and are defined by the large established canopy trees. The junction of these higher amenity streets are acknowledged through the provision of kerb extensions and public nodes or 'pause places'. It is imperative that future development continues to support high pedestrian movement. Opportunity to realise additional 'pause places' at Kerr and Westgarth Streets should be investigated as part of future Smith Street improvement.



Northern end of Smith Street, comprising varied lot sizes and associated form.



Junction of Gertrude and Smith Street.

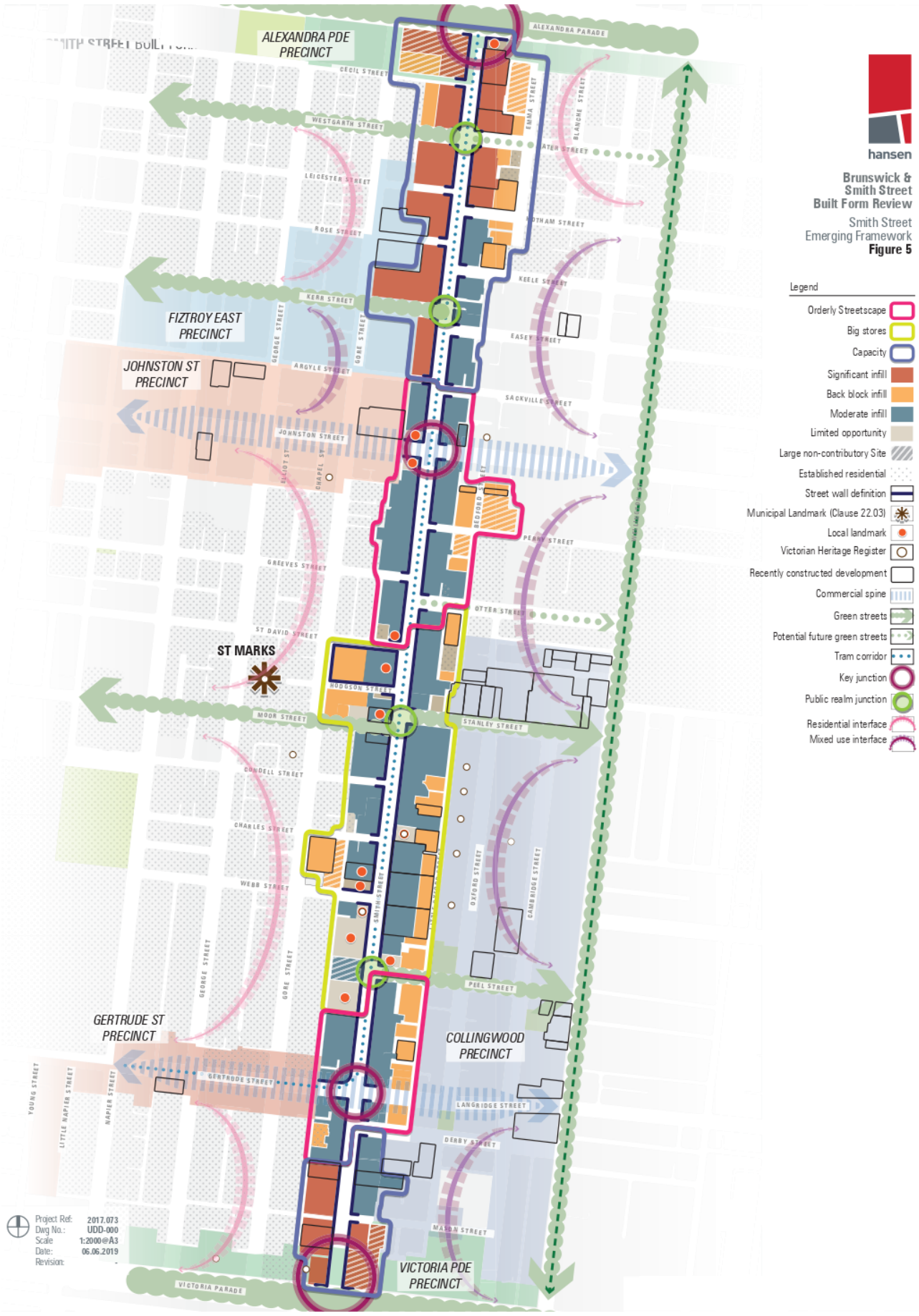


Built form transition to Emma Street 'back block.'



Green Street - Moor Street, looking east towards Smith Street

Attachment 7 - Attachment 7 - Smith Street Built Form Framework



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

Future Character Statement

Smith Street will continue to be a notable retail street, reflecting its rich history and largely intact heritage fabric. The northern and southern ends of the street have the greatest capacity for change, given larger lots sizes and less intact heritage values. The streetscape is diverse and varies from a low rise, fine grained character to a stronger profile defined by prominent retail buildings. These diverse 'shifts' in the streetscape character are to be retained and reinforced.

Future development in Smith Street will complement existing heritage values by the established reflecting streetscape rhythm and adopting a respectful scale and profile. Overall, future development along the street will retain the sense of openness and high public realm amenity.

Framework Principles

In response to the varied urban fabric of the precinct, the following future built form character principles apply.

This includes:

1. Recognise development opportunity on large, non-heritage sites and at both ends of Smith Street
2. Protect prominence of local landmarks
3. Reinforce consistent and orderly streetscape presentation around Gertrude and Johnston Street junctions
4. Retain prominence of heritage department stores
5. Maintain solar access to the opposite footpaths along the commercial spine and green streets
6. Acknowledge existing and approved development
7. Transition to the residential edges

PART 3: BUILT FORM PROPOSITION

The Built Form Proposition has been derived from the Framework, which was informed by the Foundation and underpinned by the overall background analysis. The **Smith Street Built Form Proposition** sets street by street parameters for the precinct's evolution. The parameters identified are neither fixed or absolute, but intended as benchmarks to guide change. They are represented in Figure 6 and are derived from the following basis.

- Heritage Input;
- Municipal Housing Strategy;
- Precinct Character;
- Solar Access;
- Terminal Views;
- Local Views and Vistas;
- Heritage Streetwall & Upper Levels;
- New Streetwall & Upper Levels;
- Upper Level Setbacks;
- Upper Level Expression;
- Heritage frontage;
- Transitions;
- Residential Interfaces;
- Non-residential Interfaces (including laneway); and
- Building Separation, Amenity & Equitable Development.

The rationale for height parameters is outlined as follows:

3.1 Basis of Height Parameters

Heritage Input

GJM Heritage provided extensive heritage input based on comprehensive analysis comprising:

- The heritage grading of each property within the Heritage Overlay;
- The currency of the existing Statements of Significance;
- Confirmation of places with Victorian Heritage Register nomination;
- Identification of local landmarks; and
- Recommended built form parameters to appropriately manage development within the heritage context.

Refer to GJM Heritage report for details.

Housing Strategy

The Smith Street corridor is predominantly designated for moderate change, with the exception of the northern end, which is identified for high change.

Precinct Character

Key characteristics that distinguish the Smith Street precinct are attributed to intact heritage fabric and perpendicular 'green' streets. Diversity in built form is attributed to a variation in the subdivision pattern, land use function and built form typology (dwellings, traditional shop fronts or warehouses). The built form presentation is varied and comprises a mix of fine grain residential, recent apartment buildings and department store forms. New development should seek to respond to the unique contextual characteristics and respond to particular sensitivities as required.



Smith Street, looking north from Keele Street

Solar Access

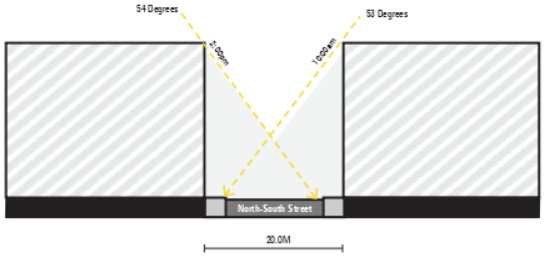
In inner urban areas such as Fitzroy and Collingwood, access to sunlight is an important consideration. Therefore, future urban form should protect sufficient solar access to key public realm and open spaces to ensure 'life and attraction' at the street level for residents and visitors.

The Urban Design Guidelines for Victoria contains the following relevant Objectives and Guidelines:

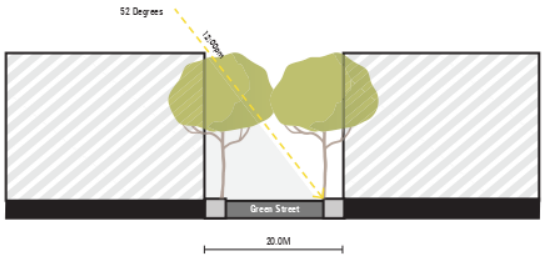
- *'Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight', and*
- *'5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.'*

Along the Smith Street Precinct, we recommend the following solar access measures to avoid, or minimise overshadowing outcomes, measured on 22 September (equinox):

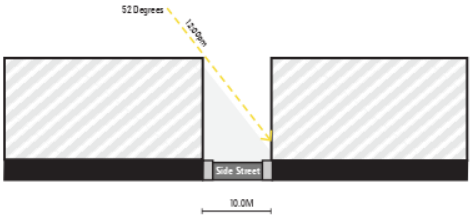
- Along Smith Street (commercial street): avoid overshadowing of western footpath (3m from property boundary) from 10am onwards.
- Along Smith Street (commercial street): avoid overshadowing of eastern footpath (3m from property boundary) before 2pm onwards.
- Along 'green streets' (refer to Figure 4): avoid overshadowing of southern footpath (3m from property boundary) between 10am to 2pm.
- Along side streets (within the study area): avoid overshadowing above the ground floor of buildings. On narrower perpendicular side streets, some overshadowing of footpath (south side) is inevitable. It was determined that protection of solar access to first floor should be supported.
- Along side streets (outside the study area): avoid overshadowing of footpaths to opposite side of the street between 10am to 2pm.



10am and 2pm exquinox solar angles along 20m wide Smith Street



12pm exquinox solar angle along 20m wide 'Green Streets'



12pm exquinox solar angle along 10m wide side streets

Local Views and Vistas

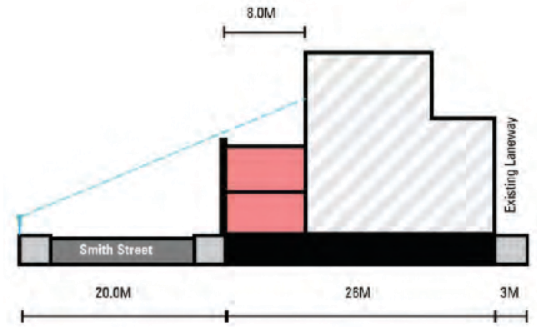
According to the Yarra Landmarks policy, there are no local views or vistas identified within the precinct. However, the presence of corner buildings is a characteristic of Smith Street, therefore retaining views to and 'space' behind these prominent corner forms is important to ensure they retain their prominence and 'hold' the corner. The following corner heritage buildings have been identified within the Smith Street precinct:

- Former State Savings Bank;
- The Birmingham Hotel;
- Shop at 257 Smith Street;
- Former National Bank of Australia;
- Former Union Bank; and
- The Grace Darling Hotel.

Heritage Street wall & Upper Levels

GJM has also provided heritage input for appropriate upper level setback to heritage buildings, which seek to reinforce the objectives found in Clause 22.02 and 22.10. A default 8m measurement (to the new built form and balcony line) is applied to all sites fronting Commercial Streets including Smith Street, Johnston Street and Gertrude Street. This is to ensure adequate protection of the primary heritage 'volume' and local landmark features (including chimneys, and exposed roof forms) often found at the junction of these streets. The default upper level setback will also protect facade articulation in the streetscape elevation with spatial separation between the street wall frontage and recessive upper levels (behind).

Where opportunity for taller development exists behind the heritage volume, an upper level setback greater than 8m will be 'required' (as an absolute parameter) in addition to consideration of a sensitive architectural design treatment (massing, form and materiality) to ensure the new form does not visually compete with the heritage element.



Cross-section of rescessive form behind heritage frontage

New Street wall & Upper Levels

In urban areas, almost all urban design guidelines seek to introduce a 'street wall' and 'upper level front setback' measure. The purpose for such a distinction and separation is to ensure predominance of the 'traditional' forms and parapets within the streetscape, while enabling provision of new and increased heights in a recessive order. Upper level setbacks also retain a sense of openness to the street, which are prominent in a pedestrian's field of vision and reinforce the traditional street wall scale. Within the study area, there is extensive heritage fabric which is to be retained and enhanced. The recommended built form parameters for heritage sites draw on the provisions of Clause 22.02 and 22.10 (refer Heritage Street wall).

Along Smith Street, heritage streetwalls vary in height, comprising sections of consistent heritage forms and noticeable shifts in profile between traditional commercial shopfronts and prominent department store forms. To respond to these different streetscape characteristic a new streetwall should match the adjoining heritage forms, whilst a variation of up to 1 storey (lower) is possible in a more 'diverse' streetscape. Importantly, new street wall should not result in diminishing the heritage quality of the streetscape.

For sites with the opportunity to establish a continuous new street wall (that responds to its abutting heritage walls) and recessive upper levels, recommendations are derived from other Planning Scheme Amendments, associated Panel reports as well as recent heritage advice from GJM Heritage.

It is preferred that new built form reinforce the established urban form patterns that are distinctive to Smith Street, comprising streetwalls and recessive upper levels. The visual distinction between street walls and upper levels is an important consideration. For this reason, a 'default' 8m setback along Commercial Streets and a minimum 3m* will be applicable to new form to:

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

**We note that from heritage perspective, a 6m setback is preferred.*

Upper Level Setbacks

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

The purpose for such a distinction and separation is to ensure predominance of the 'traditional' forms and parapets within the streetscape, while enabling provision of new and increased heights in a recessive fashion. Upper level setbacks also retain a sense of openness to the street, which are prominent in a pedestrian's field of vision and reinforce the traditional streetwall scale.

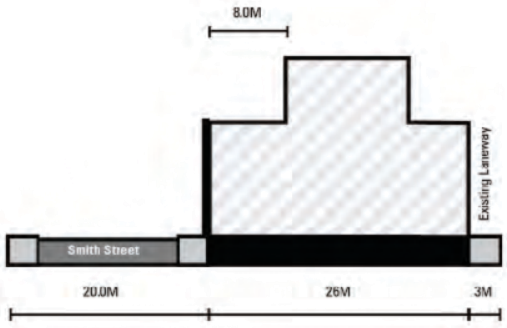
Along Smith Street there is extensive heritage fabric which is to be retained and enhanced. The recommended built form parameters for heritage sites draw on the provisions of Clauses 22.02 and 22.10 (refer Heritage Streetwall), recommendations from other PSAs and associated Panel reports and recent heritage advice from GJM Heritage.

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

Upper Level Expression

The design of upper levels of new development should:

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

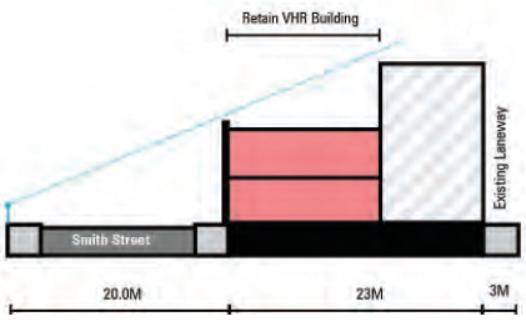


Preferred upper level setback above new street wall

Heritage frontage

Based on an understanding of heritage advice and the distinct built form character to the south of Gertrude Street, the following parameters guide the preferred built form response for heritage frontages in this area:

- Buildings subject to the Victorian Heritage Register should generally remain unchanged (aside from restoration).
- Where new buildings are proposed on VHR sites, they are to be positioned behind existing structures, ensuring heritage frontages are not concealed by new forms from streetscape views.



Cross-section of concealed form behind VHR frontage

Transitions

Transitions in scale are an existing characteristic of the broader Fitzroy and Collingwood area. There are many examples of older commercial or warehouse forms side by side with fine grained dwellings. In this context a change in streetwall height of one storey is common within the streetscapes of the precinct.

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

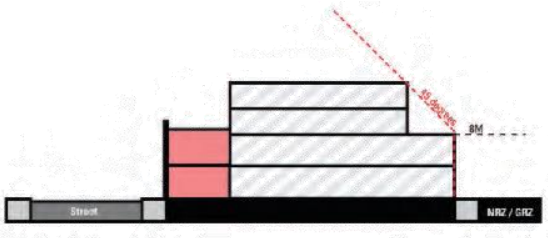
Larger sites may be able to accommodate for gradual transitions through recessive upper levels and transition in scale in response to abutting heritage forms. In order to avoid undesirable 'wedding cake' forms, minimal 'steps' in built form massing is encouraged. Transitions in scale should, as a minimum,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

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

Residential Interface (including laneway)

Most residential properties are generally located to the east and west and are separated from the study area by a laneway, or street. There are instances where the study area has a direct abuttal to residential properties (ie. between Cecil & Westgarth Streets and between Moor & Charles Streets) with shared side boundaries. These common boundaries are mostly defined by building sideages, or party wall (1-2 storeys). Direct abuttal to private open space exists but is limited.

Along both interfaces, we recommend a 8m (2 storey) form at the interface, with any built form above set back within a 45 degree built form envelope to protect residential amenity.



Cross-section of built form transition to residential zoned land



Smith Street, looking north from Condell Street

Non-residential Interfaces (including laneway)

Built form needs to respond to laneway interfaces. Within the study area the existing laneways, their function, widths and arrangements vary. New development will need to appropriately address both the existing laneway condition as well as adjacent properties. Therefore, we recommend:

To laneway abuttals new development should present a maximum 11.2m (3 storey) form at the interface, with any built form above set back 4.5m from the centreline of the laneway of up to 5 storeys.

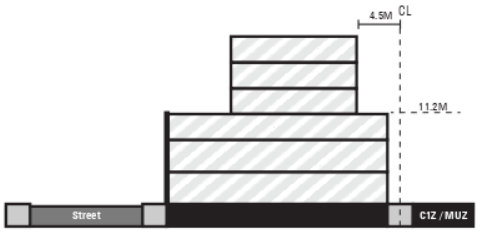
Building Separation, Amenity & Equitable Development

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

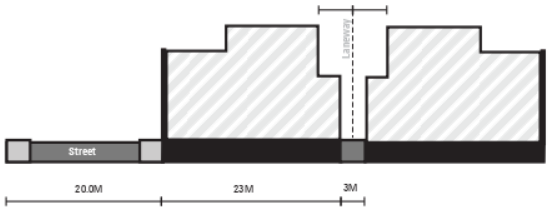
Development should be setback from common boundaries to provide separation between buildings at the upper levels:

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

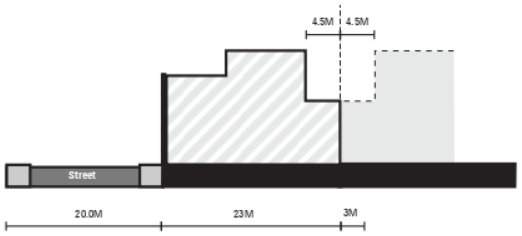
Where the common side boundary is a laneway, the setback is measured from the centre of the laneway.



Preferred built form transition to MUZ or C1Z sites

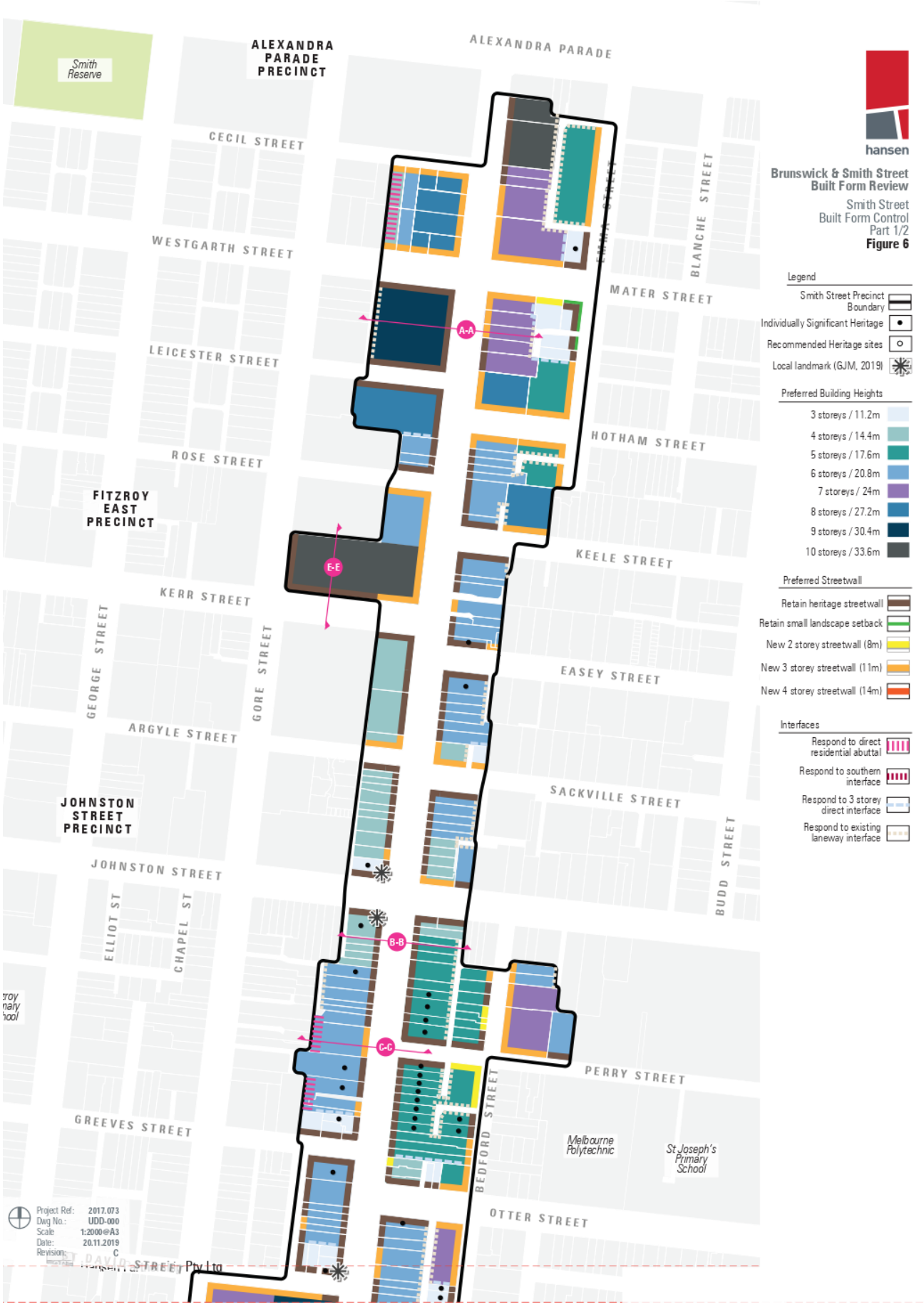


Preferred 4.5m setback of upper levels from centreline of laneway (minimum 3m wide)

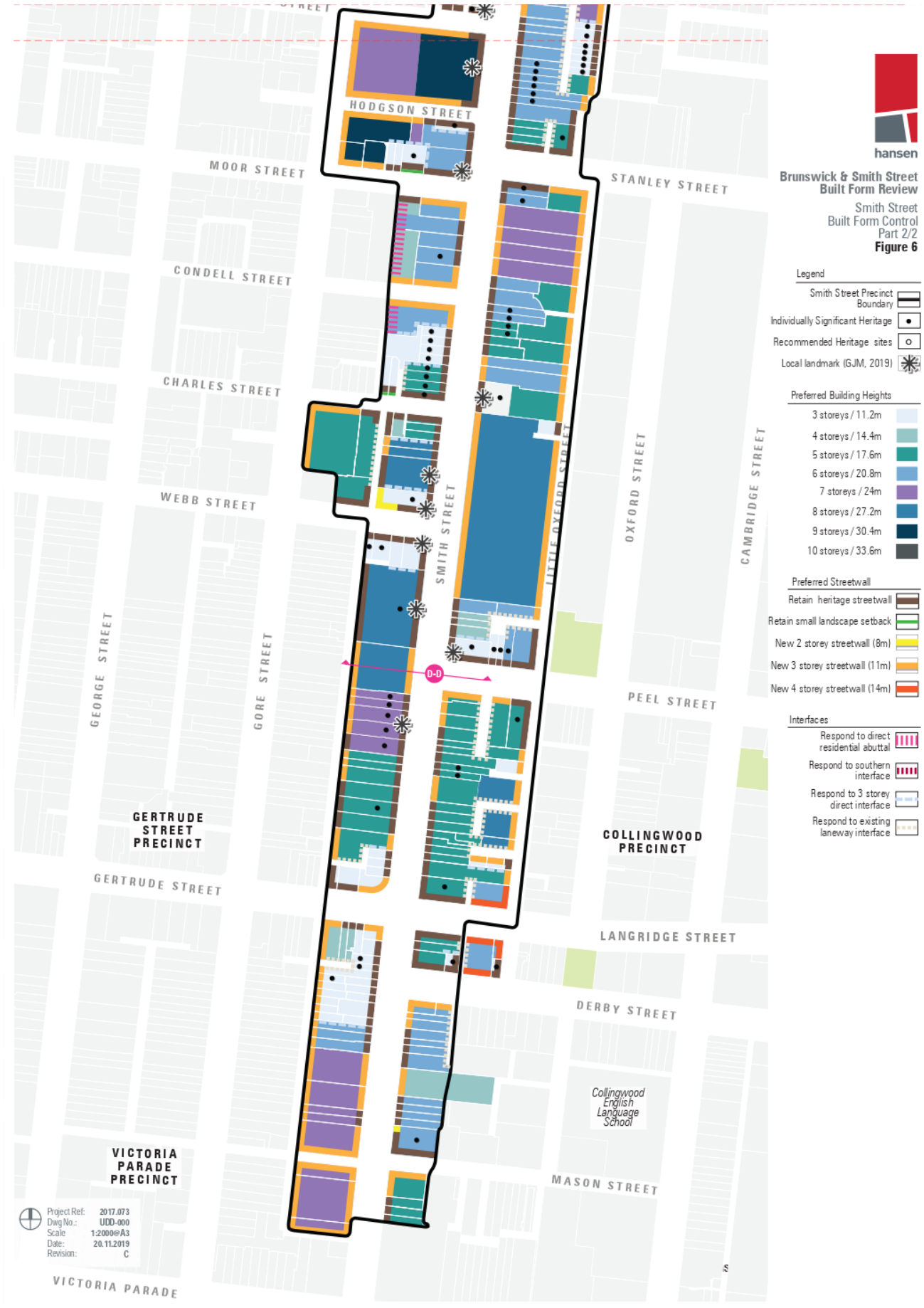


Preferred 4.5m setback of upper levels from rear boundary

Attachment 7 - Attachment 7 - Smith Street Built Form Framework



Attachment 7 - Attachment 7 - Smith Street Built Form Framework



PART 4: RECOMMENDED CONTROLS

4.1 Methodology

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

- Planning Policy Framework;
- Local Planning Policy Framework, including Zones and Overlays;
- Practice Note No. 60 – Height and Setback Controls for Activity Centre;
- Practice Note No. 59 – The Role of Mandatory Provisions in Planning Schemes;
- City of Yarra Housing Strategy (Adopted 4 September 2018);
- Review & Development of the City of Yarra Landmarks Policy (March 2018);
- Urban Design Guidelines for Victoria, 2017;
- Anticipated scale and form of development outside the study area (i.e. within Residential and Employment Zones);
- Views to existing landmarks from the public realm;
- Recognition of Yarra's heritage skyline;
- Recent development approvals (including those currently under-construction);
- 3D computer modelling of built form testing for the study area;
- Independent heritage advice and existing character considerations, consistent with the expert heritage advice provided by Council's heritage advisors (GJM Heritage);
- The overall Brunswick Street and Smith Street Built Form Review Background Report (November 2019); and
- Extensive site inspections and workshops with Council's officers.
- Planning Panel Recommendations for:
  - Johnston Street Local Area Plan (C220);
  - Queens Parade Built Form Review (C223).

4.2 Assumptions

Formula for Deriving Numerical Building Heights

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

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

The following numerical floor to floor dimensions where employed:

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

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

Formula for Deriving Numerical Streetwall Heights

The maximum streetwall heights have been calculated based on the above floor to floor heights, plus additional height to allow for parapets, balustrades and minor architectural features.

Zero front setback

New buildings within Activity Centres and inner urban areas such as Smith Street should generally be built to the street frontage in order to:

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

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

Top Floor Depth

A minimum depth of approximately 10m for the upper most level has been considered in determining overall building heights. This minimum dimension is based on a typical apartment depth, and provision of efficient access.

4.3 Precincts

Based on the linear extent of Smith Street and the distinction in future built form characteristic along the corridor and back block areas (as determined by the Built Form Framework Plan), the study area is divided into several precincts as follows:

- Smith Street
- Smith Street - Big Store; and
- Back Blocks.

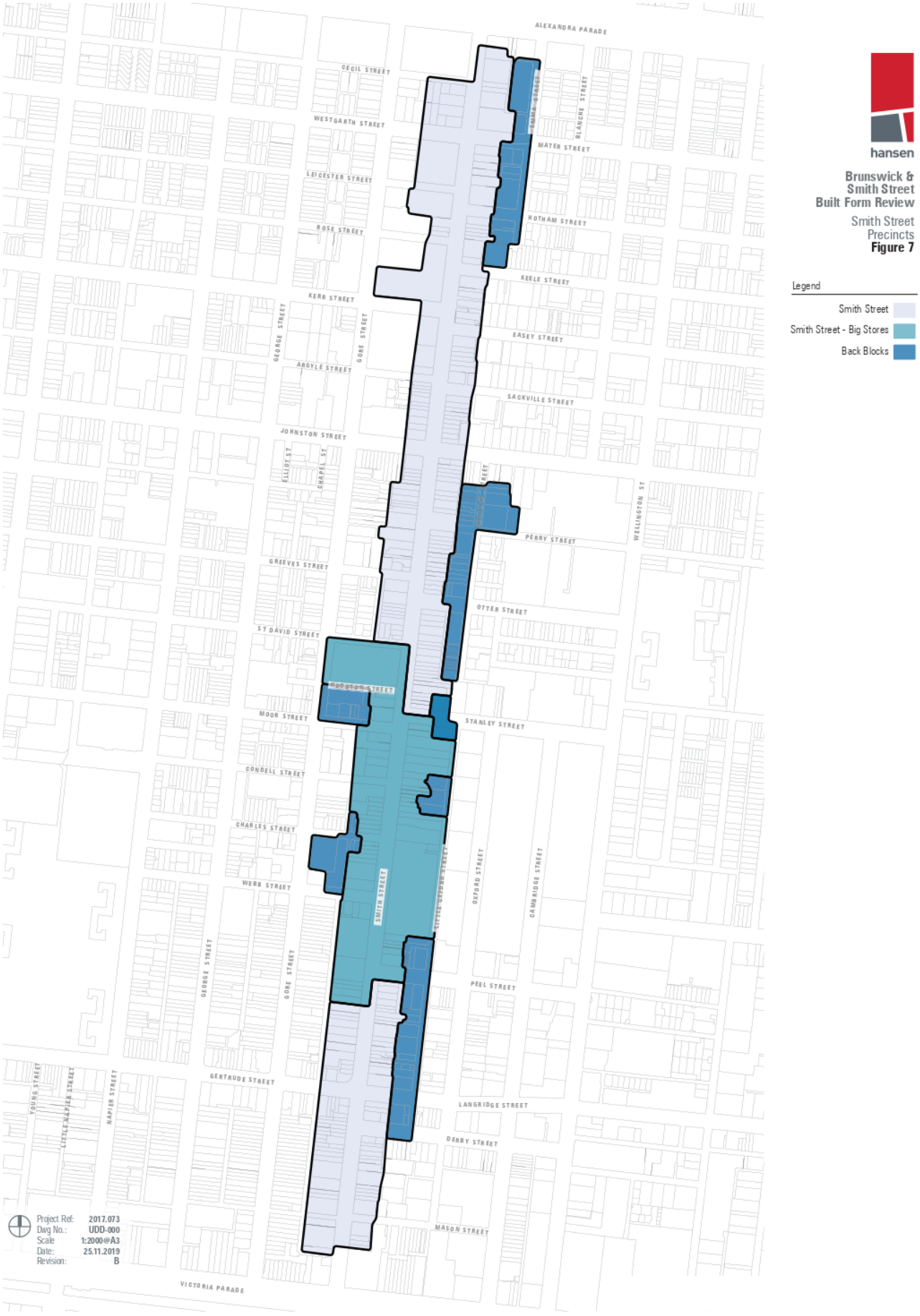
The following table provides a concise breakdown of these precinct and key built form parameters.

Proposed Building Heights

PRECINCT	STREET WALLS / GROUND LEVEL SETBACKS	PREFERRED MAXIMUM BUILDING HEIGHTS
SMITH ST	▪ Match adjoining heritage eaves/parapet, or lower. ▪ Where there is no adjoining heritage street wall, maximum 11.2m.	11.2m to 32.8m (3 to 10 storeys)
SMITH ST - BIG STORE	▪ Match adjoining heritage eaves/parapet to a maximum of 11.2m. ▪ Preserve existing buildings on VHR sites.	11.2m to 29.6m (3 to 9 storeys)
BACK-BLOCKS	▪ Retain existing front setback; ▪ Match adjoining heritage eaves/parapet, or lower; or ▪ 3 storey (11.2m) to 4 storey (14.4m).	11.2m to 32.8m (3 to 9 storeys)

The following diagram illustrates a breakdown of these precinct boundaries.

Attachment 7 - Attachment 7 - Smith Street Built Form Framework



PRECINCT 1: SMITH STREET

This precinct comprises lots with a primary frontage to Smith Street, between Alexandra Avenue to St David Street-Stanley Street (in the north) and 119 Smith Street-Peel Street to Victoria Parade (in the south), excluding the corner Alexandra Avenue corner sites.





Preferred precinct character statement

Properties fronting Smith Street will continue to be defined by fine grained low scaled heritage buildings. New moderate infill with be recessive in profile, befitting a 'street wall and setback' model and transition down along its residential abuttal. Where Smith Street intersects with east- west streets, these junctions will continue to be defined by proud heritage forms with recessive upper levels that turn the corner, addressing both street frontages.

To the northern and southern ends of Smith Street, acknowledge development opportunities will manifest with rising forms set back behind the prevailing street wall profile.

To either side of the main street junctions, reinforce the consistent and orderly street wall character.

Built Form Objectives

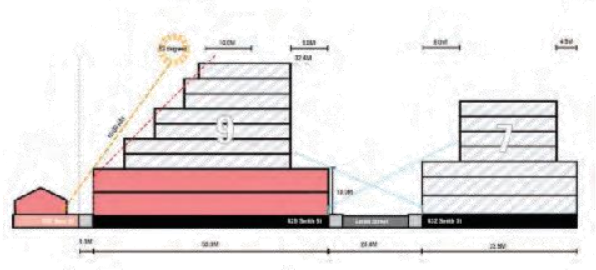
- To ensure the heritage frontage remains the visually dominant element of all development in Smith Street and that new development is visually recessive and does not dominate the streetscape.
- To acknowledge development potential on larger sites unaffected by the Heritage Overlay.
- To realise a moderate mixed-use redevelopment that respects the heritage and streetscape value of the precinct.
- To support development that contributes to an active, high quality and pedestrian friendly environment.
- To enhance a consistent and orderly streetscape presentation to the either side of the Johnston Street and Gertrude-Langridge Street junctions.
- To maintain a diverse streetscape presentation to the northern and southern ends of Smith Street.
- To ensure views to the local landmarks are maintained and highlighted.
- To minimise overshadowing of existing open space and footpaths along commercial and 'green' streets.
- To ensure suitable transition along its residential interface.

Guidelines

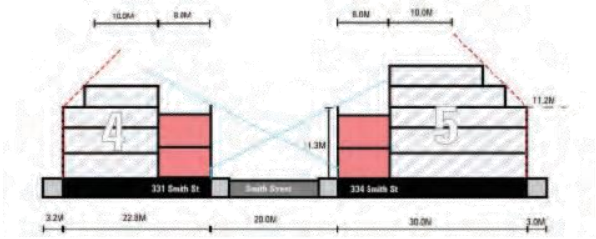
1. Establish a clear distinction between street wall and rising form behind.
2. Avoid new single storey street walls.
3. Ensure new infill street walls matches the parapet height of adjoining heritage forms.
4. Ensure new development complements heritage architectural features (grain and rhythm).
5. Ensure upper levels behind heritage street wall adopt a 'calm' architectural language and material palette.
6. Ensure new development on corner sites is designed in the round and 'turns the corner' to address all street frontages.
7. Ensure new development avoids the presentation of overly stepped or 'wedding-cake' presentation.
8. Ensure new development maintains solar access to:

- Smith Street, Johnston Street and Gertrude Street footpaths (opposite side) between 10am and 2pm at the equinox (21 September).
- Footpaths (opposite side) of Westgarth Street, Mater Street Kerr Street, Otter Street, Stanley Street and Derby Street between 10am and 2pm at the equinox (21 September).
- For other streets, to first floor between 10am and 2pm at the equinox (21 September).

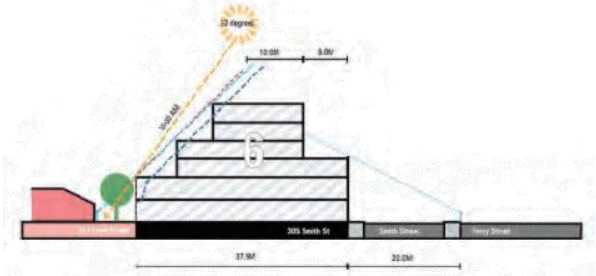
9. Facilitate equitable development outcomes to adjacent sites through adequate building separation to side and rear boundaries.
10. Ensure exposed party walls to side boundaries are designed to be visually interesting.
11. Encourage laneway extension. or widening to accommodate servicing and parking access, where existing laneway conditions are too narrow.
12. Ensure new development provides opportunities for improved passive surveillance to streets at ground and upper levels.
13. Encourage continuation of awnings over footpaths.



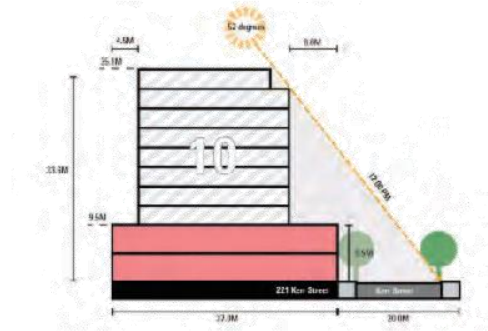
Smith Street Indicative cross-section A-A



Smith Street Indicative cross-section B-B



Smith Street Indicative cross-section C-C



Kerr Street Indicative cross-section E-E

PRECINCT 2: BIG STORES

This precinct is defined by the presence of the grand retail forms which reflect Smith Street's history as Melbourne's premier retail destination and presence of major Department Stores. This precinct comprises lots with a primary frontage to Smith Street, between St David Street-Stanley Street (in the north) and 119 Smith Street-Peel Street (in the south).

Preferred precinct character statement

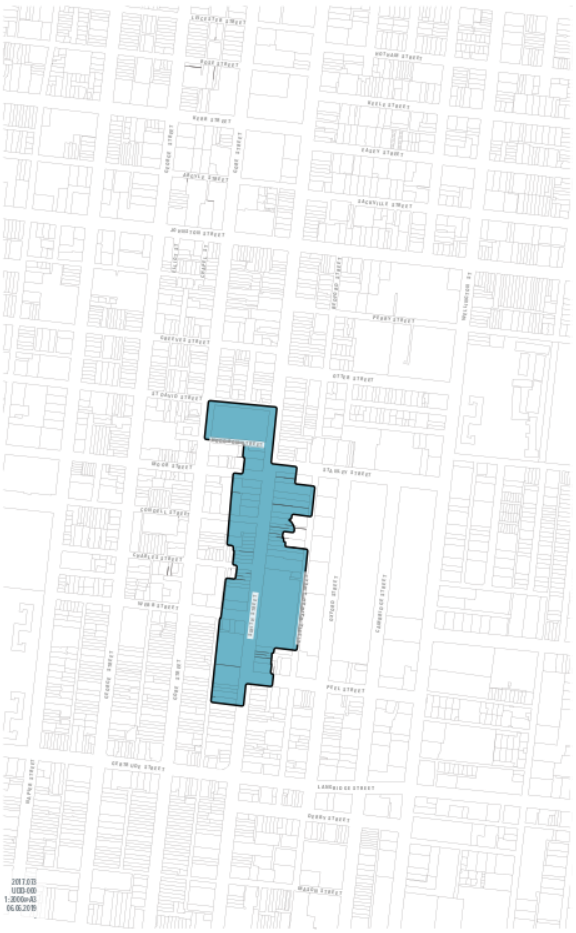
The Smith Street spine will continue to be defined by the grand punctuating forms of the heritage Department Store buildings. The prominence of these façades and varied heritage street walls will be maintained with low to mid-rise infill development that is be subservient in the streetscape, ensuring view lines to local landmarks and the profile of Department Stores is preserved.

Where Smith Street intersects with side streets, these junctions will continue to be bookended by proud heritage forms with complementary and recessive upper levels that turn the corner to address both street frontages.

Built Form Objectives

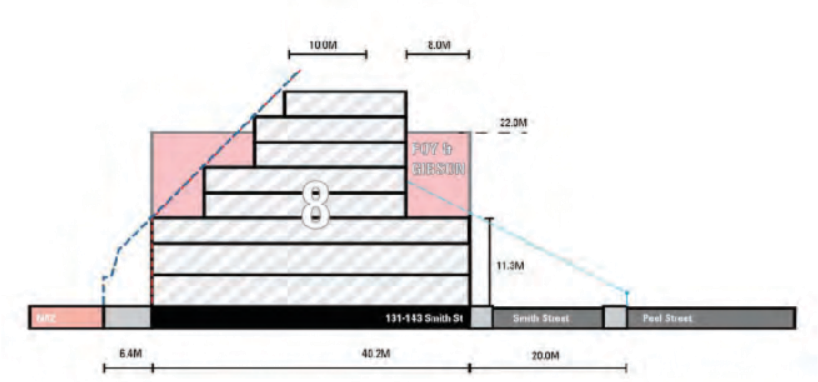
- To protect existing built form fabric with VHR designation.
- To maintain a diverse streetscape presentation and visual prominence of the heritage Department Stores.
- To ensure the heritage frontage remains the visually dominant element of all development in Smith Street and that new development is visually recessive and does not dominate the streetscape.
- To realise a moderate mixed-use redevelopment that respects the heritage and streetscape value of the precinct.
- To support development that contributes to an active, high quality and pedestrian friendly environment.
- To ensure views to the local landmarks are maintained and highlighted.
- To minimise overshadowing impact on existing open space and footpaths along commercial and 'green' streets.
- To ensure suitable transition along its residential interface.





Guidelines

1. Encourage retention and repurposing of exiting built forms on VHR sites.
2. Ensure that new street walls are subservient to the prominent heritage department stores.
3. Encourage new upper level development to be set back behind new or heritage street walls to preserve the prominent sheer profiles of the heritage department stores.
4. Ensure new infill street walls match the parapet height of adjoining heritage forms – except heritage department stores.
5. Ensure new development avoids the presentation of overly stepped or 'wedding-cake' presentation.
6. Ensure new development maintains solar access to:
   - Smith Street footpath (opposite side) between 10am and 2pm at the equinox (21 September).
   - Footpaths (opposite side) of Peel Street between 10am and 2pm at the equinox (21 September).
   - For other streets, to first floor between 10am and 2pm at the equinox (21 September).
7. Facilitate equitable development outcomes to adjacent sites through adequate building separation to side and rear boundaries.
8. Ensure exposed party walls to side boundaries are designed to be visually interesting.
9. Encourage laneway extension. or widening to accommodate servicing and parking access, where existing laneway conditions are too narrow.
10. Ensure new development provides opportunities for improved passive surveillance to streets at ground and upper levels.
11. Encourage continuation of awnings over footpaths.



Smith Street Indicative cross-section D-D

PRECINCT 3: BACK BLOCKS

This precinct comprises a dispirate grouping of linear parcels located behind the Smith Street spine, within the Commercial 1 Zone and Mixed Use Zone. The key parcels of land are:

- East of Smith Street with frontages to Emma, Mater, Hotham, Keele and Sackville Streets;
- East of Smith Street with frontages to Bedford, Perry, Otter, Stanley, Little Oxford, and Peel Streets; and
- West of Smith Street with frontages to St David, Hodgson, Gore, Moor, Charles and Webb Streets.

Preferred precinct character statement

Future development will continue the pattern of recent mid-rise development, behind the Smith Street spine, retaining visual prominence of the heritage fabric. These backstreet streetscapes will be diverse and varying from low rise, fine grain residential to a stronger profile defined by contemporary buildings and transition down along the various residential edges.

Built Form Objectives

- To retain the heritage frontages, including street setbacks and street walls.
- To realise a moderate mixed-use redevelopment that respects the heritage and the individual streetscape character.
- To support development that contributes to an active, high quality and pedestrian friendly environment.
- To encourage development that is made up in parts on prime sites to reinforce the permeability and fine-grained profile of urban blocks in the precinct.
- To ensure suitable transition along its residential interface.





Guidelines

1. Ensure new development reinforces a dominant street wall presentation (where there is no heritage street wall, or street walls).
2. Ensure that new development on corner sites address multiple street frontages by 'turning' the corner.
3. Ensure new development maintain solar access to:
   - Footpath on opposite side of Emma Street between 10am to 2pm at the equinox (21 September);
   - Footpaths (opposite side) of, Mater, Otter, Stanley, Peel and Derby Street between 10am and 2pm at the equinox (21 September).
   - For other streets, to first floor between 10am and 2pm at the equinox (21 September).
4. Retain existing front setbacks including front gardens.
5. Retain existing canopy vegetation on site.
6. Ensure new development reinforces domestic character of residential streets through facade articulation and material treatment.
7. Ensure new development provides opportunities for improved passive surveillance to streets at ground and upper levels.
8. Facilitate equitable development outcomes to adjacent sites through adequate building separation to side and rear boundaries (above prescribed street wall height).
9. Ensure new development avoids the presentation of overly stepped or 'wedding-cake' presentation.

4.4 General Built Form Guidelines

Built Form Recommendations

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

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

Public Open Space provision

Public open space is an important element within urban areas, as is its spatial provision. In inner urban areas such as Smith Street the provision of small public parks is important to the social health and well-being of a local community. There are presently no 'pocket parks' within the study area. Therefore, there is a clear lack of open space provision within this precinct.

Visually distinct additions and upper levels

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

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

Architectural Considerations

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

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

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

Active and Semi Frontages

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

Along the key movement corridors active ground frontages are encouraged. However, this precinct does not comprise any such key corridors.

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

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

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





Brunswick Street & Smith Street Built Form Review:

JOHNSTON ST
BUILT FORM FRAMEWORK

Prepared by **Hansen Partnership**
in conjunction with **GJM Heritage**
for **City of Yarra**
June 2019

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



Western section of Johnston Street looking east towards Smith Street

Version	Draft	Final Draft
Issue Date	16.04.2019	28.06.2019

Preamble

The following urban design report has been prepared for the City of Yarra as the basis for an urban design vision for the Johnston Street (west) corridor, located between Nicholson Street and Smith Street. It sets out a preferred built form framework underpinned by an integrated urban design and heritage assessment.

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

The study area is identified in Figure 1.

This report sets out the rationale for proposed built from controls for Johnston St and is underpinned by key components, namely:

Part 1: Brunswick & Smith Context

Part 2: Johnston Street Precinct : Influences

Part 3: Johnston Street : Built Form Propositions

Part 4: Recommended Controls

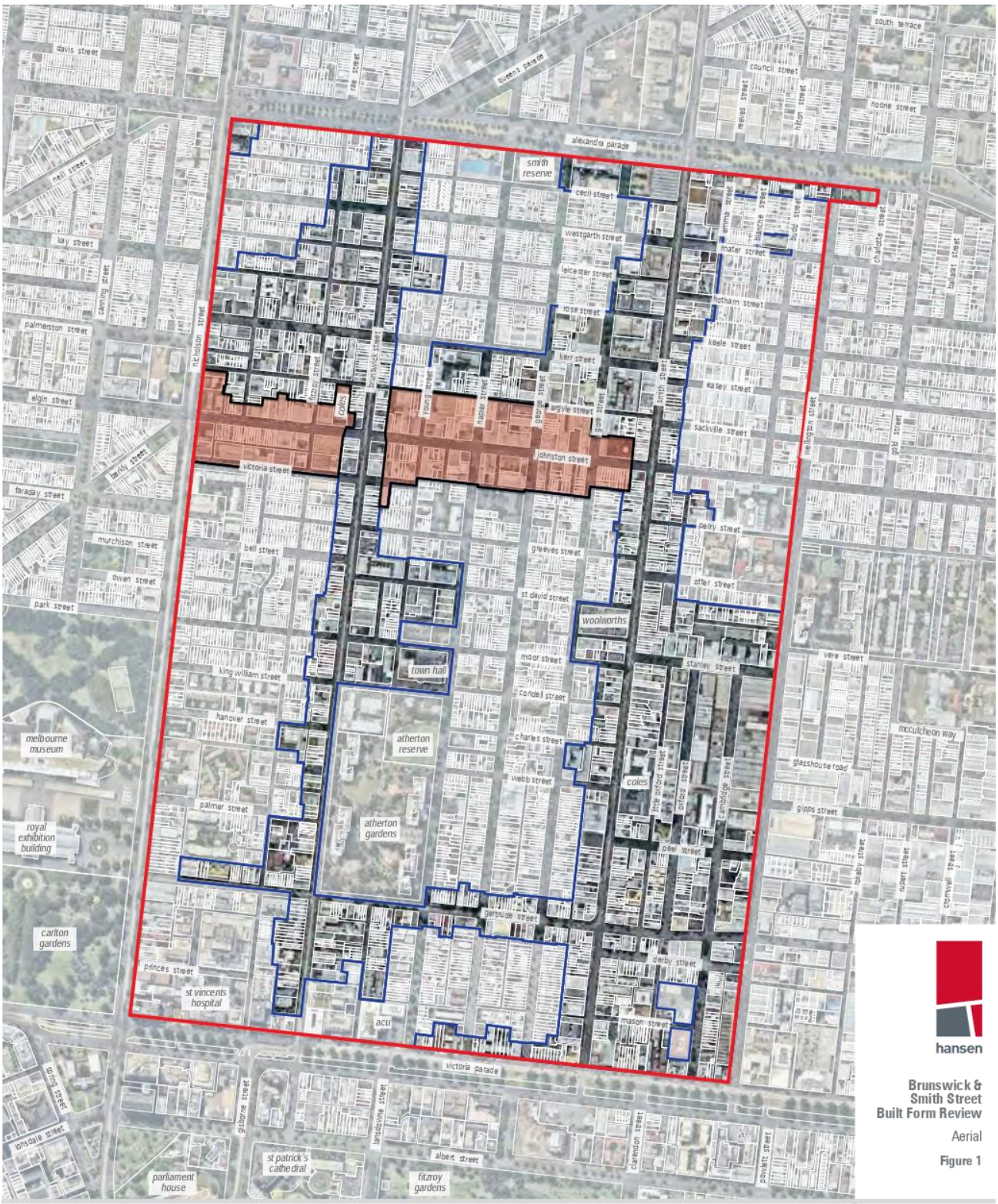
The report is part of a broader Built Form Review.

Note: Throughout this report the precinct is refered to as Johnston St, while the street is referred to as Johnston Street.



Oblique aerial of Johnston Street Precinct and surrounding context

Attachment 8 - Attachment 8 - Johnston Street Built Form Framework



Part 1 :

BRUNSWICK & SMITH CONTEXT

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

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

As part of the process extensive analysis of the existing conditions was undertaken and documented within an overall Background report. This comprehensive analysis identified and divided the overall Review Area into ten 'place specific' precincts. Furthermore, a series of guiding objectives were identified to be contemplated across ten defined precincts.

A Collingwood Precinct report was prepared in June 2018.

The Johnston St and Fitzroy East Precincts where prepared in tandem, given the somewhat merged condition between the mixed use Fitzroy East pocket and commercial zone along the eastern section of Johnston Street.

This report addresses the Johnston St Precinct. The remaining seven other precincts will be addressed in subsequent reports.

1.1 Overarching Built Form Objectives

The following 8 objectives have been identified:

Objectives:

1. Recognise and carefully manage potential in key areas within the Activity Centres.
2. Highlight the character distinctions between the different retail streets and mixed use precincts within the Activity Centres.
3. Reinforce the traditional Victorian cityscape of heritage streetscapes as dominant elements, including significant corner elements and identified local landmarks.
4. Ensure continued diversity through sensitive infill within traditional Victorian streetscapes.
5. Shape the retail streets and mixed use areas to ensure a high quality, people-oriented public realm.
6. Ensure development encourages walking, cycling and public transport usages through layout and design responses.
7. Ensure new development is sustainable and adaptive over time.
8. Manage the built form profile of new development to avoid adverse impact to surrounding areas, including heritage places, streetscapes and residential interfaces.



Southern Johnston Street streetscape between Nicolson and Brunswick Streets

1.2 Brunswick & Smith Built Form Precincts

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

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

Activity Spines

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

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

Mixed Use Areas

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

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

Boulevards

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

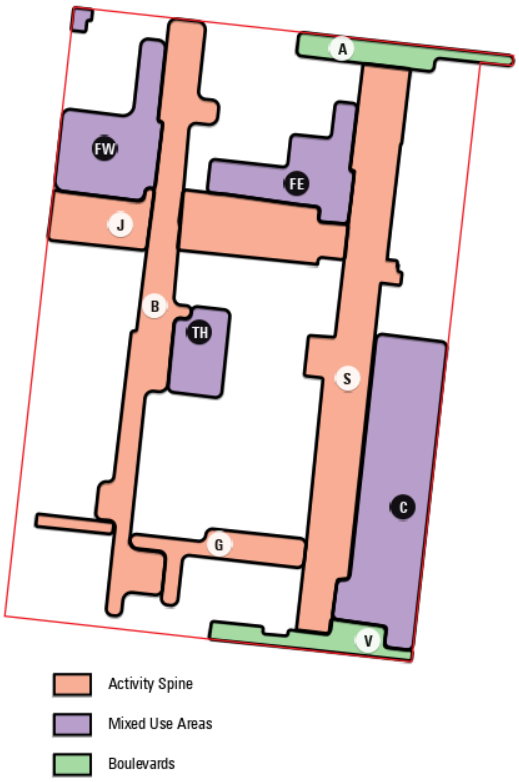
- Alexandra Parade; and
- Victoria Parade.

10 Precincts

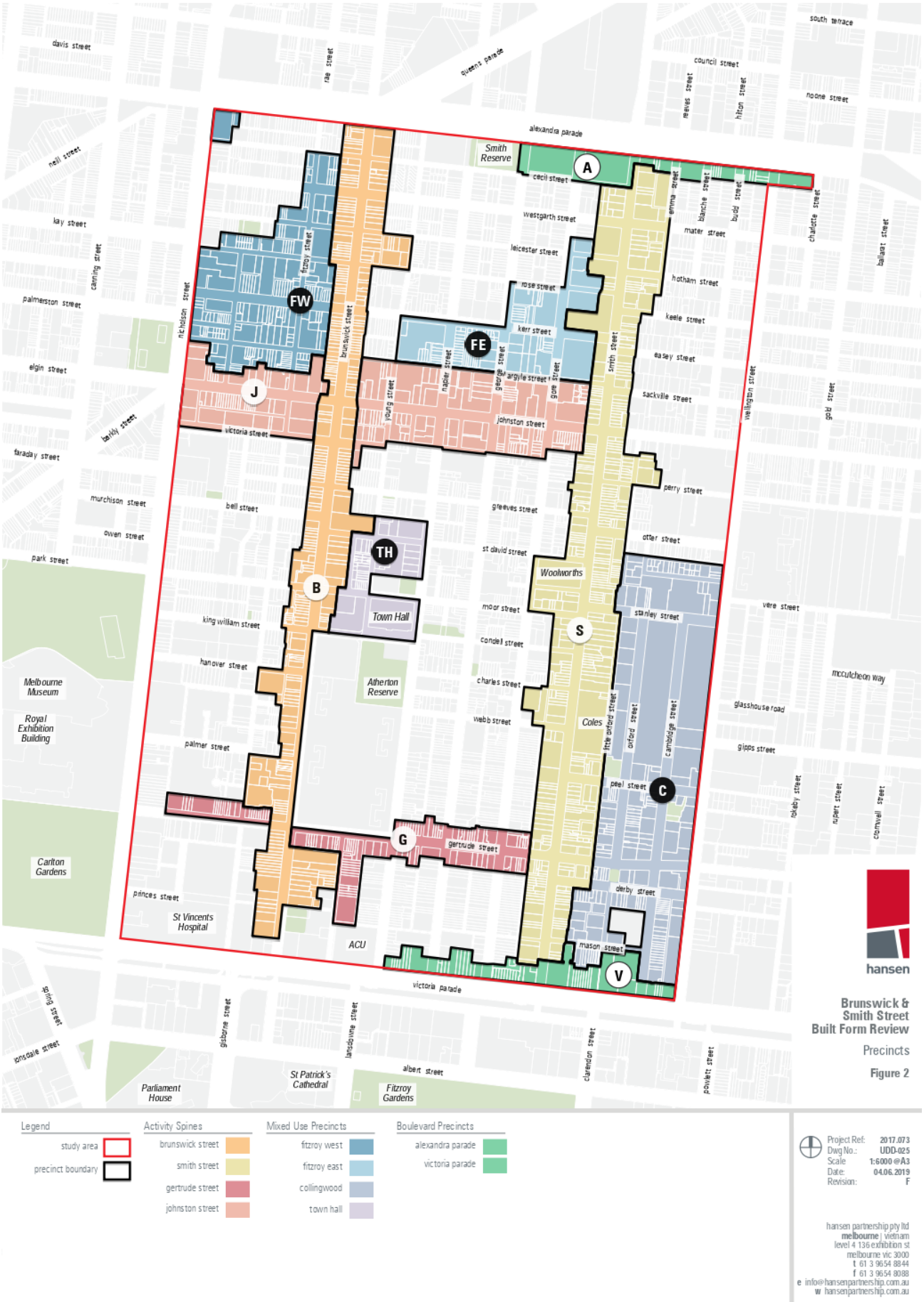
The 10 precincts within the Brunswick & Smith Street Built Form Review are:

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

This report addresses Precinct 4: Johnston Street.



Attachment 8 - Attachment 8 - Johnston Street Built Form Framework



Part 2 :

JOHNSTON ST INFLUENCES

Johnston St today is a mixed urban area, main street corridor defined by the coexistence of heritage shopfront forms, new apartment developments and remnant Victorian era cottages and corner pub buildings. These prevailing elements sit side by side with more modest 20th Century forms that is 'ripe' for renewal.

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

- Johnston Street;
- Victoria Street;
- Spring Street;
- Fitzroy Street;
- Young Street;
- Napier Street;
- George Street;
- Elliot Street;
- Chapel Street; and
- Gore Street.

Boundary Description

This precinct encompasses all Commercial 1 Zoned land which fronts both sides of Johnston Street, as well as the Mixed Use properties along the northern side of Victoria Street. The western extent is defined by Nicholson Street and the eastern extent is defined by the rear of properties which front the western side of Smith Street. The southern extent is defined by the non-commercial zones and the northern extent is defined by the edge of the Commercial 1 Zone.

Built Form Character

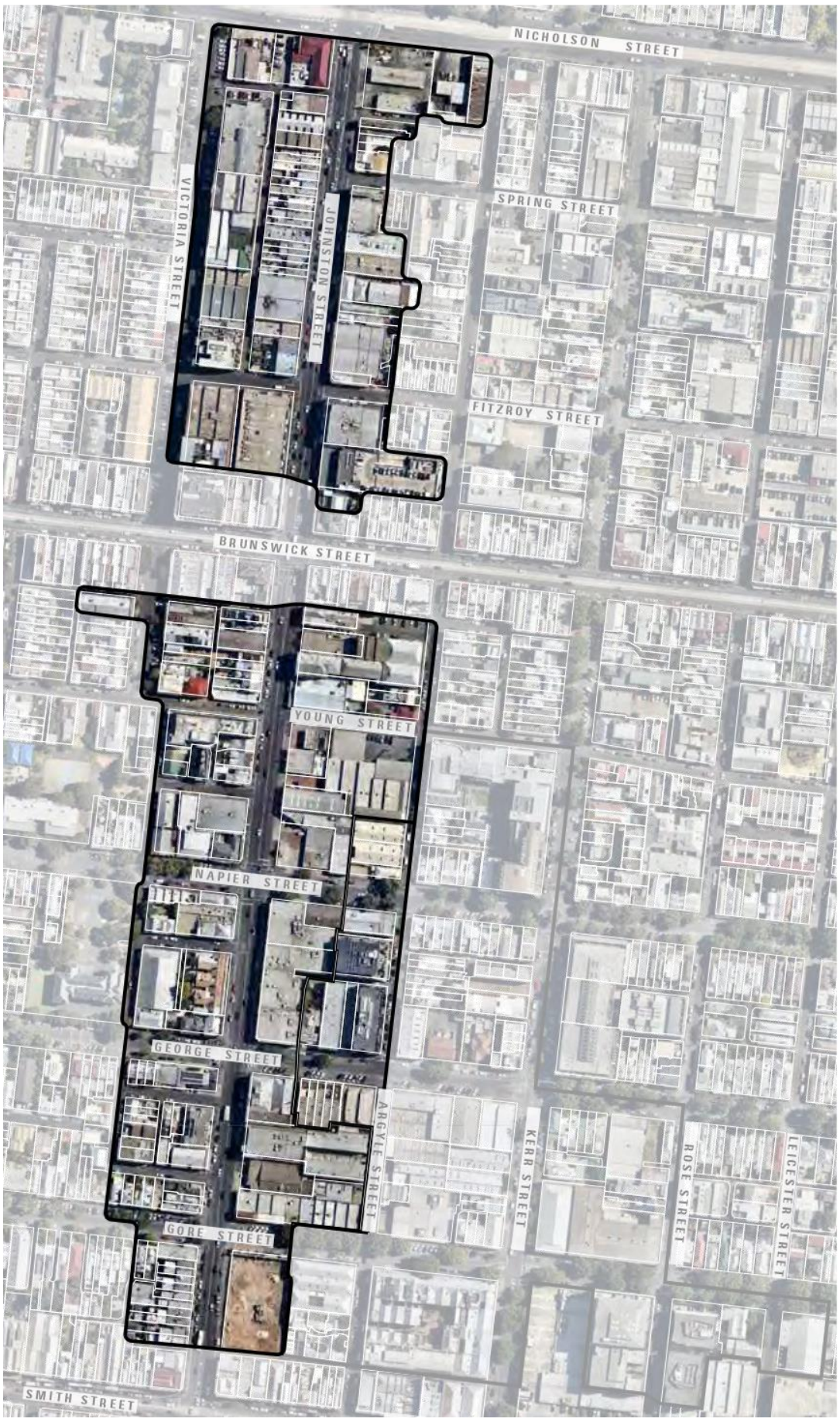
The Johnston Street precinct, between Smith and Nicholson Streets is a critical opportunity spine in Fitzroy and part of the long corridor linking Johnson Street East (in Collingwood) with Elgin Street (within the City of Melbourne) to the west. This particular section of Johnson Street is mixed in profile with two very distinctive portions. Firstly, an eastern area (between Smith and Brunswick Streets) which comprises some deep former industrial lots and a mixed arrangement of retail, residential and contemporary infill. Secondly, a smaller western area (between Brunswick and Nicholson Streets) comprising typically fine-grained traditional retail stock and some important heritage elements, most notably at the Nicholson Street junction and extending southward along Victoria Street. Both precincts are 'hemmed in' by sometimes delicate residential stock principally to the south and more mixed fabric to its north. Johnston Street crosses (on a perpendicular alignment) the key Smith Street and Brunswick Street activity spines and offers long terminal views is to the west to the municipal threshold and uphill towards the University of Melbourne.

For a more detailed description of existing conditions refer to section X of the Background report.



Diverse southern side of Johnston Street, between Hertford and Young Streets

Attachment 8 - Attachment 8 - Johnston Street Built Form Framework



hansen

Brunswick & Smith Street Built Form Review

Johnston Street Precinct Boundary

Figure 3

Legend

Johnston Street Precinct boundary

Project Ref: 2017.073
Dwg No.: UDD-026
Scale 1:2000@A3
Date: 14.06.2019
Revision: C

2.1 : Foundation

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

Topography & Views

The precinct has relatively limited topographic features, the most notable characteristic being a slight incline on the Smith Street approach from the west, before gradually falling toward the Yarra River to the east. This subtle rise offers long range views along the Johnston Street spine towards Parkville in the west, punctuated by the Redmond Barry building at the University of Melbourne, and terminated by dense vegetation straddling the Yarra River, with the Dandenong Ranges visible in the background to the east.

Grid Street Network

The precinct is defined by the east-west orientation of Johnston Street anchoring a varied grid pattern with a clear street hierarchy, with Johnston Street as the main street defined by its arterial road function and associated activity. The 20m wide movement corridor of Johnston Street is of the same width as the distinct north-south oriented green streets of Napier, George and Gore Streets and the east-west oriented Kerr Street. While secondary streets of 10m in width include Young Street, Spring Street, Fitzroy Street and Argyle Street. Urban blocks on the northern side of Johnston Street are more consistent in order when compared to those on the southern side, particularly east of Brunswick Street, comprising a mix of fine grain and broad frontage lots. A number of laneways provide rear access to commercial and residential allotments, some of which terminate mid-block and others continue through to parallel and adjacent streets.

Key Junctions

The precinct comprises several prominent junctions along the Johnston Street spine which act as important gateway elements and create a clear division in built form character and rhythm. Key junctions include Nicholson Street to the west of the precinct, with the eastern side of the junction located in the City of Melbourne as well as Brunswick Street and Smith Street, both critical transport and pedestrian movement nodes. Other notable junctions are positioned to the north of Johnston Street, along the grid network with defining corner buildings and breaks in canopy vegetation.

Subdivision Pattern

The street, block and lot pattern across the Review Area is varied and diverse. Varying from a section of consistent, fine grain lots along the southern side of Johnston Street, towards Nicholson Street that are serviced by a rear laneway, to areas of highly varied and irregular lots to the east of Brunswick Street. While, on the northern side of Johnston Street the subdivision is generally comprising of larger and broader lots, except for the scattered provision of fine grain residential parcels.



Distant view along Johnston Street to the Dandenong Ranges



View along Johnston Street towards Redmond Barry building



Tankerville Hotel at corner of Nicholson Street and Johnston Street



Fitzroy Post Office at corner of Brunswick Street and Johnston Street

Movement Corridors

Napier Street is a significant cycle corridor through Fitzroy extending from Gertrude Street in the south and terminating at Fitzroy Swimming Pool in the north at Alexandra Parade. This is an important link in the context of metropolitan Melbourne as it provides efficient and safe cycle access parallel to the busy tram and vehicle corridors of Nicholson, Smith and Brunswick Streets, connecting with dedicated cycle paths outside of the municipality.

Adjoining Built Form Precincts

The proximity of the Smith and Brunswick Street Activity Centre spines is notable within the context of built form character and legibility throughout the precinct. The Smith Street spine is located to the eastern interface of the precinct (on higher ground) and the Brunswick Street spine divides Johnston Street into two distinct components, comprising varied grain and heritage values. Both streets provide a vibrant main street condition comprising significant heritage assets at intersecting junctions.

Johnston Street Activity Spine

The Johnston Street Activity Spine is an important corridor in the context of the Major Activity Centre. Traversing through Brunswick and Smith Streets, the corridor comprises a mix of fine grain retail premises, large format commercial premises and late night venues inviting a mix of pedestrian activity along its extent. There are a number of distinctions and 'shifts' in the Johnston Street corridor, with a different streetscape character evident to either side of Brunswick Street. While relatively void of street trees or weather protection, the streetscape is still a popular pedestrian link between key destinations throughout Fitzroy and Collingwood. It also accommodates numerous bus routes, reinforcing its through traffic movement within the broader main road network.

Green Streets

The linear north-south streets of Napier, George and Gore Streets as well as the east-west aligned Kerr Street comprise significant mature canopy vegetation (typically deciduous Plane Trees) within the road reserve, enclosing the streetscape. These streets are a stark contrast to other streets within the precinct, which typically have limited street trees and vegetation.

Heritage

Most of the precinct is subject to the Heritage Overlay (HO334), comprising individually significant and contributory buildings of varying typologies including fine grain shops, dwellings, warehouses and pubs. Several buildings of individual significance are subject to a site-specific Heritage Overlay including the Former Avon Butter Factory (HO471), and Holyrood Terraces (HO168-170). While the HO extends across most of the Precinct, notably there are numerous clusters of lots, particularly between Brunswick and Smith Streets to the north of Johnston Street, which comprise non-contributory buildings.



Nicolson Street tram corridor



Brunswick Street spine, looking south across Johnston Street



Gore Street looking south towards Rose Street



Former Avon Butter Factory at corner of Nicholson Street and Victoria Street

Traditional Fine Grain

Rows of continuous cottages and retail buildings of heritage significance are a defining characteristic throughout the precinct. This includes along the Johnston Street spine (particularly to the south) as well as the residential blocks to the north of Argyle Street. These forms create a distinctive character and present stark transitions to neighbouring sites.

Prominent Corners

There are several corner sites along the Johnston Street spine (to the south) comprising prominent heritage forms (of individual significance). These two storey forms present ornate parapet treatments which mark their prominent corner positions and are identified as local landmarks. This includes Tankerville Hotel on Nicholson Street, Fitzroy Hotel on Napier Street and Rochester Hotel on George Street. Other prominent corners include the Marquis of Lorne Hotel on George and Kerr Streets as well as significant heritage forms on all 4 Brunswick and Johnston Street corners.

Recent Development Trends

Substantial medium to high density development has occurred throughout the precinct, particularly on consolidated sites with limited heritage constraints. Development ranges in scale from 4 to 6 storeys in side streets up to 10 storeys along the Johnston Street spine (under construction). Recent planning permit approvals in the precinct are typically 6-8 storeys in height.

Open Space

There is a lack of notable public open space in the precinct. The Fitzroy Primary School provides a reprieve in built form with generous open space for students, but is located just outside the precinct. The nearest public open spaces are generally found across Nicholson Street spread across Carlton. Council have ambitions for a new public open space provision within the precinct.



Row cottages along south side of Johnston Street, near Rochester Street



Rochester Hotel at corner Johnston Street and George Street

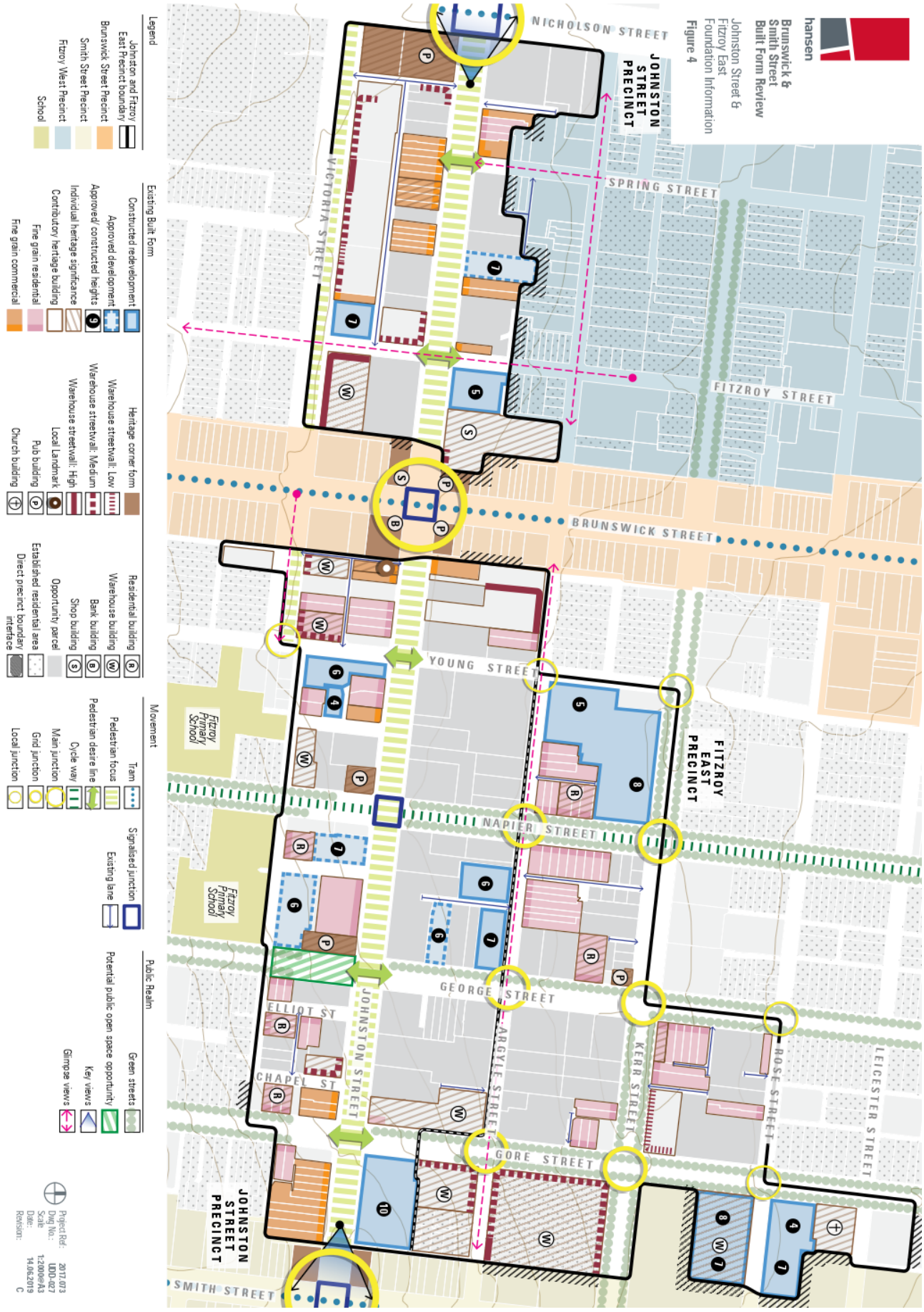


Recent development at corner of George Street and Argyle Street



Fitzroy Primary School grounds

Attachment 8 - Attachment 8 - Johnston Street Built Form Framework



2.2 : A Johnston St Change Framework

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

Corridor Effects

While this precinct represents a least two distinctive parts, a framework envisages a sense of continuity and a corridor effect defining the urban form relationship between Smith and Nicholson Streets assisting and consolidating the connection of the Activity Centre. This area, comprising two large urban precincts and eight to ten urban blocks is clearly distinctive from the undulating topography of Johnston Street in Collingwood leading with slope down to Hoddle Street and beyond. It is also distinctive from land beyond the City of Yarra to the west leading uphill and Elgin Street. A corridor effect does not require 'consistency', indeed considerable variety is intended on either side of Johnston Street to the east as distinct from more uniform response in the west.

Heritage values

The precinct contains a number of notable 'runs' of attached intact retail (and also residential) streetscapes. These are most apparent on the south side of Johnston Street to the east, but also occupy both sides of Johnston Street to the west. These important factors shape future form with respect to streetscape presentation and overall capacity for change. Johnston Street East (south side) is unique in that it presents at least eight intersections/junctions which makes the realization of a consistent form difficult. The south side of Johnston Street East can therefore be variable in between the individual heritage contributors. Johnston Street West is quite different, it comprises particularly long urban blocks and only one cross intersection. In this context of continuous streetscape form to both sides allows for connectivity between heritage street walls, with the necessary punctuation at the important heritage corner elements on Nicholson Street.

Growth Opportunities

A rare precinct on Johnson Street (north) between Young and Gore Streets (generally bound to the north by Argyle Street) has the opportunity for more substantial change as indicated by a suite of current approvals and the occurrence of remnant industrial parcels across entire urban blocks. While this area is currently affected by a Heritage Overlay, few legitimate heritage values exist. However, this particular locality does not have potential for unbridled growth – given the urban blocks and the important streetscapes as well as the principal Johnston Street spine. They also represent locations that must embody transitions to the more sensitive northern neighbours.



Johnston Street corridor, looking east



Johnston Street corridor, looking west



Non-heritage forms on the north side of Johnston Street (West)



Continuous heritage fabric along the southern side of Johnston Street (East)

Corners

The definition of street junctions and local corners assists in the legibility of the area. In Johnston Street, the passage past Smith, Brunswick and Nicholson Streets is each 'marked' with notable retail, bank or hotel buildings that assist in placemaking. Corners are particularly important on the south side of Johnston Street East as they hold locations for notable heritage hotel buildings and other corner features which define the local skyline. The passage of major north-south green streets (Napier, George and Gore Streets) also provide the opportunity for pedestrian crossing and identity links in these locations. Corners are less important in the western precinct, except at the Nicholson Street junction with a serve as a key demarcate of the municipal edge and the major Nicholson Street threshold.

Street width to building height relationships

The relationship between building heights (and street presentation) to street width is a strong defining element of the character and 'sense of place'. In mixed use or commercial spines such as Johnston Street, a more prominent character is expected to encourage a proportional relationship between buildings and streets. This is to create a balance between openness and enclosure from within the public realm. In order to maintain a comfortable street environment and an appropriate 'sense of enclosure', a 1:1 relationship between the overall building height and width of the street is recommended as the basis for defining building heights. Importantly, the east-west alignment of the streetscape means that street wall treatments and overall heights above should not overshadow south side footpath to ensure a high amenity public realm.

Secondary Streetscapes

Unlike other commercial spines, a number of urban blocks within this precinct have secondary addresses to streetscapes located parallel to the Johnson Street spine. Including Chapel and Victoria Streets to the south and Argyle Street to the north. While some allotments that front Johnston Street extend the full depth to a secondary street, others are subdivided with a principal address to the secondary street. It is imperative that there is distinction between an urban form that front Johnston Street and the principal retail- mixed use spine, and the form that addresses the secondary streets. The nature of this condition will change subject to existing form – for example, the former industrial format in Victoria Street is distinctive to the green civic qualities south of Chapel Street (including the Primary School grounds).

Approved-constructed developments

This precinct has already been subject to a considerable degree of development and change, including a suite of approved and now constructed development of between 4 to 10 storeys in scale. A number of these elements are not new, however some are approved but not yet realised. These development envelopes (while often approved by VCAT) are relevant factors in contemplating the opportunity for continued infill along the Johnston Street spine. Almost all approved developments along Johnston Street employ a traditional street wall, with setbacks to rising form above. This model is appropriate as a continued response along the corridor.



Tankerville Hotel, defines the corner of Johnston and Nicholson Streets



Argyle Street built form profile

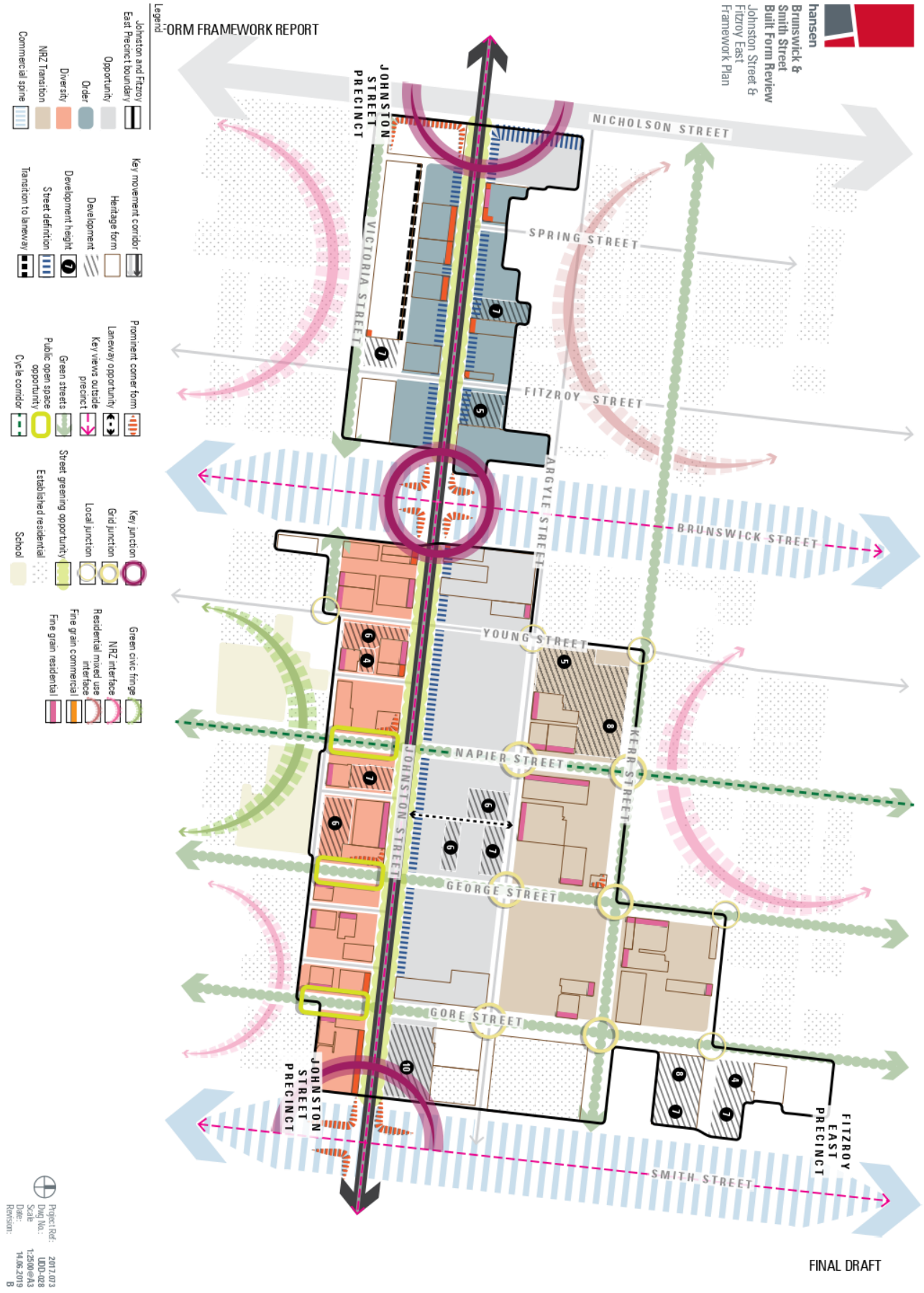


Former industrial forms along the northern side of Victoria Street



VCAT approved development along south side of Johnston Street (West)

Attachment 8 - Attachment 8 - Johnston Street Built Form Framework



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

Future Character Statement

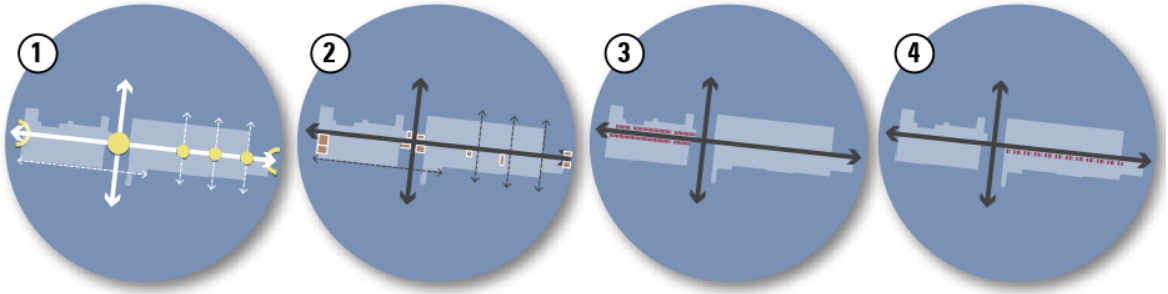
Johnston Street, between Smith and Nicholson Streets is a decidedly mixed corridor comprising a suite of different development opportunities, grounded in the traditional urban block subdivision format of land. The north side of Johnston Street, between Smith and Brunswick Streets has the greatest capacity for change, with future form occupying almost entire urban blocks that are not affected by heritage values or remnant buildings of any notable quality. This provides an opportunity for a new mixed-use model that is compliant to the Johnston Street frontage, but also inviting the through block connectivity and side street address. The south side of Johnston Street, between Smith and Brunswick Streets is decidedly mixed with at least eight intersecting perpendicular streets providing a combination of traditional hotel corner buildings, attached retail and residential stock and opportunities for subtle infill in transition to the residential and civic land to the south. Johnston Street between Brunswick and Nicholson Streets and the municipal threshold demands a more consistent approach, the street wall connectivity linking existing remnant heritage forms on both sides of the street. This strip must carefully integrate with mixed commercial and institutional forms located to the north and south, Argyle and Victoria Streets respectively, with a key point of demarcation that Nicholson Street, with a heritage values on the south side may be offset by future form of note on the northern junction. The corridor is unified, not by any consistent built form response (indeed it is defined by is clearly by variance), but by consistent of visual profile and pedestrian realm that links the Smith Street ridgeline with the Nicholson Street junction.

The western precinct will continue to present an orderly and more consistent streetscapes defined by retained heritage fabric that should remain the dominant future character element. The Victoria Street former industrail forms can support complementary 'pop-up' forms, while upper levels to Johnston Street to be setback to maintain the visual prominent of the streetwall.

The eastern precinct is more diverse and can support stronger form along the northern side of Johnston Street, while the southern side will remain mixed and more modest in scale.

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

This includes:

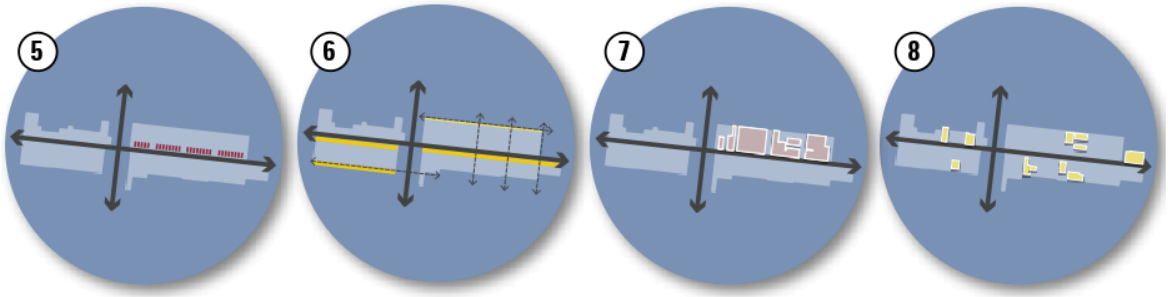


Strengthen key junctions and urban corridors.

Protect prominent heritage corner forms.

Reinforce the consistent fine grain presentation along Johnston Street (West).

Foster diversity along the southern side of Johnston Street (East).



Encourage strong street definition along the northern side of Johnston Street (East).

Maintain solar access to the southern footpath along Johnston Street.

Realise development opportunity on large non-heritage sites.

Acknowledge existing and approved development.

Part 3 :

A BUILT FORM PROPOSITION

The Built Form Proposition has been derived from the Framework, which was informed by the Foundation and underpinned by the overall Background analysis.

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

- Heritage Input;
- Street Character;
- Street Proportions;
- Solar Access;
- Transitions;
- Slope;
- Local Views and Vistas
- Heritage Streetwall & Upper Levels;
- New Streetwalls & Upper Levels;
- Upper Level setbacks;
- Upper Level Expression;
- Main Street Corners;
- Street Corners;
- Building Separation, Amenity & Equitable Development;
- Residential Interfaces;
- Public Open Space Interface; and
- Service Laneway Interfaces.

3.1 Basis of Height Parameters

Heritage Input

GJM Heritage undertook extensive heritage analysis which considered:

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

Refer to GJM Heritage report for details.

Street Character

The existing streetscape character of Johnston Street is classified into two distinct sections and associated built form character, with a consistent and fine grain character to the west of Brunswick Street consisting of predominantly fine grain and continuous 2 storey streetwall. While, to the east of Brunswick Street, on larger and broader allotments Johnston Street comprises a more varied and diverse built form.

A key characteristic of the Johnston St Precinct is its continuous streetwall. New buildings should seek to sensitively respond to the surrounding streetscape context.



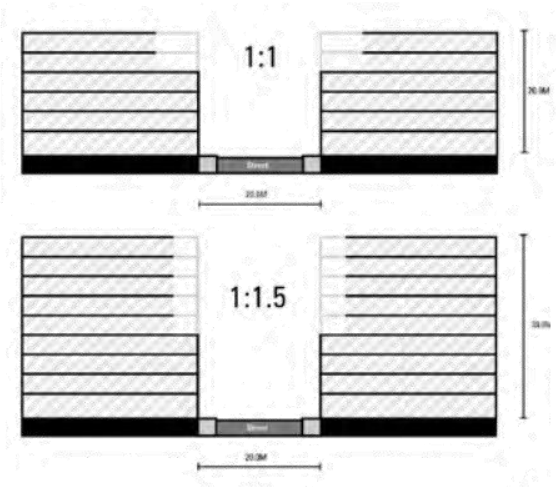
Johnston Street streetscape, looking east from George Street toward's Smith Street

Street Proportions

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

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

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





20m wide Johnston Street, looking east



10m wide Argyle Street, looking east

Solar Access

In inner urban areas such as Johnston St, access to sunlight is an important element. Therefore, the need to provide sufficient solar access to the public realm is vital to the 'life' and attraction of the street for people and businesses.

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

> *'Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight', and*
>
> *'5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.'*

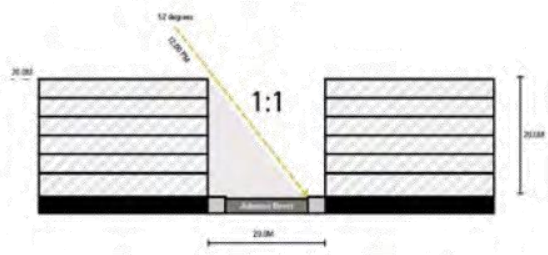
In Johnston St we recommend applying the equinox solar access test to streets to avoid overshadowing:

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

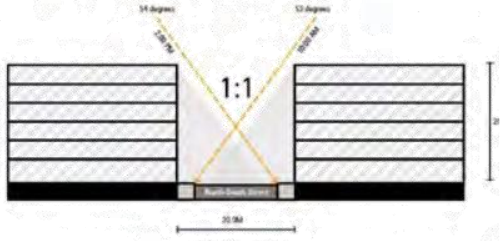
In order to provide appropriate levels of amenity to the various street conditions it was determined to maintain solar access to key pedestrian areas, being the southern footpath along Johnston Street and Victoria Street. While on narrower side streets it was determined to protect solar access to first floors.

There are no existing public open spaces within the Johnston St precinct which require protection from overshadowing and this highlights the importance of the public realm as public space. However, it was determined to protect the abutting Primary School grounds. Therefore, we recommend that development should not cause additional overshadowing of the following open spaces between 10am and 2pm at the equinox:

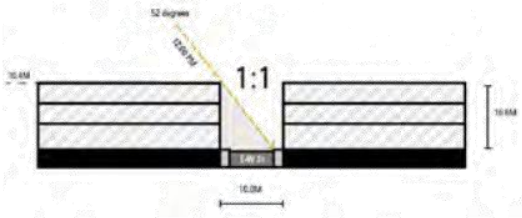
- Fitzroy Primary School (outdoor play area).



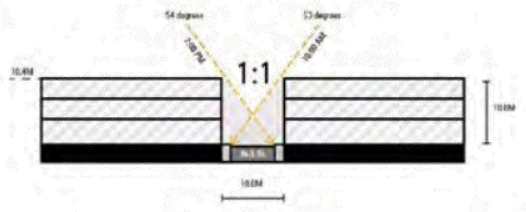
12pm equinox solar angle along Johnston Street



10am and 2pm equinox solar angles along north-south 20m wide street



12pm equinox solar angle along east-west 10m wide street



10am and 2pm equinox solar angles along north-south 10m wide street

Transitions

Transitions in scale are an existing characteristic of the Johnston St spine. There are examples of older 2 storey shop forms side by side with either single storey cottages or more recent 3 storey streetwall forms. A change in streetwall height of one storeys is therefore present along the Johnston Street corridor. However, given the street's main road function and linear nature, a future more consistent streetwall character is preferred.

In order to enhance the prevailing streetwall profile, particularly within the section of Johnston Street, to the west of Brunswick Street and along Victoria Street, new buildings must contain a streetwall that matches the height of any abutting heritage streetwall/building in order to maintain the prevailing streetscape character and streetwall modulation. Within the section of Johnston Street, to the east of Brunswick Street new buildings must contain a streetwall that either matches the height of any abutting heritage streetwall/building or is no greater than one storey higher in order to maintain the prevailing streetscape character and streetwall modulation.

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

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

Slope

The Johnston St precinct is relatively flat, therefore the need for new built form to respond to slope is minimal.

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

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

Local Views and Vistas

There are no local views or vistas identified within this precinct that warrent specific protection. However, the presence of corner buildings is a key characteristic of Fitzroy, therefore retaining views to and 'space' behind these prominent corner forms is important to ensure they retain their prominence and 'hold' the corner. The following corner heritage buildings have been identified within the Johnston St precinct:

- The Tankerville Hotel;
- The Town Hall Hotel; and
- The Rochester Castle Hotel.



Varied streetwall presentation along southern side of Johnston Street



The Town Hall Hotel on corner of Johnston Street and Napier Street

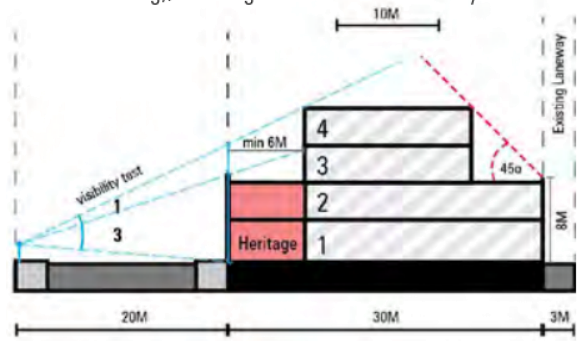
Heritage Streetwall & Upper Levels

The extent of visible upper levels to heritage sites was determined by GJM Heritage and seeks to reinforce the provisions of Clauses 22.02 and 22.10. It was advised to apply a 'default' 1/3 - 2/3 visibility (sightline) test for heritage places from the opposite side of the street at standing eye level, with the appropriate visual presence of new built form deemed to 1/3 of the built form mass.

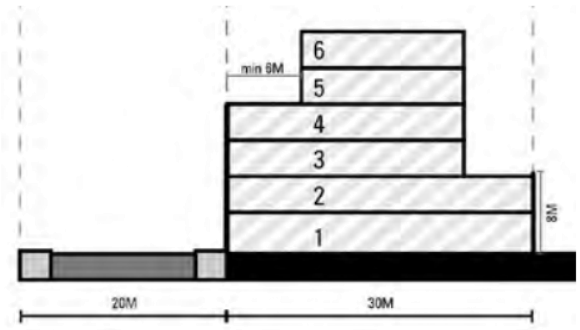
A 'default' minimum setback distance of 6m (to the new built form and balcony line) is suggested from the hertiage facade. This allows for the preservation of the heritage 'volume' and ensures a viable facade articulation treatments in the streetscape elevation with spatial separation between the streetwall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

From a heritage perspective it is preferable to retain the 'heritage fabric' of the heritage form and not just the façade. This includes retaining visible chimneys and roof forms, while ensuring that any new upper levels are visually subservient to the heritage fabric.

The minimum 6m dimension accords with the 1/3 - 2/3 visibility test and generally allows for the retention of the entire 'front room' of the forms (assuming it is either a traditional shopfront form or a dwelling), including its roof form and chimneys.



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



Cross-section of recessive upper level form behind new frontage

New Streetwall & Upper Levels

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

A 6m setback to upper levels above a new streetwall is also encouraged to all 20m wide streets to:

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

The visual distinction between streetwalls and upper levels is less important in the narrow side street, within the commercial spine. This is because traditionally these side street locations often contain the sheer side presentation of buildings that front the main street spine and therefore comprise a more robust streetscape character.

A 3m setback to upper levels above new streetwall is encouraged to the narrower 10m wide side streets.

Upper Level Setbacks

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

The purpose for such a distinction and separation is to ensure predominance of the 'traditional' forms and parapets within the streetscape, while enabling provision of new and increased heights in a recessive fashion. Upper level setbacks also retain a sense of openness to the street, which are prominent in a pedestrian's field of vision and reinforce the traditional street wall scale.

In Johnston St there is extensive heritage fabric which is to be retained and enhanced. The recommended built form parameters for heritage sites draw on the provisions of Clauses 22.02 and 22.10 (refer Heritage Streetwall), as well as recommendations from other PSAs, their associated Panel reports and recent heritage advice from GJM Heritage.

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

Upper Level Expression

The design of upper levels of new development should:

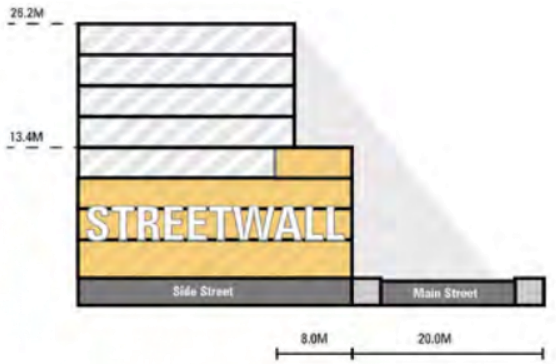
- be well articulated and break up the building mass;
- distinguish between the lower and upper levels through materials and articulation;
- be designed so that side walls are articulated and read as part of the overall building design and not detract from the streetscape when viewed from direct and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

Main Street Corners

The streetwall presentation along 'main streets' (Johnston Street) needs to appropriately, 'turn the corner' into the 'side street' and transition to a different and often lower streetwall profile. New development should return the main street streetwall around the street corner and into the local street for a length of approximately 8m or to the nearest property boundary (if less than 8m).

Street Corners

Similar to main street corners, streetwall presentation along local streets also needs to 'turn the corner' and transition appropriately. Given Fitzroy's local street network comprises both 20m and 10m wide streets it is often the case that streetwalls in wider streets are higher and streetwalls in narrower streets are lower. A sensitive streetwall transition is sought at these corner locations. New development should return the wider street's streetwall around the street corner and into the narrower street for a length of approximately 8m or to the nearest property boundary (if less than 8m).



Elevation of side street frontage showing streetwall transition to corner

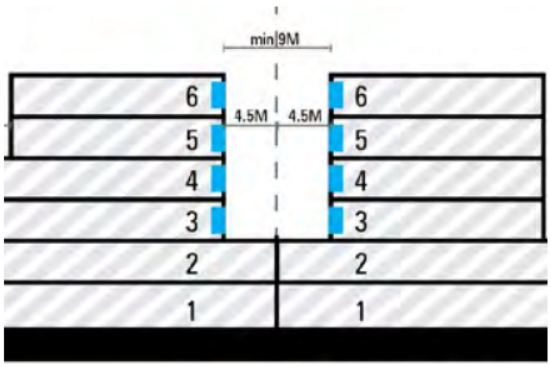
Building Separation, Amenity & Equitable Development

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

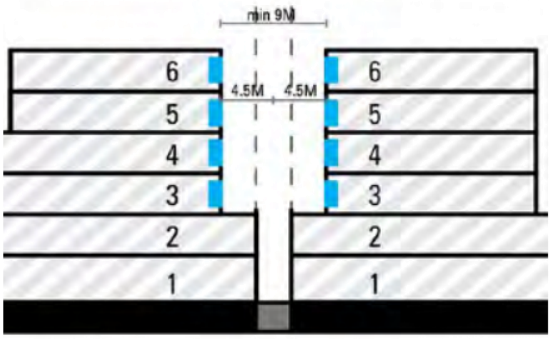
Development should be setback from common boundaries to provide separation between buildings at the upper levels:

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

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



Cross-section of minimum 4.5m setback from habitable room window from common boundary at uypper levels



Cross-section of minimum 4.5m setback from habitable room window from centre of a laneway at upper levels

Service Laneway Interfaces

Built form needs to respond to laneway interfaces. Within the Johnston St Precinct the existing laneways, their function, widths and arrangements vary considerably. New development will need to appropriately address both the existing laneway condition as well as adjacent properties. Generally, the most sensitive laneway interfaces occurs on the south side of east-west laneways, given potential amenity impacts of properties to the south. In particular, the east-west laneway which runs between Johnston Street and Victoria Street properties is important, due primarily to its length.

Sunlight to any existing habitable room windows and balconies (on the south side) should be maintained.

Therefore, we recommend:

- To laneway abuttals new development should present a maximum 10.4m (3 storey) form at the interface, with any built form above set back 4.5m from the centreline of the laneway; and
- To the east-west laneway (behind 252-264 Johnston Street) new development should present a maximum 10.4m (3 storeys) from the interface, with any built form set back within a 45 degree built form envelope. In order to respect the abutting dwellings within the NRZ.

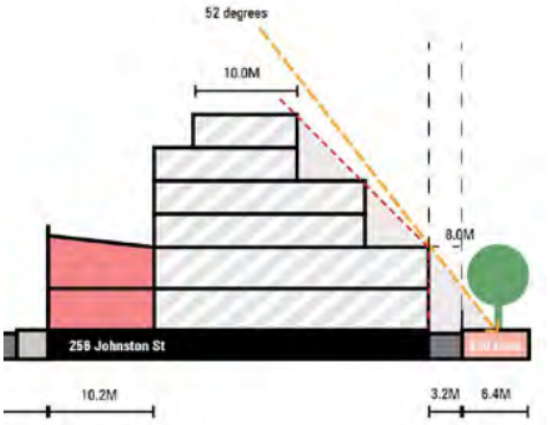


Cross-section of east-west laneway response to existing habitable room windows and balconies

Residential Interfaces

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

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

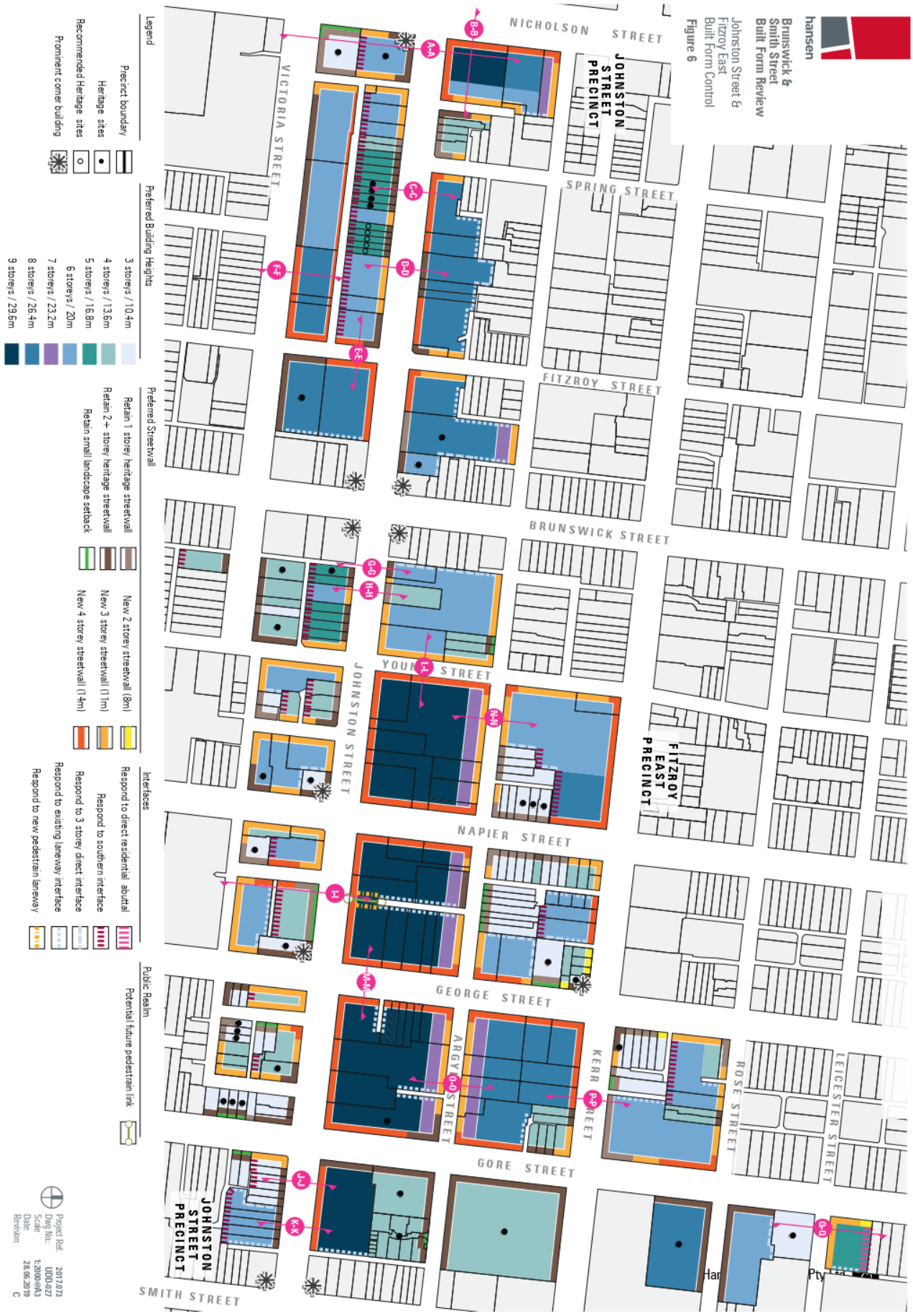


Cross-section of built form transition to NRZ land to south

Public Open Space Interface

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

Attachment 8 - Attachment 8 - Johnston Street Built Form Framework



Part 4 :

RECOMMENDED CONTROLS

4.1 Methodology

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

- Planning Policy Framework;
- Local Planning Policy Framework, including Zones and Overlays;
- Practice Note No. 60 – Height and Setback Controls for Activity Centre;
- Practice Note No. 59 – The Role of Mandatory Provisions in Planning Schemes;
- Urban Design Guidelines for Victoria, 2017;
- Anticipated scale and form of development outside the study area (i.e. within Residential and Employment Zones);
- Views to existing landmarks from the public realm;
- Recognition of Yarra's heritage skyline;
- Recent development approvals (including those currently under-construction);
- 3D computer modelling of built form testing for the study area;
- Independent heritage advice and existing character considerations, consistent with the expert heritage advice provided by Council's heritage advisors (GJM Heritage);
- Extensive site inspections and workshops with Council's officers;
- The overall Background report (dated X); and
- Consideration of the Johnston Street (C220) Panel report.

Assumptions

Formula for Deriving Numerical Building Heights

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

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

The following numerical floor to floor dimensions where employed:

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

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

Formula for Deriving Numerical Streetwall Heights

The maximum streetwall heights have been calculated based on the above floor to floor heights, plus additional height to allow for parapets, balustrades and minor architectural features.

Zero front setback

New buildings within Activity Centres and inner urban areas such as Johnston St should generally be built to the street frontage in order to:

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

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

Top Floor Depth

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

Upper Level Depth

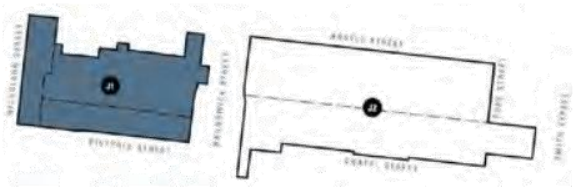
A minimum depth of approximately 18m has been used for the upper levels. This minimum dimension is based on a typical apartment building arrangement, with a central corridor and apartments to either side.

4.2 Precincts

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

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

- **Johnston St 1 (J1)** between Nicholson and Brunswick Streets; and
- **Johnston St 2 (J2)** between Brunswick and Smith Streets.



Johnston St 1 (J1)

Johnston St 1 is defined by more intact and consistent built form section of Johnston Street, to the west of Brunswick Street.

Built Form Objectives

- To sensitively 'mark' the western end of Johnston Street and lead into the main street character.
- To enhance the prevailing heritage 2 storey streetwall character along Johnston Street and contribute positively to the urban and traditional heritage shopfront character of a Fitzroy main street.
- To encourage sensitive infill and recessive upper level additions behind retained heritage facades and forms.
- To retain, enhance and incorporate the existing heritage streetwalls into future redevelopment to retain the prevailing streetscape character and built form rhythm.
- To protect solar access to southern footpath of Johnston



Non-heritage 2 storey streetscape on south side of Johnston Street



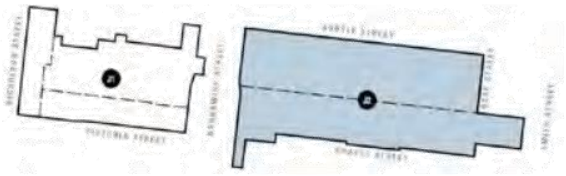
Heritage and non-heritage streetscape on the north side of Johnston Street



Non-heritage office building 'ripe' for redevelopment

Johnston St 2 (J2)

Johnston St 2 is defined by more diverse built form section of Johnston Street, between Brunswick Street and Smith Street.



Built Form Objectives

- To encourage sensitive infill and recessive upper level additions behind either retained heritage facades and new streetwalls along the southern side of Johnston Street.
- To foster an emerging, contemporary, commercial and mixed use character along the northern side of Johnston Street.
- To promote and encourage pedestrian activity through street activation, additional through block connections and protection of solar access to southern footpath of Johnston Street.
- To transition development down in scale to the northern Argyle Street edge.
- To ensure equitable development outcomes through building separation and gradual transitions to neighbouring heritage properties.



Non-heritage building on south side of Johnston Street, near Hertford Street



Prominent, former doctor's surgery on south side of Johnston Street



Non-heritage buildings on north side of Johnston Street, near Young Street

4.3 Sub-precincts

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

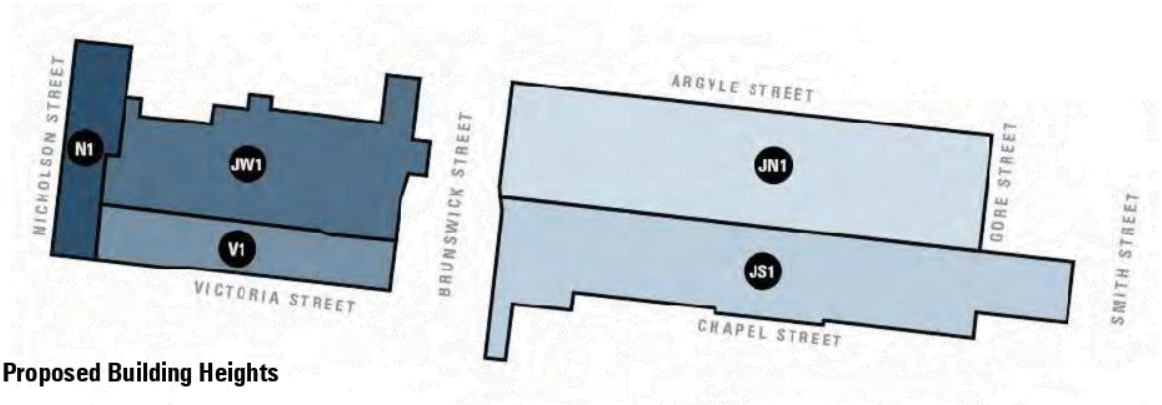
This is illustrated in Figure 7 which breaks Johnston St down to 5 block precincts, as follows:

Johnston St 1 (J1), 3 urban block precincts as follows:

- Nicholson Street (N1);
- Johnston Street west (JW1); and
- Victoria Street (V1).

Johnston St 2 (J2) 2 urban block precincts as follows:

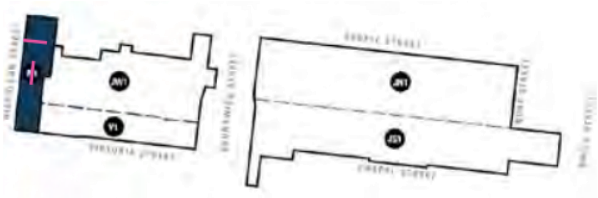
- Johnston Street south (JS1); and
- Johnston Street north (JN1).



Proposed Building Heights

PRECINCT	SUB-PRECINCT	PREFERRED TYPOLOGY	PREFERRED MAXIMUM BUILDING HEIGHTS
JOHNSTON ST 1 (J1)	N1	Heritage retention & Redevelopment	6-9 storeys (20-29.6m)
	JW1	Heritage Shopfronts	6-8 storeys (20-26.4m)
	V1	Heritage Warehouse	6-8 storeys (20-26.4m)
JOHNSTON ST 2 (J2)	JS1	Heritage Shopfronts & Heritage house	4-6 storeys (13.6-20m)
	JN1	Redevelopment	6-8 storeys (20-26.4m)

JOHNSTON ST 1 (J1)



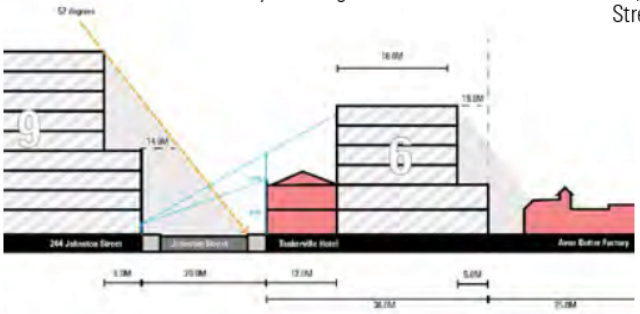
Nicholson Street (N1)

Description

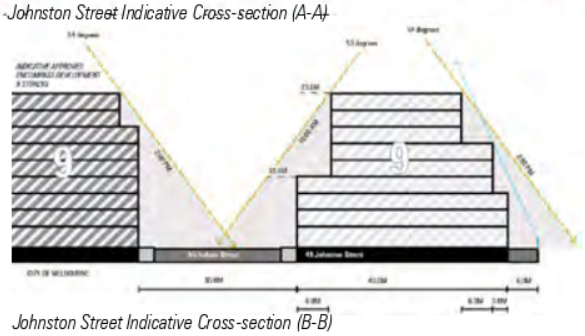
The small subprecinct comprising properties which have a frontage to Nicholson Street, between Argyle Street and Victoria Street. These few properties 'define' the western end of the Johnston Street corrdior. Across Nicholson Street the road profile changes to become Eglin Street characterised by a central median and street tree provision. The heritage forms of the Tankerville Hotel and former Avon Butter Factory create a low-rise corner presentation to the southern side of Johnston Street, as does the 'open' service station apron on the northern side. It is anticipated that the properties north of Johnston Street have development potential and are therefore likely to change.

Design Guidelines

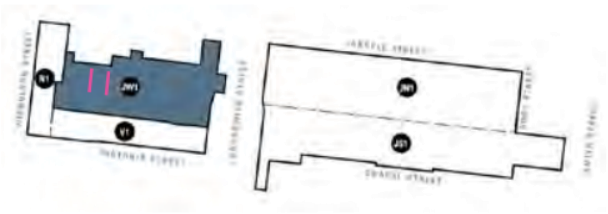
- To define the western threshold to the Johnston Street corridor;
- To respond to the public transport provision along Nicholson Street;
- To maintain solar access to the southern footpath along Johnston Street at the equinox;
- To retain and enhance the low-rise heritage fabric;
- To encourage development on the northern side of Johnston Street; and
- To provide a transition between future forms fronting Nicholson Street and low-rise properties on the east of Harrison Place.



Johnston Street Indicative Cross-section (A-A)



Johnston Street Indicative Cross-section (B-B)



Johnston Street west (JW1)

Description

The subprecinct comprising properties which front either side of Johnston Street, between Harrison Place and the rear of properties fronting the western side of Brunswick Street. This section of Johnston Street presents a relatively consistent built form profile, with strong streetwall definition comprising predominately traditional shop fronts forms.

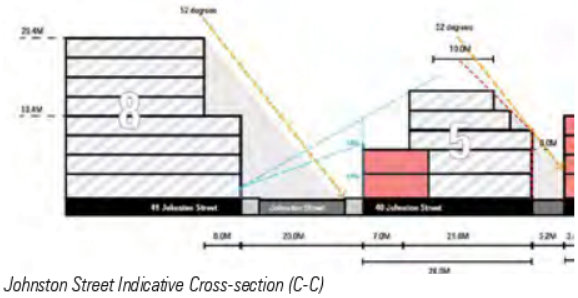
The southern side presents a more consistent streetwall character and finer grain forms, although there are a few larger and non-heritage sites that are 'ripe' for redevelopment.

The northern side presents a more varied built form character, comprising a mix of heritage dwellings and shop fronts, the prominent gym building and a few recent mid-rise developments.

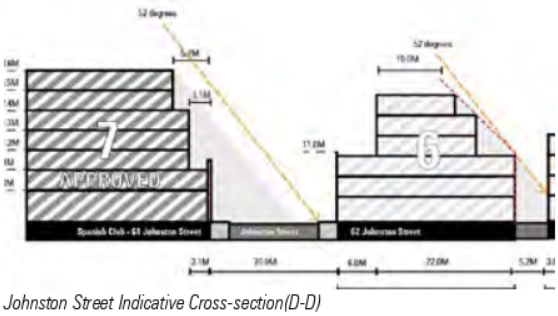
This section of Johnston Street will continue to present a strong and consistent streetwall, with upper levels setback in order to maintain the visual primacy of the heritage fabric. However, along the southern side, a streetwall profile of contemporary 3 storeys matching abutting heritage facades is recommended, while along the northern side a taller 4 storey streetwall profile is recommended in order to reflect the existing profile of more prominent forms.

Design Guidelines

- To maintain the existing streetwall character along Johnston Street;
- To maintain a sense of openness within the streetscape;
- To retain and enhance the fine grain heritage shop front fabric;
- To encourage development on the northern side of Johnston Street;
- To ensure a clear distinction between streetwall profile and rising form behind;
- To maintain solar access to the southern footpath along Johnston Street at the equinox; and
- To maintain solar access to existing dwellings to the south, (within V1).



Johnston Street Indicative Cross-section (C-C)



Johnston Street Indicative Cross-section(D-D)



Victoria Street (V1)

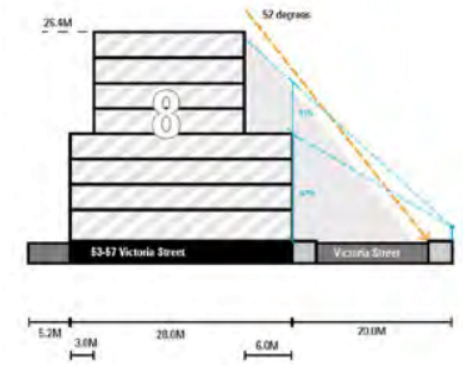
Description

The subprecinct comprising properties which front the northern side of Victoria Street, between Nicholson Street and Smith Street. It comprises predominantly larger, former factory buildings of varied streetwall heights. The width and profile of Victoria Street also changes from east to west, whereby it comprises a 20m width towards the east and increases to 24m towards the west. Along the southern side of the street (outside the precinct) are residential properties.

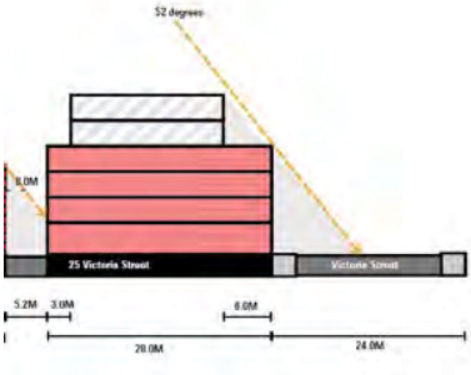
Victoria Street will retain its 'robust' former industrial forms, with any additional upper level forms, being set back to present as light-weight and recessive additions. For non-heritage sites, new streetwalls profiles to 'match' neighbouring heritage streetwalls, with upper levels setback to maintain the visual primacy of the existing streetwall.

Design Guidelines

- To retain and enhance the former industrial heritage fabric;
- To encourage modest additions above and behind the heritage fabric;
- To maintain solar access to the southern footpath along Victoria Street at the equinox; and
- To ensure infill development sensitively fits into the surrounding heritage context.

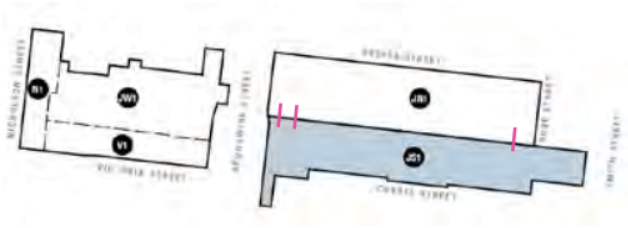


Victoria Street Indicative Cross-section (F-F)



Victoria Street Indicative Cross-section (C-C)

JOHNSTON ST 2 (J2)



Johnston Street south (JS1)

Description

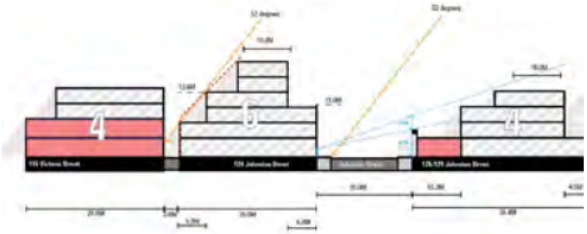
This subprecinct comprises all properties on the south side of Johnston Street, between Brunswick Street and Smith Street. It is the most diverse part of the Johnston Street corridor and comprises a varied built form character ranging from single storey heritage row houses to recent 6 storey mixed use developments. It also comprises two corner heritage pub buildings as well as traditional shop fronts, warehouse forms and heritage terraces in the local side streets.

The southern side of Johnston Street will continue to present a low-rise streetwall consisting of either retained heritage forms or new 3 storey streetwalls. Upper levels are to be modest and set back behind the defined streetwall in order to maintain the visual primacy of the streetwall.

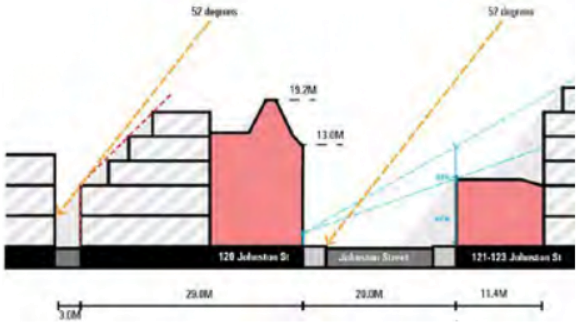
The intact heritage dwellings, positioned in local streets and contiguous with neighbouring residential properties are recommended to be rezoned from Commercial 1 Zone to Neighbourhood Residential Zone. Such a rezoning would resolved their current anomoly and ensure appropriate built form control.

Design Guidelines

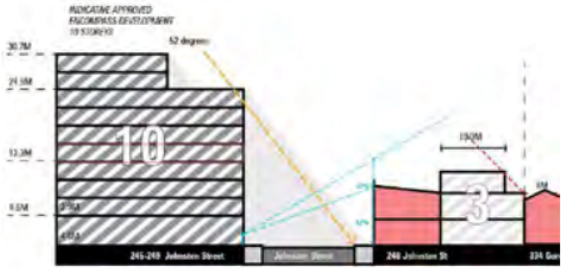
- To respond to the mixed built form character;
- To retain and enhance the low-rise and fine grain heritage fabric;
- To maintain and enhance sections of consistent streetwall character along Johnston Street;
- To maintain a sense of openness within the streetscape;
- To ensure a clear distinction between streetwall profile and rising form behind;
- To maintain solar access to existing dwellings to the south; and
- To maintain solar access to the Primary School grounds.



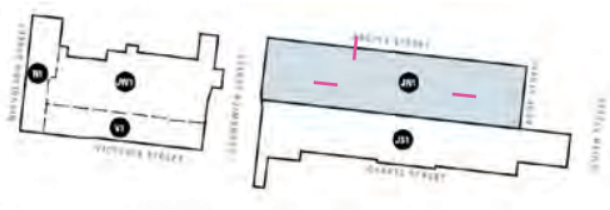
Johnston Street Indicative Cross-section (H-H)



Johnston Street Indicative Cross-section (G-G)



Johnston Street Indicative Cross-section (J-J)



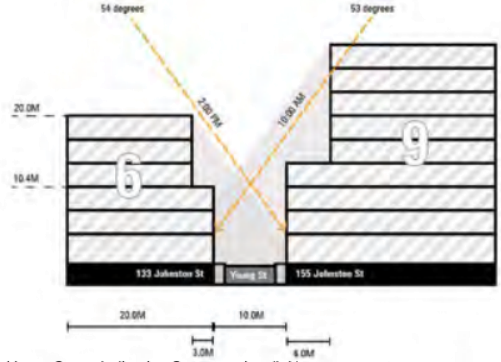
Johnston Street north (JN1)

Description

This subprecinct comprises all properties on the north side of Johnston Street, between Brunswick Street and Smith Street. It presents the most potential to accommodate built form change and comprises generally larger lot sizes, minimum heritage fabric and already contains a number of recent developments ranging between 6-10 storeys.

A new streetscape character along the northern side of Johnston Street is encouraged to create a more consistent 4 storey streetwall profile, with upper levels setback to ensure a clear distinction between streetwall and rising forms. Overall height up to 9 storeys is recommended for new forms, provided solar access is maintained along the southern footpath of Johnston Street.

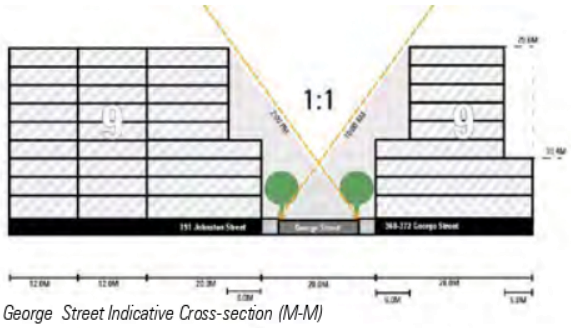
To Argyle Street, a 3 storey streetwall presentation is recommended to respond to the narrower profile of the street, respect heritage dwellings (on the northern side of the street) and create a built form transition between the 9 storey forms (along Johnston Street) and more modest forms to the north, within the mixed use land.



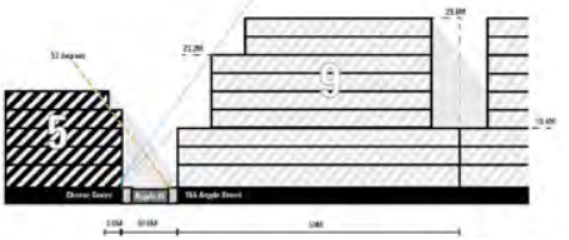
Young Street Indicative Cross-section (L-L)

Design Guidelines

- To encourage a new built form character on the northern side of Johnston Street;
- To encourage creation of new mid-block pedestrian connections;
- To maintain a sense of openness within the streetscape;
- To ensure a clear distinction between streetwall profile and rising form behind;
- To maintain solar access to the southern footpath along Johnston Street at the equinox; and
- To provide a transition between future forms fronting Johnston Street and Argyle Street.



George Street Indicative Cross-section (M-M)



Argyle Street Indicative Cross-section (N-N)

Attachment 8 - Attachment 8 - Johnston Street Built Form Framework



4.4 General Built Form Guidelines

Built Form Recommendations

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

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

Public Open Space provision

Public open space is an important element within urban areas, as is its spatial provision. In inner urban areas such as Johnston St the provision of small public parks is important to the social health and well-being of a local community. There are presently no 'pocket parks' within the Johnston St Precinct. Therefore, there is a clear lack of open space provision within this precinct. Given, the predicted population increase within this precinct, it is recommended that Council investigate opportunities to provide new public open spaces and/or increased public realm amenity.

Visually distinct additions and upper levels

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

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

Architectural Considerations

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

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

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

Active and Semi Frontages

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

Given Johnston Street's main street spine characteristics and its key movement corridor function, active ground frontages are encouraged. Active frontages along the street need to incorporate doors, and tranparent windows at ground level which enable visual interaction and engagement between the inside of buildings and the street.

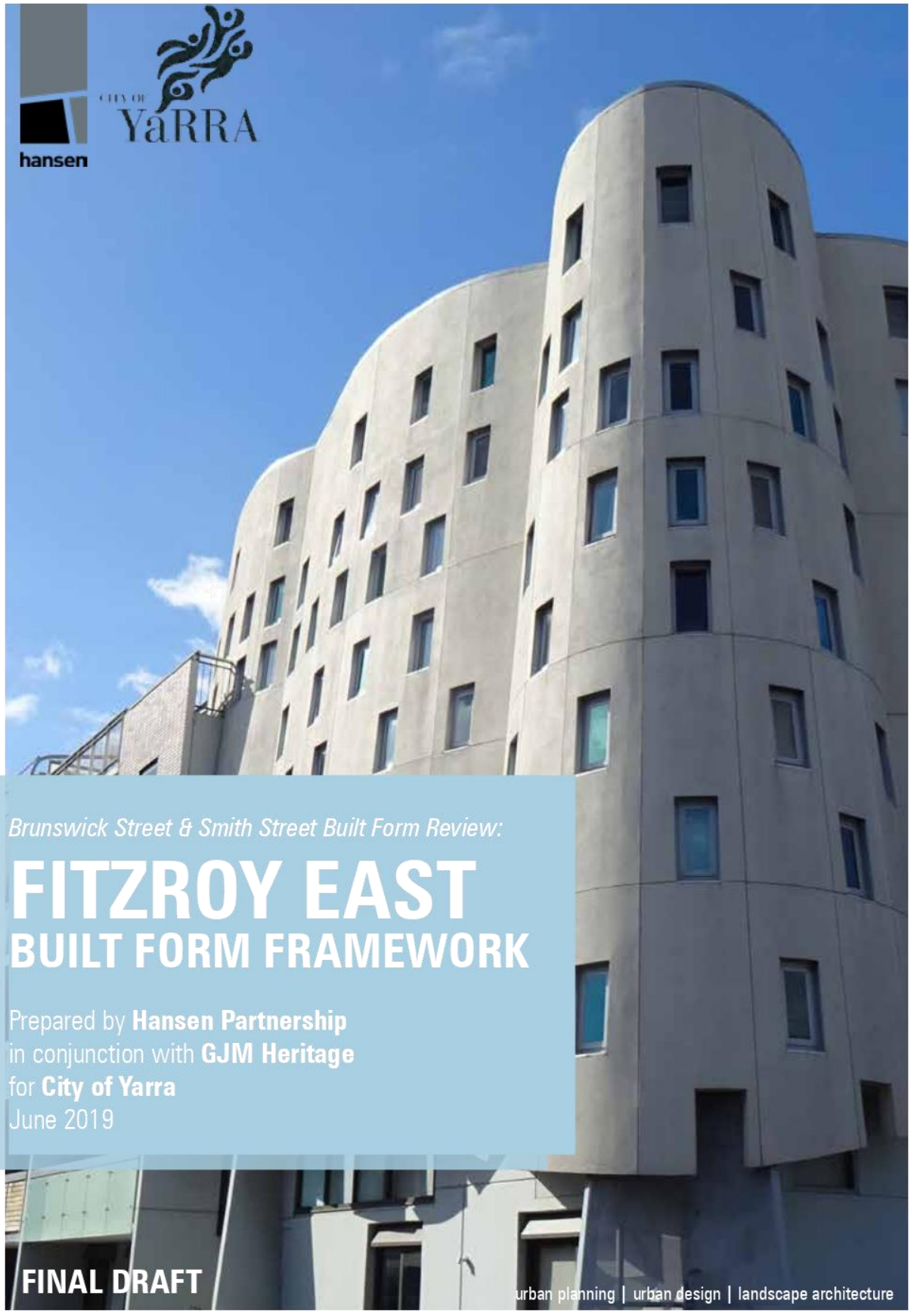
Direct pedestrain entry into ground floor uses is encourage, particular on larger sites, with broad frontages.

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



Visually distinct upper levels along northern side of Johnston Street, near Fitzroy Street

Attachment 9 - Attachment 9 - Fitzroy East Built Form Framework



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



Heritage industrial conversion to residential on corner of Gore and Argyle Street

Version	Draft	Final Draft
Issue Date	15.04.2019	28.06.2018

Preamble

The following urban design report has been prepared for the City of Yarra as the basis for an urban design vision for the Fitzroy East Mixed Use area, located to the north of Johnston Street, between Brunswick Street and Smith Street. It sets out a preferred built form framework underpinned by an integrated urban design and heritage assessment.

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

The study area is identified in Figure 1.

This report sets out the rationale for proposed built from controls for Fitzroy East and is underpinned by key components, namely:

Part 1: Brunswick & Smith Context

Part 2: Fitzroy East Precinct : Influences

Part 3: Johnston Street : Built Form Propositions

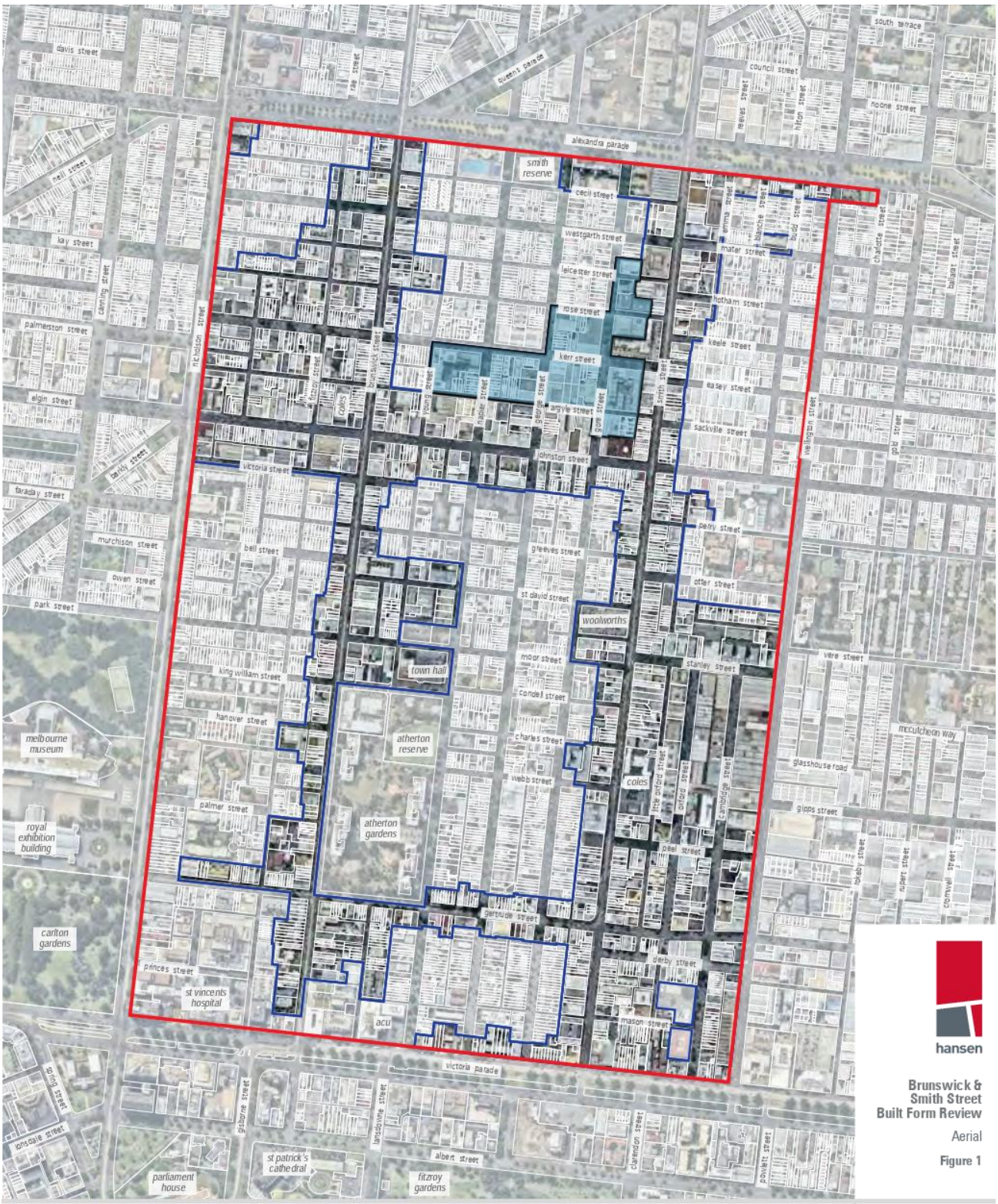
Part 4: Recommended Controls

The report is part of a broader Built Form Review.



Oblique aerial of Fitzroy East Precinct and surrounding context

Attachment 9 - Attachment 9 - Fitzroy East Built Form Framework



Part 1 :

BRUNSWICK & SMITH CONTEXT

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

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

As part of the process extensive analysis of the existing conditions was undertaken and documented within an overall Background report. This comprehensive analysis identified and divided the overall Review Area into ten 'place specific' precincts. Furthermore, a series of guiding objectives were identified to be contemplated across ten defined precincts.

A Collingwood Precinct report was prepared in June 2018.

The Johnston St and Fitzroy East Precincts where prepared in tandem, given the somewhat merged condition between the mixed use Fitzroy East pocket and commercial zone along the eastern section of Johnston Street.

This report addresses the Fitzroy East Precinct. The remaining seven other precincts will be addressed in subsequent reports.

1.1 Overarching Built Form Objectives

The following 8 objectives have been identified:

Objectives:

1. Recognise and carefully manage potential in key areas within the Activity Centres.
2. Highlight the character distinctions between the different retail streets and mixed use precincts within the Activity Centres.
3. Reinforce the traditional Victorian cityscape of heritage streetscapes as dominant elements, including significant corner elements and identified local landmarks.
4. Ensure continued diversity through sensitive infill within traditional Victorian streetscapes.
5. Shape the retail streets and mixed use areas to ensure a high quality, people-oriented public realm.
6. Ensure development encourages walking, cycling and public transport usages through layout and design responses.
7. Ensure new development is sustainable and adaptive over time.
8. Manage the built form profile of new development to avoid adverse impact to surrounding areas, including heritage places, streetscapes and residential interfaces.



Argyle Street, looking west from George Street

1.2 Brunswick & Smith Built Form Precincts

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

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

Activity Spines

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

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

Mixed Use Areas

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

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

Boulevards

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

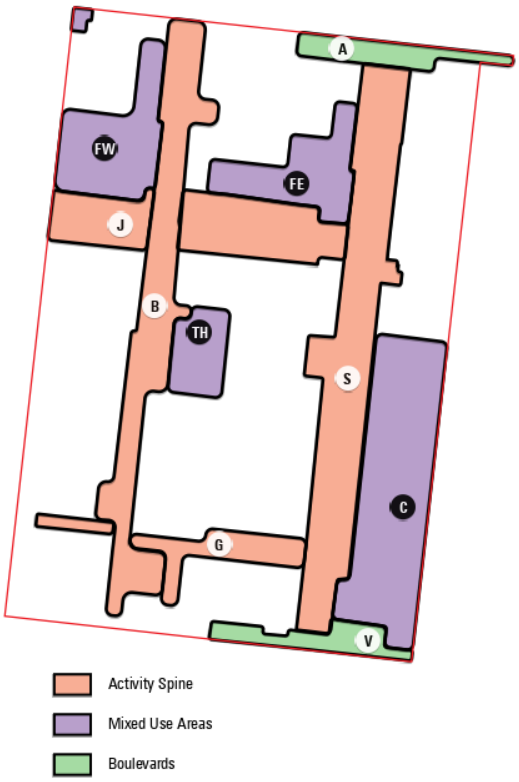
- Alexandra Parade; and
- Victoria Parade.

10 Precincts

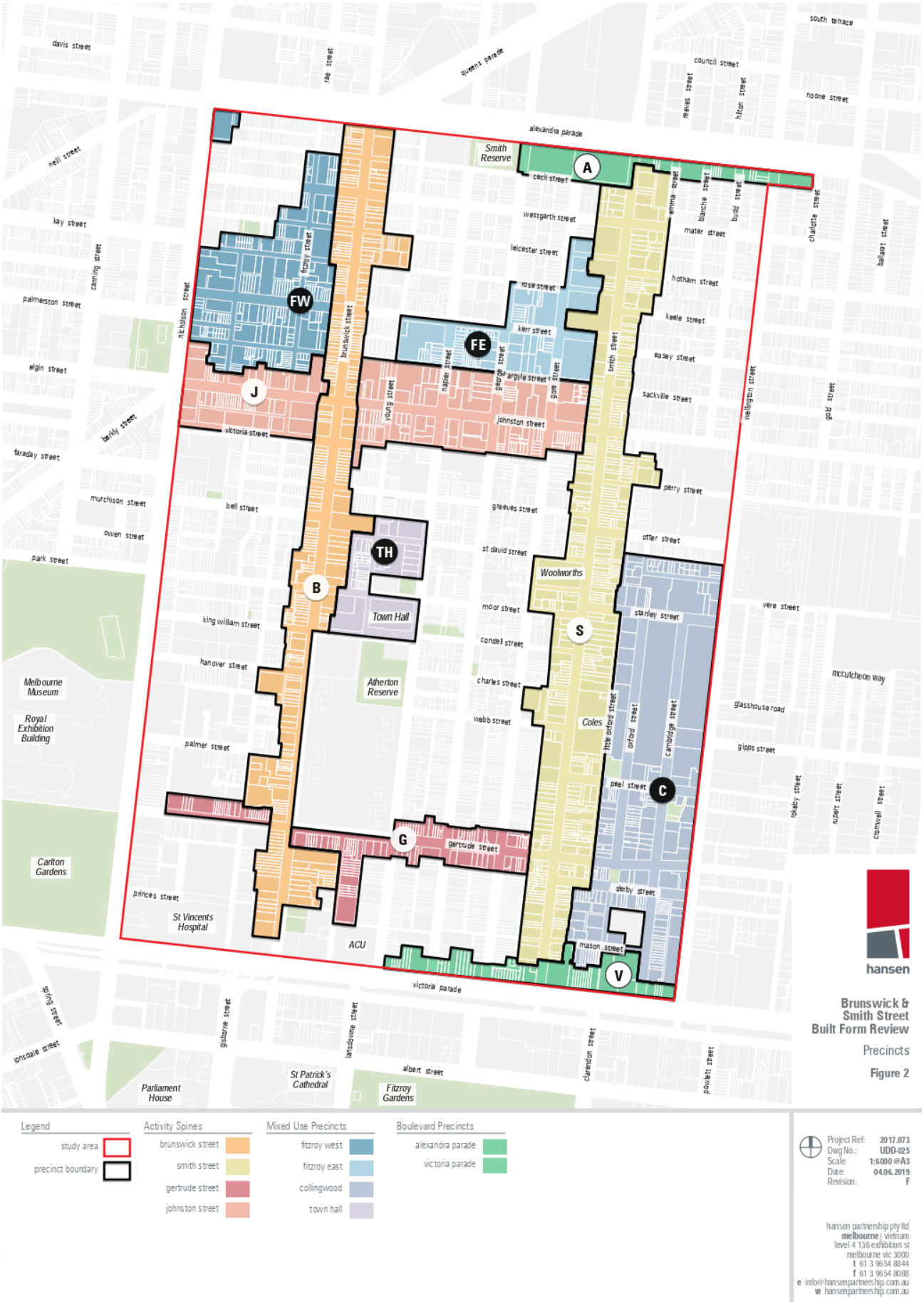
The 10 precincts within the Brunswick & Smith Street Built Form Review are:

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

This report addresses Precinct 6: Fitzroy East.



Attachment 9 - Attachment 9 - Fitzroy East Built Form Framework



Part 2 :

FITZROY EAST INFLUENCES

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

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

- Argyle Street;
- Kerr Street;
- Rose Street;
- Leicester Street;
- Young Street;
- Napier Street;
- George Street; and
- Gore Street.

Boundary Description

This precinct encompasses Mixed Use zoned land that is position inboard from the surround commerially zoned spines, along to the north of Johnston Street, to the west of Smith Street and to the east of Brunswick Street. The northern extent is defined by staggered edge of the Neighbourhood Residential Zone.

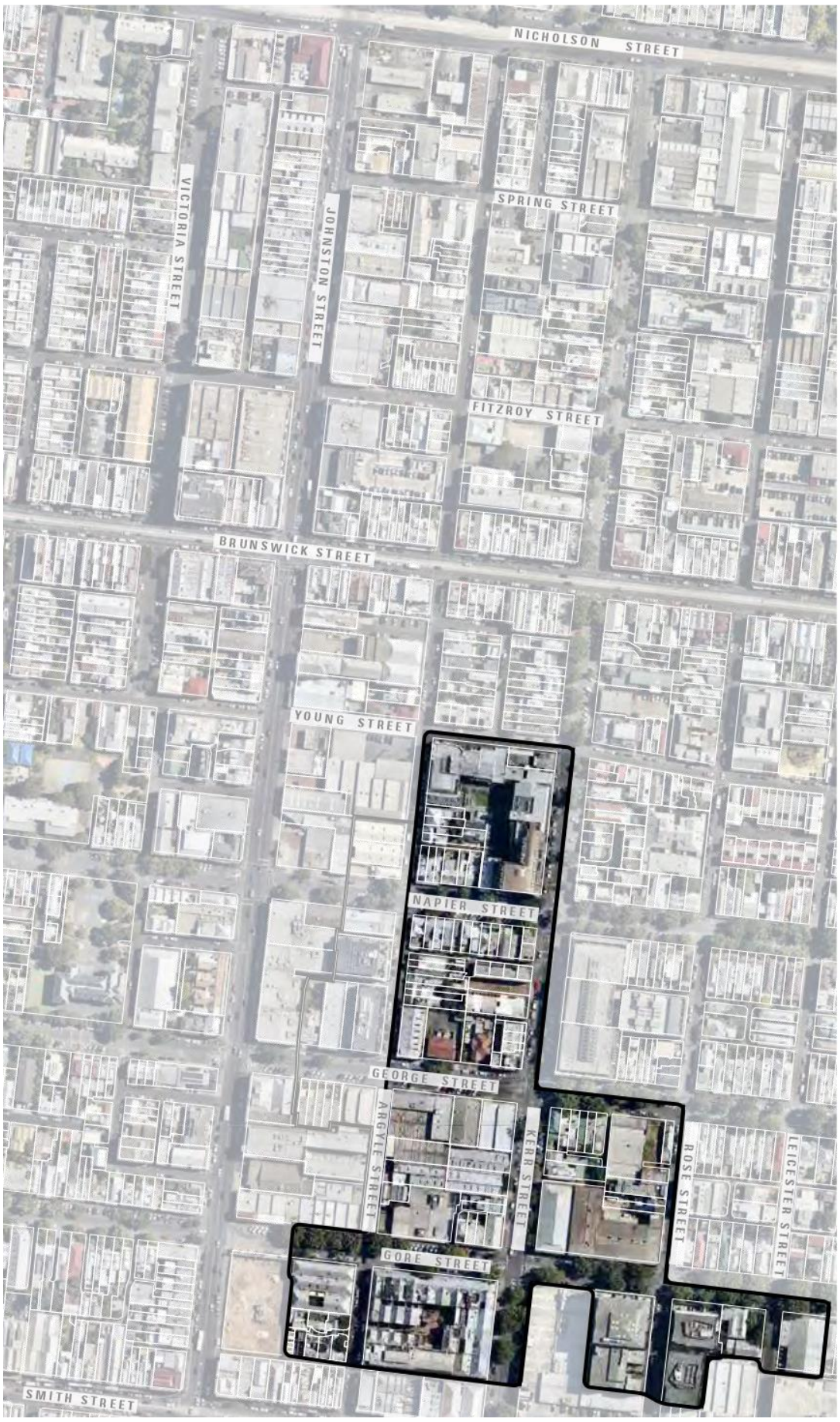
Built Form Character

The Fitzroy East precinct is notable for its mixed profile of Victorian heritage terraces, low order warehouse and medium rise contemporary apartment forms across a close knit grid street network. This compact precinct is recognizable for its 'behind the spine' or 'backblock' position, reflecting an area of transition between the more active profile of Johnson Street and established heritage residential neighbourhoods to the north and west. The precinct does not exhibit any high-rise form, but is more clearly defined by medium scale contemporary apartment developments, broad industrial complexes and finer grained residential stock addressing often broad tree-lined streetscapes. There is some distinction between the profile of development abutting the wide north-south aligned Napier, George and Gore Streets, compared to the more confined cross-section of Argyle Street. The east-west alignment of Kerr Street is a key conduit and a defining 'green' street linking Nicholson Street to Smith Street, flanked by a variety of different local forms, including a corner hotel, robust warehouses and the widely recognized 'Cheese Grater'



Recent mixed use development on the corner of George and Argyle Streets

Attachment 9 - Attachment 9 - Fitzroy East Built Form Framework



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Brunswick & Smith Street Built Form Review

Fitzroy East Precinct Boundary

Figure 3

Legend

Fitzroy East Precinct boundary

Project Ref: 2017.073
Dwg No.: UDD-026
Scale 1:2000@A3
Date: 06.12.2018
Revision: B

2.1 : Foundation

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

Topography & Views

The precinct has relatively limited topographic features, the most notable characteristic being a slight incline on the Smith Street approach from the west, before gradually falling toward the Yarra River to the east. This subtle rise offers long range views along the Johnston Street spine towards Parkville in the west, punctuated by the Redmond Barry building at the University of Melbourne, and terminated by dense vegetation straddling the Yarra River, with the Dandenong Ranges visible in the background to the east.

Grid Street Network

The precinct is defined by the east-west orientation of Johnston Street anchoring a varied grid pattern with a clear street hierarchy, with Johnston Street as the main street defined by its arterial road function and associated activity. The 20m wide movement corridor of Johnston Street is of the same width as the distinct north-south oriented green streets of Napier, George and Gore Streets and the east-west oriented Kerr Street. While secondary streets of 10m in width include Young Street, Spring Street, Fitzroy Street and Argyle Street. Urban blocks on the northern side of Johnston Street are more consistent in order when compared to those on the southern side, particularly east of Brunswick Street, comprising a mix of fine grain and broad frontage lots. A number of laneways provide rear access to commercial and residential allotments, some of which terminate mid-block and others continue through to parallel and adjacent streets.

Key Junctions

The precinct comprises several prominent junctions along the Johnston Street spine which act as important gateway elements and create a clear division in built form character and rhythm. Key junctions include Nicholson Street to the west of the precinct, with the eastern side of the junction located in the City of Melbourne as well as Brunswick Street and Smith Street, both critical transport and pedestrian movement nodes. Other notable junctions are positioned to the north of Johnston Street, along the grid network with defining corner buildings and breaks in canopy vegetation.

Subdivision Pattern

The street, block and lot pattern across the Review Area is varied and diverse. Varying from a section of consistent, fine grain lots along the southern side of Johnston Street, towards Nicholson Street that are serviced by a rear laneway, to areas of highly varied and irregular lots to the east of Brunswick Street. While, on the northern side of Johnston Street the subdivision is generally comprising of larger and broader lots, except for the scattered provision of fine grain residential parcels.



Distant view along Johnston Street to the Dandenong Ranges



View along Johnston Street towards Redmond Barry building



Tankerville Hotel at corner of Nicholson Street and Johnston Street



Fitzroy Post Office at corner of Brunswick Street and Johnston Street

Movement Corridors

Napier Street is a significant cycle corridor through Fitzroy extending from Gertrude Street in the south and terminating at Fitzroy Swimming Pool in the north at Alexandra Parade. This is an important link in the context of metropolitan Melbourne as it provides efficient and safe cycle access parallel to the busy tram and vehicle corridors of Nicholson, Smith and Brunswick Streets, connecting with dedicated cycle paths outside of the municipality.

Adjoining Built Form Precincts

The proximity of the Smith and Brunswick Street Activity Centre spines is notable within the context of built form character and legibility throughout the precinct. The Smith Street spine is located to the eastern interface of the precinct (on higher ground) and the Brunswick Street spine divides Johnston Street into two distinct components, comprising varied grain and heritage values. Both streets provide a vibrant main street condition comprising significant heritage assets at intersecting junctions.

Johnston Street Activity Spine

The Johnston Street Activity Spine is an important corridor in the context of the Major Activity Centre. Traversing through Brunswick and Smith Streets, the corridor comprises a mix of fine grain retail premises, large format commercial premises and late night venues inviting a mix of pedestrian activity along its extent. There are a number of distinctions and 'shifts' in the Johnston Street corridor, with a different streetscape character evident to either side of Brunswick Street. While relatively void of street trees or weather protection, the streetscape is still a popular pedestrian link between key destinations throughout Fitzroy and Collingwood. It also accommodates numerous bus routes, reinforcing its through traffic movement within the broader main road network.

Green Streets

The linear north-south streets of Napier, George and Gore Streets as well as the east-west aligned Kerr Street comprise significant mature canopy vegetation (typically deciduous Plane Trees) within the road reserve, enclosing the streetscape. These streets are a stark contrast to other streets within the precinct, which typically have limited street trees and vegetation.

Heritage

Most of the precinct is subject to the Heritage Overlay (HO334), comprising individually significant and contributory buildings of varying typologies including fine grain shops, dwellings, warehouses and pubs. Several buildings of individual significance are subject to a site-specific Heritage Overlay including the Former Avon Butter Factory (HO471), and Holyrood Terraces (HO168-170). While the HO extends across most of the Precinct, notably there are numerous clusters of lots, particularly between Brunswick and Smith Streets to the north of Johnston Street, which comprise non-contributory buildings.



Nicolson Street tram corridor



Brunswick Street spine, looking south across Johnston Street



Gore Street looking south towards Rose Street



Former Avon Butter Factory at corner of Nicholson Street and Victoria Street

Traditional Fine Grain

Rows of continuous cottages and retail buildings of heritage significance are a defining characteristic throughout the precinct. This includes along the Johnston Street spine (particularly to the south) as well as the residential blocks to the north of Argyle Street. These forms create a distinctive character and present stark transitions to neighbouring sites.

Prominent Corners

There are several corner sites along the Johnston Street spine (to the south) comprising prominent heritage forms (of individual significance). These two storey forms present ornate parapet treatments which mark their prominent corner positions and are identified as local landmarks. This includes Tankerville Hotel on Nicholson Street, Fitzroy Hotel on Napier Street and Rochester Hotel on George Street. Other prominent corners include the Marquis of Lorne Hotel on George and Kerr Streets as well as significant heritage forms on all 4 Brunswick and Johnston Street corners.

Recent Development Trends

Substantial medium to high density development has occurred throughout the precinct, particularly on consolidated sites with limited heritage constraints. Development ranges in scale from 4 to 6 storeys in side streets up to 10 storeys along the Johnston Street spine (under construction). Recent planning permit approvals in the precinct are typically 6-8 storeys in height.

Open Space

There is a lack of notable public open space in the precinct. The Fitzroy Primary School provides a reprieve in built form with generous open space for students, but is located just outside the precinct. The nearest public open spaces are generally found across Nicholson Street spread across Carlton. Council have ambitions for a new public open space provision within the precinct.



Row cottages along south side of Johnston Street, near Rochester Street



Rochester Hotel at corner Johnston Street and George Street

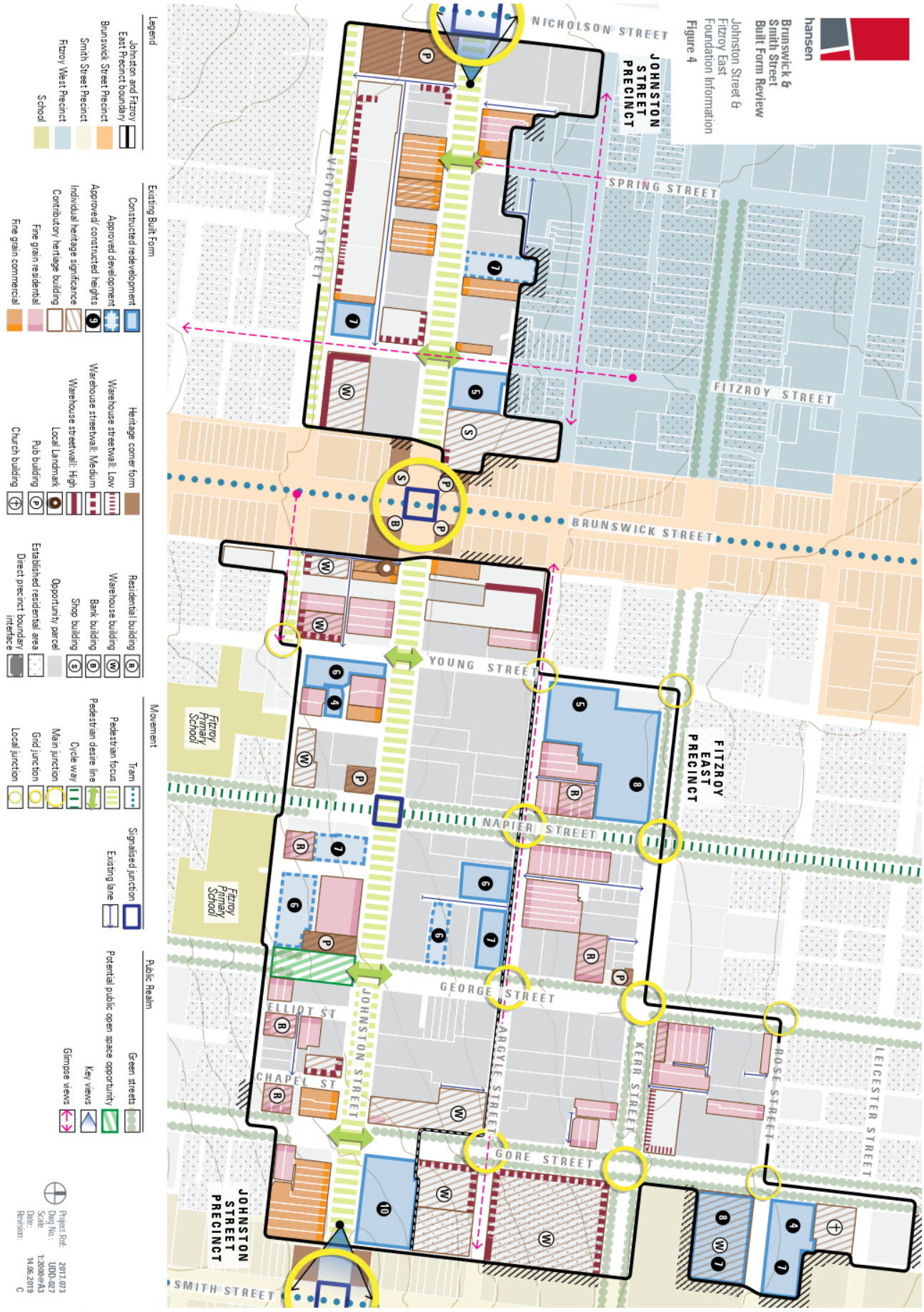


Recent development at corner of George Street and Argyle Street



Fitzroy Primary School grounds

Attachment 9 - Attachment 9 - Fitzroy East Built Form Framework



2.2 : A Fitzroy East Change Framework

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

Transition

This precinct comprises a number of blocks positioned behind the Johnson and Smith Street spines and serves as a necessary area of transition to the north to the Fitzroy residential area (NRZ). While the north side of Johnson Street may be able to accommodate more substantive change, land to the north of Argyle Street is mixed in capacity and should serve as the location for modest renewal. It comprises defined heritage stock, a corner hotel and remnant industrial parcels. These baseline conditions shall form the basis for any corresponding change of form or function.

Connectivity

Broad north-south streetscapes (Napier, George and Gore) provide successful physical connectivity to Johnson Street as the primary activity spine. It is also possible to realise new connections (potentially through urban blocks) where existing laneway are aligned and visual cues exist to enable pedestrian connectivity (public or through building envelopes). This is particularly apt where there are large unbroken development parcels or urban blocks.

Heritage values

The precinct has a variety of heritage values, comprising commercial and residential fine-grained stock, a corner hotel and post war warehouses and heritage stock. These are mainly located to the north and east, meaning that there is scope within the precinct (in particular north of Argyle Street – between George and Gore Streets) for more flexible development and opportunities to be realised. This area could be excluded from the Heritage Overlay and provides an opportunity for a holistic urban block development response.

Grain definition

This precinct is peculiar in that it has a 'scattered' arrangement of fine-grained residential and commercial stock – embedded within the broader mixed use neighbourhood. This should not substantially constrain opportunity, however, it is vital for the remnant subdivision pattern (and heritage values) to be retained in the areas so as to reinforce this important fragmented fabric. There is significant scope for change in certain urban blocks, however successful transitions down to and separation from abutting remnant heritage forms is required.



Cheese Grater transition to abutting heritage residential forms



Kerr Street, looking west



Heritage form on corner of George and Kerr Streets



Post war warehouse on corner of Gore and Rose Streets

Corners

The definition of street junctions and local corners assists in the legibility of the area. In Fitzroy East, traditional residential or warehouse buildings (and a single hotel) mark the corners, however these are not particularly pronounced in the street view of almost 10 local junctions. There is a subtle distinction between the junctions of wide streets (i.e. Napier and Kerr Streets – 20m) compared to the more confined junctions of smaller streets (i.e. Young and Argyle Streets – 10m).

Street width to building height relationships

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

Green streets

The uniqueness of this part of Fitzroy is the alignment of treed north-south streets, and the important Kerr Street east-west connector - each which serve a critical role in local accessibility, and a defining in the image as green streets with strong boulevard planting. Whilst this forms part of a broader accessibility framework, continued greening and pedestrian improvements along these key connecting local streets is important as part of the evolution of the neighbourhood.



'Cheesegrator' presentation to corner of Young and Argyle Streets

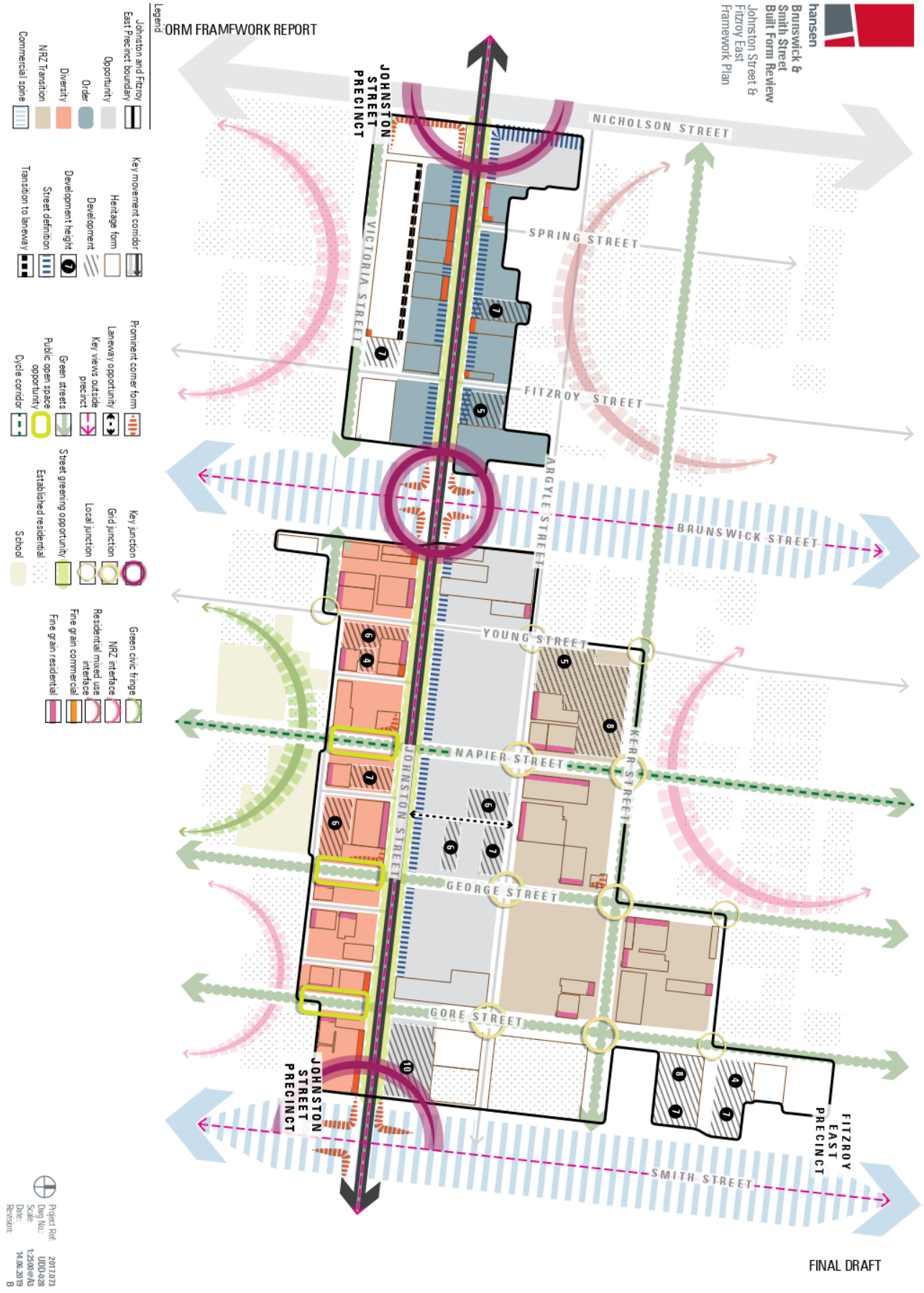


Argyle Street demonstrating 1:1 relationship between buildings and street



Green Gore Street streetscape, looking north

Attachment 9 - Attachment 9 - Fitzroy East Built Form Framework



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

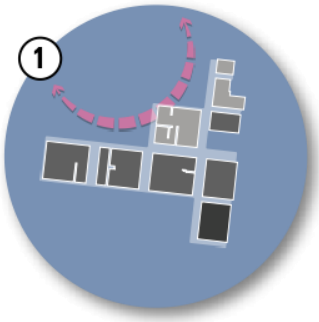
Future Character Statement

Fitzroy East embodies the 'mixed' format of the inner city and serves as a key area of transition between the more active spines along Johnston and Smith Street and the established residential areas to the north-west. This compact precinct is defined most strongly by its broad grid street arrangement, with the narrow alignment of Argyle Street (east-west) being the only 'little' street in the network. Any new development within this precinct must relate most strongly to its street address and profile. These predominantly 'green streets' are framed by a variety of former industrial, heritage residential and commercial and contemporary mid-rise apartment stock. This pattern will continue to evolve into the future as the limited number of available development sites realise 'compatible integration' - that builds up towards the south (towards Johnston Street) and leads down towards the north (beyond Kerr Street).

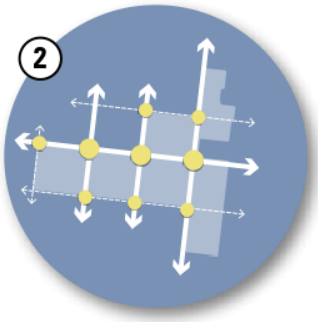
The precinct has remarkable opportunity to achieve a quality public realm is an improvement to its grid street network and pedestrian environment, with a complement of new pedestrian connections that bring people to the commercial address.

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

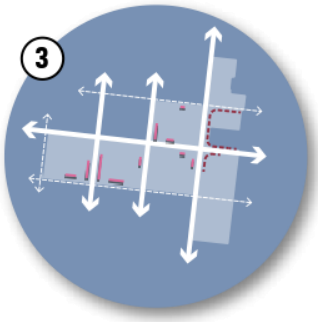
This includes:



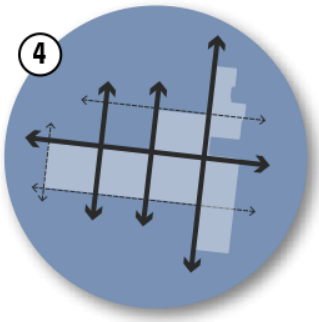
Transition towards sensitive residential neighbourhood.



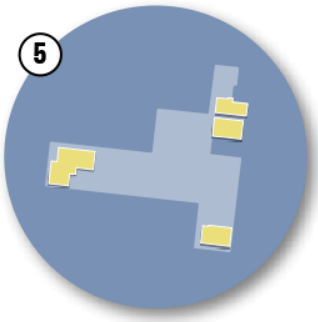
Strengthen local junctions and street blocks.



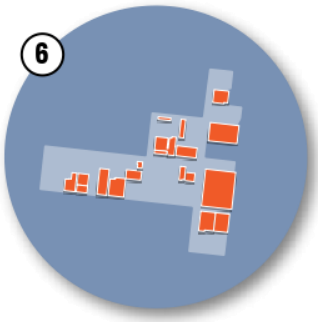
Retain and respond to heritage streetscapes.



Reinforce the wide and narrow street definitions.



Acknowledge existing and approved development.



Protect and transition towards to existing heritage sites.

Part 3 :

A BUILT FORM PROPOSITION

The Built Form Proposition has been derived from the Framework, which was informed by the Foundation and underpinned by the overall Background analysis.

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

- Heritage Input;
- Street Character;
- Street Proportions;
- Solar Access;
- Transitions;
- Slope;
- Local Views and Vistas;
- Heritage Streetwall & Upper Levels;
- New Streetwalls & Upper Levels;
- Upper Level setbacks;
- Upper Level Expression;
- Street Corners;
- Building Separation, Amenity & Equitable Development;
- Residential Interfaces;
- Public Open Space Interface; and
- Service Laneway Interfaces.

3.1 Basis of Height Parameters

Heritage Input

GJM Heritage undertook extensive heritage analysis which considered:

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

Refer to GJM Heritage report for details.

Street Character

A key characteristic of the Fitzroy East Precinct is characterised by the 'green' streets of Napier, George, Gore and Kerr which all comprise mature canopy street trees, which present a dominant and unifying element within these streetscapes. The built form presentation is varied and comprises a mix of fine grain residential, recent apartment buildings and warehouse forms. New buildings should seek to sensitively respond to the diverse streetscape and transition sensitively to low-rise, fine grain residential forms.



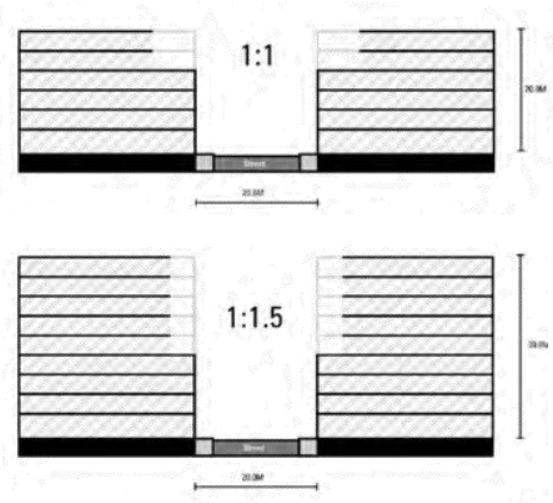
Gorge Street streetscape, looking south from Argyle Street towards Johnston Street

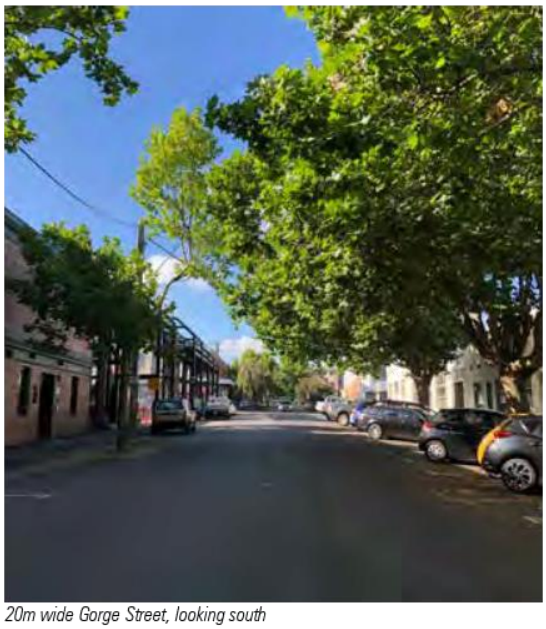
Street Proportions

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

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

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





20m wide Gorge Street, looking south



10m wide Argyle Street, looking west

Solar Access

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

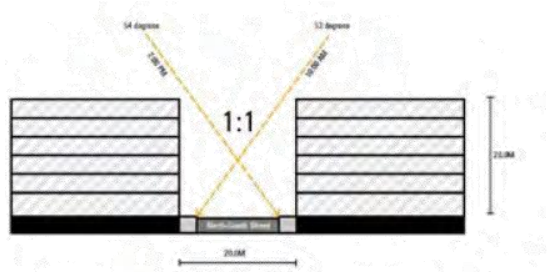
The *Urban Design Guidelines for Victoria* contains the following relevant Objective and associated guideline.

> *'Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight', and*
>
> *'5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.'*

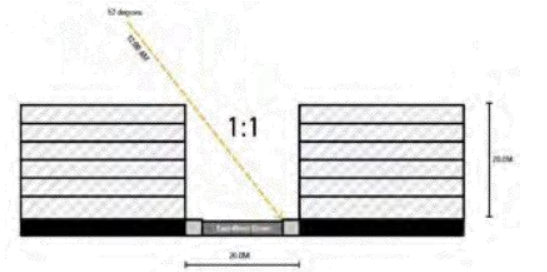
In Fitzroy East we recommend applying the equinox solar access test to streets to avoid overshadowing:

- the southern footpaths of Argyle and Kerrs Streets between the 10am and 2pm;
- the western footpath from 10am onwards; and
- the eastern footpath before 2pm.

In order to provide appropriate levels of amenity to the various street conditions it was determined too maintain solar access to key pedestrian areas, being the southern footpath along Kerr Street. While on narrower side streets it was determined to protect solar access to first floors.



10am and 2pm equinox solar angles along north-south 20m wide street



12pm equinox solar angle along 20m wide east-west street

Transitions

Transitions in scale are an existing characteristic of the Fitzroy East Mixed Use area. There are many examples of older commercial or warehouse forms side by side with fine grain dwellings. A change in streetwall height of one storey is present within the streetscapes of the precinct.

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

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

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



Varied streetwall presentation along southern side of Argy;le Street

Slope

The Fitzroy East precinct is relatively flat, therefore the need for new built form to respond to slope is minimal.

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

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

Local Views and Vistas

There are no local views or vistas identified within the precinct that warrant specific protection. However, the presence of corner buildings is a key characteristic of Fitzroy, therefore retaining views to and 'space' behind these prominent corner forms is important to ensure they retain their prominence and 'hold' the corner. The following corner heritage buildings have been identified within the Fitzroy East precinct:

- Marquis of Lorne



Marquis of Lorne hotel on corner of George and Kerr Streets

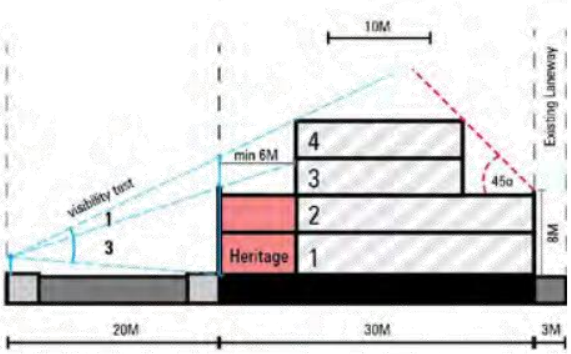
Heritage Streetwall & Upper Levels

The extent of visible upper levels to heritage buildings was determined by GJM Heritage and seeks to reinforce the provisions of Clauses 22.02 and 22.10. It was advised to apply a 'default' 1/3 - 2/3 visibility (sightline) test for heritage places from the opposite side of the street at standing eye level, with the appropriate visual presence of new built form deemed to 1/3 of the built form mass.

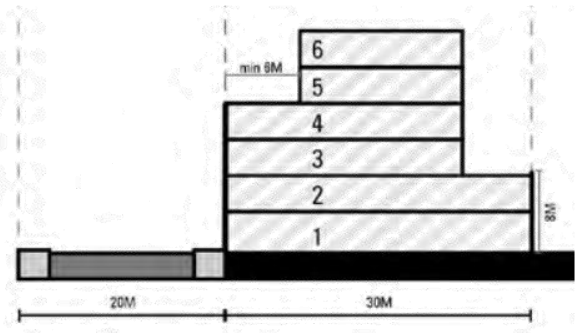
A 'default' minimum setback distance of 6m (to the new built form and balcony line) is suggested from the hertiage facade. This allows for the preservation of the heritage 'volume' and ensures a viable facade articulation treatment in the streetscape elevation with spatial separation between the streetwall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

From a heritage perspective it is preferable to retain the 'heritage fabric' of the heritage form and not just the façade. This includes retaining visible chimneys and roof forms, while ensuring that any new upper levels are visually subservient to the heritage fabric.

The minimum 6m dimension accords with the 1/3 - 2/3 visibility test and generally allows for the retention of the entire 'front room' of the forms (assuming it is either a traditional shopfront form or a dwelling), including its roof form and chimneys.



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



Cross-section of recessive upper level form behind new frontage

New Streetwall & Upper Levels

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

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

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

Upper Level Setbacks

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

The purpose for such a distinction and separation is to ensure predominance of the 'traditional' forms and parapets within the streetscape, while enabling provision of new and increased heights in a recessive fashion. Upper level setbacks also retain a sense of openness to the street, which are prominent in a pedestrian's field of vision and reinforce the traditional street wall scale.

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

The recommendations for non-heritage sites seeks to provide a clear distinction between streetwall presentations and upper forms, to reinforce the visual dominance of streetwalls (refer New Streetwall), as well as recommendations from other PSAs, their associated Panel reports and recent heritage advice from GJM Heritage.

Upper Level Expression

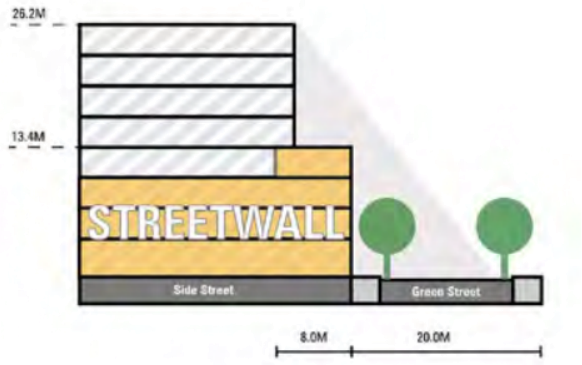
The design of upper levels of new development should:

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

Street Corners

The streetwall presentation along local streets needs to 'turn the corner' and transition appropriately. Given Fitzroy's local street network comprises both 20m and 10m wide streets it is often the case that streetwalls in wider streets are higher and streetwalls in narrower streets are lower. A sensitive streetwall transition is sought at these corner locations.

New development should return the wider street streetwall around the street corner and into the narrower street for a length of approximately 8m or to the nearest property boundary (if less than 8m).



Elevation of side street frontage showing streetwall transition to corner

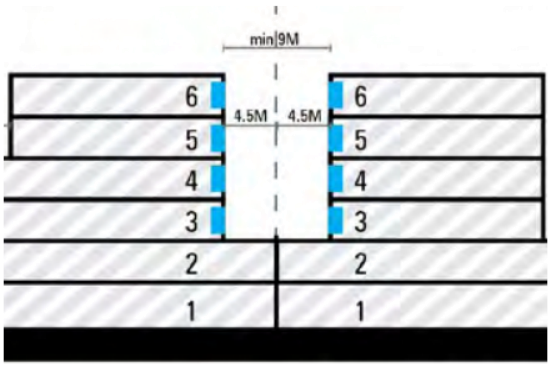
Building Separation, Amenity & Equitable Development

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

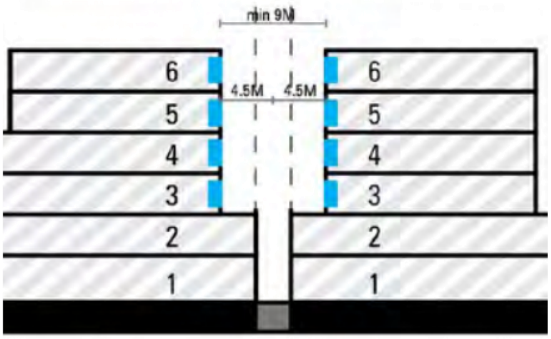
Development should be setback from common boundaries to provide separation between buildings at the upper levels:

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

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



Cross-section of minimum 4.5m setback from habitable room window from common boundary at uypper levels



Cross-section of minimum 4.5m setback from habitable room window from centre of a laneway at upper levels

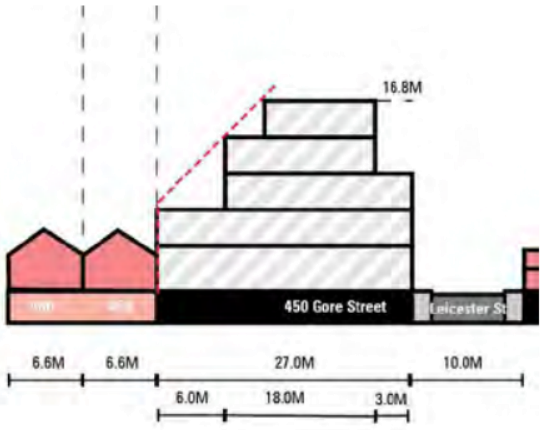
Residential Interfaces

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

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

Within the Fitzroy East precinct there is only one direct residential interface, which occurs at the northern boundary of 450 Gore Street. To this direct abuttal we recommend a 8m (2 storey) form at the interface, with any built form above set back within a 45 degree built form envelope.

All other residential properties are generally located to the north and are separated from the precinct by a street. Given the orientation and spatial separation provided by either a 10m or 20m wide street overshadowing impacts do not occur.



Cross-section of built form transition to NRZ land to north

Service Laneway Interfaces

Built form needs to respond to laneway interfaces. Within the Fitzroy East Precinct the existing laneways, their function, widths and arrangements vary. New development will need to appropriately address both the existing laneway condition as well as adjacent properties. Generally, the most sensitive laneway interfaces occurs on the south side of east-west laneways given potential amenity impacts of properties to the south. Therefore, we recommend:

To laneway abuttals new development should present a maximum 10.4m (3 storey) form at the interface, with any built form above set back 4.5. from the centreline of the laneway.

Public Open Space Interface

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

Presently, there is no public open space provision within the Fitzroy East precinct.

Attachment 9 - Attachment 9 - Fitzroy East Built Form Framework



Part 4 :

RECOMMENDED CONTROLS

4.1 Methodology

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

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

Assumptions

Formula for Deriving Numerical Building Heights

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

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

The following numerical floor to floor dimensions where employed:

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

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

Formula for Deriving Numerical Streetwall Heights

The maximum streetwall heights have been calculated based on the above floor to floor heights, plus additional height to allow for parapets, balustrades and minor architectural features.

Zero front setback

New buildings within Activity Centres and inner urban areas such as Johnston Street should generally be built to the street frontage in order to:

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

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

Top Floor Depth

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

Upper Level Depth

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

4.2 Precints

Given the relatively small extent of the Fitzroy East precinct, it was considered to not warrant division into further precincts.

4.3 Sub-precincts

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

These two precincts are distinctly different and primarily are defined by their heritage stock, and propensity for change:

- **Kerr Street 1(K1)** properties in the four urban blocks west of Gore Street which comprise warehouses, heritage dwellings and contemporary forms.
- **Gore Street (G1)** properties on the east side of Gore Street which are dominated by large heritage factory buildings.

This is illustrated in Figure 7 which breaks Fitzroy East down to 2 block precincts, as follows:



Proposed Building Heights

PRECINCT	SUB-PRECINCT	PREFERRED TYPOLOGY	PREFERRED MAXIMUM BUILDING HEIGHTS
FITZROY EAST	K1	Redevelopment	4- 8 storeys (13.6-26.4m)
	G1	Heritage Warehouse	4- 10 storeys (13.6-33.6m)

Kerr Street (K1)

The Kerr Street sub-precinct is considered to represent a considerable opportunity for development.

Description

The subprecinct comprises four entire street blocks contained within the Mixed Use Zone, to the north of Argyle Street and west of Gore Street. These blocks comprise a mixed character comprising heritage dwellings, heritage and post war warehouse forms and recent apartment developments.

The western urban block (bound by Young, Argyle, Napier and Kerr Streets) offers limited development potential, due to both the presence of the large 'Cheese Grater' development (which occurs the majority of the block and intact fine grain residential properties).

The middle urban block (bound by Napier, Argyle, George and Kerr Streets) offers a balance of development opportunity and existing fine grain residentail properties. It also comprises a north-south through block laneway to the rear of dwellings fronting Napier Street.

The eastern urban block (bound by George, Argyle, Gore and Kerr Streets) offers the most development opportunity, with only five fine grain residential properties clustered to its north-east corner and otherwise predominantly larger land parcels.

The northern urban block (bound by George, Kerr, Gore and Rose Street) also offers a balance of development opportunity and existing fine grain residential properties. It also needs to respond senitively to its Gore Street (residential) abuttal



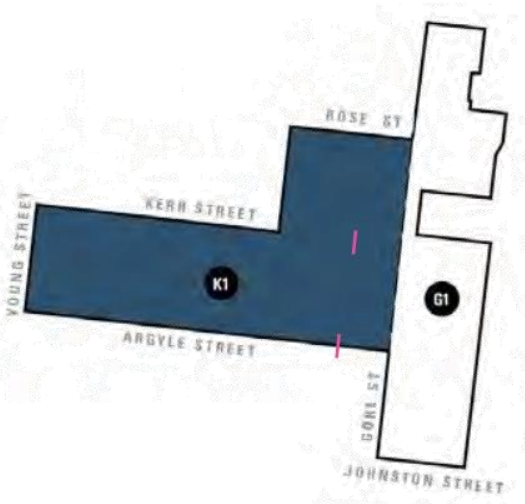
Traditional warehouse streetscape, George Street



'Cheese grater streetscape presentation to Young and Argyle Streets

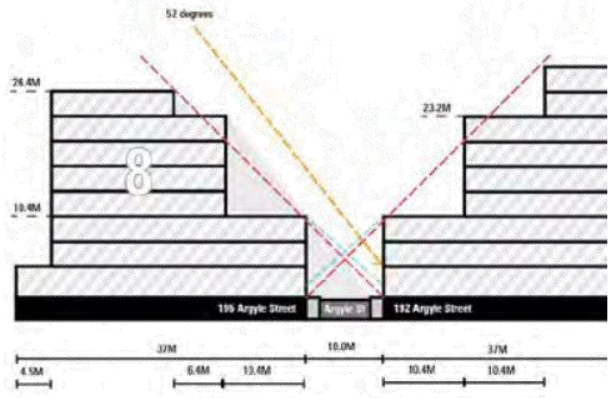


2 storey commercial forms on George Street

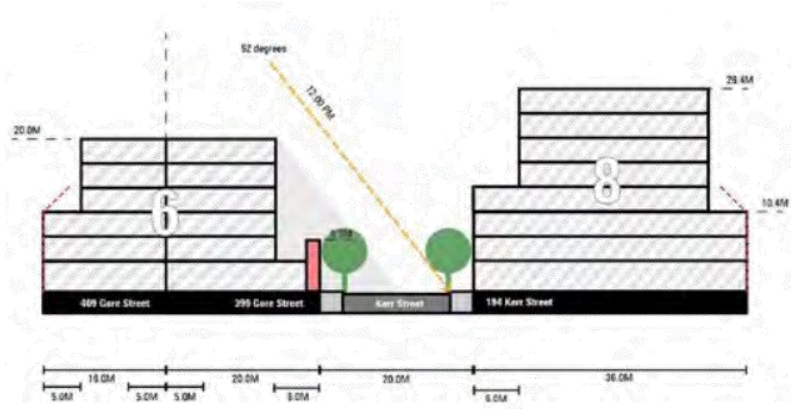


Design Guidelines

- To encourage a new built form character on the western side of Gore Street.
- To maintain a sense of openness within the streetscape.
- To ensure a clear distinction between streetwall profile and rising form behind.
- To maintain solar access to the southern footpath along Argyle and Kerr Streets at the equinox.
- To sensitively respond to abutting low-rise and heritage forms.
- To provide a transition to residential neighbourhood to the north.



Argyle Street Indicative Cross-section (O-O)



Kerr Street Indicative Cross-section (P-P)

Gore Street (G1)

The Gore Street sub-precinct is considered to represent a limited opportunity for development.

Description

The sub-precinct positioned on the eastern side of Gore Street, to the rear of the Smith Street corridor, has already undergone considerable redevelopment in recent years. It comprises a robust streetscape character of predominantly retained heritage former industrial forms that have been converted or developed into apartments, with a clear separation between heritage base and rising form.

Currently under-construction, the large site on the Johnston Street frontage will rise up to 10 storeys in scale. Only a few sites remain which have development potential, which are positioned towards the northern end of Gore Street in close proximity to the abutting residential neighbourhood. Therefore, any future development of these sites will need to sensitively transition in scale down to the low-rise dwellings and respect the heritage factory fabric.



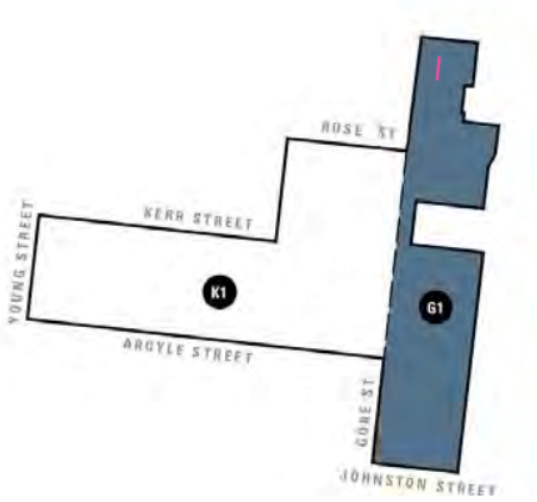
Recent development behind retained heriage facade, Gore and Rose Streets



Robust industrial streetscape, Gore Street

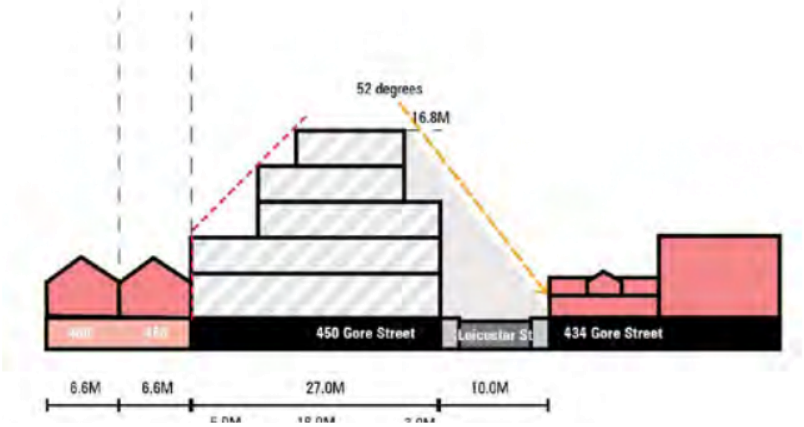


2 storey heritage building fronting Leicester Street



Design Guidelines

- To maintain and enhance the heritage streetscape along the eastern side of Gore Street.
- To maintain a sense of openness within the streetscape.
- To maintain solar access to the southern side of Leichester Street.
- To ensure a clear distinction between streetwall profile and rising form behind.
- To provide a transition to the residential neighbourhood to the north.



Indicative north-south xross-section through 450 Gore Street (Q-Q)

Attachment 9 - Attachment 9 - Fitzroy East Built Form Framework



4.4 General Built Form Guidelines

Built Form Recommendations

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

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

Public Open Space provision

Public open space is an important element within urban areas, as is its spatial provision. In inner urban areas such as Fitzroy East the provision of small public parks is important to the social health and well-being of a local community. There are presently no 'pocket parks' within the Fitzroy East Precinct. Therefore, there is a clear lack of open space provision within this precinct.

Visually distinct additions and upper levels

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

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

Architectural Considerations

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

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

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

Active and Semi Frontages

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

Along the key movement corridors active ground frontages are encouraged. However, this precinct does not comprise any such key corridors.

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

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

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



Heritage fabric fronting Gore Street

Attachment 10 - Attachment 10 - Gertrude Street Built Form Framework



Brunswick Street & Smith Street Built Form Review:

GERTRUDE STREET
BUILT FORM FRAMEWORK

Prepared by **Hansen Partnership** in conjunction with **GJM Heritage**
for **City of Yarra**

November 2019

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Views to Royal Exhibition Building from Gertrude Street

Version	Draft	Final
Issue Date	23.10.2019	25.11.2019

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

Preamble

The following urban design report has been prepared for the City of Yarra as the basis for an urban design vision for the Gertrude Street Neighbourhood Activity Centre Spine. It sets out a preferred built form framework underpinned by an integrated urban design and heritage assessment.

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

The study area is identified in Figure 1.

This report sets out the rationale for proposed built from controls for Gertrude Street and is underpinned by key components, namely:

Part 1: Gertrude Street Context

Part 2: Gertrude Street Precinct - Influences

Part 3: Gertrude Street - Built Form Proposition

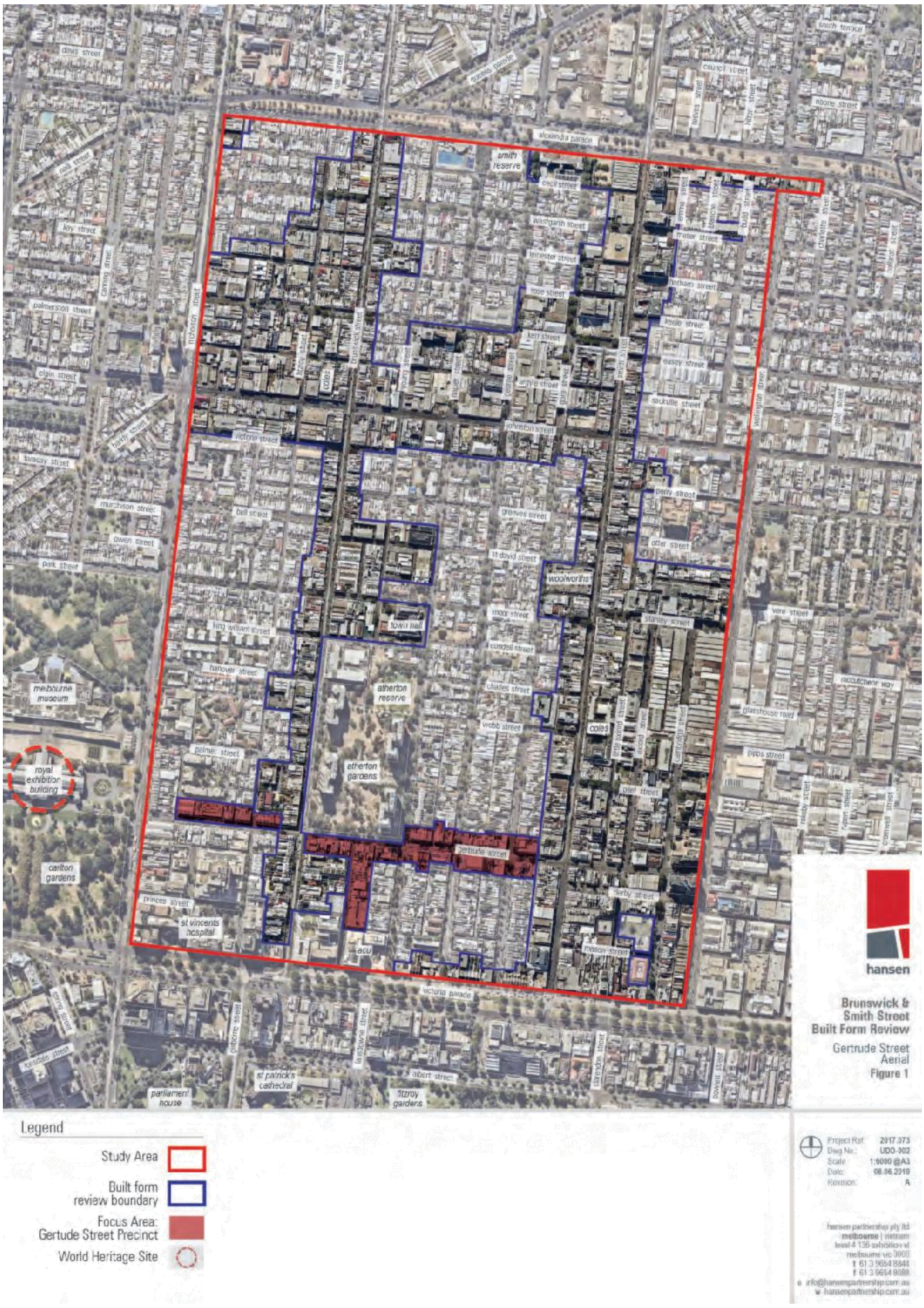
Part 4: Recommended Controls

The report is part of a broader Built Form Review.



Oblique View of the Gertude Street Study Area and Surrounding Context

Attachment 10 - Attachment 10 - Gertrude Street Built Form Framework



PART 1
GERTRUDE STREET CONTEXT

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

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

As part of the process extensive analysis of the existing conditions was undertaken and documented within an overall Background report. This comprehensive analysis identified and divided the overall Review Area into ten 'place specific' precincts. Furthermore, a series of guiding objectives were identified to be contemplated across ten defined precincts.

This report addresses the Gertrude Street Precinct (Figure 1 overleaf). A key consideration in the preparation of a Detailed Precinct Review for Gertrude Street relates to its proximity to the Royal Exhibition Building (a World Heritage Site). Uninterrupted views towards the dome and drum can be experienced at various locations along the Gertrude Street corridor.

It is acknowledged, two separate reports were also prepared for Brunswick Street and Smith Street Precincts in 2019. A Collingwood Precinct report was prepared in June 2018 and Johnston St Precinct and Fitzroy East Precinct report were completed in June 2019. The remaining precincts will be addressed in subsequent reports.

1.1 Overarching Built Form Objectives

The following 8 objectives have been identified for the Brunswick and Smith Streets Built Form Review (the Study Area):

Objectives:

1. Recognise and carefully manage potential in key areas within the Activity Centres.
2. Highlight the character distinctions between the different retail streets and mixed use precincts within the Activity Centres.
3. Reinforce the traditional Victorian cityscape of heritage streetscapes as dominant elements, including significant corner elements and identified local landmarks.
4. Ensure continued diversity through sensitive infill within traditional Victorian streetscapes.
5. Shape the retail streets and mixed use areas to ensure a high quality, people-oriented public realm.
6. Ensure development encourages walking, cycling and public transport usages through layout and design responses.
7. Ensure new development is sustainable and adaptive over time.
8. Manage the built form profile of new development to avoid adverse impact to surrounding areas, including heritage places, streetscapes and residential interfaces.



Key view to Royal Exhibition Building from Brunswick Street and Gertrude Street interface

10 Precincts

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

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

This report addresses **Precinct 3: Gertrude Street.**



1.2 Brunswick & Smith Built Form Precincts

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

- An Activity Spine;
- A Mixed Use Area; or
- A Boulevard.

Activity Spines

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

- Brunswick Street;
- Smith Street;
- Gertrude Street (this report); and
- Johnston Street.

Mixed Use Areas

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

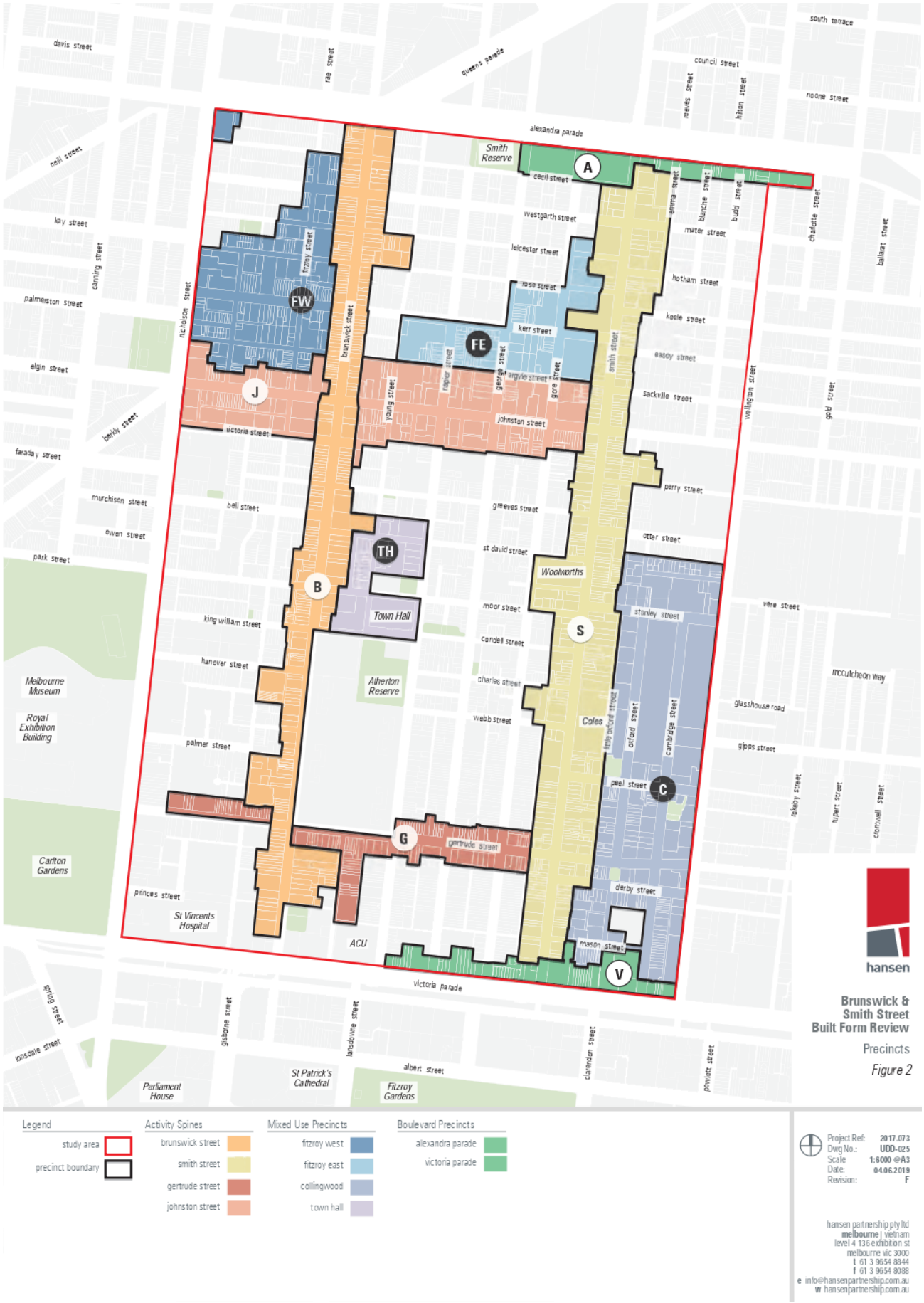
- Fitzroy West;
- Fitzroy East;
- Collingwood; and
- Town Hall.

Boulevards

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

- Alexandra Parade; and
- Victoria Parade.

Attachment 10 - Attachment 10 - Gertrude Street Built Form Framework



PART 2: PRECINCT INFLUENCES

Gertrude Street, Fitzroy is identified as one of City of Yarra's six Neighbourhood Activity Centres (NAC) and represents one of Melbourne's intact Victorian retail corridors. It is anchored by two main roads including Nicholson Street to the west and Smith Street to the east.

The Gertrude Street spine is defined by predominantly traditional Victorian retail forms and corner pub buildings. New contemporary forms are limited and typically comprises ground floor retail with residential apartments above. There is one contemporary mixed-use development along the spine with multi-dwelling residential forms existing behind the retail spine on the south side.

The extent of the Gertrude Street Precinct is set out in Figure 2 and described below.

Boundary Description

This precinct generally comprises land with a primary frontage to Gertrude Street between Royal Lane in the west and Little Smith Street in the east (divided by Brunswick Street), subject to the Commercial 1 Zone. The precinct also includes properties on the east side of Young Street, subject to the Mixed Use Zone, terminating at Little Victoria Street in the south.

Built Form Character

Gertrude Street is a unique Neighbourhood Activity Centre spine with a strong east-west visual framework informed by views to the World Heritage Listed Royal Exhibition Building (and dome) in the west and, to a lesser extent, views to the Dandenong Ranges in the east.

Built form along the spine is defined by predominantly consistent 2 storey heritage buildings and splayed corner buildings. These double-storey heritage street walls may vary in heights and there are instances where consistent street walls are interrupted by three-storey heritage buildings and contemporary infill. The open profile of Atherton Gardens within the centre of the precinct contributes to wayfinding and sense of openness along the corridor. The topography is a defining feature of the corridor, sloping to the east of Gore Street, towards Langridge and Smith Streets.

To the south, along Young Street is an assemblage of heritage cottages and recent infill multi-dwelling developments of 2 and 3 storeys with varied setbacks from the street frontage. To the periphery, the precinct is hemmed in by low-scale heritage residential and warehouse forms. Little Victoria marks the transition toward the Australian Catholic University (ACU) Institutional Precinct at the south along Victoria Parade, where buildings transition in height, comprising multi-storey car parks and buildings of up to 8-9 storeys.



Consistent hertiage profile along north side of Gertrude Street

2.1 Foundations

Setting an agreed vision for the Gertrude Street Precinct must be underpinned by an understanding of the diverse physical conditions, including the fabric of existing and approved developments, pattern of heritage forms, critical views as well as other relevant considerations which form the 'foundations' of a future built form framework and development recommendations. This is illustrated in Figure 3 and can be described as follows:

Royal Exhibition Building Environs, Local Landmarks & Views

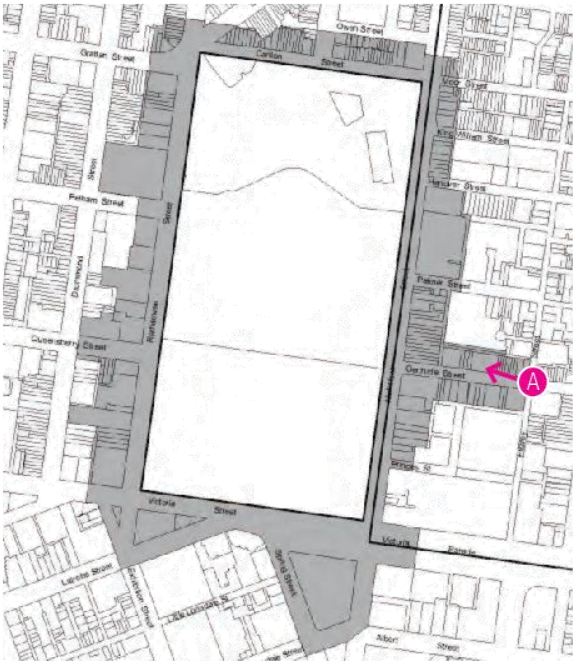
The Royal Exhibition Building is located to the north-west of the Gertrude Street road alignment. Its dome, drum, lantern and flagpole is visible above and behind two-storey parapets that define the north side of Gertrude Street.

It is noted that land fronting Gertrude Street (between Royal Lane and Fitzroy Street) is subject to Local Policy at Clause 22.14 (Development Guidelines for Heritage Places in the World Heritage Environs Area). The purpose of this policy is to protect significant views and vistas to the Royal Exhibition Building and Carlton Gardens. Schedule 8 of the Design and Development Overlay (DDO8-Fitzroy South) also applies to the northern side of Gertrude street, west of Fitzroy Street, including No. 50-68 fronting Nicholson Street (outside the study area boundary).
DDO8 reiterates the importance to protect views to the drum, dome, lantern and flagpole (refer to photograph labelled A):

"..from the footpath on the south side of Gertrude Street and along Marion Lane, west of Fitzroy Street."

From a wayfinding perspective, the south-eastern corner of the Brunswick and Gertrude Street junction represents a key viewshed to the Royal Exhibition Building (refer to photograph labelled B).

Views to the Dome can be first experienced from a higher topographical point at the George Street junction. From within the Gertrude Street spine (east of Brunswick Street), views to the Dome is also often interrupted by the presence of canopy vegetation and tall structures within the Atherton Gardens precinct.



World Heritage Environs extent as determined under Clause 22.14



Gertrude Street and Fitzroy Street intersection



Key view from Brunswick Street and Gertrude Street intersection

Heritage

The entire extent of the study area is subject to the Heritage Overlay (HO334 South Fitzroy Precinct or HO361 World Heritage Environs Area Precinct), comprising a high proportion of individually significant and contributory intact buildings from the Victorian to Inter-War periods. The heritage building stock comprises fine-grain shops and dwellings, as well as proud corner hotels, including a Victorian Heritage Register (VHR) corner form at the George Street junction (181-183 Gertrude Street). There are also several buildings on the VHR immediately outside the study area, including 39-49 Brunswick Street, 64-78 Gertrude Street (former cable tram engine house) and 50-68 Nicholson Street (Royal Terrace).



VHR building at Key Junction (outside of the study area)

Consistent Fine Grain Heritage

Rows of continuous, attached, predominately two storey shopfronts define Gertrude Street in various configurations. These forms, while varied in architectural style, detail and finishes represent a consistent and orderly traditional streetscape character of the NAC, which can also be experienced along parts of Brunswick and Smith Streets.

Noting the study area configuration, the Gertrude Street spine can be categorised into:

- One- sided consistent traditional retail streetscape:
  - North side of Gertrude Street: between Royal Lane and Brunswick Street. The south side of Gertrude Street is not anticipated to undergo a major change in the long term, noting its Neighbourhood Residential Zone (NRZ) designation.
  - South side of Gertrude Street: between Brunswick and Napier Streets. The open landscape setting of the Atherton Gardens is likely to be retained in the long term.
- Two sided consistent traditional retail streetscape: between Napier and Gore Streets.

Another defining element to the fine-grain retail forms along Gertrude Street, is the presence of a generally consistent awning to building frontages mainly along the southern side of the street.



Consistent hertiage profile along south side of Gertrude Street



Consistent hertiage profile along south side of Gertrude Street

Local Landmarks

The Brunswick and Gertrude Streets junction is defined by notable heritage buildings, contributing to a sense of place and wayfinding within the broader neighbourhood. These 'local landmarks' are often differentiated through its (former) and current civic nature, or differentiated through its distinctive high quality architectural features. Several 'local landmark' buildings have been identified in collaboration with GJM Heritage. These are:

- The Former Champion Hotel: 50-54 Brunswick Street; and
- Rob Roy Hotel: 51 Brunswick Street (within the Brunswick Street Precinct).



Local Landmark of the former Champion Hotel

Key Junctions

The Gertrude Street spine is intersected by Brunswick Street and is considered a prominent junction which serve as an important wayfinding element and creates a clear division in character along the strip. This key junction also accommodates the intersection of 2 major tram routes (Route 96 and 86) which extend along Brunswick Street and Gertrude Street (to Smith Street).

Green Streets

Green streets in the study area include Napier, George and Gore Streets. Green Streets are north-south oriented wide roads (approximately 20m) that intersect the eastern end of Gertrude Street at a regular interval. These streets traverse through the residential neighbourhood, connecting the NAC to major road networks including Alexandra Parade to the north and Victoria Street to the south. Distinctive to other 'side' streets, Green Streets benefit from established canopy planting (Plane Trees) on both sides of the road reserves, providing some sense of street enclosure and offering 'borrowed' amenity to its broader context. Where Gertrude Street intersects with Green Streets are kerb-outstands comprising wider footpaths and garden beds which highlight the importance of wide footpaths (along Gertrude Street) and kerb outstands at Green Street junctions as pedestrian oriented spaces where amenity and safety should be prioritised.

Corners to Green Streets

Urban blocks along Gertrude Street are often occupied by notable heritage forms, typically of two storeys (many of which are existing/former hotels), which wrap around corners with ornate parapets or architectural details to both frontages. These forms are concentrated around the Napier Street, George Street and Gore Street junctions.

Side Streets

Other streets feeding into the Gertrude Street spine along the grid network are of a narrower profile (10-15m). These streets still perform as important north-south pedestrian links to institutional uses to the south and broader residential neighbourhood. Within its local context, side streets (where rear laneways are not available) also provide secondary frontage or service access to corner allotments. Typically, these streets accommodate one-way traffic, on-street car parking and narrow footpaths.



Prominent building (subject to VHR) on George and Gertrude Street



Views along Young Street toward ACU



Recent built form on Gertrude Street



Recent built form on Young Street

Rear laneways

Distinct from Brunswick Street and Smith Street are the irregular laneways to the rear of properties fronting Gertrude Street (east of Brunswick St). In some instances, north-south oriented laneways provide rear access to mid-block properties, which otherwise are not accessible from the rear laneway. In response to irregular subdivision pattern and laneway configuration, a varied built form profile to the rear and some limited opportunities for rear access to servicing can be anticipated.

Recent Development Trends

Recent development along Gertrude Street is limited. There are several examples of 'shop top' housing and only one contemporary mid-rise (5 storeys) mixed-use development at the south-west of Gertrude and George Streets (whole urban block development). Other contemporary upper-level additions are visually recessive and have no consequential impact on long-range views from within the corridor. Within Young Street, there are several examples of recent 2 and 3 storey multi-dwelling developments positioned between single-storey cottages.

Adjoining Built Form Precincts

The Gertrude Street Precinct is flanked to the east by the Smith Street Precinct and divided by the Brunswick Street Precinct in the west. Both north-south oriented corridors represent 2 of Yarra's Major activity Centres and some of Melbourne's most intact heritage retail streetscapes. As a collection of streets, Brunswick, Smith and Gertrude Streets perform as important municipal destinations, defined by a walkable network of fine grain retail and commercial uses, benefiting from overlapping public transport routes within close proximity to Melbourne CBD and the fine residential street grid between the activity centres.

The Precinct also sits to the north of the Australian Catholic University Institutional Precinct, with Young Street providing a key pedestrian link between the 2 areas. This area forms part of a Development Plan Overlay (Schedule 2). A development plan has been prepared (December 2017) which seeks to guide future planning permit applications for future development across the campus. This document will continue to inform future built form parameters on the ACU car park site (29-42 Young Street).



Residential interface to the south of George Street



View of slope toward east from Gore Street



Street trees along south side of Gertrude Street



Junction with Napier Street 'Green Street'

Residential Interfaces

The majority of lots with a primary frontage to Gertrude Street corridor have an interface with General Residential or Neighbourhood Residential Zoned land to the north and south. Exceptions occur where the study area has a direct interface to adjoining Built Form Precincts (in Mixed Use Zone). Based on the varied laneway conditions, residential lots to the south are particularly sensitive, where overshadowing to habitable rooms and private open space will be a key factor in shaping built form proposition along Gertrude Street.

Street Trees

A unique feature of Gertrude Street (east of Fitzroy Street) is the presence of established street trees. These deciduous trees (Melia azedarach, White Cedar) present a green corridor effect when viewed along the street, providing shade to footpaths and road reserve, while screening upper levels of buildings during spring and summer months. Being a native species, they provide a link with the established buffer of Eucalyptus trees along the Atherton Garden frontage, and also provide seasonal interest with their berry and flower display. These street trees effect has recently been extended along Gertrude Street west (between Brunswick and Nicholson Streets) on both sides of the road reserve to provide shade and improved amenity on the public realm. Landscaping along Young Street is limited within private front gardens, or street setbacks.

Topography

The topography along Gertrude Street is a notable character attribute of the study area and contributes to the visual framework along the corridor including the perception of consistent built form. Around the Gore Street junction is where Gertrude Street rapidly slopes down towards Smith Street (east), resulting in a stepped profile of fine grain retail frontages. Towards Nicholson Street (west) is a relatively flat profile, resulting in more consistent parapet heights datum to both sides of the street.



View toward east of Gertrude Street showing gradual shift in topography

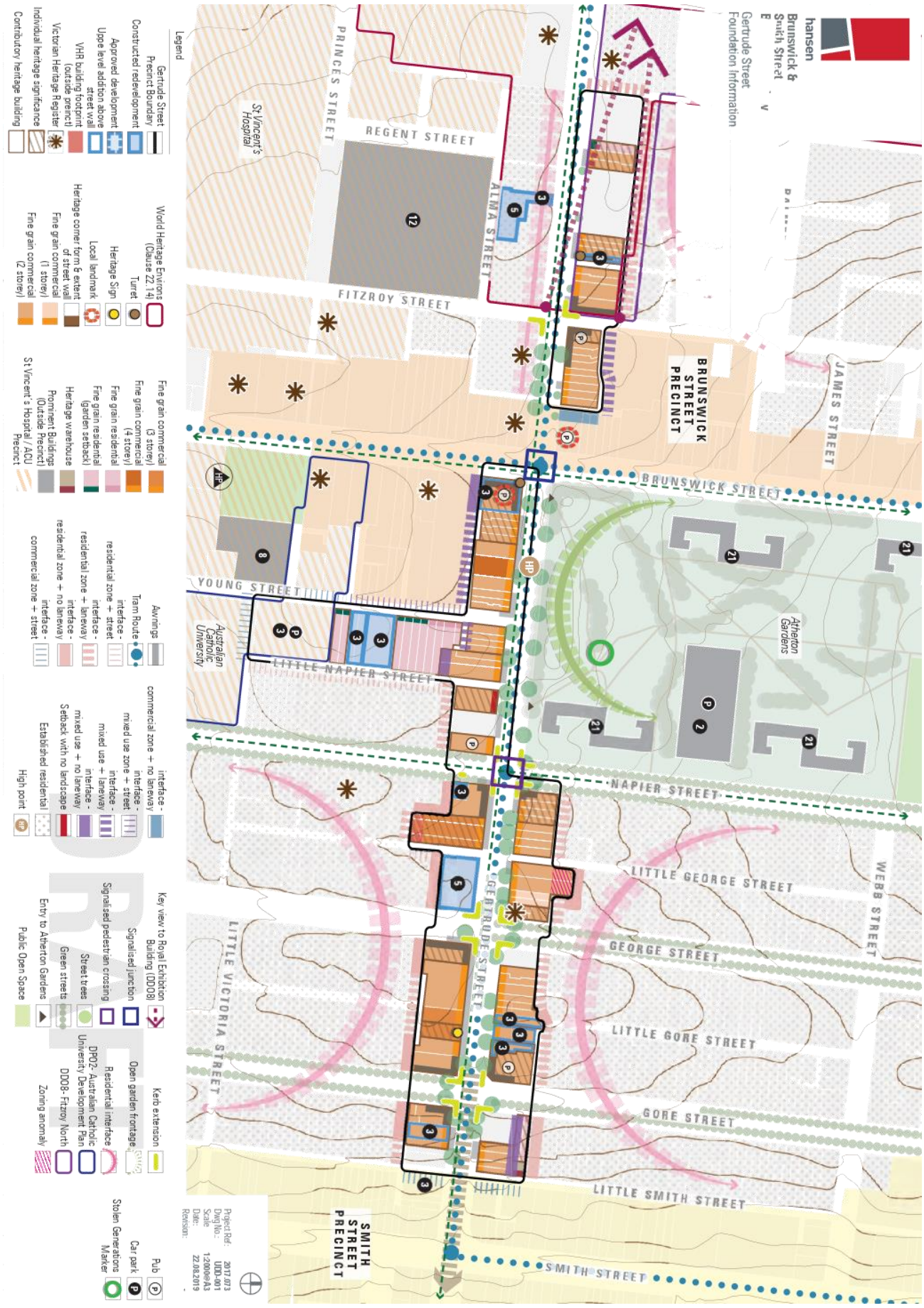


Street tree screening upper levels of heritage building along Gertrude Street



Views to front gardens along Young Street

Attachment 10 - Attachment 10 - Gertrude Street Built Form Framework



2.2 Gertrude Street Precinct Built Form Framework

In response to foundation matters, a Built Form Framework has been advanced to reinforce locations for varying levels of change within the study area. A Framework is not definitive (like a Built Form Control Plan), instead it seeks to identify critical 'gestures' of the City. In this instance, the framework recognises the importance of the following attributes- Refer to Figure 4:

Heritage Values

A large portion of buildings within the precinct is of heritage value with Local Landmarks at key junctions. Given the broad heritage controls applied to the study area and relatively consistent street wall definition, there are opportunities for modest infill developments above 2 and 3 storey heritage buildings along the Gertrude Street spine. To Young Street, modest infill development can be realised to the rear of heritage residential properties (as per Clause 22.02).

Key Views to Royal Exhibition Building (World Heritage)

The southern footpath along Gertrude Street (west of Fitzroy Street) and Marion Lane as referenced in Clause 22.14 and DDO8 remains the relevant consideration for built form in this area, ensuring future development and upper-level additions do not impact on these important viewsheds. Views from the south-east corner of the Brunswick and Gertrude Street junction is also considered critical from a way-finding perspective at the intersection of 2 activity centre spines. Future built form within this viewshed should respect the existing traditional street wall alignment and ensure upper levels do not encroach into views of the drum, dome, lantern and flagpole.

Junctions

Where Gertrude Street intersects with Brunswick Street, the future form should be shaped to retain the primacy of local landmarks when viewed in the round for wayfinding and sense of place. Similarly, the junctions with Green Streets (defined by large established trees with kerb-oustands) at Napier, George and Gore Streets, should maintain the open profile of junctions, ensuring heritage forms splayed to corners continue to present as the prominent built element. Notably, higher pedestrian footfall can be expected at these locations, where pedestrian amenity (solar, sense of enclosure and ground-level activation) should be prioritised. While the typical development response at key junctions is often for larger, taller built form, in this instance, preservation of key heritage features to local landmarks and retention of the 'open' character should take precedence.



Heritage buildings to north side of Gertrude Street



Views to Royal Exhibition Building from Gertrude Street



Key junction at Brunswick and Gertrude Street showing views to REB



Green Street junction with Gore Street

Orderly Streetscape Profile

Low rise heritage forms along Gertrude Street have a generally consistent parapet height and fine grain rhythm. There is little built form profile variation within the streetscape, noting a relatively flat topography and for most parts, regular subdivision pattern. Variation in built form appearance can be attributed to material palettes, colour and individual architectural features. There is an opportunity for future development to reinforce this street profile, through matching street wall height and a consistent upper-level presentation (setback and height) when viewed along Gertrude Street.

Varied Streetscape Profile

The eastern urban blocks of Gertrude Street (between Gore and Little Smith Streets) have a more varied streetscape profile due to the sloping of land occurring from Gore Street and a notable portion of non-contributory buildings positioned at corners. Future built form should reference this 'stepped' condition of built form leading down the slope and adopt a more customised response while acknowledging the parapet alignment of adjacent heritage street walls through design detail. Future development (behind and above) should reciprocate the varied parapet alignment, ensuring the heritage street walls remain visually dominant and framed views to the Dandenong Ranges (east) is maintained.

Lots Opposite Atherton Gardens

The south side of Gertrude Street (between Brunswick and Napier Streets) is visually more exposed from the open frontage to Atherton Gardens, in absence of built profile on the opposite side. New upper levels should continue to be visually recessive behind the heritage parapet when viewed from the opposite footpath along Gertrude Street.

Key Pedestrian Connections

Young Street serves as an important north-south pedestrian connection between the Gertrude Street Activity Centre and the ACU Institutional Precinct. The important public realm role of this street should ensure future built form does not unreasonably overshadow the opposite footpath (west side) at the equinox.



Orlderly streetscape between Napier and George Streets



Orlderly streetscape between Brunswick and Fitzroy Streets



Varied Street profile to east of Gore Street



Buildings on the Gertrude Street crest, opposite Atherton Gardens

Non-contributory Sites

There are very few non-contributory sites along Gertrude and Young Streets. At the western end (subject to Clause 22.14 and DDO8) are two warehouse sites where some upper-level addition may be contemplated without impinging on the key views to the Royal Exhibition Building. Further west on Gertrude Street, upper level additions will need to ensure they do not detrimentally impact on the valued 19th-century character and views to the dome.

At the southern end of Young Street is a 3 storey car park site (29-42 Young Street) with MUZ zoned and subject to DPO2. While the site can potentially accommodate a new development outcome associated to its future educational land use designation, its development opportunity is strongly influenced by proximity and sensitivity of neighbouring residential properties within and outside the Precinct. The adopted Development Plan will continue to inform future built form parameters on the car park site.

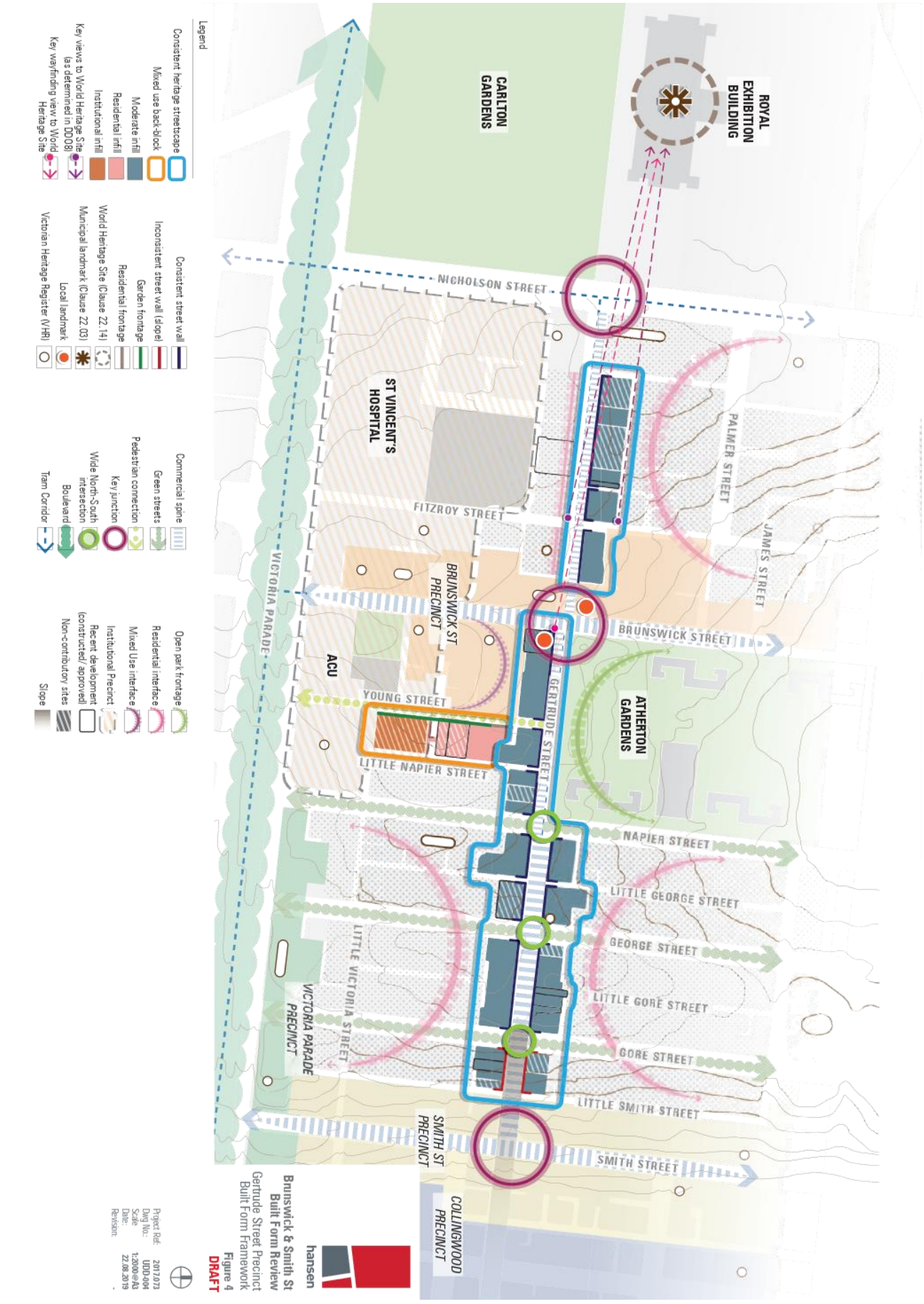


Non-contributory sites within the World Heritage Environs / DDO8



Non-contributory site on Young Street subject to DPO2

Attachment 10 - Attachment 10 - Gertrude Street Built Form Framework



Future Character Statement

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

Future development along Gertrude Street will be incremental and subservient to its heritage context, retaining the prominence of fine-grained, low-scale heritage buildings with framing canopy vegetation along building frontages. The Gertrude Street character will continue to be influenced by the topography, with minimal influence on the overall precinct's skyline, reinforcing the sense of order.

To the west, uninterrupted views toward the Royal Exhibition Building will continue to be framed by fine-grained buildings with a consistent street wall pattern in the foreground will be maintained. Young Street will support modest infill development, strengthening the traditional domestic character while reinforcing its role as a critical threshold and pedestrian link between the Gertrude Street NAC and ACU Institutional Precinct.







Framework Principles

In response to this distinction in the precinct's urban fabric, the preferred future-built form character will seek to build on its key attributes by adopting the following principles:

1. Protect view corridors to the Royal Exhibition Building and views to the architectural features of local landmarks.
2. Retain the prominence of the consistent heritage buildings set behind mature tree canopy along Gertrude Street.
3. Respond to the scale and form of existing and approved development. (not sure 3 storey achieves this principle).
4. Maintain solar access to opposite footpaths along commercial spines and green streets.
5. Transition to the residential edges, with a particular awareness of potential overshadowing to southern interface.
6. Respond to and reinforce the change in topography experienced along the corridor.

PART3: BUILT FORM PROPOSITION

The Built Form Proposition has been derived from the Built Form Framework which was informed by the Foundations Analysis and underpinned by the overall Background Analysis.

The Gertrude Street Precinct Built Form Proposition demonstrates block by block and street by street parameters for the precincts' evolution of new development. The identified parameters are neither fixed, or absolute but are intended to guide future change. The proposed proposition or 'controls' are represented in Figure 4 and are derived from the following basis:

- Heritage assessment and advice;
- Municipal Housing Strategy;
- Precinct character;
- Solar access;
- Local views and vistas;
- Heritage Street walls and upper levels;
- New street walls and upper level setbacks;
- Heritage frontage (including front setback);
- Transitions;
- Residential interfaces and amenity; and
- Building separation, amenity and equitable development.

The rationale for height parameters is outlined as follows:

3.1: Basis for Height Parameters

Heritage Input

GJM Heritage provided extensive heritage input based on comprehensive analysis comprising:

- The heritage grading of each property within the Heritage Overlays;
- The currency of existing Statements of Significance;
- Confirmation of places with Victorian Heritage Register nomination;
- Identification of local landmarks; and
- Recommended built form parameters to appropriately manage development within the heritage context.

Refer to GJM Heritage Report for details.

Housing Strategy

With reference to the adopted Housing Strategy for the Municipality (adopted 2018), Gertrude Street is identified as a Neighbourhood Activity Centre, designated for incremental change, given presence of a cohesive and highly intact heritage streetscape and fine grain retail buildings. The Housing Strategy identifies future development to be in the form of smaller scale apartment developments and alterations and additions to existing buildings.

Precinct Character

Key characteristics that distinguish the Gertrude Street Precinct are attributed to intact heritage fabric, presence of mature street trees and perpendicular 'green' streets to the east of Brunswick Street. Diversity in built form is attributed to a variation in the subdivision pattern, land use function and built form typology (dwellings, traditional shop fronts or warehouses). New development should seek to respond to the unique contextual characteristics and respond to unique sensitivities as required.

Solar Access to the Public Realm

In inner urban areas such as Fitzroy, solar access to the public realm is an important consideration. Therefore, future urban form should protect solar access to key streets and open spaces appropriately to ensure 'life and attraction' at the street level for residents and visitors.

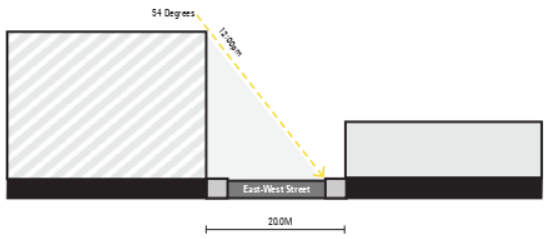
The Urban Design Guidelines for Victoria contains the following relevant Objectives and Guidelines:

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

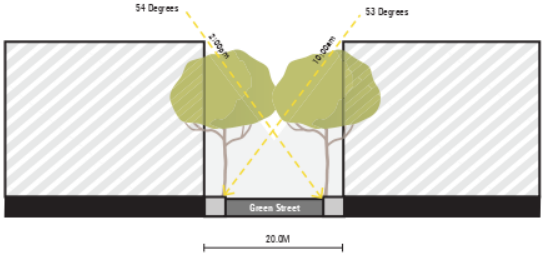
'5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.'

Within the Gertrude Street Precinct we recommend the following solar access measures to maintain appropriate solar access to the public realm, measured on 22 September (equinox):

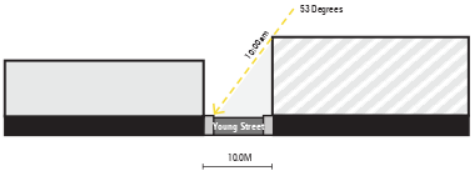
- Along **Gertrude Street** (Commercial street): avoid overshadowing of the southern Gertrude Street footpath (3m from property boundary) between the 10am and 2pm;
- Along **Green Streets** (refer to Figure 4 for locations): avoid additional overshadowing of the opposite western footpath (3m from property boundary) from 10am; and the opposite eastern footpath (3m from property boundary) before 2pm at the equinox. Kerb-outstands at intersections should also be protected.
- Along **Young Street-** a key pedestrian link between Brunswick Street and ACU Institutional Precinct (refer to Figure 4 for location): avoid additional overshadowing of the opposite western footpath (2m from property boundary) from 10am at the equinox. Do we need this? do we also need this for Brunswick St?
- Along **Side Streets (streets located within the study area)**: avoid additional overshadowing above the ground floor of buildings. On narrower perpendicular side streets, some overshadowing of footpaths (south side) is inevitable. It is determined that protection of solar access to first floor is acceptable in these locations.
- Along **Side Streets (streets located outside the study area):** avoid additional overshadowing of footpaths to opposite side of the street between 10am to 2pm.



12pm exquinox solar angle along 20m wide Gertrude Street



10am and 2pm exquinox solar angles along 20m wide north-south Green Streets



10am exquinox solar angle along 10m wide Young Street (potential future pedestrian street)

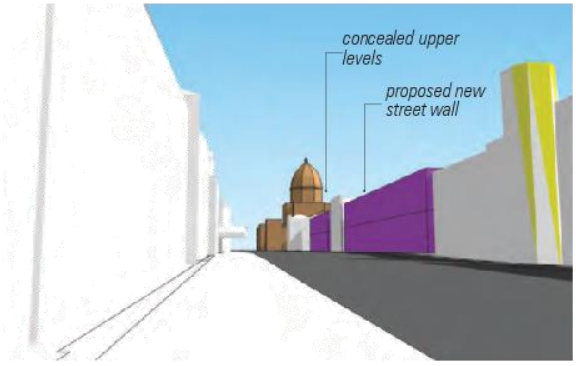
Local Views and Vistas

Determining important view locations to the Royal Exhibition Building will influence the shape of future development (heights and setbacks). Retaining views to and 'breathing space' around the heritage features of the building and responding to the low scale character of buildings in the WHE, is critical in maintaining the visual prominence of this World Heritage Site and the relationship to the consistent heritage street walls in the foreground along the north side of Gertrude Street.

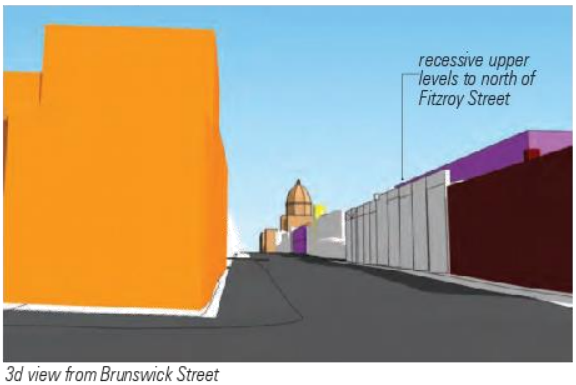
The existing World Heritage Environs extent (identified in Clause 22.14), applying to land on Gertrude Street to the west of Fitzroy Street will remain the critical consideration for the shaping on new built form on both heritage and non-contributory sites. New street walls should match the adjoining heritage street wall, with upper levels being largely concealed from street view to reinforce the street wall pattern and maintain space around the Dome.

In addition to this location, and while located outside of the World Heritage Environs (and DDO8), the Brunswick and Gertrude Street intersection (south side) is also an important viewpoint from a wayfinding, place identity perspective, at the junction of two activity centre spines. As noted above, new street walls and upper levels should avoid encroachment into this existing viewshed of the dome, drum, lantern and flagpole).

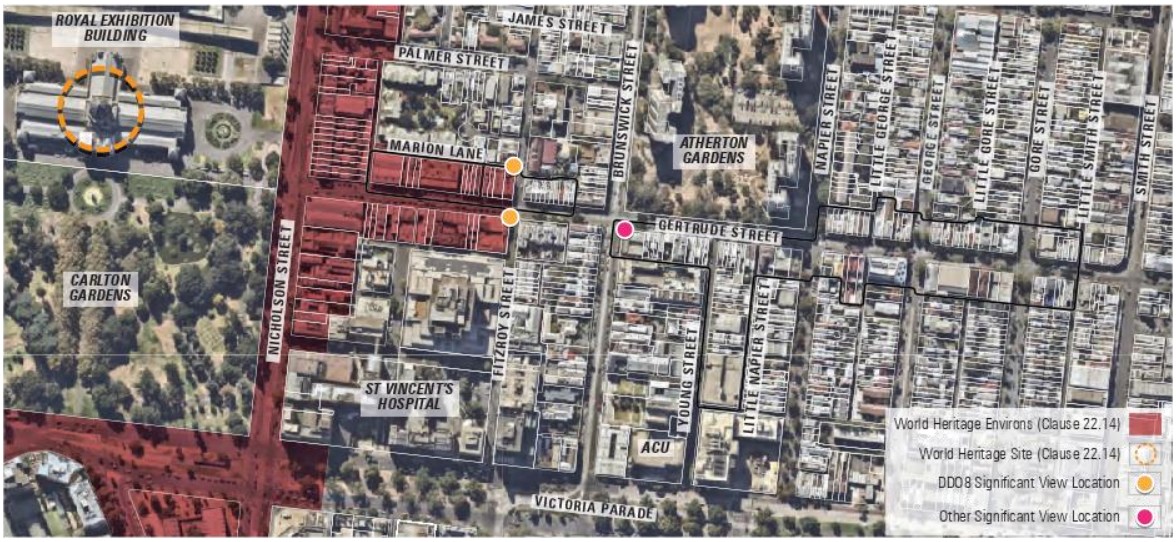
For Local Landmarks, such as the Former Champion Hotel (south east corner of Brunswick and Gertrude Street), it is necessary to ensure the visual prominence of important heritage features are maintained and the shaping of new upper levels has regard to existing views at this important intersection.



3d view from Fitzroy Street



3d view from Brunswick Street



Map of World Heritage Environs extent and significant views

Heritage Street Walls and Upper Levels

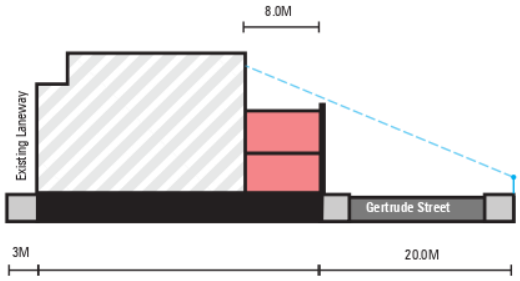
GJM has also provided heritage advice for appropriate upper level setbacks for heritage buildings (including VHR sites), which seek to reinforce the objectives found in Clause 22.02, 22.10, Clause 22.14 and DDO8.

A **default 8m measurement** (to the new built form and balcony line) is applied to all sites fronting Commercial Streets including Smith Street, Brunswick Street and Gertrude Street. This is to ensure adequate protection of the primary heritage 'volume' and local landmark features (including chimneys, and exposed roof forms) often found at the junction of commercial streets. The default upper level setback will also protect facade articulation in the streetscape elevation with spatial separation between the street wall frontage and recessive upper levels (behind).

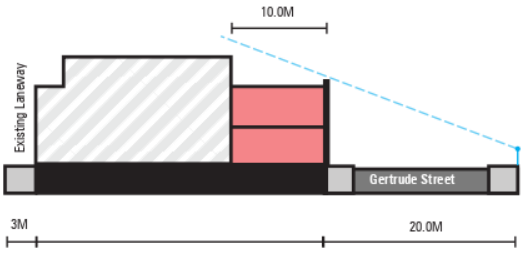
Where opportunity for taller development exists behind the heritage volume, a default upper level setback of 8m will be required in addition to consideration of a sensitive architectural design treatment (massing, form and materiality) to ensure the new form does not visually compete with the heritage element.

The default upper level setback requirement may be varied in special circumstances including:

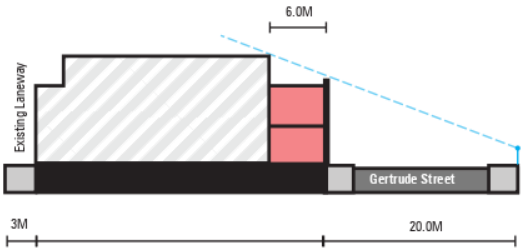
- An increased setback (10m) is required to protect important views to the Royal Exhibition Building World Heritage Site. This condition applies to properties along Gertrude Street within the World Heritage Environs (Clause 22.14); or
- A reduced setback (6m) is applicable on sites where the visual exposure of new upper levels does not compete with the heritage host building or where there is already an established setback line from recent development. This condition is applicable on properties on the north side of Gertrude Street between George and Gore Street.



Default upper level setback above heritage street wall



Preferred upper level setback above heritage street wall to protect views to World Heritage sites



Preferred upper level setback above heritage street wall where upper levels do not compete with heritage host building

New Street Wall and Upper Levels

In urban areas, almost all urban design guidelines seek to introduce a 'street wall' and 'upper-level front setback' measure. The purpose of such a distinction and separation is to ensure prominent 'traditional' forms and parapets within the streetscape while enabling the provision of new and increased heights in a recessive order. Upper-level setbacks also retain a sense of openness to the street, which is prominent in a pedestrian's field of vision and reinforce the traditional street wall scale. Within the study area, there is extensive heritage fabric which is to be retained and enhanced. The recommended built form parameters for contributory or individually significant sites draw on the provisions of Clause 22.02, 22.10, 22.14 and DDO8 (refer Heritage Street wall).

For most parts, Gertrude Street is clearly defined by consistent two-storey heritage parapet, with occasional variation (one to four storey). Future street walls should continue to match the adjoining heritage parapet datum, except for instances where adjoining heritage street wall is higher than 2 storeys. This is to retain heritage prominence in the streetscape.

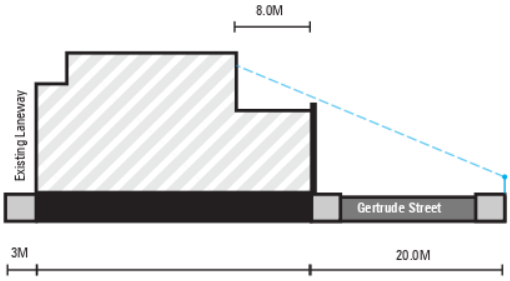
It is preferred that new built form continues the established urban fabric that is distinctive to Gertrude Street, comprising dominant street walls and recessive upper levels. The visual distinction between street walls and upper levels is also an important consideration. For this reason, a 'default' 8m setback along Commercial Streets and a minimum 3m* setback to side streets will be applicable to new form to:

- Provide a clear distinction between 'base' and 'top';
- Create a degree of consistency for upper levels that comprises a mix of heritage and non- heritage forms;
- Ensure the new upper level does not visually dominate the streetscapes; and
- Ensure no unreasonable overshadowing of the public realm.

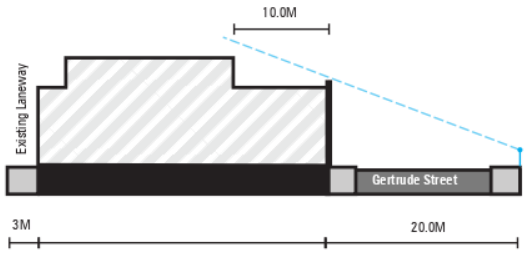
** We note that from heritage perspective, a 6m setback is preferred*

For sites within DDO8, the new street wall should match adjoining heritage parapet and upper-level addition should be visually concealed from key viewpoints.

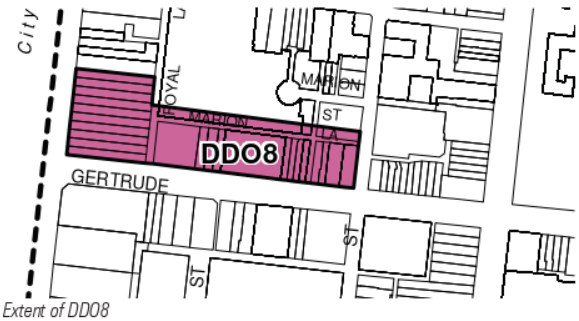
Between Fitzroy Street and Brunswick Street (outside DDO8 boundary), configuration of new upper levels will retain view lines to the heritage dome, from the Gertrude/ Brunswick Street junction.



Default upperlevel setback above new street wall



Preferred upperlevel setback above new street wall to protect views to World Hetriage sites



Extent of DDO8

Upper Level Expression

The design of upper levels of new development should:

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

Heritage Frontages

Based on an understanding of heritage advice and the distinct built form character between Gertrude and Young Streets, the following parameters guide the preferred built form response for heritage frontages in the study area:

- Retention of all built fabric within sites with VHR designation (89 George Street). It also precludes new built form within the 'air rights' above VHR buildings.
- Where new buildings are proposed within the side or rear setback of VHR sites, they are to be positioned behind existing structures, ensuring heritage frontages are not concealed by new forms from streetscape views.
- Heritage forms (both VHR and Non-VHR) should retain existing heritage frontages, including street setbacks. This is particularly relevant to Young Street where existing heritage forms (including single-storey residential) are setback from the street frontage.

Transition

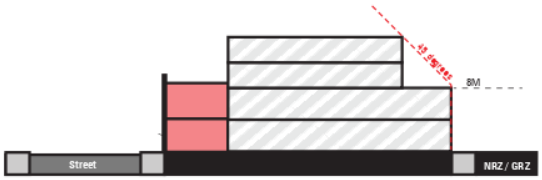
In this part of Fitzroy, the transition in building scale is gradual. The broader skyline is dominated by a World Heritage Site, landmark structures (municipal and local), high-rise developments at Atherton Gardens and mid-rise forms associated with institutional and education facilities further south. There are few examples of recent construction along the Gertrude Street spine aside from No. 182 Gertrude Street (5 storeys) and several instances of single-storey pop-ups atop of heritage shopfronts.

Residential Interfaces (including laneway)

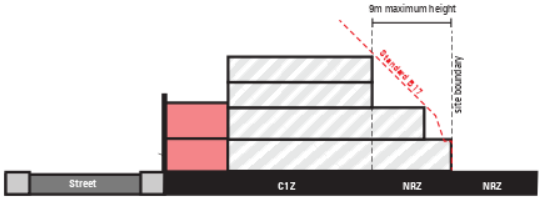
Unlike Brunswick and Smith Street, Gertrude Street comprises a varied pattern of laneways to the rear of lots (west of Napier Street). There are many instances where lots have a direct abuttal to residential properties, while infill lots (within the centre of an urban block) are separated from its residential interface by rear laneways. Residential interfaces are often defined by secondary frontage or party walls (1- 2 storeys). Along these residential interfaces (with, or without laneway separation), an 8m (2 storeys) form built to the boundary with recessive upper-level setback (behind a 45- degree setback envelope) to ensure residential amenity is protected.

Within the study area, there are several allotments that are greater than 40m with a primary frontage to Gertrude Street and a side interface to a laneway or direct abuttal with NRZ. While more can typically be achieved on a deeper allotment, consideration for amenity impact on adjoining private open space and to provide a subtle transition that is commensurate with surrounding lower-order interfaces will result in a more modest outcome. Building setbacks are therefore shaped to ensure neighbouring private open space achieves a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.

Of these deep allotments, No. 58-164 and 169-173 Gertrude Street are partially zoned NRZ to the rear of lots (1). Acknowledging the specified maximum height of 9m and requirements found under ResCode, a Standard B17 setback is applied to these interfaces to ensure adequate separation between dwellings on adjacent lots.



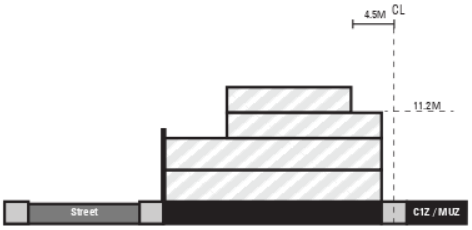
Preferred built form transition to residential zone land (GRZ/NRZ)



Preferred built form transition where NRZ is applied to rear of site

Non-Residential Interfaces (including laneway)

Future development should respond to the varied function, widths and configuration of existing laneway network. Where new development is separated from adjoining non- residential sites by a laneway (typically 3m wide), it should present a maximum 11.2m (3 storeys) form at the interface, with any built form above set back 4.5m from the centreline of the laneway.
This ensures a minimum distance of 9m is provided between adjoining sites to facilitate equitable development achieving adequate separation between dwellings.



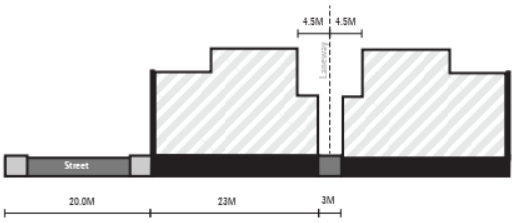
Preferred built form transition to MUZ or C1Z sites

Building Separation, Amenity & Equitable Development

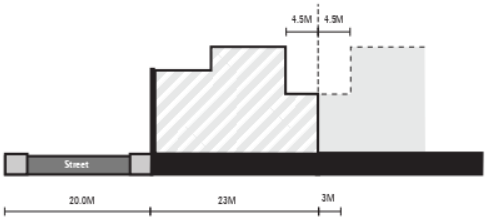
New development should provide a design response that considers the existing condition and future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows. Development should be setback from common boundaries to provide separation between buildings at the upper levels (above the street wall):

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

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

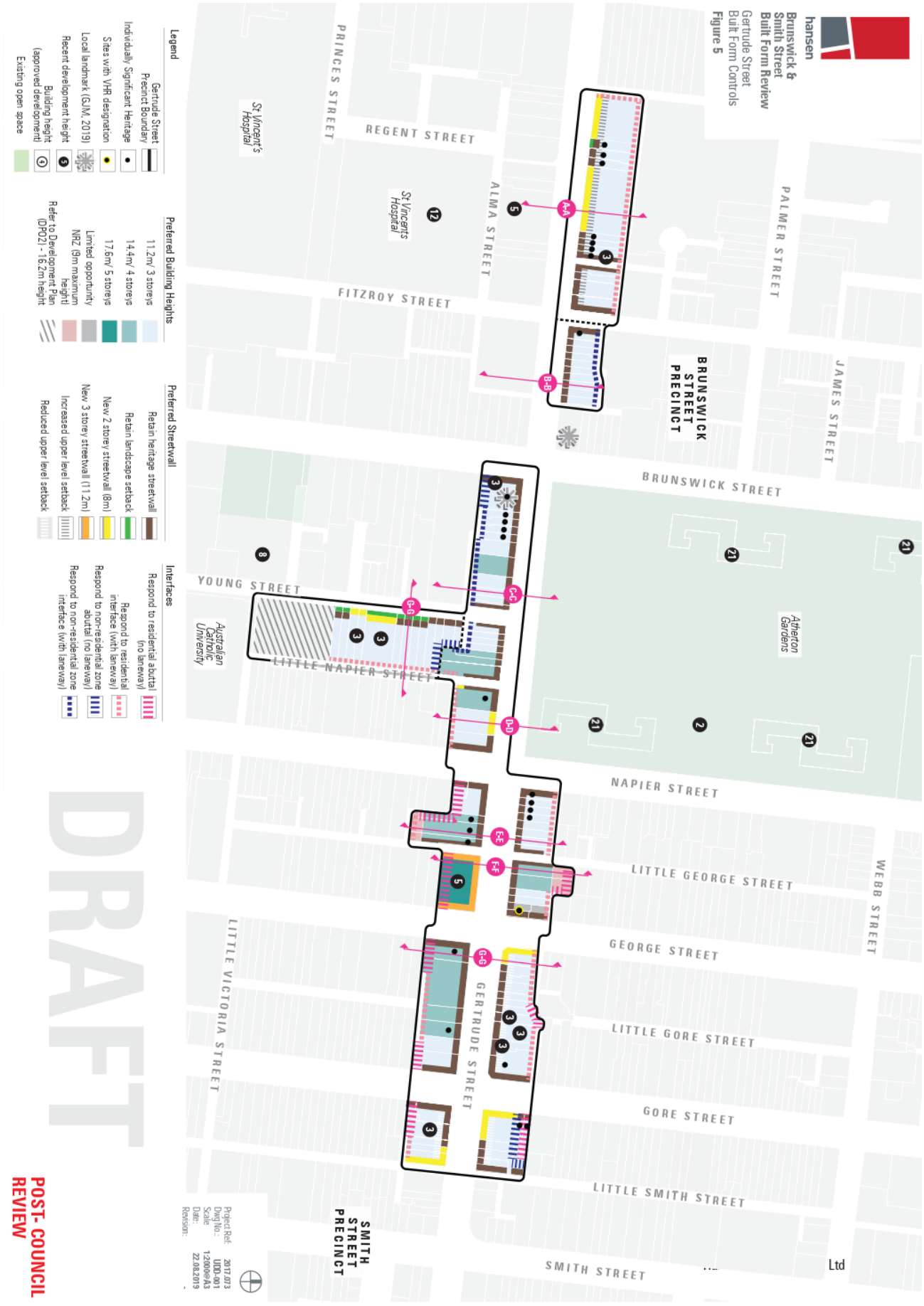


Preferred 4.5m setback of upper levels from centreline of laneway (minimum 3m wide)



Preferred 4.5m setback of upper levels from rear boundary

Attachment 10 - Attachment 10 - Gertrude Street Built Form Framework



PART 4: RECOMMENDED CONTROLS

4.1 Methodology

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

- Planning Policy Framework;
- Local Planning Policy Framework, including Zones and Overlays;
- Practice Note No. 60 – Height and Setback Controls for Activity Centre;
- Practice Note No. 59 – The Role of Mandatory Provisions in Planning Schemes;
- City of Yarra Housing Strategy (Adopted 4 September 2018);
- Review & Development of the City of Yarra Landmarks Policy (March 2018);
- Urban Design Guidelines for Victoria, 2017;
- Anticipated scale and form of development outside the study area (i.e. within Residential and Employment Zones);
- Views to existing municipal and local landmarks from the public realm;
- Recognition of Yarra's heritage skyline;
- Recent development approvals (including those currently under-construction);
- 3D computer modelling of built form testing for the study area;
- Independent heritage advice and existing character considerations, consistent with the expert heritage advice provided by Council's heritage advisors (GJM Heritage);
- The overall Brunswick Street and Smith Street Built Form Review Background Report (November, 2019); and
- Extensive site inspections and workshops with Council's officers.
- Planning Panel Recommendations for:
  - Johnston Street Local Area Plan (C220);
  - Queens Parade Built Form Review (C223).

4.2 Assumptions

Formula for Deriving Numerical Building Heights

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

- Respond to the typical heights found within heritage buildings (between 8-11.2m);
- Accommodate for greater than minimum standards and provide flexibility for future uses;
- Allowance for other design elements to be accommodated, such as parapets, railings, etc.

The following numerical floor to floor dimensions were employed:

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

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

Formula for Deriving Numerical Streetwall Heights

The maximum streetwall heights have been calculated based on the above floor to floor heights, plus additional height to allow for parapets, balustrades and minor architectural features.

Zero front setback

New buildings within Activity Centres and inner urban areas such as Gertrude Street should generally be built to the street frontage in order to:

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

With the exception of retaining existing front setbacks, all new street walls within the commercial and mixed use zone should be built to boundary.

Top Floor Depth

A minimum depth of approximately 10m for the upper most level has been considered in determining overall building heights. This minimum dimension is based on a typical apartment depth, and provision of efficient access.

4.3 Precincts

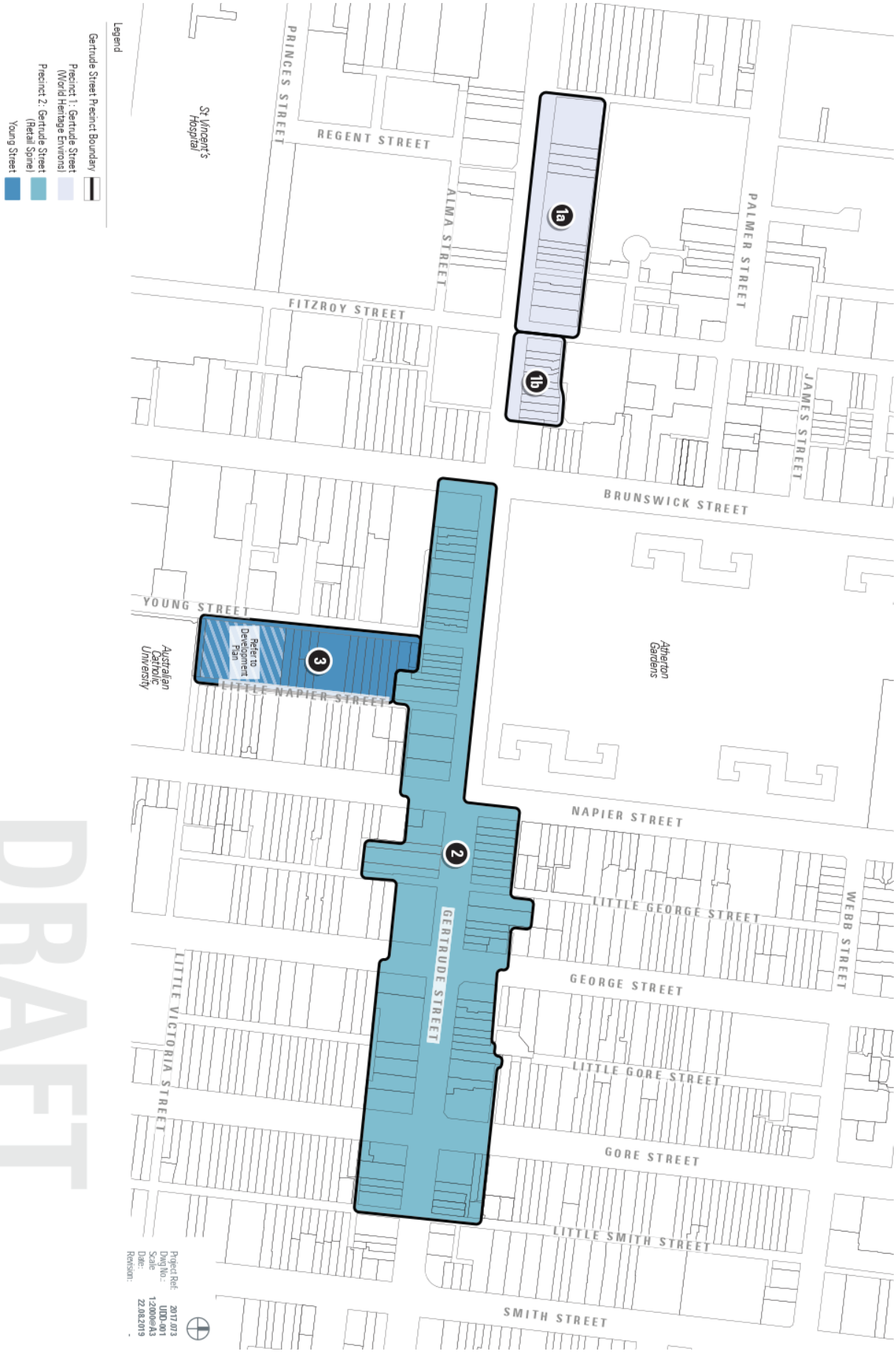
Based on the linear extent of Gertrude Street and the distinction in future built form character along the corridor and to perpendicular side streets as determined by the Built Form Framework Plan the study area is divided into several precincts including:

- Gertrude Street (West of Brunswick Street)
- Gertrude Street (East of Brunswick Street); and
- Young Street (Residential Back Bock).

PRECINCTS	STREET WALLS / GROUND LEVEL SETBACKS	PREFERRED MAXIMUM BUILDING HEIGHTS
GERTRUDE ST (WEST OF BRUNSWICK ST)	▪ Match adjoining heritage eaves/ parapet, or lower. ▪ Preserve views to Royal Exhibition Building (World Heritage Site). ▪ 10m upper level setback between Fitzroy Street and Royal Lane.	11.2m (3 storeys)
GERTRUDE ST (EAST OF BRUNSWICK ST)	▪ Match adjoining heritage eaves/ parapet, or lower. ▪ Preserve existing buildings on VHR sites. ▪ 8m upper level setback or 6m upper level setback on 3 storey sites between Gore and George Streets (north side of Gertrude St).	11.2m (3 storeys) to 17.6m (5 storeys)
YOUNG STREET (RESIDENTIAL BACK-BLOCK)	▪ Retain existing front setback. ▪ Retain maintain main building including exposed roof forms for heritage sites (in accordance with Clause 22.02). ▪ Match adjoining heritage eaves/ parapet, or lower. ▪ 2 storeys (8m) street wall for non-contributory sites. ▪ 3m upper level setback on non-contributory sites.	11.2m (3 storeys)

The following diagram illustrates a breakdown of these precinct boundaries (overleaf).

Attachment 10 - Attachment 10 - Gertrude Street Built Form Framework



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PRECINCT 1: GERTRUDE STREET, WEST BRUNSWICK STREET

This precinct comprises lots with a primary frontage to Gertrude Street (north side of the street) between Brunswick Street in the east and Royal Lane in the west. It includes lots along Gertrude Street within the World Heritage Environs (Clause 22.14).

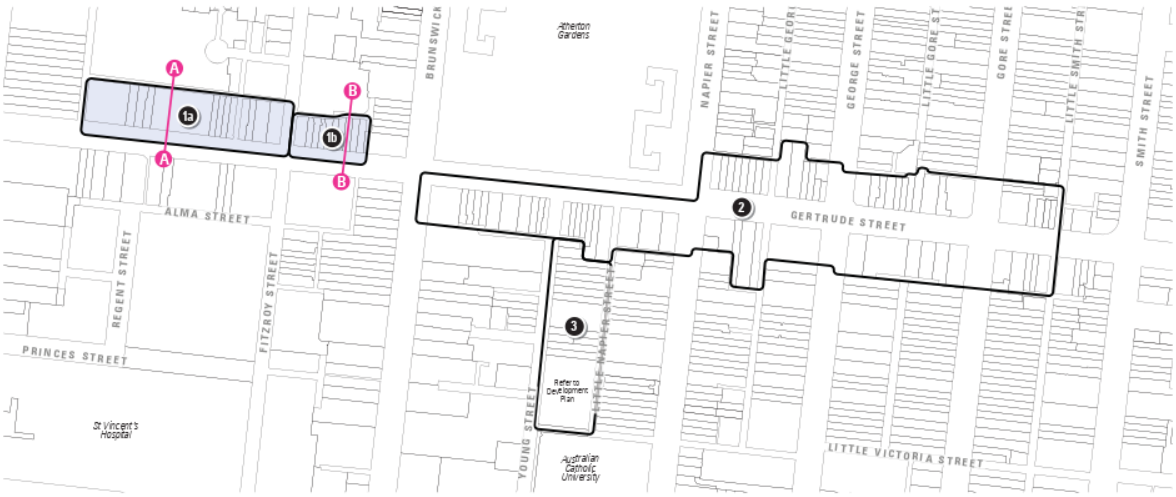
Preferred precinct character statement

There is minimal change expected to occur on the western end of Precinct 1 (specifically within the existing DDO8 extent). Future development will continue to maintain and conserve the valued heritage character. New street walls will match the 2 storey parapet with visually concealed upper levels, protecting significant views and vistas to the Royal Exhibition Building and Carlton Gardens.

Between Fitzroy Street and Brunswick Street, new upper levels will minimise visual exposure when viewed from the southern footpath and in the oblique, ensuring future upper level additions do not interrupt or clutter the key views to the Royal Exhibition Building from the junction of Gertrude and Brunswick Streets to reinforce legibility and wayfinding at 2 activity centre spines.

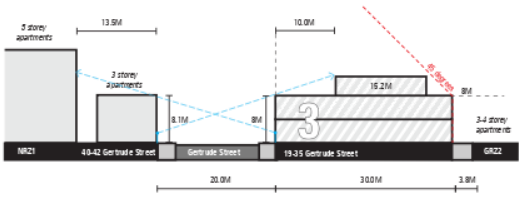
Built Form Objectives

- To realise modest mixed-use redevelopment that respects the heritage values of the precinct and protects important views that contribute to the World Heritage Environs area.
- Existing DDO8 Objectives:
  - *To protect the World Heritage values of the Royal Exhibition Building and Carlton Gardens.*
  - *To reinforce the built form character of the area as being essentially of low-rise buildings.*
  - *To protect views of the drum, dome, lantern and flagpole of the Royal Exhibition Building from the footpath on the south side of Gertrude Street and along Marion Lane, west of Fitzroy Street.*
- To ensure the heritage frontage remains visually dominant and new development is visually recessive and does not dominate the streetscape.
- To retain a consistent and orderly streetscape presentation.
- To support development that contributes to an active, high quality and pedestrian friendly environment.
- To minimise the impact of overshadowing to footpaths on the opposite side of Gertrude Street.
- To provide subtle transition to residential interfaces.

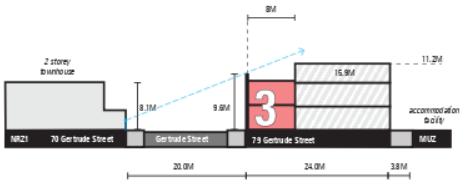


Guidelines

1. Ensure new infill street walls match the parapet height of adjoining heritage forms.
2. Ensure upper levels are visually concealed to manage views to the Royal Exhibition Building from the identified view locations.
3. Ensure new development maintains solar access to:
   - The footpath on the south side of Gertrude Street between 10am and 2pm at the equinox.
   - The western footpath of Fitzroy Street (2m from property boundary) from 10am; and the opposite eastern footpath (2m from property boundary) before 2pm.
   - For other streets within the study area, to first floor between 10am and 2pm at the equinox (21 September).
4. Facilitate equitable development outcomes to adjacent sites through adequate building separation to rear boundaries.



Gertrude Street indicative cross-section A-A



Gertrude Street indicative cross-section B-B

PRECINCT 2: GERTRUDE STREET, EAST BRUNSWICK STREET

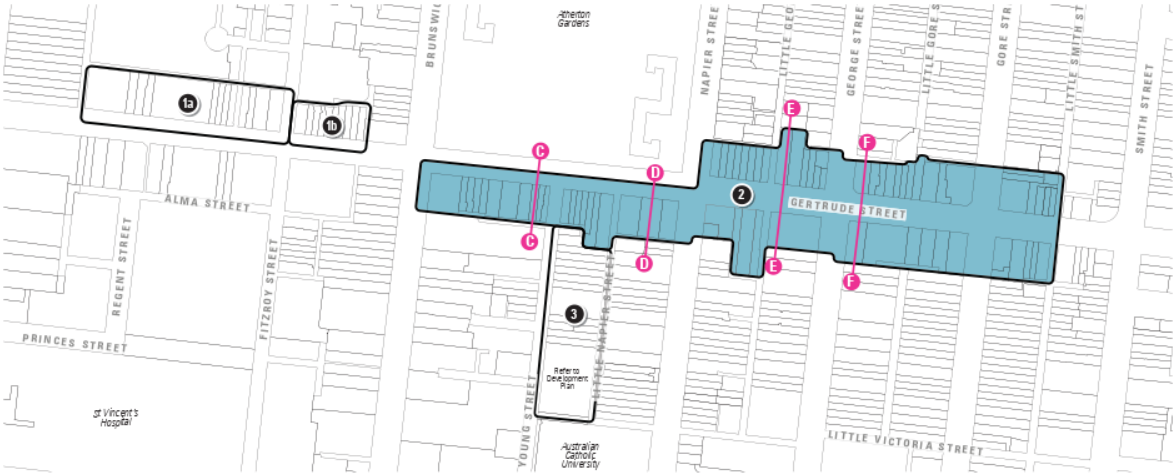
This precinct comprises lots with a primary frontage to Gertrude Street between Brunswick Street in the west and Little Smith Street in the east.

Preferred precinct character statement

Gertrude Street (East) will continue to be defined by fine-grained, predominantly 2 storeys heritage shop frontages and complemented by established canopy trees. Infill development opportunities within the precinct will be recessive, adopting a 'street wall and setback' model to retain the prominence and consistency of the heritage parapet when viewed from within the street corridor. New upper levels will turn the corner to the broad Green Street frontages and transition to residential interfaces at the rear. Further east, upper levels will be stepped to reinforce the sloping streetscape leading to Smith Street Activity Centre.

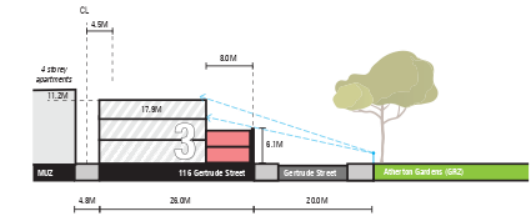
Built Form Objectives

- To realise modest mixed-use redevelopment that respects the heritage values of the precinct.
- To retain the consistent and orderly streetscape presentation of heritage frontages.
- To ensure the heritage frontage remains the visually dominant element of built form in Gertrude Street and new development is visually recessive and does not dominate the streetscape.
- To retain existing built fabric on VHR sites.
- To support development that contributes to an active, high quality and pedestrian-friendly environment.
- To maintain solar access to footpaths on the opposite side of Gertrude Street and 'green' streets.
- To reinforce the change in topography experienced between the east and west of George Street, ensuring buildings continue to step down along the slope.
- To provide adequate transitions to residential interfaces.

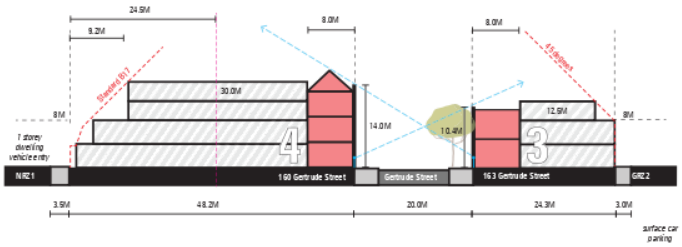


Guidelines

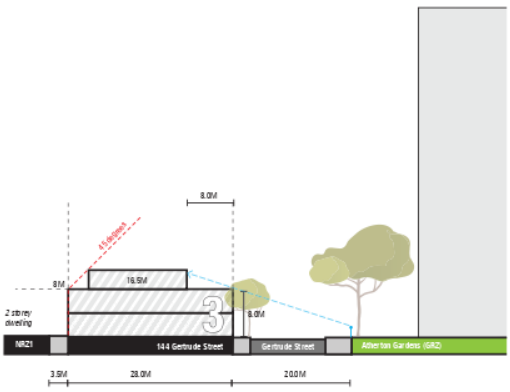
1. Ensure new street walls match the parapet height of adjoining heritage forms.
2. Between George and Gore Street, reduced upper level setback should maintain visual prominence of the heritage parapet.
3. Establish a clear distinction between street wall and rising form behind.
4. Encourage retention and repurposing of existing built form on VHR sites.
5. Ensure new development on corner sites is designed in the round and 'turns the corner' to address all street frontages.
6. Ensure new development maintains solar access to:
   - The footpath on the south side of Gertrude Street between 10am and 2pm at the equinox.
   - The western footpath of Napier, George and Gore Streets (3m from property boundary) from 10am; and the opposite eastern footpath (3m from property boundary) before 2pm. Kerb-outstands at intersections should also be protected.
   - For other streets within the study area, to first floor between 10am and 2pm at the equinox (21 September).
   - For streets outside of the study area, the opposite footpath between 10am and 2pm at the equinox (21 September).
7. Ensure new development avoids the presentation of overly stepped or 'wedding-cake' presentation.
8. Encourage laneway extension, or widening to accommodate servicing and parking access, where laneways terminate mid-block or are too narrow.
9. Encourage continuation of awnings over footpaths.



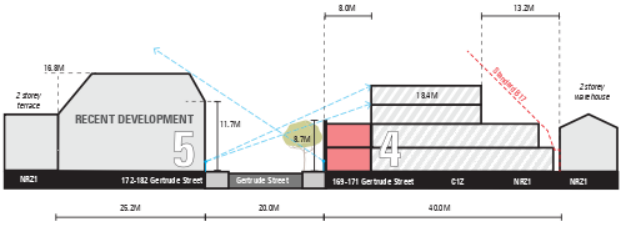
Gertrude Street indicative cross-section C-C



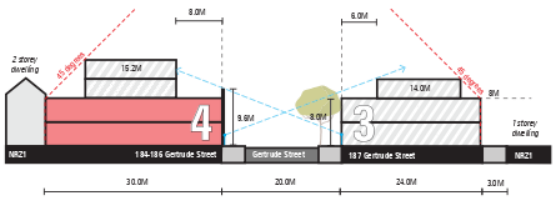
Gertrude Street indicative cross-section E-E



Gertrude Street indicative cross-section D-D



Gertrude Street indicative cross-section F-F



Gertrude Street indicative cross-section G-G

PRECINCT 3: YOUNG STREET

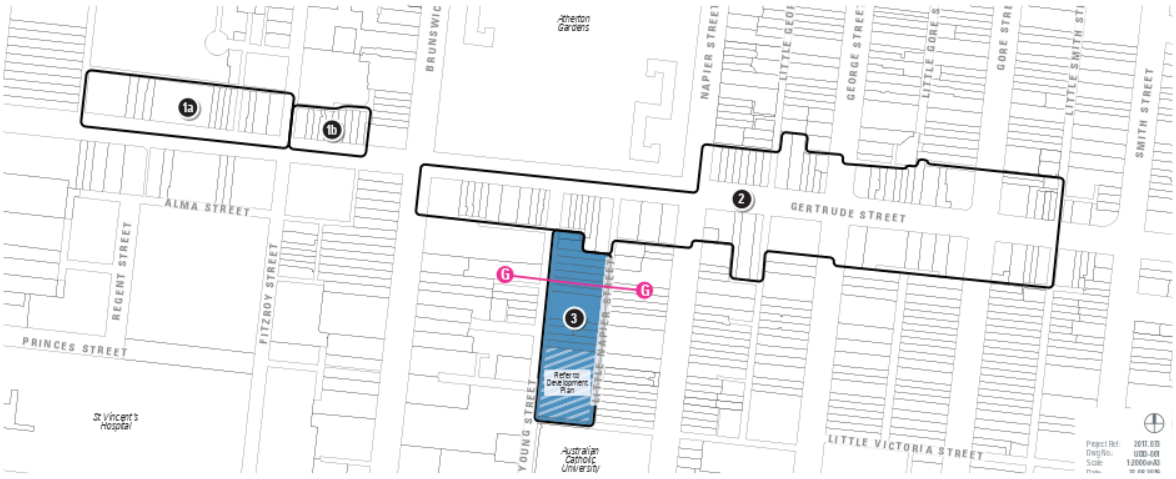
This precinct comprises lots with a primary frontage to Young Street (east side) between the rear of lots fronting Gertrude Street in the north and Little Victoria Street in the south.

Preferred precinct character statement

Young Street will continue to be defined by fine-grain heritage forms of predominantly residential character with ground-level setbacks providing 'borrowed landscape' to the public realm. Future development will be visually recessive behind the heritage frontage while providing an appropriate transition to the residential interface to Little Napier Street. New infill buildings will continue the existing street setback alignment of adjoining sites and be transitioned to protect the amenity of residential properties outside the study area.

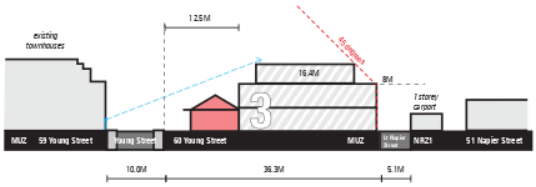
Built Form Objectives

- To realise a modest mixed use development outcome that respects the heritage and streetscape character of Young Street.
- To retain the heritage frontages, including street setbacks, visible roof forms and street walls.
- To protect residential amenity within and outside the precinct.



Guidelines

1. Ensure new developments are positioned to the rear, or behind existing heritage frontage.
2. Ensure new development retains existing front setbacks and established gardens along Young Street.
3. Ensure new development reinforces the character of Young Street through retaining subdivision pattern, roof profile, facade articulation and material treatment.
4. New building frontages to Little Napier Street are encouraged.
5. Ensure servicing and car parking is provided from secondary side streets or rear laneways.
6. Ensure new development maintain solar access to:
   - Western footpath of Young Street (2m from property boundary) from 10am at the equinox.
   - For streets outside of the study area (Little Napier Street), the opposite property boundary before 2pm at the equinox (21 September) to protect solar acess to private open space and habitable room windows on neighbouring sites.
7. Encourage streetscape improvements along Young Street as a key pedestrian link between Napier Street and ACU.



Young Street indicative cross-section G-G

4.4 General Built Form Guidelines

Built Form Recommendations

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

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

Visually distinct additions and upper levels

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

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

Architectural Considerations

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

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

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

New forms should also ensure exposed party walls to side boundaries are designed to be visually dynamic to minimise visual bulk.

Active and Semi Frontages

In Activity Centres and Mixed Use areas, buildings must provide sufficient activation at street level to foster 'life' on the street and provide opportunities to maximise safety via passive surveillance. Along the key movement corridors such as Gertrude Street active ground frontages are encouraged.

Along local streets and mixed use areas, semi-active frontages are more appropriate. As these 'less active' frontages still maintain an appropriate level of passive surveillance, while also providing more privacy and seclusion to the inside of the building, befitting the nature of the use as a dwelling or office.

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

Upper levels also provide opportunities for 'eyes on the street' and contribute to passive surveillance of the public realm. Windows and balconies that orientate towards the street (rather than to side boundaries) are encouraged.

Public Open Space provision

Public open space is an important element within urban areas, as is its spatial provision. In inner urban areas such as the Gertrude Street Precinct the provision of small public parks is important to the social health and well-being of a local community. There are presently no 'pocket parks' within the study area. The corner of Gertrude and Smith Street comprises a small (privately owned) pocket park on the south-west side of the street. Atherton Gardens also serves as an important link to broad, green open space comprising public seating areas and playgrounds.

While there are no current plans for future pocket parks in the precinct, opportunity may exist along intersecting Green Streets where there are presently kerb outstands providing wider footpaths and landscape.

Services and Vehicle access

Ensure servicing and car parking is provided from secondary side streets or rear laneways.

The consolidation of services into basement levels is highly encouraged to mitigate extent of inactive, blank walls to the public realm.

Design and Development Overlay Schedule 29 - Brunswick Street Shops

1 Objectives

To ensure development responds to the heritage character and open streetscape of Brunswick Street by supporting:

- A new lower- to mid-rise character (ranging from 4 to 6 storeys) behind a consistent street wall north of Leicester Street and south of Johnston Street;
- The existing low-rise character (ranging from 3 to 4 storeys) and consistent intact street wall between Johnston Street and Leicester Street;
- The existing low-rise character (ranging from 3 to 4 storeys) at the intersections at Johnston Street and Gertrude Street.

To retain view lines to St Patrick's Cathedral and the St Luke's Church and to retain the prominence and integrity of corner heritage buildings, particularly at the Johnston and Gertrude Street intersections.

To ensure development maintains the prominence of the existing low-scale heritage street wall and fine-gain heritage character through recessive upper levels and a façade composition and articulation that complements the Brunswick Street character.

To encourage development design that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Brunswick Street, side streets and public spaces.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
  - in a MUZ, the alterations include and/or retain existing windows and pedestrian entry points and do not create blank walls
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height Requirements

Street wall heights must not exceed the heights specified in Maps 1 and 2, as applicable and as stated below, where applicable.

Along Brunswick Street, development should achieve a continuous street wall with no front setback.

Infill development must match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary, but must not be higher than 11.2 metres where an adjacent heritage street wall is taller.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street;
- heritage fabric of the return facades of heritage buildings on corner sites.

2.4 Upper Level Front and Side Set Back Requirements

Upper levels above the Brunswick Street street wall must be set back by a minimum of 8 metres.

For development over 16.4 metres, the top most upper level above a heritage building should be set back a further 3.2 metres from the Brunswick Street frontage.

Upper levels above the Johnston Street street wall must be a setbacks minimum of 6 metres.

Upper levels above a side street wall should be set back a minimum of 6 metres.

Upper levels should:

- be visually recessive from Brunswick Street frontages and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;
- be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

Projections such as building services and architectural features (other than shading devices, moldings etc.) and balconies should not intrude into a setback.

Balustrades may intrude into the setback above the street wall.

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Overall Building Height Requirements

Development must not exceed the heights shown on Maps 1 and 2, as applicable.

Architectural features may exceed the building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

Attachment 11 - Attachment 11 - Fitzroy Design and Development Overlays

Map 1: Street Wall and Building Heights North of Greeves Street, Fitzroy



Map 2: Street Wall and Building Heights South of Greeves Street, Fitzroy



2.6 Interface Requirements

Development on a rear boundary should not exceed the maximum heights in Table 1.

Table 1: Rear boundary wall heights

Adjoining Zone	Maximum rear boundary wall height
NRZ	8m – Whether or not separated by a laneway
GRZ	11.2m – Where there is an existing laneway 8m – Where there is no laneway
MUZ / C1Z	11.2m – Whether or not separated by a laneway

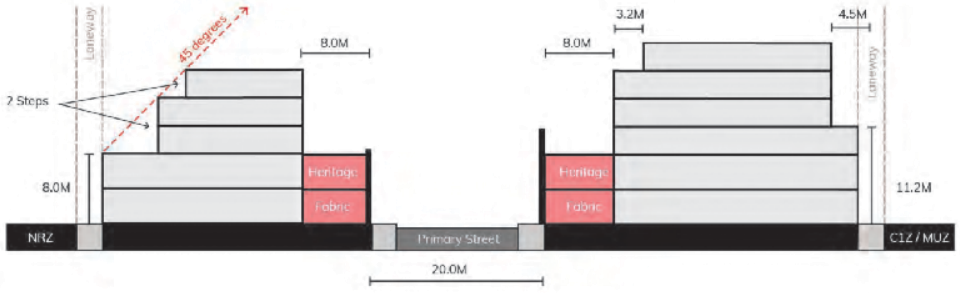
Upper levels above a rear boundary wall must be set back from the rear boundary and be contained within a 45 degree setback envelope. The envelope's angle is to be measured perpendicular to the adjoining residential site's boundary, taken from the centre of the boundary. This does not apply to a Commercial 1 Zone and/or Mixed Use Zone interface.

Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites, including where separated by a laneway.

Figure 1: Indicative Cross Section and Measurements



2.7 Overshadowing and Daylight Access

Development should meet the objective of Clause 55.04-5 Overshadowing for adjoining land within a Neighbourhood Residential Zone and/or General Residential Zone, including where separated by a laneway.

New development must not overshadow:

- the opposite footpath of Brunswick and Johnston Streets and side streets over 10 metres wide (boundary to boundary), as applicable, measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and

- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

New development should not overshadow properties fronting Kent Street, east side, from the first floor upwards between 10am and 2pm at 22 September.

2.8 Common Boundary and Building Separation Requirements

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Buildings in the Commercial 1 Zone and Mixed Use Zone should:

- Be designed to accommodate commercial activity at the ground and first floor levels;
- Incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground and first floor level, where heritage elements are not a constraint.

2.10 Façade Design Requirements

Infill development fronting Brunswick Street should achieve a fine-grain, shop front design at ground level that includes elements of:

- a stall riser;
- pilasters;
- a verandah or canopy (where applicable); and
- clerestory window.

Development on streets other than Brunswick Street should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Development façades should:

- relate to the vertical and horizontal proportions of the traditional fine-grain, retail shop front character of Brunswick Street;
- create a suitable ratio of solid and void elements;
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.;
- avoid overly busy facades that rely on a multitude of materials and colours;
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoid highly reflective glazing in openings of heritage buildings;
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts;
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order to preference).

Car parking should be located within a basement or concealed from the public realm.

Development must not provide additional vehicular access from Brunswick Street.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
    - reduces car dependence and promotes sustainable transport modes, and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.11 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of the development fronting Brunswick Street achieves a fine grain, traditional retail shop front character.
- Whether development retains the prominence of the heritage street wall in the vistas along Brunswick Street.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of Brunswick Street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect 2 years after publication in the Government Gazette *(Note: Minister to insert date)*

Reference Documents

Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019

Brunswick and Smith Street Built Form Review – Heritage Analysis and Recommendations. 2019

Brunswick and Smith Street Built Form Review – Brunswick Street and Town Hall Built Form Framework, 2019

Traffic Engineering Assessment – Brunswick Street and Smith Street Activity Centres, 2019

Design and Development Overlay Schedule 30 - Smith Street Shops

1 Objectives

To ensure development responds to the heritage character and varied streetscape of Smith Street by supporting:

- A new lower- to mid-rise character (ranging from 4 to 6 storeys) behind a consistent street wall north of Stanley and St David Streets and south of Gertrude Street;
- A new mid-rise character (ranging from 3 to 8 storeys) behind a varied heritage street wall between Stanley and St David Streets and Gertrude and Langridge Street.

To retain view lines to the former department stores and the prominence and integrity of corner heritage buildings, particularly at the Johnston Street intersection.

To ensure development maintains the prominence of the existing heritage street wall and fine-gain heritage character through recessive upper levels and a façade composition and articulation that complements the Smith Street character.

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Smith Street, side streets and public spaces.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
    - the alteration does not include the installation of an external roller shutter
    - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
    - in a MUZ, the alterations include and/or retain existing windows and pedestrian entry points and do not create blank walls
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height Requirements

Street wall heights must not exceed the heights specified in Maps 1 and 2, as applicable and as stated below, where applicable.

Along Smith Street, development should achieve a continuous street wall with no front setback.

Infill development must match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary, but must not be higher than 11.2 metres where an adjacent heritage street wall is taller.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street;
- heritage fabric of the return facades of heritage buildings on corner sites.

2.4 Upper Level Front and Side Set Back Requirements

Upper levels above the Smith Street street wall must be set back by a minimum of 8 metres.

For development over 16.4 metres, the top most upper level above a heritage building should be set back a further 3.2 metres from the Smith Street frontage.

Upper levels above the Johnston Street street wall must be a setbacks minimum of 6 metres.

Upper levels above a side street wall should be set back a minimum of 6 metres.

Upper levels should:

- be visually recessive from Smith Street frontages and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;
- be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

Projections such as building services and architectural features (other than shading devices, moldings etc.) and balconies should not intrude into a setback.

Balustrades may intrude into the setback above the street wall.

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Overall Building Height Requirements

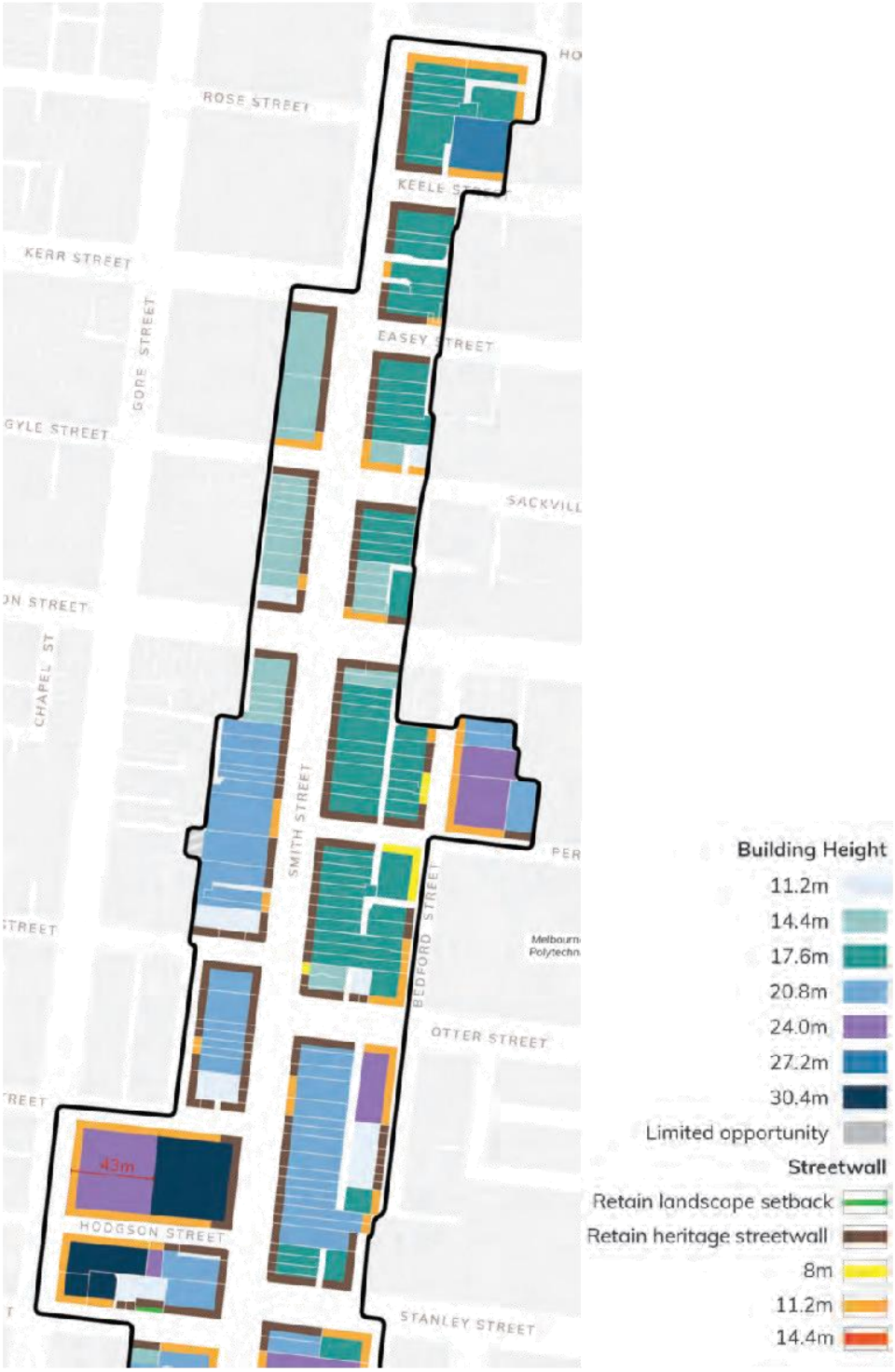
Development must not exceed the heights shown on Maps 1 and 2, as applicable.

Architectural features may exceed the building height.

Service equipment/structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment and/or structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

Map 1: Street Wall and Building Heights North of Stanley and Moor Streets



Map 2: Street Wall and Building Heights South of Stanley and Moor Streets



2.6 Interface Requirements

Development on a rear boundary should not exceed the maximum heights in Table 1.

Table 1: Rear boundary wall heights

Adjoining Zone	Maximum rear boundary wall height
NRZ	8m – Whether or not separated by a laneway
GRZ	11.2m – Where there is an existing laneway 8m – Where there is no laneway
MUZ / C1Z	11.2m – Whether or not separated by a laneway

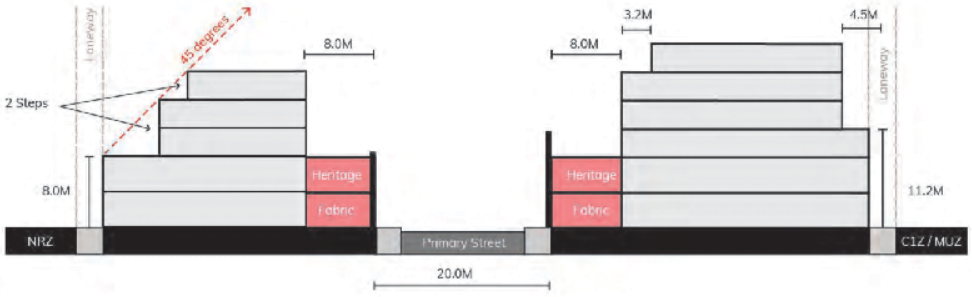
Upper levels above a rear boundary wall must be set back from the rear boundary and be contained within a 45 degree setback envelope. The envelope's angle is to be measured perpendicular to the adjoining residential site's boundary, taken from the centre of the boundary. This does not apply to a Commercial 1 Zone and/or Mixed Use Zone interface.

Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites, including where separated by a laneway.

Figure 1: Indicative Cross Section and Measurements



2.7 Overshadowing and Daylight Access

Development should meet the objective of Clause 55.04-5 Overshadowing for adjoining land within a Neighbourhood Residential Zone and/or General Residential Zone, including where separated by a laneway.

New development must not overshadow:

- the opposite footpath of Smith, Johnston, Gertrude and Langridge Streets and side streets over 10 metres wide (boundary to boundary), as applicable, measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and

- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

New development should not overshadow properties fronting Bedford, Little Oxford Street and Little Smith Street, from the first floor upwards between 10am and 2pm at 22 September.

2.8 Common Boundary and Building Separation Requirements

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Buildings in the Commercial 1 Zone should:

- Be designed to accommodate commercial activity at the ground and first floor levels;
- Incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground and first floor level, where heritage elements are not a constraint.

2.10 Façade Design Requirements

Infill development fronting Smith Street should achieve a fine-grain, shop front design at ground level that includes elements of:

- a stall riser;
- pilasters;
- a verandah or canopy (where applicable); and
- clerestory window.

Development on streets other than Smith Street should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Development façades should:

- relate to the vertical and horizontal proportions of the traditional fine-grain, retail shop front character of Smith Street;
- create a suitable ratio of solid and void elements;
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.;
- avoid overly busy facades that rely on a multitude of materials and colours;
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoid highly reflective glazing in openings of heritage buildings;
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts;
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order to preference).

Car parking should be located within a basement or concealed from the public realm.

Development must not provide additional vehicular access from Smith Street.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.11 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of the development fronting Smith Street achieves a fine grain, traditional retail shop front character.
- Whether development retains the prominence of the heritage street wall in the vistas along Smith Street.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of Smith Street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect 2 years after publication in the Government Gazette *(Note: Minister to insert date)*

Reference Documents

Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019

Brunswick and Smith Street Built Form Review – Heritage Analysis and Recommendations. 2019

Brunswick and Smith Street Built Form Review – Smith Street Built Form Framework, 2019

Traffic Engineering Assessment – Brunswick Street and Smith Street Activity Centres, 2019

Design and Development Overlay Schedule 31 - Gertrude Street Shops

1 Objectives

To ensure development responds to the heritage character and intact streetscape of Gertrude Street by supporting a low-rise character (ranging from 3 to 4 storeys).

To ensure development retains view lines to the drum, dome, lantern and flagpole of the Royal Exhibition Buildings and respects the prominence and integrity of corner heritage buildings.

To ensure development maintains the prominence of the low-scale heritage street wall and buildings through recessive upper levels and façade composition and articulation that complements the Gertrude Street character.

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Gertrude Street, side streets and public spaces.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height and Setback Requirements

Street wall heights must not exceed the heights specified in Map 1 and as stated below, where applicable.

Along Gertrude Street, development should achieve a continuous street wall with no front setback.

Infill development must match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street;
- heritage fabric of the return facades of heritage buildings on corner sites.

2.4 Upper Level Setback Requirements

Upper levels above the Gertrude Street street wall must be set back by:

- a minimum of 10 metres west of Brunswick Street; or
- a minimum of 15 metres between 128 and 134 Gertrude Street, Fitzroy; or
- a minimum of 8 metres in all other areas;

as applicable.

Upper levels above a side street wall should be set back a minimum of 6 metres.

Upper levels should:

- be visually recessive from Gertrude Street frontages and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;
- be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

Projections such as building services and architectural features (other than shading devices, moldings etc.) and balconies should not intrude into a setback.

Balustrades may intrude into the setback above the street wall.

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Building Height Requirements

Development must not exceed the heights shown on Map 1.

Architectural features may exceed the building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

Map 1: Street Wall Heights and Building Heights



2.6 Interface Requirements

Development on a rear boundary should not exceed the maximum heights in Table 1.

Table 1: Rear boundary wall heights

Adjoining Zone	Maximum rear boundary wall height
NRZ	8m – Whether or not separated by a laneway
GRZ	11.2m – Where there is an existing laneway 8m – Where there is no laneway
MUZ / C1Z	11.2m – Whether or not separated by a laneway

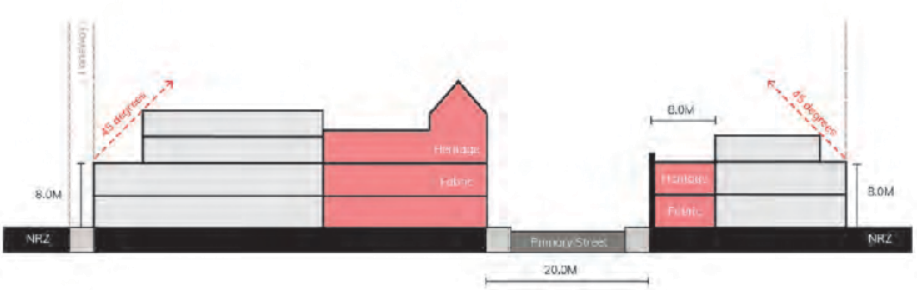
Upper levels above a rear boundary wall must be set back from the rear boundary and be contained within a 45 degree setback envelope. The envelope's angle is to be measured perpendicular to the adjoining residential site's boundary, taken from the centre of the boundary. This does not apply to a Commercial 1 Zone and/or Mixed Use Zone interface.

Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites, including where separated by a laneway.

Figure 1: Indicative Cross Section and Measurements



2.7 Overshadowing

Development should meet the objective of Clause 55.04-5 Overshadowing for adjoining land within a Neighbourhood Residential Zone and/or General Residential Zone, including where separated by a laneway.

New development must not overshadow:

- the opposite footpath of Gertrude and Brunswick Streets and side streets over 10 metres wide (boundary to boundary), as applicable, measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

2.8 Building Separation Requirements

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Buildings in the Commercial 1 Zone should:

- Be designed to accommodate commercial activity at the ground floor level;
- Incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground floor level, where heritage elements are not a constraint.

2.10 Façade Design Requirements

Infill development fronting Gertrude Street should achieve a fine-grain, shop front design at ground level that includes elements of:

- a stall riser;
- pilasters;
- a verandah or canopy (where applicable); and
- clerestory window.

Development on streets other than Gertrude Street should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Development façades should:

- relate to the vertical and horizontal proportions of the traditional fine-grain, retail shop front character of Gertrude Street;
- create a suitable ratio of solid and void elements;
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.;
- avoid overly busy facades that rely on a multitude of materials and colours;
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoid highly reflective glazing in openings of heritage buildings;
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts;
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order to preference).

Car parking should be located within a basement or concealed from the public realm.

Development must not provide additional vehicular access from Gertrude Street.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
    - reduces car dependence and promotes sustainable transport modes, and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.11 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of development fronting Gertrude Street achieves a fine-grain retail shop front character and façade design as per Clause 2.10.
- Whether development retains the prominence of the heritage street wall in the vistas along Gertrude Street.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of Gertrude Street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.

- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect 2 years after publication in the Government Gazette *(Note: Minister to insert date)*

Reference Documents

Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019

Brunswick and Smith Street Built Form Review – Heritage Analysis and Recommendations. 2019

Brunswick and Smith Street Built Form Review – Gertrude Street Built Form Framework, 2019

Traffic Engineering Assessment – Brunswick Street and Smith Street Activity Centres, 2019

Design and Development Overlay Schedule 32 - Johnston Street West

1 Objectives

To ensure development responds to the varied character and open streetscape of Johnston Street by supporting:

- A new mid-rise character (ranging from 4 to 9 storeys) behind a new street wall along the north side of Johnston Street;
- A mid-rise character (ranging from 4 to 8 storeys) behind a low, consistent heritage street wall on the south side of Johnston Street.

To ensure development creates a new mid-rise character (ranging from 6 to 9 storeys) along Nicholson Street that is set behind a robust street wall and transitions down towards Johnston Place and the former Avon Butter Factory.

To ensure development respects the lower-scale street wall through recessive upper levels and façade composition and articulation that complements the heritage character of the street.

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Johnston Street and properties fronting Victoria Street.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
  - in a MUZ, the alterations include and/or retain existing windows and pedestrian entry points and do not create blank walls
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height Requirements

Street wall heights must not exceed the heights specified in Map 1 and as stated below, where applicable.

Towards Johnston and Nicholson Street, development should achieve a continuous street wall with no front setback.

Infill development must match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street;
- heritage fabric of the return facades of heritage buildings on corner sites.

2.4 Upper Level Front and Side Set Back Requirements

Upper levels above the Johnston and Nicholson Street street wall must be set back by a minimum of 6 metres.

Upper level setbacks above a side street wall should be a minimum of 3 metres.

Within a heritage overlay, the top most level of development over 5 storeys should be set back a further 3.2 metre from the main street frontage, measured from the level below.

Upper levels should:

- be visually recessive from Johnston Street frontages and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;
- be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

Projections such as building services and architectural features (other than shading devices, moldings etc.) and balconies should not intrude into a setback.

Balustrades may intrude into the setback above the street wall.

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Overall Building Height Requirements

Development must not exceed the heights shown on Map 1.

Architectural features may exceed the building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

Map 1: Street Wall and Building Heights



2.6 Interface Requirements

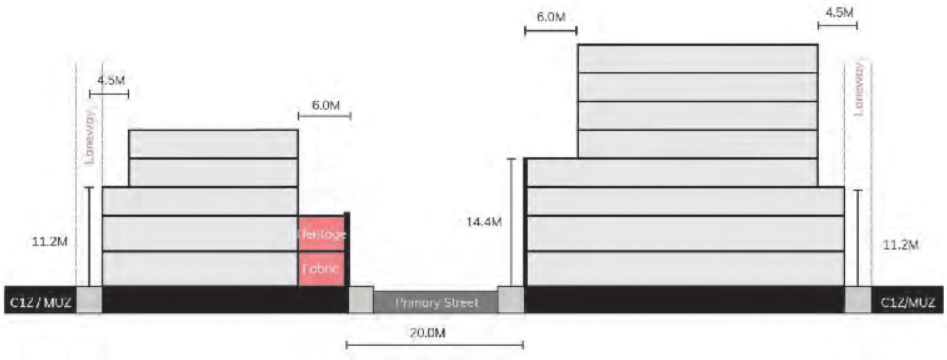
Development on a rear boundary should not exceed 11.2 meters.

Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites, including where separated by a laneway.

Figure 1: Indicative Cross Sections and Measurements



2.7 Overshadowing and Daylight Access

New development must not overshadow:

- the opposite footpath of Johnston Streets and side streets over 10 metres wide (boundary to boundary), as applicable, measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

New development should not overshadow properties on the south side of the laneway between Johnston and Victoria Street and/or properties on the east side of Johnston Place, from the first floor upwards between 10am and 2pm at 22 September.

2.8 Common Boundary and Building Separation Requirements

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Buildings in the Commercial 1 Zone and Mixed Use Zone should:

- Be designed to accommodate commercial activity at the ground floor level;
- Incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground floor level, where heritage elements are not a constraint.

2.10 Façade Design Requirements

Infill development fronting Johnston Street should achieve a fine-grain, shop front design at ground level that includes elements of:

- a stall riser;
- pilasters;
- a verandah or canopy (where applicable); and
- clerestory window.

Development fronting Nicholson Street should achieve a commercial character at ground level.

Development should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Development façades should:

- relate to the vertical and horizontal proportions of the traditional fine-grain, retail shop front character of Johnston Street;
- create a suitable ratio of solid and void elements;
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.;
- avoid overly busy facades that rely on a multitude of materials and colours;
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoid highly reflective glazing in openings of heritage buildings;
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts;
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order to preference).

Car parking should be located within a basement or concealed from the public realm.

Development must not provide additional vehicular access from Johnston Street.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
    - reduces car dependence and promotes sustainable transport modes, and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.11 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of development fronting Johnston Street achieves a fine-grain retail shop front character.
- Whether the design of development fronting Nicholson Street achieves a commercial character.
- Whether development retains the prominence of the heritage street wall in the vistas along Johnston Street.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of Johnston Street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.

- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect 2 years after publication in the Government Gazette *(Note: Minister to insert date)*

Reference Documents

Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019

Brunswick and Smith Street Built Form Review – Heritage Analysis and Recommendations. 2019

Brunswick and Smith Street Built Form Review – Johnston Street Built Form Framework, 2019

Traffic Engineering Assessment – Brunswick Street and Smith Street Activity Centres, 2019

Design and Development Overlay Schedule 33 - Brunswick Street Grand Residential

1 Objectives

To ensure development responds to the heritage character and open streetscape of Brunswick Street by supporting:

- The retention of the low-rise character (generally up to 4 storeys) along the west side of Brunswick Street with development being located behind the heritage buildings;
- A low-rise character (up to 4 storeys) along the east side of Brunswick Street behind the low, varied street wall.

To retain view lines to St Patrick's Cathedral and the St Luke's Church and the prominence of the 'grand' residential heritage buildings on the west side of Brunswick Street.

To ensure development maintains the varied heritage street wall and buildings on the east side through recessive upper levels and façade composition and articulation that complements the Brunswick Street character.

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Brunswick Street, side streets and public spaces.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - the alterations include and/or retain existing windows and pedestrian entry points and do not create blank walls
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height Requirements

Street wall heights must not exceed the heights specified in Map 1 and as stated below, where applicable.

Along Brunswick Street, development should achieve a continuous street wall with no front setback, unless a front setback exists and the site is within a heritage overlay.

Infill development must match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street;
- heritage fabric of the return facades of heritage buildings on corner sites.

2.4 Upper Level Front and Side Set Back Requirements

Upper levels above the eastern Brunswick Street street wall must be set back by a minimum of 8 metres.

Upper levels above the western Brunswick Street street wall must be set back behind the existing heritage building as indicated on Map 1.

Upper levels should:

- be visually recessive from main frontages and side streets to minimise upper level bulk
- avoid repetitive steps in the built form and consolidate set backs to a maximum of 2 steps
- provide setbacks to ensure that upper level additions seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.

Projections such as building services and architectural features (other than shading devices, moldings etc.) and balconies should not intrude into a setback.

2.5 Overall Building Height Requirements

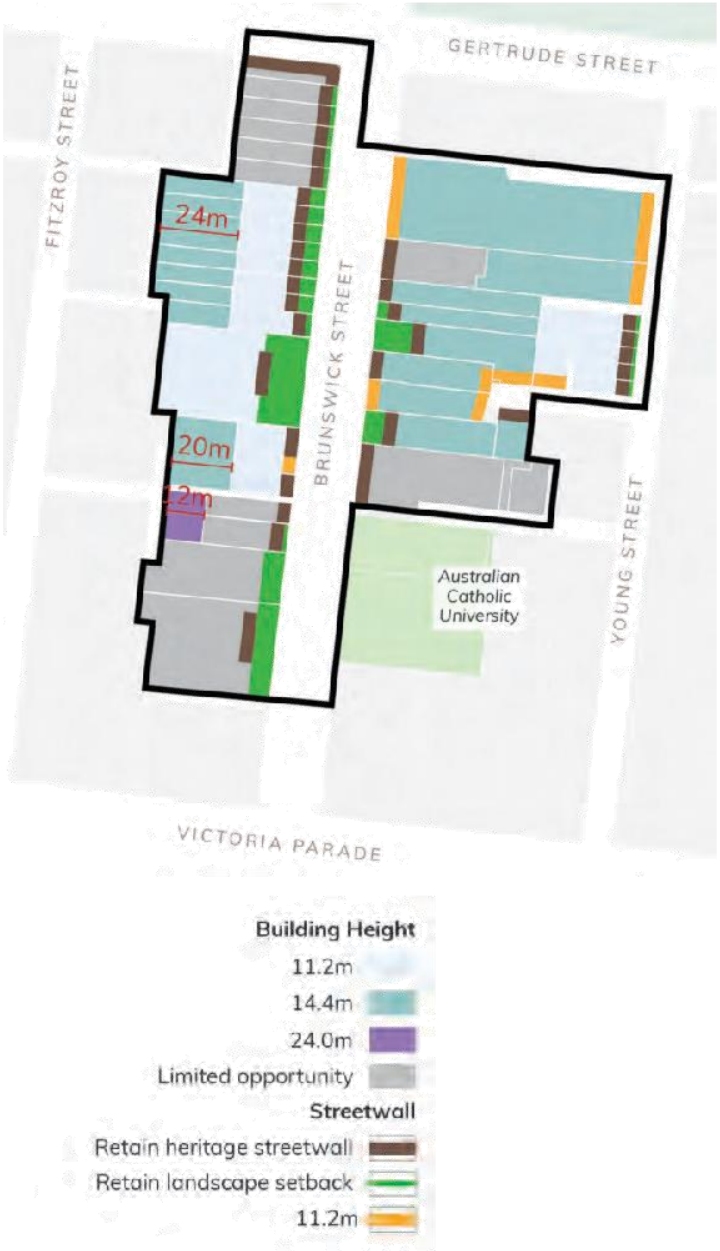
Development must not exceed the heights shown on Map 1, as applicable.

Architectural features may exceed the building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

Map 1: Street Wall and Building Heights South of Gertrude Street



2.6 Interface Requirements

Development on a rear boundary, excluding the west side of Brunswick Street where south of 25 Brunswick Street; should not exceed the maximum heights in Table 1.

Table 1: Rear boundary wall heights

Adjoining Zone	Maximum rear boundary wall height
NRZ	8m
MUZ / C1Z	11.2m

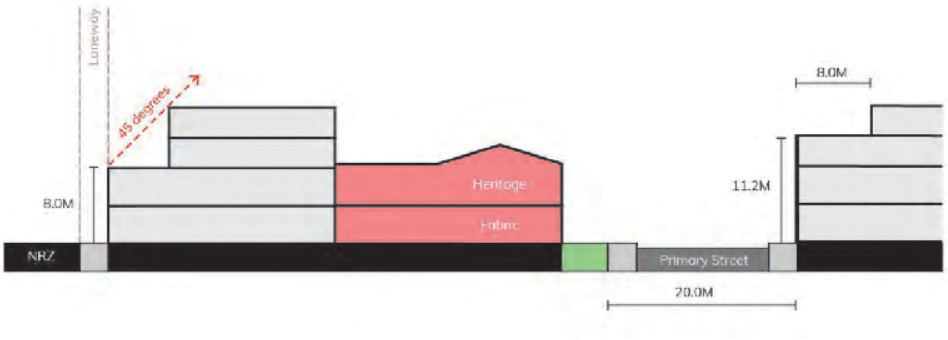
North of 25 Brunswick Street (including) and on the east side of Brunswick Street, upper levels above a rear boundary wall must be set back from the rear boundary and be contained within a 45 degree setback envelope. The envelope's angle is to be measured perpendicular to the adjoining residential site's boundary, taken from the centre of the boundary.

Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites, including where separated by a laneway.

Figure 1: Indicative Cross Section and Measurements



2.7 Overshadowing and Daylight Access

Development should meet the objective of Clause 55.04-5 Overshadowing for adjoining land within a Neighbourhood Residential Zone, including where separated by a laneway.

New development must not overshadow:

- the opposite footpath of Brunswick Street, measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

2.8 Building Separation Requirements

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Buildings should:

- Be designed to accommodate commercial activity at the ground floor level;
- Incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

2.10 Façade Design Requirements

Development should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Development façades should:

- relate to the vertical and horizontal proportions of either:
  - the grand residential building character on the west side of Brunswick Street; or
  - the mixed retail, commercial and residential character on the east side of Brunswick Street;
- create a suitable ratio of solid and void elements;
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.;
- avoid overly busy facades that rely on a multitude of materials and colours;
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoid highly reflective glazing in openings of heritage buildings;

- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts;
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order to preference).

Car parking should be located within a basement or concealed from the public realm.

Development must not provide additional vehicular access from Brunswick Street.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
    - reduces car dependence and promotes sustainable transport modes, and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.11 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether development retains the prominence of the heritage street wall and grand residential character along the western side of Brunswick Street.
- Whether the design of development along the east side of Brunswick Street achieves a mixed retail, commercial and residential character.

- Whether development retains the prominence of the heritage street wall in the vistas along Brunswick Street.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of Brunswick Street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect 2 years after publication in the Government Gazette *(Note: Minister to insert date)*

Reference Documents

Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019

Brunswick and Smith Street Built Form Review – Heritage Analysis and Recommendations. 2019

Brunswick and Smith Street Built Form Review – Brunswick Street and Town Hall Built Form Framework, 2019

Traffic Engineering Assessment – Brunswick Street and Smith Street Activity Centres, 2019

Design and Development Overlay Schedule 34 - Fitzroy Town Hall and Back Blocks

1 Objectives

To ensure development supports a lower- to mid-rise character (ranging from 3 to 6 storeys) in the Fitzroy Town Hall precinct and back blocks behind Brunswick Street.

To ensure development retains view lines to the Fitzroy Town Hall clock tower from the corner of Young Street and Moor Street.

To ensure development respects the low-scale heritage street wall and buildings through recessive upper levels and façade composition and articulation that complements the mixed industrial and residential character of each area.

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths and public spaces.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
  - in a MUZ and/or GRZ, the alterations include and/or retain existing windows and pedestrian entry points and do not create blank walls
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height Requirements

Street wall heights must not exceed the heights specified in Maps 1,2 and 3, as applicable and as stated below, where applicable.

Development should achieve a continuous street wall with no front setback.

Infill development must match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street;
- heritage fabric of the return facades of heritage buildings on corner sites.

2.4 Upper Level Front and Side Set Back Requirements

Upper levels above the primary frontage street wall should be set back by a minimum of 6 metres.

Upper levels above the King William Street and Fitzroy Street street wall should be a minimum of 8 metres.

Upper levels above a side street wall should be set back a minimum of 3 metres.

Upper levels should retain views towards the tower of the Fitzroy Town Hall from western corner of Kent and Moor Streets.

Upper levels should:

- be visually recessive from street frontages and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;
- be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

Projections such as building services and architectural features (other than shading devices, moldings etc.) and balconies should not intrude into a setback.

Balustrades may intrude into the setback above the street wall.

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Overall Building Height Requirements

Development should not exceed the heights shown on Maps 1, 2 and 3, as applicable.

A permit should only be granted to construct a building or carry out works which exceeds the building heights shown in Maps 1, 2 and 3 where each of the following requirements are met to the satisfaction of the responsible authority:

- the minimum common boundary and building separation requirements in this schedule are exceeded by at least 1 metre each for levels above the height;
- accessibility provision that achieves the standards in Clauses 55.07 and 58.05 respectively for a minimum of 70% of dwellings;
- communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03 by 20%;
- secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05 by 20% each;
- excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
- no additional overshadowing to secluded private open space of residentially zoned properties outside of the schedule and/or opposite footpath, kerb outstands etc. beyond that which would be generated by a proposal that complies with the maximum building height.

Architectural features may exceed the building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

Map 1: Street Wall and Building Heights south of Hanover Street



Map 2: Street Wall and Building Heights South of Leicester Street





Map 3: Street Wall and Building Heights Fitzroy Town Hall Precinct



2.6 Interface Requirements

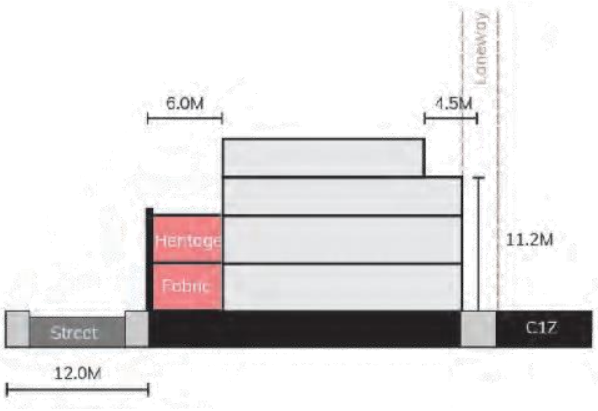
Development on a rear boundary should not exceed 11.2 meters.

Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites, including where separated by a laneway.

Figure 1: Indicative Cross Section and Measurements



2.7 Overshadowing and Daylight Access

Development should meet the objective of Clause 55.04-5 Overshadowing for land within a Neighbourhood Residential Zone and/or General Residential Zone, including where separated by a laneway.

New development must not overshadow:

- the opposite footpath street over 10 metres in width (as applicable), measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

2.8 Common Boundary and Building Separation Requirements

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Buildings in the Commercial 1 Zone and Mixed Use Zone should:

- Be designed to accommodate commercial activity at the ground floor level;
- Incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground floor level, where heritage elements are not a constraint.

2.10 Façade Design Requirements

Development should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Development façades should:

- relate to the vertical and horizontal proportions of either the mixed historic industrial warehouse or residential character, as applicable.
- create a suitable ratio of solid and void elements
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.
- avoid overly busy facades that rely on a multitude of materials and colours
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings
- avoid highly reflective glazing in openings of heritage buildings
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts and former industrial buildings
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order to preference).

Car parking should be located within a basement or concealed from the public realm.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
    - reduces car dependence and promotes sustainable transport modes, and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2-2.11 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of development achieves a mixed use industrial warehouse and/or residential character, as applicable.
- Whether development retains the prominence of Fitzroy Town Hall in the precinct.
- Whether development retains the prominence of the heritage street wall in the vistas along the primary street frontage.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of the primary and secondary street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect 2 years after publication in the Government Gazette *(Note: Minister to insert date)*

Attachment 11 - Attachment 11 - Fitzroy Design and Development Overlays

Reference Documents

Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019

Brunswick and Smith Street Built Form Review – Heritage Analysis and Recommendations. 2019

Brunswick and Smith Street Built Form Review – Brunswick Street and Town Hall Built Form Framework, 2019

Traffic Engineering Assessment – Brunswick Street and Smith Street Activity Centres, 2019

Design and Development Overlay Schedule 35 - Johnston Street South and Victoria Street

1 Objectives

To ensure development responds to the heritage character and varied streetscape by supporting:

- A mid-rise character (ranging from 3 to 8 storeys) behind a consistent street wall along Victoria Street;
- A lower to mid-rise character (ranging from 3 to 6 storeys) behind a low street wall between Johnston and Chapel Streets.

To retain the prominence and integrity of corner heritage buildings, particularly the former Avon Butter Factory and heritage warehouse buildings on Victoria Street.

To ensure development respects the heritage street wall and buildings through recessive upper levels and façade composition and articulation that complement:

- The commercial character of Johnston Street;
- the varied commercial and residential character along side and rear streets;
- the heritage warehouse streetscape of Victoria Street.

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Victoria Street, opposite footpaths of Kerr, George and Gore Streets and properties south of Chapel Street, including the primary school.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
  - in a MUZ, the alterations include and/or retain existing windows and pedestrian entry points and do not create blank walls
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height Requirements

Street wall heights must not exceed the heights specified in Maps 1 and 2, as applicable and as stated below, where applicable.

Along Johnston and Victoria Streets, development should achieve a continuous street wall with no front setback, unless the site is in a heritage overlay and a front setback already exists.

Infill development must match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary, but must not be higher than 11.2 metres where an adjacent heritage street wall is taller.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street;
- heritage fabric of the return facades of heritage buildings on corner sites.

2.4 Upper Level Front and Side Set Back Requirements

Upper levels above the Johnston Street street wall must be set back by a minimum of 6 metres.

Upper levels above the Chapel Street and Victoria Street street wall should be set back by a minimum of 6 metres.

For development over 16.4 metres, the top most upper level above a heritage building should be set back a further 3.2 metres from the Johnston Street frontage.

Upper levels above a side street wall should be set back a minimum of 3 metres.

Upper levels should:

- be visually recessive from Johnston, Victoria and Chapel Street frontages, as applicable, and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;
- be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

Projections such as building services and architectural features (other than shading devices, moldings etc.) and balconies should not intrude into a setback.

Balustrades may intrude into the setback above the street wall.

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Overall Building Height Requirements

Development must not exceed the heights shown on Maps 1 and 2, as applicable.

Architectural features may exceed the building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

Map 1: Street Wall and Building Heights Johnston Street South and Chapel Street



Map 2: Street Wall and Building Heights Victoria Street



2.6 Interface Requirements

Development on a rear boundary should not exceed the maximum heights in Table 1.

Table 1: Rear boundary wall heights

Adjoining Zone	Maximum rear boundary wall height
NRZ	8m – Whether or not separated by a laneway
MUZ / C1Z	11.2m – Whether or not separated by a laneway

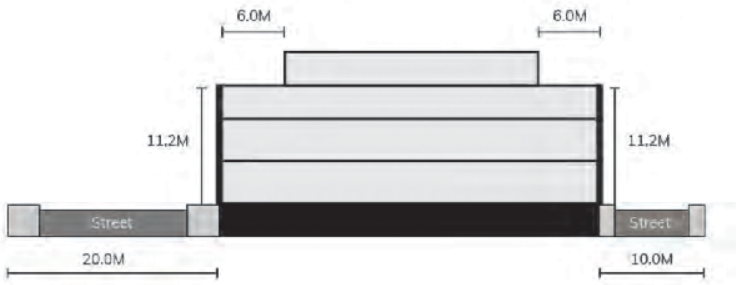
Upper levels above a rear boundary wall must be set back from the rear boundary and be contained within a 45 degree setback envelope. The envelope's angle is to be measured perpendicular to the adjoining residential site's boundary, taken from the centre of the boundary. This does not apply to a Commercial 1 Zone and/or Mixed Use Zone interface.

Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites, including where separated by a laneway.

Figure 1: Indicative Cross Section and Measurements



2.7 Overshadowing and Daylight Access

Development should meet the objective of Clause 55.04-5 Overshadowing for land within a Neighbourhood Residential Zone and/or General Residential Zone, including where separated by a laneway.

New development must not overshadow:

- the opposite footpath of Victoria Street and side streets over 10 metres wide (boundary to boundary), as applicable, measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

New development should not overshadow land within a Public Use Zone, south of Chapel Street, between 10am and 2pm at 22 September.

2.8 Common Boundary and Building Separation Requirements

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Buildings in the Commercial 1 Zone and Mixed Use Zone should:

- Be designed to accommodate commercial activity at the ground floor level;
- Incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground floor level, where heritage elements are not a constraint.

2.10 Façade Design Requirements

Infill development fronting Johnston Street should achieve a fine-grain, shop front design at ground level that includes elements of:

- a stall riser;
- pilasters;
- a verandah or canopy (where applicable); and
- clerestory window.

Development on streets other than Johnston Street should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Development façades should:

- relate to the vertical and horizontal proportions of either:

  - the fine-grain, retail shop front and/or residential character towards Johnston Street, as applicable; or
  - the heritage warehouse character of Victoria Street;

  as applicable;

- create a suitable ratio of solid and void elements;
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.;
- avoid overly busy facades that rely on a multitude of materials and colours;
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoid highly reflective glazing in openings of heritage buildings;
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts;
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order to preference).

Car parking should be located within a basement or concealed from the public realm.

Development must not provide additional vehicular access from Johnston Street.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
    - reduces car dependence and promotes sustainable transport modes, and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.11 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of development fronting Johnston Street achieves a fine-grain mixed shop front or respectively retains the heritage residential character.
- Whether the design of development in Victoria Street retains the heritage warehouse character.
- Whether development retains the prominence of the heritage street wall in the vistas along Johnston, Victoria and Chapel Street.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of Johnston and Victoria Streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect 2 years after publication in the Government Gazette *(Note: Minister to insert date)*

Reference Documents

Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019

Brunswick and Smith Street Built Form Review – Heritage Analysis and Recommendations. 2019

Brunswick and Smith Street Built Form Review – Johnston Street Built Form Framework, 2019

Attachment 11 - Attachment 11 - Fitzroy Design and Development Overlays

Traffic Engineering Assessment – Brunswick Street and Smith Street Activity Centres, 2019

Design and Development Overlay Schedule 36 - Fitzroy East and Johnston Street North

1 Objectives

To ensure development responds to the heritage character and streetscape by supporting:

- A new mid-rise character (ranging from 6 to 9 storeys) with a new prominent street wall along the northern side of Johnston Street and scale of development transitioning down to Argyle Street;
- Mid-rise development (ranging from 3 to 8 storeys) in the mixed use precinct in Fitzroy East, north of Argyle Street, which ensures the varied but low heritage street wall remains the visually dominant element of the streetscape and upper level developments are recessive providing a clear visual distinction between lower street walls and upper level development.

To ensure the façade composition and articulation of development responds to:

- The commercial character of Johnston Street;
- The varied industrial and residential heritage character of Fitzroy East.

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on the southern side of Johnston Street, opposite footpaths of Kerr, George and Gore Streets and upper levels along the south side of Argyle Street.

To ensure that development provides for equitable development outcomes through building separation and a design response that considers the development opportunities of neighbouring properties.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
  - in a MUZ, the alterations include and/or retain existing windows and pedestrian entry points and do not create blank walls
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height and Setback Requirements

Street wall heights should not exceed the heights specified in Map 1 and as stated below, where applicable.

Development should achieve a continuous street wall with no front setback towards a street, unless a front set back exists and the site is within a Heritage Overlay.

Infill development should match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary, but should not be higher than 11.2 metres where an adjacent heritage street wall is taller.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street
- heritage fabric of the return facades of heritage buildings on corner sites.

2.4 Upper Level Setback Requirements

Upper levels above the Argyle Street street wall should be set back a minimum of 10 metres.

Upper levels above the primary and side street wall should be set back a minimum of 6 metres along other streets.

For development over 16.4 metres, the top most upper level above a heritage building should be set back a further 3.2 metres from a street frontage.

Upper levels should:

- be visually recessive from main frontages and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;
- be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

Balustrades may intrude into the setback above the street wall.

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Building Height Requirements

Development should not exceed the heights shown on Map 1.

A permit should only be granted to construct a building or carry out works which exceeds the building heights shown in Maps 1 and 2 where each of the following requirements are met to the satisfaction of the responsible authority:

- the minimum common boundary and building separation requirements in this schedule are exceeded by at least 1 metre each for levels above the height;
- accessibility provision that achieves the standards in Clauses 55.07 and 58.05 respectively for a minimum of 70% of dwellings;
- communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03 by 20%;
- secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05 by 20% each;

- excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
- no additional overshadowing to secluded private open space of residentially zoned properties outside of the schedule and/or opposite footpath, kerb outstands etc. beyond that which would be generated by a proposal that complies with the maximum building height.

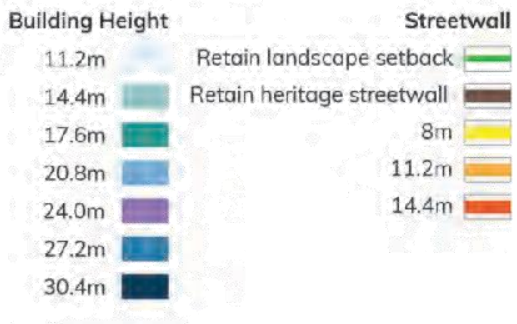
Architectural features may exceed the building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

Map 1: Street Wall Heights and Building Heights





2.6 Interface Requirements

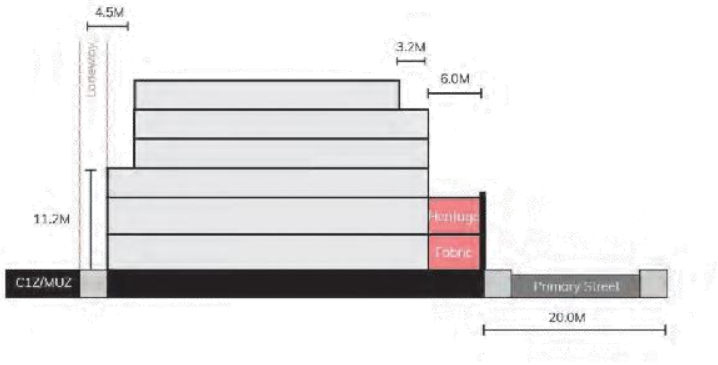
Development on a rear boundary should not exceed 11.2 meters.

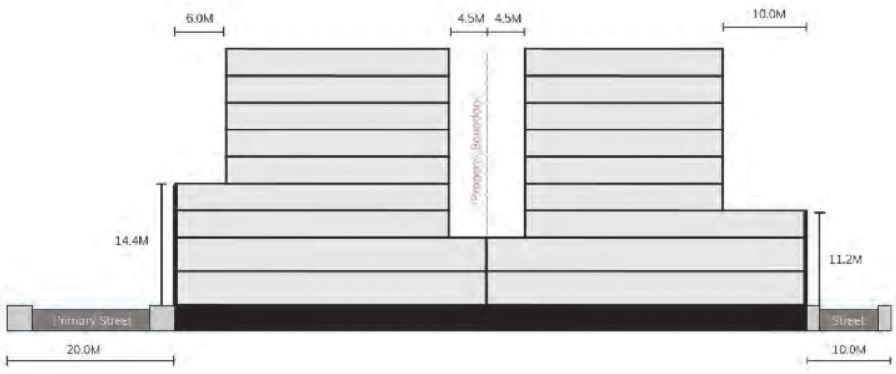
Upper level setbacks above a rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites, including where separated by a laneway.

Figures 1 and 2: Indicative Cross Sections and Measurements





2.7 Overshadowing

Development should meet the objective of Clause 55.04-5 Overshadowing for single dwellings on a lot within the Mixed Use Zone.

New development must not overshadow:

- the opposite footpath of Johnston, Napier, George, Gore and Kerr Streets (as applicable), measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

New development should not overshadow properties fronting Argyle Street, south side, from the first floor upwards between 10am and 2pm at 22 September.

2.8 Building Separation Requirements

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Buildings in the Commercial 1 and Mixed Use Zone should:

- Be designed to accommodate commercial activity at the ground floor level;
- Incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground floor level, where heritage elements are not a constraint.

2.10 Façade Design Requirements

Development fronting Johnston Street should achieve fine-grain, commercial façade designs at ground and first floor to reinforce a commercial character and promote activation and surveillance of the public realm.

Development on streets other than Johnston Street should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Development façades should:

- relate to the vertical and horizontal proportions of either:
  - the modern commercial character of Johnston Street; or
  - the mixed historic industrial warehouse and residential character of Fitzroy East;

  as applicable.
- create a suitable ratio of solid and void elements
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.
- avoid overly busy facades that rely on a multitude of materials and colours
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings
- avoid highly reflective glazing in openings of heritage buildings
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts and former industrial buildings
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order to preference).

Car parking should be located within a basement or concealed from the public realm.

Development must not provide additional vehicular access from Johnston Street.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
    - reduces car dependence and promotes sustainable transport modes, and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.11 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of development fronting Johnston Street achieves a fine-grain modern commercial character.
- Whether the design of development in the remainder of the precinct achieves a mixed use industrial warehouse and/or residential character.
- Whether development retains the prominence of the heritage street wall in the vistas along the primary street frontage.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of the primary and secondary street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.

- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect 2 years after publication in the Government Gazette *(Note: Minister to insert date)*

Reference Documents

Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019

Brunswick and Smith Street Built Form Review – Heritage Analysis and Recommendations. 2019

Brunswick and Smith Street Built Form Review – Johnston Street Built Form Framework, 2019

Brunswick and Smith Street Built Form Review – Fitzroy East Built Form Framework, 2019

Traffic Engineering Assessment – Brunswick Street and Smith Street Activity Centres, 2019

Design and Development Overlay Schedule 37 - Smith Street North and South

1 Objectives

To ensure development responds to the heritage character and varied, open streetscape by supporting:

- A new mid-rise character (ranging from 6 to 10 storeys) along Smith Street behind a consistent low street wall;
- A new lower to mid-rise character (ranging from 3 to 6 storeys) along side and rear streets.

To retain the prominence and integrity of heritage warehouses and corner heritage buildings, particularly at Smith Street intersections.

To ensure development respects the low-scale heritage street wall and buildings through recessive upper levels and façade composition and articulation that complements the commercial character of Smith Street and the mixed industrial and residential character of side and rear streets.

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Smith, Emma, Westgarth, Leicester, Hotham and Kerr Streets and public spaces.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing
  - in a MUZ, the alterations include and/or retain existing windows and pedestrian entry points and do not create blank walls
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, on the Victorian Heritage Register or any building graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public road 9 metres or less wide.

Parapet does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

Upper level setback means the setback of the upper level measured from the street wall of the building.

2.2 General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

2.3 Street Wall Height Requirements

Street wall heights should not exceed the heights specified in Maps 1 and 2, as applicable and as stated below, where applicable.

Along Smith Street, development should achieve a continuous street wall with no front setback.

Infill development must match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street;
- heritage fabric of the return facades of heritage buildings on corner sites.

2.4 Upper Level Front and Side Set Back Requirements

Upper level setbacks above the Smith Street street wall:

- should be a minimum of 8 metres where no heritage overlay applies;
- must be a minimum of 8 metres where a heritage overlay applies.

For development over 16.4 metres, the top most upper level above a heritage building should be set back a further 3.2 metres from the Smith Street frontage.

Upper levels above a side street wall should be set back a minimum of 6 metres.

Upper levels should:

- be visually recessive from Smith Street frontages and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;
- be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

Projections such as building services and architectural features (other than shading devices, moldings etc.) and balconies should not intrude into a setback.

Balustrades may intrude into the setback above the street wall.

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape
- it would maintain the perception of the three-dimensional form and depth of the building
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.5 Overall Building Height Requirements

Development should not exceed the heights shown on Maps 1 and 2, as applicable.

A permit should only be granted to construct a building or carry out works which exceeds the building heights shown in Maps 1 and 2 where each of the following requirements are met to the satisfaction of the responsible authority:

- the minimum common boundary and building separation requirements in this schedule are exceeded by at least 1 metre each for levels above the height;
- accessibility provision that achieves the standards in Clauses 55.07 and 58.05 respectively for a minimum of 70% of dwellings;
- communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03 by 20%;
- secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05 by 20% each;
- excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
- no additional overshadowing to secluded private open space of residentially zoned properties outside of the schedule and/or opposite footpath, kerb outstands etc. beyond

that which would be generated by a proposal that complies with the maximum building height.

Architectural features may exceed the building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and
- the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and
- occupy less than 50 per cent of the roof area.

Map 1: Street Wall and Building Heights North of Kerr and Hotham Streets



Map 2: Street Wall and Building Heights South of Derby Street



2.6 Interface Requirements

Development on a rear boundary should not exceed the maximum heights in Table 1.

Table 1: Rear boundary wall heights

Adjoining Zone	Maximum rear boundary wall height
NRZ	8m – Whether or not separated by a laneway
GRZ	11.2m – Where there is an existing laneway 8m – Where there is no laneway
MUZ / C1Z	11.2m – Whether or not separated by a laneway

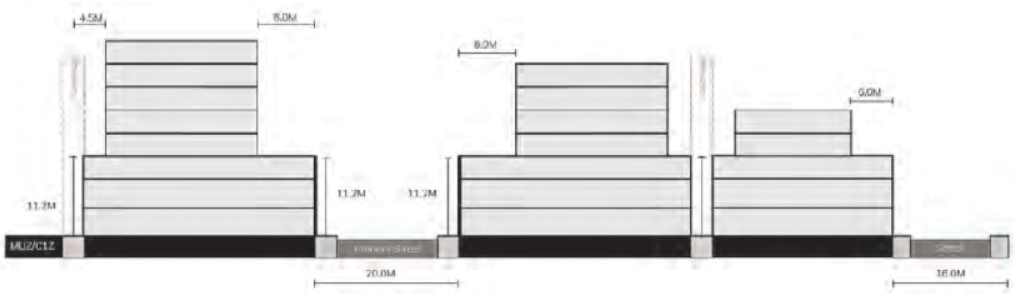
Upper levels above a rear boundary wall must be set back from the rear boundary and be contained within a 45 degree setback envelope. The envelope's angle is to be measured perpendicular to the adjoining residential site's boundary, taken from the centre of the boundary. This does not apply to a Commercial 1 Zone and/or Mixed Use Zone interface.

Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites, including where separated by a laneway.

Figure 1: Indicative Cross Section and Measurements



2.7 Overshadowing and Daylight Access

Development should meet the objective of Clause 55.04-5 Overshadowing for adjoining land within a Neighbourhood Residential Zone and/or General Residential Zone, including where separated by a laneway.

New development must not overshadow:

- the opposite footpath of Smith and side streets over 10 metres wide (boundary to boundary), as applicable, measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

2.8 Common Boundary and Building Separation Requirements

Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:

- be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists;
- be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be set back a minimum of 9m from each other, where a habitable window or balcony is proposed
- be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.9 Building Layout Requirements

Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.

Buildings in the Commercial 1 Zone should:

- Be designed to accommodate commercial activity at the ground and first floor levels;
- Incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground and first floor level, where heritage elements are not a constraint.

2.10 Façade Design Requirements

Infill development fronting Smith Street should achieve a fine-grain, shop front design at ground level that includes elements of:

- a stall riser;
- pilasters;
- a verandah or canopy (where applicable); and
- clerestory window.

Development on streets other than Smith Street should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.

Development façades should:

- relate to the vertical and horizontal proportions of either:
  - the traditional fine-grain, retail shop front character of Smith Street; or
  - the warehouse character of side street, where applicable;
- create a suitable ratio of solid and void elements;
- create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.;
- avoid overly busy facades that rely on a multitude of materials and colours;
- maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoid highly reflective glazing in openings of heritage buildings;
- encourage the retention of solid built form behind retained heritage facades and avoid balconies behind existing openings;
- be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site;
- avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts;
- ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade.

Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.

Development should avoid blank walls, including on side street frontages.

Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.

2.11 Access, parking and loading areas requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle access should be achieved from laneways or side streets (in that order to preference).

Car parking should be located within a basement or concealed from the public realm.

Development must not provide additional vehicular access from Smith Street.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Development with laneway access may require a ground level set back in order to achieve practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5 meters minimum should be achieved.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

3.0 Subdivision

None specified.

4.0 Advertising

None specified.

5.0 Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 20 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
    - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
    - reduces car dependence and promotes sustainable transport modes, and
    - which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

6.0 Decision Guidelines

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

- Whether the requirements in Clauses 2.2 to 2.11 are met.
- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- Whether the design of development fronting Smith Street achieves a fine-grain commercial character.
- Whether the design of development in other streets achieves a mixed use industrial warehouse and/or residential character.
- Whether development retains the prominence of the heritage street wall in the vistas along Smith Street.
- Whether heritage buildings on street corners retain their prominence when viewed from the opposite side of Smith Street.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- The shadowing impacts of the development on opposite footpaths and public spaces are minimised.
- Whether proposed roof decks are set back from lower levels and are recessive in appearance.
- Whether the development mitigates negative wind effects.

- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

Expiry

The requirements of this schedule cease to have effect 2 years after publication in the Government Gazette *(Note: Minister to insert date)*

Reference Documents

Brunswick and Smith Street Built Form Review – Background Analysis Report, 2019

Brunswick and Smith Street Built Form Review – Heritage Analysis and Recommendations. 2019

Brunswick and Smith Street Built Form Review – Smith Street Built Form Framework, 2019

Traffic Engineering Assessment – Brunswick Street and Smith Street Activity Centres, 2019

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C270YARA

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Minister for Planning who is the planning authority for this amendment.

The Amendment has been made at the request of Yarra City Council.

Land affected by the Amendment

The Amendment applies to the land as shown in Figure 1 below. The Amendment broadly affect the Commercial 1 Zone and Mixed Use Zone land along the Brunswick Street, Smith Street Major Activity Centres, the Johnston Street, Gertrude Street Neighbourhood Activity Centres and the Mixed Use pockets located behind the retail strips.

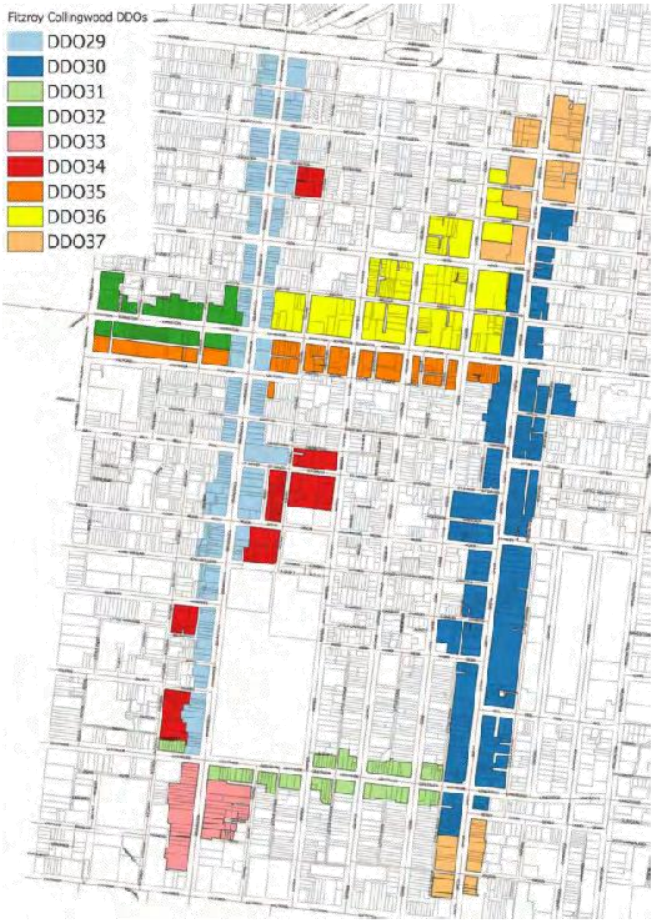


Figure 1: Proposed DDO along Brunswick, Smith, Johnston, Gertrude Street and Fitzroy East MUZ.

What the amendment does

The Amendment C270yara proposes to introduce built form controls to the land on an interim basis of 2 years (from gazettal) by making the following changes to the Yarra Planning Scheme:

- Apply and Insert Design and Development Overlays Schedule 29 (DDO29) Brunswick Street Shops;
- Apply and Insert Design and Development Overlays Schedule 30 (DDO30) Smith Street Shops;
- Apply and Insert Design and Development Overlays Schedule 31 (DDO31) Gertrude Street Shops;
- Apply and Insert Design and Development Overlays Schedule 32 (DDO32) Johnston Street West;
- Apply and Insert Design and Development Overlays Schedule 33 (DDO33) Brunswick Street Grand Residential;
- Apply and Insert Design and Development Overlays Schedule 34 (DDO34) Fitzroy Town Hall and Back Blocks;
- Apply and Insert Design and Development Overlays Schedule 35 (DDO35) Johnston Street South and Victoria;
- Apply and Insert Design and Development Overlays Schedule 36 (DDO36) Fitzroy East and Johnston Street North; and
- Apply and Insert Design and Development Overlays Schedule 37 (DDO37) to Smith Street North and South.

Strategic assessment of the Amendment

Why is the Amendment required?

The scale and density of development approved and currently being proposed along the Fitzroy/Collingwood Activity Centres has increased substantially in recent years. Many current proposals in the area exceed the scale of development envisaged by the current planning scheme provisions in the area.

To ensure appropriate and orderly planning, the Yarra Planning Scheme needs to be urgently revised to better facilitate and guide the scale, massing and bulk of new development.

The Fitzroy/Collingwood Activity Centres are comprised of four retail high streets, with both east-west and north-south axis's. Diversity and variation of heritage building stock is an inherent characteristic of each centre. Built form guidance is urgently needed to ensure future development responds appropriately to these unique characteristics and to achieve an appropriate balance between the existing character and potential development.

The current provisions do not provide sufficient guidance to ensure development appropriately considers the impacts on the heritage qualities and diversity of built form within the Fitzroy – Collingwood Activity Centres. Nor do the provisions provide sufficient guidance to safeguard appropriate amenity for current and future residents in the area. An interim DDO will assist in protecting against inappropriate development and significant heritage character of the activity centre whilst the normal amendment process progresses.

The interim controls provide design objectives and requirements which seek to improve the quality of development in Yarra's major and neighbourhood activity centres. Building height and setback requirements (a mix of discretionary and mandatory) seek to achieve development that respects residential heritage and neighbourhood character.

The interim controls are required to ensure that the Activity Centres are protected in the short term, and that planning controls provide certainty to the Yarra community while further work is undertaken. A lack of existing built form controls has and can result in inappropriate built form outcomes.

An exemption will enable a prompt decision to be made on the adoption and approval of the amendment, which will protect the Fitzroy/Collingwood Activity Centres from inappropriate development in the short-term.

How does the Amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria (sections 4(1) and 12(1)(a) of the Act):

To provide for the fair, orderly, economic and sustainable use, and development of land.

To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.

To balance the present and future interests of all Victorians.

The amendment seeks to provide greater clarity regarding built form outcomes and expectations in Yarra's Major and Neighbourhood Activity Centres in Fitzroy and parts of Collingwood. In doing so, the proposed provisions will support more efficient and orderly planning processes. The application of interim controls will ensure that Council and the community's vision for Yarra's activity centres are not undermined by inappropriate developments, while permanent controls are implemented. The views of all affected parties will be sought through planning scheme amendment processes to implement permanent controls.

The amendment implements provisions that support the protection of heritage and neighbourhood character values in the activity centres, in both commercial and residential areas. The amendment seeks to provide greater clarity as to whether growth or heritage values should drive development outcomes.

How does the Amendment address any environmental, social and economic effects?

The Amendment is consistent with the overarching goal in the planning scheme to:

> *Integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.*

The Amendment will have positive social and economic benefits through the facilitation of well-designed buildings accommodating housing above commercial activity situated in an activity centre that is well served by public transport and services.

Does the Amendment address relevant bushfire risk?

The amendment does not address bushfire risk, as the land subject to the amendment is not:

- Subject to a Bushfire Management Overlay;
- Within a designated bushfire prone area;
- Proposed to be used or developed in a way that may create a bushfire hazard.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The Amendment complies with Ministerial Direction No. 9 in addressing and responding to the metropolitan planning strategy, Plan Melbourne.

The Amendment complies with the Direction on the form and content of planning schemes.

Amendment C270yara is consistent with the following Directions contained in *Plan Melbourne 2017-2050*:

> **Direction 1.1 - Create a city structure that strengthens Melbourne's competitiveness for jobs and investment**, which seeks to strengthen the competitiveness of Melbourne's employment land.

The Amendment provides appropriate policy direction for the planning and development of the Bridge Road Centre to ensure that the activity centre continues to meet community needs.

Direction 5.1 - Create a city of 20-minute neighbourhoods which aims to cluster new housing in activity centres and other places that offer good access to jobs, services and public transport and includes policy for local governments to prepare structure plans for activity centres to accommodate growth. The amendment will facilitate renewal of the Major Activity Centre which will improve local employment, housing and commercial opportunities.

How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?

The Amendment supports and implements State Planning Policy in responding to the following clauses:

Clause 11 - Settlement

- **Clause 11.02-1S Supply of Urban Land** – To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.
- **Clause 11.02-2S Structure Planning -** To facilitate the orderly development of urban areas.
- **Clause 11.03-1S Activity Centres -** To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Clause 13 – Environmental risks and amenity

- **Clause 13.01-1S Natural Hazards and Climate Change -** To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **Clause 13.04-1S Contaminated and Potentially Contaminated Land -** To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.
- **Clause 13.05-1S Noise Abatement -** To assist the control of noise effects on sensitive land uses.

Clause 15.01 – Built environment

- **Clause 15.01-1S Urban Design -** To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **Clause 15.01-1R Urban Design – Metropolitan Melbourne** - To create a distinctive and liveable city with quality design and amenity
- **Clause 15.01-2S Building Design -** To achieve building design outcomes that contribute positively to the local context and enhance the public realm.
- **Clause 15.01-4S Healthy Neighbourhood -** To achieve neighbourhoods that foster healthy and active living and community wellbeing.
- **Clause 15.01-4R Healthy Neighbourhood – Metropolitan Melbourne -** 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 from their home.
- **Clause 15.01-5S Neighbourhood Character -** To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.02 – Sustainable development

- **Clause 15.02-1S Energy and Resource Efficiency -** To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

Clause 15.03 - Heritage

- **Clause 15.03-1S Heritage Conservation -** To ensure the conservation of places of heritage significance.

Clause 16.01 – Residential Development

- **Clause 16.01-1S Integrated Housing** – To promote a housing market that meets community needs.
- **Clause 16.01-2S Location of Residential Development -** To locate new housing in designated locations that offer good access to jobs, services and transport.
- **Clause 16.01-3S Housing Diversity -** To provide for a range of housing types to meet diverse needs.
- **Clause 16.01-3R Housing Diversity – Metropolitan Melbourne –** Create mixed-use neighbourhoods at varying densities that offer more choice in housing.
- **Clause 16.01-4S Housing Affordability -** To deliver more affordable housing closer to jobs, transport and services.

Clause 17.01 Employment

- **Clause 17.01-1S Diversified Economy -** To strengthen and diversify the economy.
- **Clause 17.01-1R Diversified Economy – Metropolitan Melbourne -** Plan for the redevelopment of Major Urban-Renewal Precincts in and around the Central City to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses.

Clause 17.02 Commercial

- **Clause 17.02-1S Business** - To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.
- **Clause 17.02-2S Out-of-centre development -** To manage out-of-centre development.

Clause 17.03 Industry

- **Clause 17.03-1S Industrial Land Supply** - To ensure availability of land for industry.
- **Clause 17.03-2S Industrial Development Siting -** To facilitate the sustainable development and operation of industry.
- **Clause 17.03-3S State Significant Industrial Land -** To protect industrial land of state significance.

Clause 18 - Transport

- **Clause 18.01-2S Transport System -** To coordinate development of all transport modes to provide a comprehensive transport system.
- **Clause 18.02-1S Sustainable Personal Transport -** To promote the use of sustainable personal transport.
- **Clause 18.02-1R Sustainable Personal Transport – Metropolitan Melbourne -** Improve local travel options for walking and cycling to support 20 minute neighbourhoods.
- **Clause 18.02-2S Public Transport -** To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.
- **Clause 18.02-2R Principal Public Transport Network –** Facilitate high-quality public transport access to job-rich areas.

Clause 19.02 – Community infrastructure

- **Clause 19.02-4S Social and Cultural Infrastructure** - To provide fairer distribution of and access to, social and cultural infrastructure.
- **Clause 19.02-6S Open Space -** To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.
- **Clause 19.02-6S Open Space – Metropolitan Melbourne -** To strengthen the integrated metropolitan open space network.

The amendment also supports the Plan Melbourne Policy 2.1.4, 'Provide certainty about the scale of growth in the suburbs', by providing interim built form provisions to provide greater certainty while permanent provisions undergo the full planning scheme amendment process.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The Amendment is consistent with and facilitates the following Clauses of the Local Planning Policy Framework:

Clause 21.04-1 - Accommodation and Housing

- Objective 1 - To accommodate forecast increases in population.
- 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.

Clause 21.04-2 - Activity centres

- Objective 4 - To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.
  - Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.
  - Strategy 4.3 Support the role of all activity centres, including Neighbourhood Activity Centres, in providing local day-to-day needs of residents of all abilities.
- Objective 5 - To maintain the long term viability of activity centres.
  - Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.
  - Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.

- Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.
- Objective 7 - To encourage the arts and arts venues.
- Strategy 7.1 Support a diversity of arts uses such as live music venues, performance spaces, galleries and artist studios in appropriate and accessible locations.

Clause 21.04-3 – Industry, Office and Commercial

- Objective 8 - To increase the number and diversity of local employment opportunities.
- Strategy 8.3 Encourage residential and business land use within the Mixed Use Zone to locate on the same site.
- Strategy 8.5 Support opportunities for new uses on isolated industrial sites provided they reflect the predominant surrounding uses.

Clause 21.05-1 - Heritage

- Objective 14 - To protect and enhance Yarra's heritage places.
- Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.
- Strategy 14.2 Support the restoration of heritage places.
- Strategy 14.3 Protect the heritage skyline of heritage precincts.
- Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

Clause 21.05-2 - Urban design

- Objective 16 - To reinforce the existing urban framework of Yarra.
- Strategy 16.2 Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.
- Objective 19 - To create an inner city environment with landscaped beauty.
- Strategy 19.1 Require well resolved landscape plans for all new development.
- Strategy 19.2 Encourage opportunities for planting suitable trees and landscape areas in new development.
- Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric.
- Strategy 20.1 Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.
- Objective 21 - To enhance the built form character of Yarra's activity centres.
- Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form.
- Strategy 21.2 Require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts, each of which may have a different land use and built form character.
- Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.

Does the Amendment make proper use of the Victoria Planning Provisions?

The Amendment makes suitable use of the Victoria Planning Provisions (VPP) through the selection of appropriate tools to achieve guidance for future land use and development outcomes for the precinct.

The amendment also addresses the requirements of Planning Practice Note 29: Ministerial Powers of intervention in Planning and Heritage matters, November 2004. The Practice Note states that the Minister would intervene where the matter will be the introduction of an interim provision or requirement and substantially the same provision or requirement is also subject to a separate process of review (such as the introduction of permanent controls in a planning scheme).

How does the Amendment address the views of any relevant agency?

Council sought the views of the Department of Environment, Land, Water and Planning (DELWP) in the drafting structure plan which informs the Amendment.

Further views of relevant agencies will be sought during exhibition of the Amendment for permanent controls following the anticipated resolution from Council in December 2019.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The Amendment is consistent with the requirements of the *Transport Integration Act 2010* and will facilitate development outcomes that promote the principles of transit oriented development.

Particular consideration has been given to ensuring that vehicular movements do not impact on the Principal Public Transport Network.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The Amendment will have some impact on the general operation of Council's statutory planning department as it will facilitate some new forms of development and land use.

The application of planning controls is considered to provide a more consistent assessment of planning permit applications. This is considered to ultimately reduce costs by providing more certainty.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Planning Counter Richmond Town Hall 333 Bridge Road Richmond VIC 3121	Information Counter Collingwood Town Hall 140 Hoddle Street Abbotsford VIC 3067

Yarra City Council web-site - Amendment C270yara: www.yarracity.vic.gov.au/amendmentC2

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C270

INSTRUCTION SHEET

The planning authority for this amendment is the Yarra City Council.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 4 attached maps sheets.

Overlay Maps

1. Amend Planning Scheme Map Nos. 1DDO, 2DDO, 5DDO, 6DDO in the manner shown on the 4 attached maps marked "Yarra Planning Scheme, Amendment C270".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays** – Clause 43.02, insert a new Schedule 29 in the form of the attached document.

3. In **Overlays** – Clause 43.02, insert a new Schedule 30 in the form of the attached document.

4. In **Overlays** – Clause 43.02, insert a new Schedule 31 in the form of the attached document.

5. In **Overlays** – Clause 43.02, insert a new Schedule 32 in the form of the attached document.

6. In **Overlays** – Clause 43.02, insert a new Schedule 33 in the form of the attached document.

7. In **Overlays** – Clause 43.02, insert a new Schedule 34 in the form of the attached document.

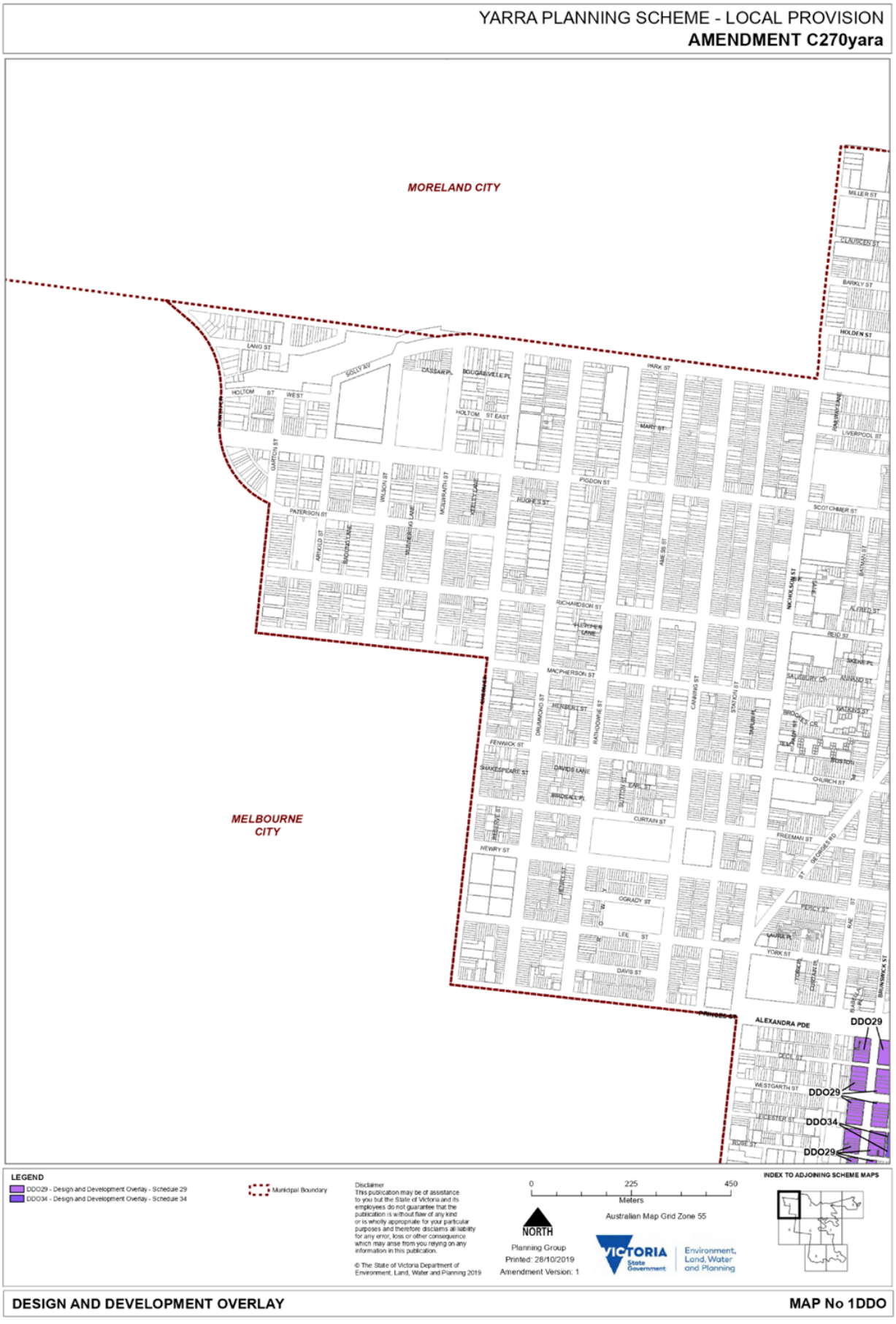
8. In **Overlays** – Clause 43.02, insert a new Schedule 35 in the form of the attached document.

9. In **Overlays** – Clause 43.02, insert a new Schedule 36 in the form of the attached document.

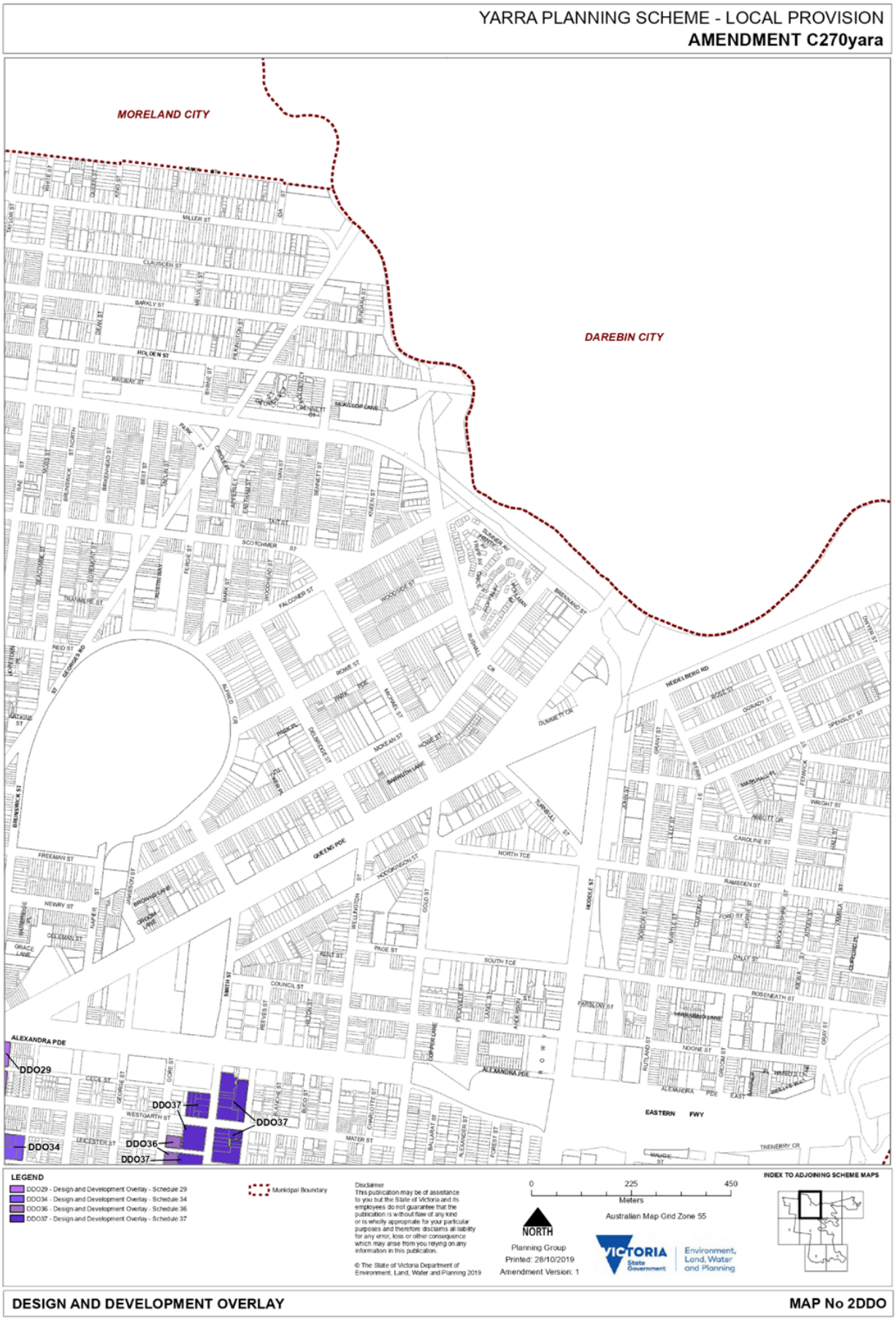
10. In **Overlays** – Clause 43.02, insert a new Schedule 37 in the form of the attached document.

End of document

Attachment 12 - Attachment 12 - Amendment Documents



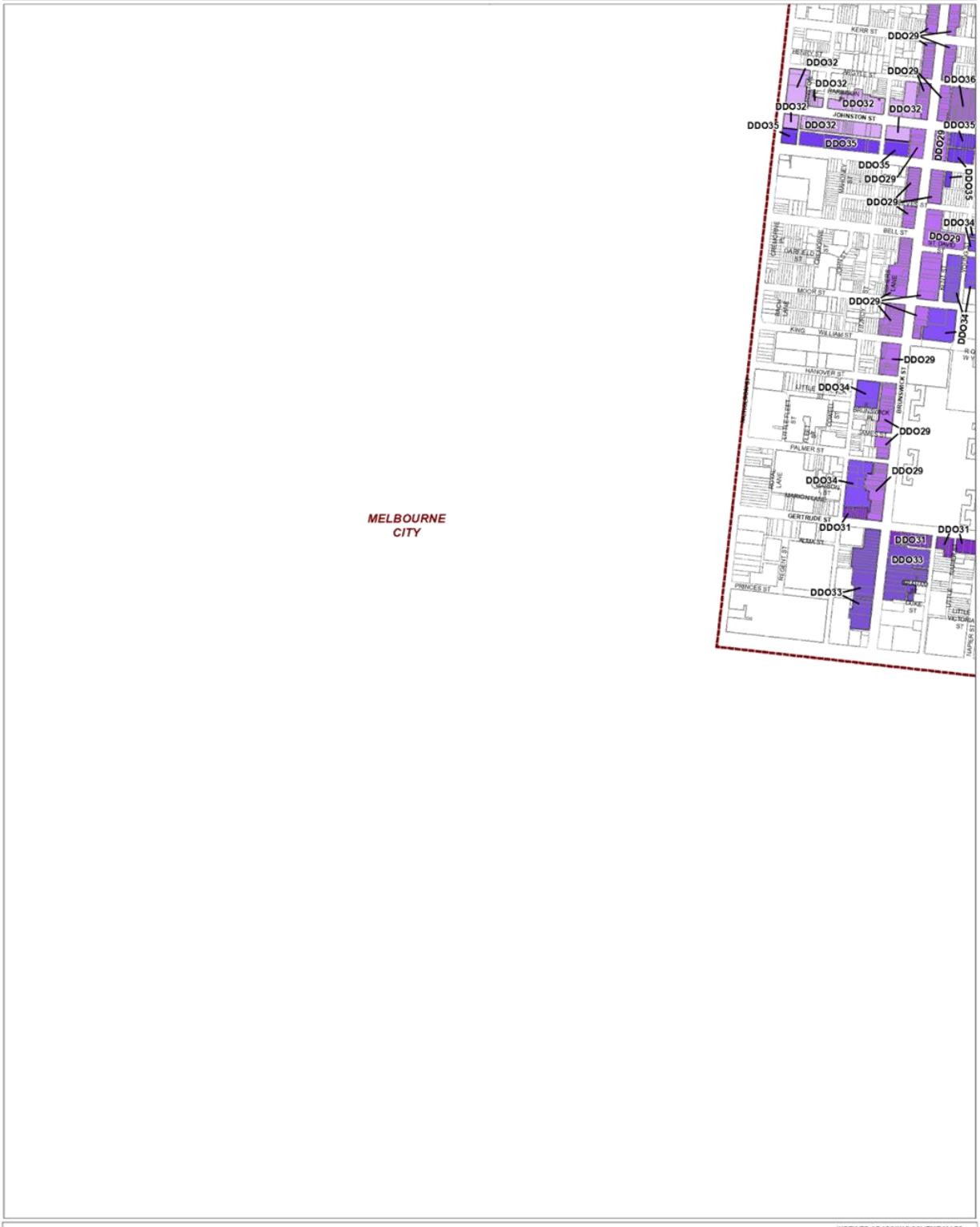
Attachment 12 - Attachment 12 - Amendment Documents



Attachment 12 - Attachment 12 - Amendment Documents

YARRA PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C270yara



LEGEND

- DDO29 - Design and Development Overlay - Schedule 29
- DDO31 - Design and Development Overlay - Schedule 31
- DDO32 - Design and Development Overlay - Schedule 32
- DDO33 - Design and Development Overlay - Schedule 33
- DDO34 - Design and Development Overlay - Schedule 34
- DDO35 - Design and Development Overlay - Schedule 35
- DDO36 - Design and Development Overlay - Schedule 36
- Municipal Boundary

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Meters

Australian Map Grid Zone 55

NORTH

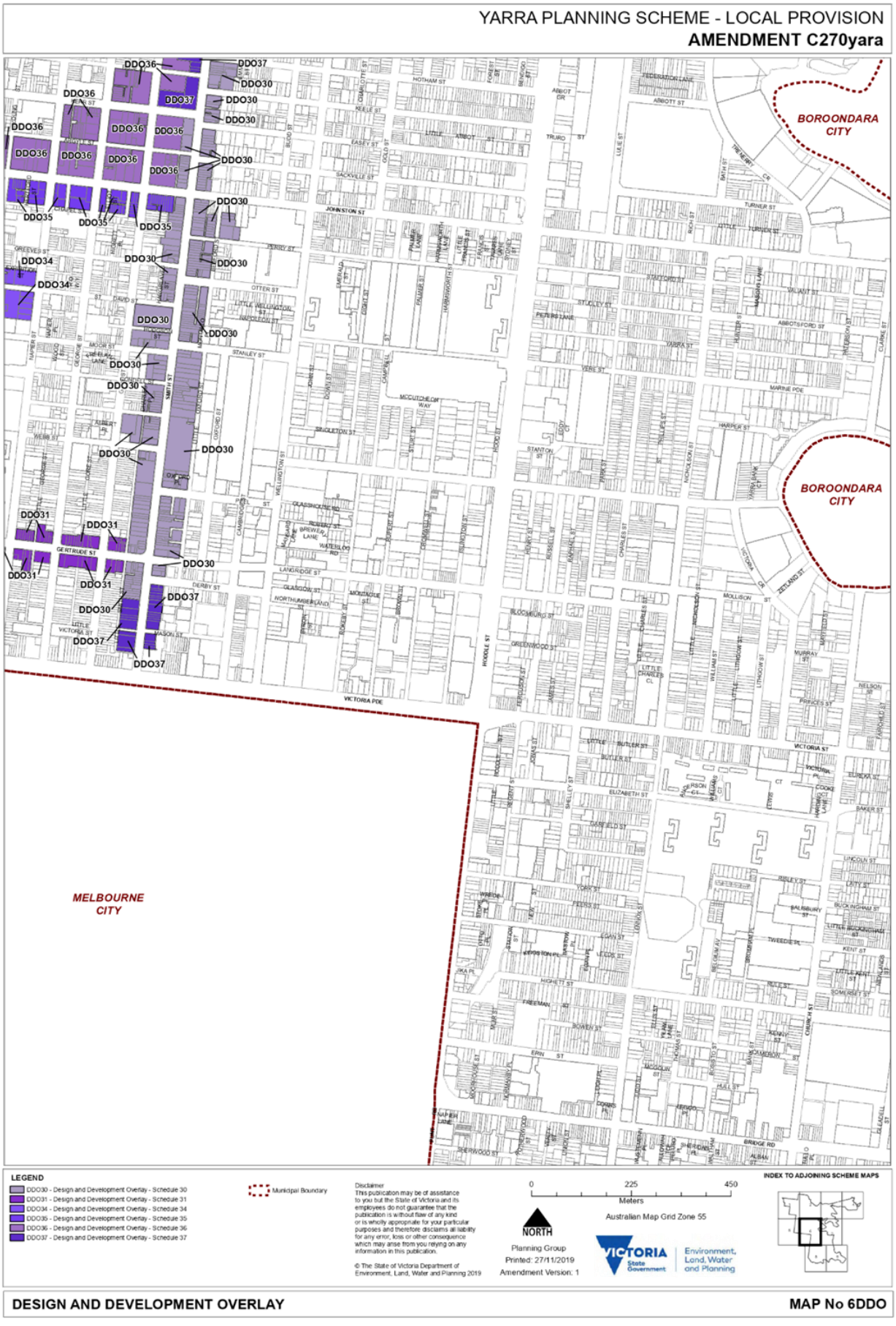
Planning Group
Printed: 27/11/2019
Amendment Version: 1

VICTORIA State Government | Environment, Land, Water and Planning

INDEX TO ADJOINING SCHEME MAPS

DESIGN AND DEVELOPMENT OVERLAY **MAP No 5DDO**

Attachment 12 - Attachment 12 - Amendment Documents



11.8 Development of the Yarra Open Space Strategy

Executive Summary

Purpose

To seek Council's consent for the Draft *Yarra Open Space Strategy Technical Report* and *Yarra Open Space Strategy Summary Report* to be placed on public exhibition seeking community consultation.

The consultation is scheduled for 20 January to 15 March 2020 in accordance with the *Community Engagement Overview.*

Key Issues

The draft Yarra Open Space Strategy is an important document that will help shape the future open space network in Yarra. It has been developed based on growth projections, environmental considerations and best practice standards. It will replace the existing *Yarra Open Space Strategy* adopted in 2006 and guide Council's development and management of the Yarra open space network over the next 10-15 years.

Consultation is now appropriate on the draft strategy to receive feedback from the community.

Financial Implications

The draft Strategy would provide the strategic basis for Council to also propose an increase in the Public Open Space Contribution rate included in the Yarra Planning Scheme. A potential rate will be considered and determined by Council when the strategy is finalised after community consultation has occurred and Council has considered submissions.

The contribution rate can only be changed through a planning scheme amendment process separate to the endorsement of any final open space strategy.

The draft Strategy would help guide Council in determining the use of the contributions to support the future open space network in Yarra, through new open space projects, land acquisition and improvements to existing parks.

PROPOSAL

The draft Yarra Open Space Strategy would provide a new updated strategy that provides the framework for public open space management and growth over the next 10-15 years.

Community consultation on the draft *Yarra Open Space Strategy Technical Report* and *Yarra Open Space Strategy Summary Report* is now recommended – this is scheduled for early 2020 subject to Council endorsement.

11.8 Development of the Yarra Open Space Strategy

Reference: D19/190410
Authoriser: Director Planning and Place Making

Purpose

1. To seek Council's consent for the *Draft Yarra Open Space Strategy Technical Report* (*Draft Technical Report*) **Attachment 1** and, **Attachment 2** *Draft Yarra Open Space Strategy Summary Report (Summary Report)* to be placed on public exhibition as outlined in the *Community Engagement Overview* **Attachment 3.**

Background

2. Council's existing Open Space Strategy was adopted in 2006 and a new strategy is needed that considers current issues affecting Yarra's open space network such as up-to-date population growth projections (including employment growth), as well as climate change mitigation measures.
3. Currently Council has a public open space contribution rate of 4.5% for new residential subdivision (mandatory) specified in the Yarra Planning Scheme. This rate needs to be increased given the growth that is occurring in Yarra and the increased demands on the open space network. A new Strategy would provide the strategic basis for increasing the open space contribution rate through a future planning scheme amendment.
4. The current average municipal public open space contribution rate for high growth/development areas such as Fisherman's Bend and in Stonnington is 8%. This is becoming an accepted standard and most Council's reviewing their rates are aiming for 8% or higher.
5. Since the adoption of the previous Strategy, Yarra has delivered six new parks and received land contributions for new parks at the former Amcor site (in Alphington) and at Reid Street, North Fitzroy. In addition, Victoria Park was opened to the public and two existing parks at Condell Street, Fitzroy and Barkly Gardens were expanded.
6. While achieving 'pocket parks' through road closures have been successful in developing small local parks, the draft strategy considers the potential development of larger parcels of open space over 1,000m^2 in size, or potentially even as large as 5,000m^2, to provide larger open spaces that would allow greater functional capacity and a diversity of activities which is not being achieved in smaller sites.
7. This would likely involve considering opportunities for land acquisitions over the life of the strategy. There may also be opportunities to negotiate obtaining open space on State Government land in Yarra.
8. Overall since 2006, $52M has been invested in open space infrastructure and 82% of the recommendations from the 2006 Strategy have been realised.
9. Open space in the draft Strategy is defined as:

   > *all publicly owned land that is set aside primarily for outdoor recreation, passive outdoor enjoyment and nature conservation that is open to the sky. It includes parks, gardens, reserves, waterways and squares. Access may be restricted at certain times or at all times on a fee paying basis. It is generally zoned for public park, recreation or conservation purposes when held in public ownership*.

10. Publicly accessible private open space such as Collingwood Children's Farm or the Yarra Bend Public Golf Course are counted in the overall quantum of open space available in Yarra, but future recommendations on these sites are not made as these spaces are managed by external agencies and are not always accessible to the wider community. Their use and accessibility cannot be relied upon for an indefinite period of time.

11. Streets, footpaths and laneways are also important parts of the public realm and key *connectors* across Yarra, including to open space sites. In the draft Strategy, they are, however, not considered as 'public open space' as they do not meet the minimum criteria for size, character and function unless they are converted to dedicated open space sites. These spaces, and opportunities, will be managed through other studies and projects such as the place making work and greening projects.

Discussion

Overview of the *Draft Technical Report*

12. The *Draft Technical Report* is a comprehensive document based on international best practice standards, background research, forecast growth projections, an analysis of Yarra's existing open space network and the results of the community survey undertaken during the first round of consultation. It also makes detailed recommendations in each of the 10 Yarra precincts and 31 sub-precincts within them.

13. The *Draft Summary Strategy* is a companion report that provides an overview summary of the Technical Report that can be easily referenced by the community to understand Council's strategic intent, as well as the specific recommendations across the different Yarra precincts.

14. The draft Strategy includes an ambitious program to meet the open space requirements of the future community with 26 new open spaces being proposed (over the period), as well as a number of open space improvement projects related to existing open space sites.

15. The draft strategy provides the broader strategic framework and justification to address key challenges for the future planning and management of Yarra's open space network. It would also support the everyday work of several Council teams in open space related areas.

16. The recommendations in the draft Strategy were guided by the analysis and trends derived from the Community Survey undertaken in 2018, as well as other key determinants in open space planning including:

    (a) forecast population growth figures;

    (b) development trends;

    (c) employment trends;

    (d) existing location, function, quality and condition of the open space network;

    (e) best practice standards;

    (f) sustainable initiatives and climate emergency mitigation mechanisms including innovative water reduction methods and urban heat mitigation measures;

    (g) recommendations from health and well-being studies;

    (h) relevant Council policies, strategies and plans;

    (i) relevant State level policies and strategies; and

    (j) a gap analysis of Yarra's existing open space network.

17. The draft strategy has considered the opportunities for increasing open spaces through:

    (a) conversion of Council owned land to open space;

    (b) road closures;

    (c) potential opportunities on State Government owned land; and

    (d) contributions (land and or $'s contribution in lieu) that would occur through subdivision of large developments.

18. In summary, the *Draft Technical Report* is divided into nine sections which present:

    (a) **Section 1 – Introduction**:

        (i) Project intention, purpose of the Strategy and overall direction*;*

(ii) An acknowledgement of the Wurrundjeri Woi Wurrung people as custodians of the land; and

(iii) Definition used for open space;

(b) **Section 2 – Policy Context**:

(i) Objectives and Principles of the Strategy, which are strongly tied to the 2017-2021 Council Plan;

(ii) Background studies and research findings:

- importance and benefits of open space;
- best practice frameworks;
- sets up the key guiding principle that all residents and workers to be within 150m easy walk to open space.

(iii) Policy framework of the Strategy:

- how the Strategy relates to relevant Victorian government strategies and directions; and
- how the Strategy relates to complementary strategies and the suite of Council documents in Yarra.

(c) **Section 3 – Existing Open Space Network**:

(i) The analysis and classification of existing open space sites via:

- hierarchy;
- function;
- character classification;
- infrastructure provisions; and
- catchment provision.

(d) **Section 4 – Forecast Change and Implications on Open Space Planning**:

(i) How the open space network in Yarra should adapt to meet growth;

(ii) The implications of residential and employment growth on open space provision;

(iii) The impacts of high density development; and

(iv) The influence of the climate emergency.

(e) **Section 5 – Open Space Framework Recommendations**:

(i) Criteria to plan for and assess the suitability of open space proposals; and

(ii) Overall plan to address Yarra's future open space provision requirements.

(f) **Section 6 – Open Space Design and Management Guidelines**, related to:

(i) Climate emergency;

(ii) Biodiversity;

(iii) Sustainability;

(iv) Design;

(v) Unstructured recreation;

(vi) Structured recreation;

(vii) Festivals and events;

(viii) Trees and planting;

(ix) Urban Agriculture;

(x) Maintenance; and

(xi) Relationships with other agencies.

(g) **Section 7 – Precinct Analysis and Recommendations**:

(i) Detailed recommendations across each of the ten Yarra precincts;

(ii) A detailed analysis of the open space network in each precinct;

(iii) A division of precincts into relevant sub-precincts related to the diversity of land use and growth projections within each precinct;

(iv) A summary of the consultation outcomes and growth projections;

(v) Prioritised recommendations for existing open space sites; and

(vi) Identification of areas where new open space is required.

(h) **Section 8 – Funding and Open Space Contributions**:

(i) An explanation of the contribution mechanism and its application; and

(ii) Methodology behind the rate calculation.

(i) **Section 9 – Implementation**:

(i) A high level allocation of responsibilities across relevant Council teams.

Principles in the Strategy

19. The high level Principles to guide the development of the open space network are listed in Table 1 below. They are of equal priority and are listed in alphabetical order. They are consistent with the 2006 Strategy but have been updated to address contemporary issues related to climate emergency.

Principle	**Aim**
Accessible	Provide open space that is easily accessible and appeals to people of all ages and abilities and is well serviced by a range of sustainable transport options.
Adaptable	Design and manage open space to accommodate changing community needs and other influences including climate change.
Cultural	Recognise, protect and support diverse Indigenous and non-Indigenous historical and contemporary cultural values of open space.
Diverse	Reflect the natural, social, urban and cultural diversity of Yarra and meet the diverse range of organised and informal recreational needs in open space.
Ecological	Enhance and link ecologically viable remnants and established urban bushland to improve biodiversity values.
Sustainable	Design and manage open space to support sustainable water use; contribute to urban greening; mitigate urban heat island effect; support large canopy trees; promote sustainable transport options; and contribute to the liveability of higher density precincts in the city.

Table 1: Open Space Strategy Draft Principles

20. The principles to implement the Strategy are as per Table 2 below:

Principles	Description
Inclusive	Involve the community and stakeholders in the decision making process for the design of existing and new open space.
Advocate	Protect and expand Yarra's open space network by advocating to all levels of government and the broader community.
Demonstrate	Demonstrate best practice management approach to meet the principles in the Strategy

Table 2: Open Space Strategy Draft Principles for Implementation

Design & Management Guidelines

21. A summary of how the principles then translate into overarching guidelines in open space development is provided below:

    (a) all residents and employees are within a 150m easy walk to open space;

    (b) new open space sites are a minimum of 300m2;

    (c) there is adequate winter sunlight provided between 10am to 3pm on 21 June and it is unlikely that additional overshadowing beyond a 9m building form height will occur;

    (d) no nett loss of open space - no existing open space sites will be sold or disposed of unless there is an immediate plan for an alternate site that will be acquired to supplement the open space network;

    (e) urban heat island mitigation is achieved by providing more green and permeable spaces and the potential for tree planting is maximised;

    (f) spaces are multifunctional and provide for a variety of uses and users. This is more easily achieved in larger open space sites which can comfortably accommodate increased functions. Consequently, the provision of larger open space sites must be considered;

    (g) connectivity to open space sites via the local street network is important and streets are a combination of vibrant activity centres and quiet local connectors which are safe and provide high amenity values;

    (h) sustainable choices are made in the development of open spaces through design, siting, material choices, ongoing maintenance methods and other possible initiatives. Any innovations which create positive environmental outcomes such as low energy lighting, passive water use or stormwater harvesting should also be considered;

    (i) community health and wellbeing is improved;

    (j) where possible, the targets of other relevant strategies such as the *Urban Forest Strategy*, the *Nature Strategy* or the *Embedding Green Infrastructure Toolkit* are achieved in open space sites; and

    (k) a higher public open space contribution rate is required to address future community demand and need given the growth expected in Yarra.

22. The draft Strategy makes recommendations for some further studies and analysis for issues that require more detailed examination, for example, the development of a 'Play Strategy' as well as a 'Dog Off Leash Strategy'.

Public open space contributions and funding

23. Council's current open space contribution rate ($s in lieu of land) collects an average annual contribution level of some $4M. In the last 4 years it has been approx. $4.8M per annum.

24. Currently, the public open space contributions are used, in part, to fund capital improvements to open space, consistent with the requirements of the *Subdivision Act*. In 2019/20 $1.1m of the contributions are being used, but in previous years this has been higher (see below).

25. The public open space contribution rate is levied on any persons who propose to subdivide land for residential, industrial or commercial purposes as set out in the *Subdivision Act* 1988. This can range from developers on multi-level large scale projects to lesser developments. It is taken as a percentage of the site value, not actual market rates or the value of the development

26. Public open space contributions are a legislative requirement linked to the subdivision of land (*Subdivision Act* 1988). The calculation of the proposed Yarra public open space contribution rate is strategically justified based on the value of proposed open space projects measured against the needs of the future population.

27. Council can only expend the public open space contributions received for the purposes provided under the *Subdivision Act* 1988 and the *Planning and Environment Act* 1987 in the following way:

    (a) the creation of new open space and related recreational facilities;

    (b) the upgrading of open space and associated recreational facilities, only to the extent which such works would result in existing open space being more intensively used after than before the subdivision; and

    (c) The renewal or improving of open space and associated recreational facilities, only to the extent which such works would result in the existing open space/recreation facility, being more intensively used after than before the subdivision.

28. The YCC open space reserve account, at present, is accumulating funds, which is beginning to present an opportunity for land purchase in the future.

29. The draft Strategy is proposing an increase in the public open space contribution rate from the current 4.5% to a rate up to 10% across the municipality. Any proposed increase can only occur through a planning scheme amendment process which includes the public exhibition of any proposed changes, consideration of submissions, referral to a Panel hearing and then only with the approval of the Minister of Planning.

External Consultation

30. The proposed second round of consultation (now on the proposed draft strategy) is planned for 20 January to 15 March 2020.

31. The purpose of the consultation is to engage the community on the proposed direction and recommendations in the Strategy and the management of the open space network measured against future population growth.

32. The community engagement approach proposed is outlined in **Attachment 3** – Community Engagement Overview.

33. The main mechanism for feedback is a community survey providing an overview of the Strategy and asking a short series of multiple choice questions, related to the importance of the Strategy to the participant, and how the Strategy does, or does not, provide an appropriate management framework for growth in relation to the open space network in Yarra.

34. The Technical Report and the Summary Report will be provided on Council's *Your Say Yarra* platform. There would also be a page dedicated to the Open Space Strategy.

35. It is intended to engage with a broad and diverse representation of Yarra's community, including the more marginalised groups such as the homeless, CALD community and youth.

36. The program would include three pop-up sessions, one in each ward as per the initial round of engagement to provide the opportunity for residents to provide face to face feedback. This would also include seeking opinions of passers-by and provide participation opportunities from those who otherwise may not have been aware of the process.

37. All Council's Advisory Groups would be notified of the process.

38. The survey would also be promoted via:

    (a) articles in *Yarra Life*;

    (b) business newsletter;

    (c) recreation newsletter;

    (d) school newsletters;

    (e) direct emails to those who expressed interest in keeping up to date of the process;

    (f) social media alerts;

    (g) emails to electronic databases, childcare groups, resident advocacy groups and friends groups; and

    (h) postcards at front counters of Yarra services providing information around the process, as well as hard copy surveys at those counters.

39. The proposed engagement methodology has been guided by Council's Community Engagement Team.

Internal Consultation (One Yarra)

40. The Draft Technical Report has been provided to the Internal Project Working Group. This includes members from:

    (a) Finance;

    (b) Statutory Planning;

    (c) City Strategy;

    (d) Recreation and Leisure;

    (e) City Works;

    (f) Property;

    (g) Urban Design;

    (h) Strategic Planning;

    (i) Communications and Engagement; and

    (j) Open Space Planning and Design.

    It has also been distributed to relevant Council Teams including:

    (k) Streetscapes and Natural Values;

    (l) Sustainability;

    (m) Waste Management;

    (n) Urban Agriculture; and

    (o) Engineering Services.

41. There was extensive input from Council's Valuations Team to test the financial implications and feasibility of the proposed recommendations for new open space.

Financial Implications

42. The proposed new Strategy would provide the strategic justification to pursue the setting of a new open space contribution rate in the Yarra Planning Scheme through a separate planning scheme amendment process. The draft Strategy proposes a rate of up to 10% increasing from the current rate of 4.5%. The specific contribution rate would be considered by Council (under a separate reporting process) after the consultation on the draft strategy has occurred.

43. The draft Strategy includes a series of recommendations, for the improvement of existing parks as well as the development of new parks to meet the needs of Yarra's growing community. There is an expectation these would be implemented over the life of the Strategy, the next 10-15 years. These would be funded from a mix of general rates revenue, Council grants and the public open space contribution rate, when the works are for the benefit of the new community.

44. The draft Strategy also recommends that Council acquire land to meet growing community needs for open space. In order to do that, Council would need to have an adequate level of funds, or arrange financing, to support any program of land acquisition. As a general principle, in order to do this, there needs to be a greater accumulation of public open space contributions rather than utilising a significant level of contributions for open space capital works projects.

Economic Implications

45. A new public open space contribution rate in the Yarra Planning Scheme would mainly affect general residential development and would provide greater funding in order to meet the community's open space needs.

Sustainability Implications

46. Many Council strategies will achieve their sustainability actions through the open space network. This includes:

    (a) developing biodiversity corridors,

    (b) creating opportunities for sustainable water management, (for example through passive irrigation or storm water harvesting), and

    (c) reducing the urban heat island effect by creating more permeable surfaces in parks which also provides the opportunity to plant larger canopy trees that cannot always be achieved through the streetscape network.

Social Implications

47. Yarra's open space network provides a setting where the diverse community can converge and socialise if they choose in a free, safe and welcoming environment, in a number of different ways.

48. The open space network provides varied opportunities for childhood development and growth. That is, being outdoors is an important part of early years learning.

49. Measures to manage perceptions of safety and equity across the open space network needs to be managed through the ongoing implementation of the Strategy and aligned to the directions of other relevant Council strategies.

Human Rights Implications

50. Recommendations related to accessibility and equity have been included in the design and management guidelines in the *Draft Technical Report*.

Communications with CALD Communities Implications

51. The CALD community are considered key stakeholders in the process. The proposed consultation program has dedicated sessions in neighbourhood houses within Yarra to engage with these communities.

52. Consultation materials would be provided in multiple languages as per Council's guidelines.

Council Plan, Strategy and Policy Implications

53. The draft Strategy is linked to the seven priority areas of the Council Plan as detailed in Table 3 below:

Council Plan Objective	*How the Strategy will meet the objective*
A healthy Yarra 1.1 Maintain and enhance Yarra's open space network to meet the diverse range of community uses. 1.1.1 Increase the amount and quality of green open space through the strategic acquisition of land, the conversion of urban land to open space and/or the creation of pocket parks in high density areas. 1.1.2 Develop an open space strategy to ensure Yarra's public open space is managed as a functional network that encourages shared use and active living. 1.1.3 Undertake community education to promote understanding and greater acceptance of multiple use infrastructure including open space.	Upgrade existing open spaces to encourage the community outdoors to exercise and socialise in them. Provide additional public open space so that everyone lives and works within a safe and easy walk to open space. Encourage greening of open space so open space contributes to urban cooling. Protect and improve habitat and biodiversity values of open space including along the waterway corridors and across the network where appropriate.
An inclusive Yarra 2.1 Build resilience by providing opportunities and places for people to meet, be involved in and connect with their community	Open space is for everyone in Yarra's diverse community, including all ages, abilities and cultures. Open space is accessible to everyone and requires no membership of an organisation or payment to use it. Everyone lives and works within a safe and easy walk of open space.
A sustainable Yarra 3.1 Investigate strategies and initiatives to better manage the long term effects of climate change. 3.5 Promote responsible water usage and practices. 3.7 Investigate strategies and initiatives to improve biodiversity.	Encourage use of sustainable materials in open space. Maximise urban greening. Protect and improve habitat and biodiversity values of open space including along the waterway corridors and across the network where appropriate.

Council Plan Objective	***How the Strategy will meet the objective***
A liveable Yarra 4.3 Plan, promote and provide built form and open space that is accessible to all ages and abilities.	Identify the need for and areas where new open space is required in response to the *Yarra Housing Strategy 2018* and the *Yarra Spatial Economic and Employment Strategy 2018*. The design guidelines require the inclusion of sustainable water re-use and urban greening including additional large canopy trees to promote the role of open space in mitigating urban heat island effect.
A prosperous Yarra 5.2 Strengthen and monitor land use change and economic growth including new and emerging economic clusters. 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.	Open space is able to attract employees and visitors to Yarra, increasing visitation and economic activities. The actions in the proposed Strategy are costed and form the basis of the open space contribution rate that is included in the Strategy. Growth projections will be monitored over the life of the Strategy. Recommendations may shift as required depending on changes in projected growth. The Strategy provides certainty for Council, the community and developers regarding the location and type of new open space that is required over the 10 year timeframe of the Strategy. Smart City solutions (use of technology) will be considered and applied to the development of new open space and linear trails where applicable.
A connected Yarra 6.5 Develop and promote pedestrian and bicycle infrastructure that encourages alternate modes of transport, improves safety and connectedness.	Strengthen the linear connections and sustainable transport options to open space sites. Shared trails are safe and able to be used by a range of community members. Open space sites will be easy to walk to through a safe and amenable street network. Provide bike parking facilities at key open space sites.

Council Plan Objective	*How the Strategy will meet the objective*
A leading Yarra 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 and participate in Council planning and decision making processes with a focus on young people, hard to reach and traditionally underrepresented communities. 7.8 Continue a 'customer centric' approach to all service planning and delivery. 7.9 Advocate for the best interests of our community.	The proposed Strategy is based on community engagement feedback and best practice provision of open space and facilities in established areas and high density precincts. The community will be engaged on a project basis during the implementation of the Strategy and their responses and experiences will form the base of future planning and design work. Community satisfaction standards will be measured through the *Annual Customer Satisfaction Survey*.

Table 3: Vision for Open Space and Relationship to Council Plan

Legal Implications

54. Independent legal advice has been sought to ensure the development of the Strategy follows a methodology that would support increasing the public open space contribution rate in the Yarra Planning Scheme, through a separate planning scheme amendment process once a final version of the Strategy is adopted by Council.

Conclusion

55. The proposed strategy has been formulated out of early consultations with the community, research and methodology that has previously been used in Panel hearings relating to Planning Scheme Amendments elsewhere in Melbourne.

56. The *Draft Yarra Open Space Strategy Technical Report* provides a comprehensive framework by which to manage the open space network in Yarra over the next 10-15 years. It is a document based on background research and the analysis of complex data sources relevant to Yarra.

57. Community engagement and consultation is now recommended to provide Council with feedback that can inform the finalisation of the draft Strategy during 2020.

RECOMMENDAITON

1. That Council:
   (a) note the report of officers regarding the development of a new Open Space Strategy; and
   (b) note the attached technical report and other documents underpinning this proposed strategy.
2. That Council authorise the *Draft Yarra Open Space Strategy Technical Report* and *Draft Summary Strategy* being exhibited for the purpose of community consultation*;*
3. That Council authorise this consultation for January 20, 2020 to March 15, 2020 in accordance with the *Community Engagement Overview* as shown in Attachment 3.

CONTACT OFFICER: **David Walmsley / Julia Mardjuki**

Attachments

1 Attachment 1 - Draft Technical Report - Yarra Open Space Strategy
2 Attachment 2 - Draft Yarra Open Space Strategy Summary Report
3 Attachment 3 - Yarra Open Space Strategy - Community Engagement Overview

Yarra Open Space Strategy 2019

Technical Report

DRAFT V2

Prepared by

Thompson Berrill Landscape Design Pty Ltd
and
Environment & Land Management Pty Ltd

August 2019

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Acknowledgement

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

Date	Revision	Amendment
06/05/19	V1	For internal Project Working Group Comment only
14/08/19	V2	Updated with Project Working Group Comment for internal Council officer review only

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1. Introduction

1.1 Project scope and purpose

1.1.1 Project scope

The project brief prepared by the City of Yarra identified that the Open Space Strategy will be:

> *The overarching, longer term strategic document on public open space in the City. It will set the vision and direction to guide future provision, planning, design and management of open space in Yarra. It will consider the current challenges and pressures inner city municipalities such as Yarra face in achieving a cohesive, linked and well managed open space network to meet the full range of current and future needs for residents, workers and visitors to the City.*

The project brief identified that the primary objective of the new Strategy is to address the inequity in open space distribution and to increase the amount of public open space in areas with the least access. It will also review the current 4.5 per cent Public Open Space Contribution rate, which may not be adequate to provide an adequate level of funding to service new populations through the open space program.

1.1.1a Key issues addressed in the Strategy

The following is a brief summary of the key issues arising from the research, consultation and analysis in preparing the 2019 Strategy compared with existing conditions and the 2006 Open Space Strategy. These include:

- **Climate change** including the impacts of extreme weather events including periods of extended drought and more severe storms.
- **Urban heat island effect**, particularly in the context of climate change.
- **Substantial population growth**, particularly over the past six years and the impacts this has had on open space.
- **Substantial forecast future population growth through to 2031** including the resident and employment population.

- **Increased urban densities** including impacts of increased levels of use and overshadowing from adjoining built form.
- **Changing patterns of community use of open space** including a visiting open space for a greater variety of reasons. Key changes include:
  - Dog walking is more common
  - Walking is lower as a reason to visit open space
  - Social reasons to visit open space are higher including meeting friends and picnics
  - Relaxing is more frequently given as a reason to visit open space
- **Changing community values of open space** with people valuing the trees more highly now than in 2006. They also place a higher value on open space being a place for them to relax and unwind compared with 2006.
- **The high cost and difficulties associated with providing new areas of open space.** This includes difficulties negotiating land area contributions during the development application process and adequate funds being available to acquire land on the open market when suitable sites are identified.
- **The existing 4.5% open space contribution rate is inadequate** to provide sufficient funds for purchasing sites for new public open space, to provide open space improvements to serve the new population, and it does not apply to non-residential uses which is an increasing development type in Yarra.

1.1.1b The Wurrundjeri people as custodians of the land now known as the City of Yarra

The Wurundjeri people are the cultural custodians of the land now known as the City of Yarra. They cared for the land for many thousands of years before being displaced by European settlers from the 1830s. Council acknowledges the profound impacts of these changes and today celebrates the rich and enduring culture of Yarra's Traditional Owners. Council Plan 2017-2021.

1.1.2 Strategy purpose

The purpose of the Open Space Strategy 2019 is to provide strategic direction for the future planning, provision, design and management of open space in the City of Yarra through to 2031. This includes understanding and addressing the open space needs of the existing population and planning ahead to address the open space needs of the forecast community. This includes both the residential and employment community.

The Strategy is consistent with the broader policy context set out in the State planning documents including Plan Melbourne and Planning Practice Note | 70 – Open Space Strategies.

The Open Space Strategy 2019 addresses the open space needs of both the existing and forecast community within an integrated framework that supports the justification for a fair and equitable open space contribution program that Council can then incorporate with appropriate policy directions in the Yarra Planning Scheme. In order to achieve this the Strategy provides an Action Table for which broad opinions of cost have been allocated to each action where an open space contribution is anticipated for project

budgeting. For reference, projects that are not eligible for a contribution are those where the forecast new population is not creating a need for the project. The Strategy will commit Council to a 15-year framework of actions that will be funded from a variety of Council revenue sources including rates, grants, fees and open space contributions.

The Yarra Open Space Strategy 2019 is referred to as 'the Strategy' throughout the report to differentiate it from other government strategies referred to.

The Strategy comprises the following documents:

- **Technical Report** which provides the detailed analysis, conclusions and recommendations including the Action Table for each of the 10 precincts.
- **Summary Report** which provides a summary of the key issues and recommendations from the Strategy and is the main document that community and Council officers outside of the open space planning area are likely to refer to. The Summary Report will be prepared following acceptance of the Technical Report.

1.2 Definition of public open space

1.2.1 Open space

The following definition of open space is based on the refinements made to the definition included in the 2006 Open Space Strategy with some refinements, as follows:

Public open space includes all the publicly owned land that is set aside primarily for outdoor recreation, passive outdoor enjoyment and nature conservation and is open to the sky. It includes public parks, gardens, reserves, waterways and squares. Access may be restricted at certain times or at all times on a fee paying basis. It is generally zoned for public park, recreation or conservation purposes when held in public ownership.

Public open space referred to in the Strategy includes:

- Public land that is owned and managed by Council.
- Crown Land that is managed by Council, for example Edinburgh Gardens, Darling Gardens, Mayors Park, Citizens Park, Barkly Gardens, Burnley Park and the majority of the open space along the Yarra River.
- Crown Land that is managed by other government agencies and their delegates as public open space, for example Yarra Bend Park which is managed by Parks Victoria and Collingwood Children's Farm which is managed by the Collingwood Children's Farm Committee of Management.
- Public land owned and managed by Melbourne Water which is reserved for drainage and flood management purposes and also has a recreational function and use.
- Restricted open space is land that is zoned for public park and recreation purposes but only available on a membership or fee paying basis. Examples include Burnley Golf Course and Richmond Union Bowls Club.

Throughout the Strategy, public open space is referred to as 'open space'.

1.2.3 Ancillary open space

The term ancillary open space is used to differentiate parts of the public realm that are not included in the definition of public open space. This includes streetscapes, urban spaces between buildings, school and educational facility grounds and community facility grounds, for example, neighbourhood houses.

Streets are used by people to socialise and exercise including walking and cycling, and while these are common to activities that are also undertaken in open space, the streets are primarily set-aside for their transport function and purpose. Streets contribute to the use and value of the open space network and will be recognised as providing this complementary role in the Strategy.

The Strategy recognises the contribution that ancillary open space provides including opportunities such as schools that can partner with Council, however school land is not reserved for open space and can be sold for other purposes or converted through building construction. The lack of certainty over this land being available to supplement the open space system is the reason the use of school grounds is not referred to in the Strategy as it does not replace the need for public open space.

Other public land that falls into the ancillary open space category is railway corridors where they have not already been developed and secured as public open space. A simple test for distinguishing public open space from other public land is whether the land is suitable for inclusion in the Public Parks and Recreation Zone or the Public Conservation and Resource Zone.

This Strategy focuses on planning for the adequate provision, design and management of a public open space network that is secured for future generations to enjoy. This means that the open space is publicly owned, without the ability for that land to be sold or converted to another use without clear demonstration that it is no longer required by the community as open space.

The future provision, design and funding for ancillary open space is guided by a range of other plans and strategies prepared by Council and other State Government agencies and will not form part of the open space capital works program in this Strategy.

1.2.4 Publicly accessible private open space

Some publicly accessible private open space complements the public open space system including church grounds and private forecourts to buildings. These will be referred to as publicly accessible private open space, but will not be relied on as a replacement for public open space as Council does not have direct control over them. Other private land that contributes to the open space system is private golf courses, which are available to members on a fee paying basis. These areas contribute to the natural and unbuilt quality of the landscape, have some benefits in mitigating urban heat island effect associated with climate change, and contribute to the environmental values and landscape character of an area.

1.3 Objectives and principles

1.3.1 Council Plan Objectives

The Council Plan 2017-2021 includes seven objectives based on the community engagement process that identified what the community love about Yarra and what they identify as the top issues that need to be addressed.

1. *A HEALTHY YARRA*
   Community health, safety and wellbeing are a focus in everything we do.
2. *AN INCLUSIVE YARRA*
   Inclusion, diversity and uniqueness are welcomed, respected and celebrated.
3. *A SUSTAINABLE YARRA*
   Council leads on sustainability and protects and enhances its natural environment.
4. *A LIVEABLE YARRA*
   Development and growth are managed to maintain and enhance the character and heritage of the city.
5. *A PROSPEROUS YARRA*
   Local businesses prosper and creative and knowledge industries thrive.
6. *A CONNECTED YARRA*
   Connectivity and travel options are environmentally sustainable, integrated and well-designed.
7. *A LEADING YARRA*
   Transparency, performance and community participation drive the way we operate.

The following table describes how the Strategy aims to meet the Council Plan Objective:

Council Plan Objective	How the Strategy will meet the objective
A healthy Yarra	• Upgrade the existing open spaces to encourage the community outdoors to exercise and socialise in them. • Provide additional public open space so that everyone lives and works within a safe and easy walk of open space. • Encourage greening of open space so open space contributes to urban cooling. • Protect and improve habitat and biodiversity values of open space including along the waterway corridors and across the network where appropriate.

Council Plan Objective	How the Strategy will meet the objective
An inclusive Yarra	• Open space is accessible to everyone and requires no membership of an organisation or payment to use it. • Everyone lives and works within a safe and easy walk of open space.
A sustainable Yarra	• Encourage use of sustainable materials in open space. • Maximise urban greening. • Protect and improve habitat and biodiversity values of open space including along the waterway corridors and across the network where appropriate.
A liveable Yarra	• Identify the need for and areas where new open space is required in response to the *Yarra Housing Strategy 2018 and* the *Yarra Spatial Economic and Employment Strategy 2018*. • The design guidelines require the inclusion of sustainable water re-use and urban greening including additional large canopy trees to promote the role of open space in mitigating urban heat island effect.
A prosperous Yarra	• The Actions in the Strategy are costed and form the basis of the open space contribution rate that is included in the Strategy. • The Strategy provides certainty for Council, the community and developers regarding the location and type of new open space that is required over the 15 year timeframe to 2031.
A connected Yarra	• Strengthen the linear connections and sustainable transport options.
A leading Yarra	• The Strategy is based on best practice provision of open space and facilities for established areas and high density precincts.

1.3.2 Open Space Strategy Principles

The following principles are taken from the 2006 Strategy and updated to address some of the contemporary issues including climate change and urban heat island effect, the importance of green open space to community health and wellbeing and increased urban densities and population growth. These principles are of equal priority and are listed in alphabetical order.

Principle	Aim
Accessible	Provide open space that is easily accessible and appeals to people of all ages and abilities and is well serviced by a range of sustainable transport options.
Adaptable	Design and manage open space to accommodate changing community needs and other influences including climate change.
Cultural	Recognise, protect and support diverse Indigenous and non-Indigenous historical and contemporary cultural values of open space.
Diverse	Reflect the natural, social, urban and cultural diversity of Yarra and meet the diverse range of organised and informal recreational needs in open space.
Ecological	Enhance and link ecologically viable remnants and established urban bushland to improve biodiversity values.
Sustainable	Open space to be designed and managed to support sustainable water use; contribute to urban greening; mitigate urban heat island effect; support large canopy trees; promote sustainable transport options; and contribute to the liveability of higher density precincts in the city.

The following three principles guide Council's method of implementing the Strategy.

Principles	Description
Inclusive	Involve the community and stakeholders in the decision making process for the design of existing and new open space.
Advocate	Protect and expand Yarra's open space network by advocating to all levels of government and the broader community.
Demonstrate	Demonstrate best practice management approach to meet the principles in the Strategy.

1.4 Importance of open space

Since the preparation of the existing Yarra Open Space Strategy in 2006, there has been extensive additional local and international research into the positive influence of open space and natural features on community health and wellbeing and liveability. Open space is recognised as having a range of benefits that extend beyond recreation, and the research has identified there are measurable improvements to both people's physical and mental health if they live near green open space. Open space is an essential part of creating sustainable urban communities.

Research from the following key documents has been reviewed:

- The Victorian Parliamentary Legislative Council Inquiry into Environmental Design and Public Health in 2012
- Urban Green Spaces and Health, A review of evidence, by the World Health Organization (WHO), 2016.
- Beyond Blue to Green, The benefits of contact with nature for mental health and well-being by Deakin University, 2010

The purpose of the *Inquiry into Environmental Design and Public Health* was to inform the Victorian Government's preparation of Plan Melbourne. The Inquiry found there is compelling evidence linking the rise in the rates of serious chronic diseases with the key risk factors being physical inactivity and the planning and design of the urban environments. The evidence links the improvement to the provision, design and accessibility of open space with increased participation in physical activity. Green open spaces provide opportunities for physical activity which also benefits mental health and leads to multiple positive physical, mental and social health benefits to living close to green open space.

The WHO Report, *Urban Green Spaces and Health A Review of Evidence*, concludes that there is evidence to support that green open space makes a contribution to people's mental health and wellbeing if they live within 300 metres of it and if the open space is at least 0.5 hectares in size or closer to smaller areas of open space.

The *Beyond Blue to Green* study links peoples access to green open space to their mental health and wellbeing including having a positive influence of people healing and recovering from illness.

Based on the wide range of published research and the consultation undertaken for this Strategy, public open space contributes to community health and wellbeing, the natural and the urban character of the city. The community health and wellbeing benefits include:

- A place to relax and unwind
- Physical fitness and exercise
- Access to natural sunlight and fresh air, particularly during the winter to retain adequate levels of Vitamin D
- Social connection to the local community, friends and family
- Children's play including their physical, social and cognitive development
- Restorative influence of being in a natural space as a contrast to built form
- Mitigation of urban heat island effect, particularly in high density precincts where heat exhaustion can be particularly serious for the vulnerable including the frail and the elderly.

The contribution of open space to the natural and urban character of the City includes:

- Improve biodiversity values, particularly along the waterway corridors and across the network via linear links.
- Distinctive neighbourhood character changes across the city and a unique sense of place that people identify with.
- The Indigenous and non-Indigenous cultural values in both a contemporary and historical context.
- Provides a break in the built form and character.
- Opportunity for urban greening with natural features that contrast to built form.
- Space for large broad spreading canopy trees that contributes to mitigating urban heat island effect.
- Provide green and natural public open spaces with trees, garden beds and grass close to where people living in high density precincts.
- A sense of space with long vistas and views to and from open space as a contrast to the built form.

The recent research has found there are measurable health benefits to the community if they live near and access public open space compared to those who do not. The World Health Organisation's report concluded that the preference is for people to live 300 metres to green open space of a minimum of 0.5 hectares in size and closer to smaller areas of open space. In the City of Yarra people living and working in the central and southern parts of the City currently do not have this level of access to green open space. Sections 2.4 and 5.3 of the Strategy has further discussion regarding this issue.

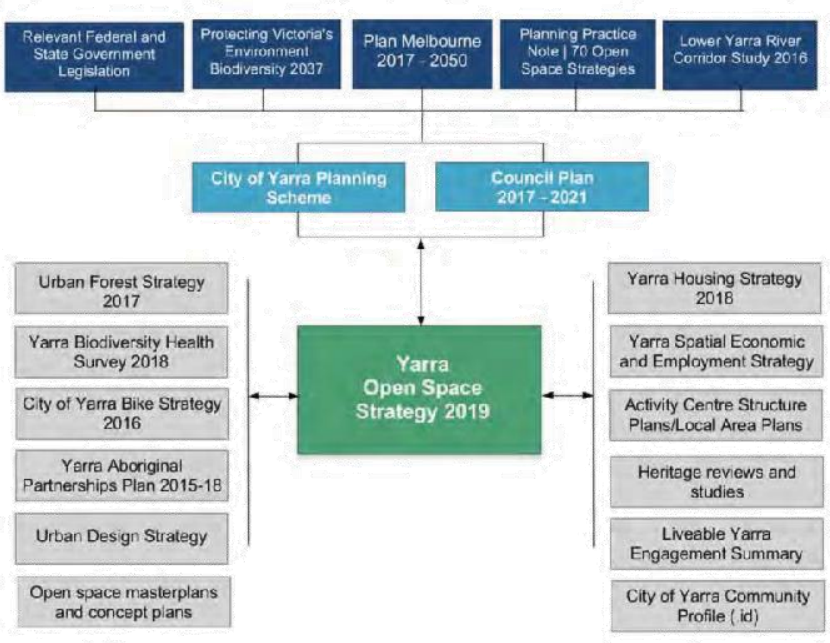
The City of Yarra has experienced significant population growth and urban development over the past twelve years, and particularly over the past six years. These significant levels of growth are forecast to continue over the next 25 years, which means there is a need to plan ahead to ensure that the City improves accessibility to a diversity of green open spaces as the population grows and the municipality redevelops and intensifies to accommodate this population growth.

In the established urban context it is difficult to provide new land area as open space, particularly larger areas of open space. In the City of Yarra some of the larger former industrial sites are yet to be redeveloped and these provide opportunities to potentially seek future larger land areas as public open space including Local and Neighbourhood open space up to 1 hectare in size, along with the conversion of public land including roads. These opportunities will be identified and investigated through the analysis phase of this project.

2. Policy context

2.1 Strategic context

2.1.1 Relevant Victorian government strategies and directions



2.1.1a Plan Melbourne 2017 – 2050

Plan Melbourne is *'a metropolitan planning strategy that defines the future shape of the city and state over the next 35 years. Integrating long-term land use, infrastructure and transport planning, Plan Melbourne sets out the strategy for supporting jobs and growth, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.'* (Plan Melbourne web pages). There are 9 principles with 32 policy directions. The relevant directions and policies have been considered in preparing this Strategy and this Strategy in turn will support the achievement of Plan Melbourne within the Yarra municipality.

Housing and employment
Plan Melbourne supports locating housing close to jobs and services, which can easily be achieved in Yarra. For Melbourne overall, the plan seeks to locate at least 65 per cent of new housing in established areas of Melbourne and no more than 35 per cent in growth areas. The inner region, of which Yarra is a part (with Melbourne and Port Phillip), will add an estimated 215,000 new dwellings between 2015 and 2051. This pattern is already evident in Yarra today and in the population forecasts. There is continuing focus on the 20-minute walkable neighbourhood, including access to public open space, to ensure good amenity, liveability and local access to community and other services.

The inner region will be a driver of industry and employment with a focus on the following key industries: professional scientific and technical services; finance and insurance services; healthcare and social assistance; public administration and safety. Up to 233,000 new jobs are anticipated in the inner region.

There is a health and education precinct identified that is centred on St Vincent's Hospital and Australian Catholic University Precinct, partly in Fitzroy. The Amcor Paper Mill site in Alphington is identified as a significant urban renewal site for Yarra, planned as a mixed use precinct including open space, with local jobs and up to 2,500 homes for around 5,000 residents.

Plan Melbourne designates five Major Activity Centres in Yarra: Brunswick Street and Smith Street in Fitzroy and Victoria Street, Bridge Road and Swan Street in Richmond.

The combination of the major activity centres and the health and education precincts will contribute significant change during the life of the Strategy with important residential and employment population increases. This Strategy responds to population growth and change by recommending new public open space and upgrades to existing open space reserves to respond to local need.

Open space
In addition to identifying new housing and employment opportunities, Plan Melbourne promotes public open space. Plan Melbourne defines this as follows:

> *Includes land reserved for natural landscape, parklands, recreation and active sports, as well as waterways and bays.*

Direction 5.4 reinforces the need for public open space:
- to green the city
- provide urban amenities including recreation and leisure
- support habitat conservation.

This direction includes the need for 'a network of accessible, high-quality, local open spaces' at policy 5.4.1.

There is also emphasis on greening the city to mitigate the urban heat island effect and ensuring resilience to natural hazards and risks, and a changing climate. The overall urban heat island profile diagram from Plan Melbourne illustrates the scale of this liveability and health and wellbeing issue for the City of Yarra in the context of the CBD and other parts of Melbourne.

Sustainable energy, water and waste practices including the use of water sensitive urban design to protect waterways and bays, and protection from air pollution and excessive noise are all key policy directions.

In Direction 6.4, two policy statements in relation to open space include:

- Policy 6.4.1
  Support a cooler Melbourne by greening urban areas, buildings, transport corridors and open spaces to create an urban forest.
- Policy 6.4.2
  Strengthen the integrated metropolitan open space network. The description in this notes that better planning, design and use of new and existing public open space is critical. It also advocates for developing innovative approaches to access and make use of other types of public land such as waterways, school ground and utility easements. Open space is to be accessible to people of all ages, gender, ability and location.

To assist achievement of the Plan Melbourne aims, a metropolitan open space strategy is in preparation. This strategy is expected to provide future direction on Regional open space in the Yarra River, Merri Creek and Darebin Creek corridors.

2.1.1b Open Space Strategies Planning Practice Note | 70, 2015

The Department of Land, Water and Planning prepared this practice note to guide councils on the preparing an Open Space Strategy. It includes the reasons for preparing an Open Space Strategy, the methodology or process to undertake it and the inputs and outputs that can be considered in the process. In summary the document covers the topics of documenting the existing open space assets, data collection and consultation at the early stages of the process, confirm an agreed open space classification, determine the future open space needs and recommendations to address the need. It is noted that the process and outputs of this Strategy are consistent with the Practice Note.

2.1.1c Protecting Victoria's Environment – Biodiversity 2037

The Strategy sets a Vision that:

Victoria's biodiversity is healthy, valued and actively cared for.

The Strategy recognises that our natural environment is fundamental to the health and wellbeing of every Victorian. It also identifies the importance of the natural environment and biodiversity values to Victoria's economy in many ways including for tourism; assisting the community to stay healthy thereby reducing medical costs; water purification; flood protection; coastal protection; and carbon sequestration. The Strategy acknowledges that Victoria's biodiversity is not as healthy and diverse as it once was and the Strategy aims to stop the decline of species diversity in Victoria.

2.1.1d Lower Yarra River Corridor Study, 2016

The Victorian Government is committed to protecting the Yarra River from inappropriate development and safeguarding public access. The Department of Environment, Land, Water and Planning (DELWP) commissioned this study (that was completed in 2016) to better understand and assess the need for new amended planning controls and design guidelines for land between Richmond and Bulleen.

The objective was to achieve consistent development outcomes along the Lower Yarra River corridor to ensure further development does not encroach on the river's landscape, environmental, aesthetic, cultural and recreational values. The study's focus was on managing the interface between the public and private land along the corridor. The outcomes of this study have informed the current controls in the planning scheme for the Yarra River, including DDO1 and SLO1. The extent of these overlays are shown in Figures 3B and 3C in the Strategy.

2.1.1e Yarra River Action Plan, 2017

The Victorian Government prepared the Yarra River Action Plan in 2017. The plan states that the Yarra is fundamental to Melbourne's sustainability, liveability and prosperity. The plan states it will guard the river from inappropriate development and promote the rivers health and amenity. A central part is the introduction of the Yarra River Protection Bill to enshrine the protections and commitments in legislation. The plan included the Traditional Owners on the working group so they were integrally involved in the Action Plan including the objectives for the river. The objectives are:

- A healthy river
- The great Yarra Parklands
- A culturally diverse riverscape
- Securing the Yarra footprint
- Modern governance

This Plan supports the level of importance the Yarra River and the open space corridor that adjoins it to the City of Yarra. This Regional open space caters to the broader metropolitan Melbourne population.

2.1.1f Yarra River Strategic Plan (in preparation)

The following summary is taken from Melbourne Water's website (October 2018).

Melbourne Water is leading the development of the Yarra River Strategic Plan which will give effect to the community's 50 year long-term vision for the Yarra River and provide the basis for future planning of the river corridor and each of its reaches.

The Victorian Government's Yarra River Action Plan was released early in 2017 with 30 actions to ensure the long-term protection of the Yarra River and its environs and parklands. One of the actions was to develop a 50 year Community Vision for the Yarra which will become the foundation for an overarching Yarra Strategic Plan. The Yarra River Protection (Willip-gin Birrarung Murron) Act 2017 identifies the Yarra River and the many hundreds of parcels of public land if flows through as one living, integrated natural entity for protection and improvement. There are four key elements that will guide Melbourne Water's development of the Yarra Strategic Plan.

- The overall environmental health of the river (the waterway and the riparian land).

- Community use, access and amenity of the river and parklands.
- The river's landscape setting and interface of the river corridor with adjacent land use.
- Cultural and heritage values.

Whole of river vision
The following is an extract from the Imagine the Yarra Website:

Inner-city reach vision
Our Yarra River, Birrarung is a thriving river for our thriving city. It provides a unique place of transition, both spiritually and physically. Here the river and its treasured banks and backdrops are Melbourne's meeting place; an inclusive and iconic place for connection, celebration, recreation and learning. Our love for its vast and expanding green spaces and clean waters provide a healthy habitat for all.

The Strategic Plan will strengthen the role and importance of the Yarra River and assist Council with future capital works projects and ongoing maintenance of the open space along the Yarra River.

2.1.1g Flood Management Strategy – Port Phillip and Westernport

Prepared by Melbourne Water in 2016, this Strategy aims to improve how we manage and reduce flood risks across Port Phillip and Westernport. It is alignment with the Victorian Floodplain Management Strategy emergency management arrangements and planning policy. Climate scientists project that the intensity of heavy rainfall events will increase and that sea level will continue to rise increasing the severity and regularity of flood events. Climate change increases the challenges faced in managing flood risk in the future. This is included in the context of the Yarra River and the adjoining open space corridor being a key feature of the Yarra's open space system.

2.1.1h Active Victoria – A strategic framework for sport and recreation in Victoria 2017 – 2021

Prepared by the Victorian Department of Health and Human Services Active Victoria is a plan to strengthen the sport and recreation sector, boost participation and ensure every Victorian has a chance to be involved. The Plan highlights the benefits of sport and active recreation including a healthier community, economic growth and jobs, community cohesion and liveability.

The Vision:
An increased proportion of Victorians participate in sport and active recreation

The plan also acknowledges there are key changes and challenges to adequately providing for this in the future including some that are specifically relevant to Yarra:
- Population growth
- Ageing population
- Changing lifestyles and expectations
- Increasing female participation in sport
- Land availability for facilities

The strategic directions in this Plan are consistent with some of the issues raised during the consultation phase of the project including:

Meet the demand, including:
- Increase the capacity of sport and active recreation infrastructure.
- Create flexible and innovative participation options.
- Find new sources of investment
- Invest in a network of international, metropolitan, regional and local infrastructure.

Broader and more inclusive participation, including:
- Providing affordable participation options
- Address racism, discrimination and harassment
- Continue investment in female participation
- Support increased participation of Aboriginal Victorians
- Provide support and flexible participation options for other under-represented communities including people with disability, LGBTI people and disengaged youth.

Additional focus on active recreation, including:
- Invest in infrastructure that enables active recreation.

2.1.1i IMAP Regional sport & recreation Strategy

Prepared by SGS Economics and Planning for the Inner Melbourne Action Plan (IMAP) in 2019, this Strategy is a departure from traditional sport and recreation strategies. It recognises that historic approaches will not be enough to meet current and future demand for sport and recreation needs due to the high cost of land and quantum of forecast growth for the region. The Cities of Maribyrnong, Melbourne, Port Phillip Yarra and Stonnington have participated in this Strategy. The Strategy states that between 2016 and 2036 the employment and resident population of the IMAP region is expected to grow by 50 per cent and this will place increased pressure on sport and recreation facilities that are already stretched to capacity. The region needs to provide sport and recreation facilities to cope with this growth.

The Strategy notes that it *sets out an innovative and progressive regional approach to provide clear strategic direction to assist IMAP Councils.*

The principles are:
- *Sharing the challenge: regional solutions to sports planning*
- *Pro-active Council led management of facilities*
- *Equitable use of facilities*
- *Opportunities for the local community to participate*
- *Sharing of assets*
- *Well located facilities*
- *Resilient facilities*

The Strategy identifies a list of projects for each of the participating councils.

2.1.2 Relevant Council strategies

2.1.2a Council Plan 2017-2021

Council Plan community consultation (referred to as Liveable Yarra) identified what the community love about Yarra:

1. Social connectedness
2. Open space
3. Sustainable transport
4. Recreation and leisure
5. Vibrant activity centres
6. Diverse/inclusive

Council Plan community consultation (referred to as Liveable Yarra) identified the following top issues:

1. Sustainable transport
2. Drugs, alcohol/community safety
3. Open space
4. Growth and change
5. Social connectedness

The Council Plan has seven objectives which open space has a role in contributing towards, including:

1. A healthy Yarra
   Community health, safety and wellbeing are a focus in everything we do.
2. An inclusive Yarra
   Inclusion, diversity and uniqueness are welcomed, respected and celebrated.
3. A sustainable Yarra
   Council leads on sustainability and protects and enhances its natural environment.
4. A liveable Yarra
   Development and growth are managed to maintain and enhance the character and heritage of the city.
5. A prosperous Yarra
   Local businesses proposer and creative and knowledge industries thrive.
6. A connected Yarra
   Connectivity and travel options are environmentally sustainable, integrated and well-designed.
7. A leading Yarra
   Transparency, performance and community participation drive the way we operate.

2.1.2b Yarra Housing Strategy 2018

The Housing Strategy addresses housing trends in Yarra, changes in demographic characteristics and population numbers, future housing needs, a capacity analysis and a future growth strategy. It addresses the challenges that Yarra faces as development preferences move to a greater number of high density projects and there are significant population increases and concentrations of people.

An understanding of where the population is housed now and into the future has informed the precinct recommendations in the Strategy.

2.1.2c Yarra Spatial Economic and Employment Strategy 2018

The Spatial Economic and Employment Strategy provides a detailed assessment of six retail (mixed use) and seven commercial/industrial precincts in terms of future land uses, floor space demand and the like. It also contains recommendations for transitional precincts. The traditional role of some areas is changing but Yarra recognises that it is important to maintain an economic base and that some of its commercial/industrial areas should be protected from competition from housing development.

The Open Space Strategy 2019 has used the non-residential floor area estimates to inform the estimated changes in worker numbers across the different employment precincts. This has informed the precinct recommendations regarding the provision and design of open space. A discussion of how the SEES informs the Strategy is included in Section 4.2.

2.1.2d Urban Forest Strategy 2017

The *City of Yarra Urban Forest Strategy* provides a clear direction for the future care and management of trees in the city. As part of the research, Aerial thermal imaging was prepared for the City of Yarra identifying thermal hot spots along with an image of the tree canopy cover from 2014. The priorities for future tree management have been framed around the addressing the thermal hotspots. The Urban Forest Strategy provides evidence that the public open space system accommodates a large proportion of the tree canopy cover in the City of Yarra and is a cooling influence on the city. Currently the City of Yarra has a 17 per cent tree canopy cover with an aim to increase to 21.25 per cent by 2040, which represents a 25 per cent increase. Combined the private realm and streetscapes have 13 per cent canopy cover while the parks and public spaces have 34 per cent canopy cover.

The Strategy identifies the location for new public open space to be provided, with many of these being in areas of either existing or forecast high density precincts including in some of the thermal hot spots identified in the Urban Forest Strategy. The Strategy recommendations also identify the need to improve the focus on urban greening in public open space with a focus on planting broad spreading canopy shade trees and moisture absorbing surfaces. This will assist with achieving the target of increased canopy cover the Urban Forest Strategy.

2.1.2e City of Yarra Biodiversity Health Survey, Discussion Paper, 2018

Prepared by Practical Ecology for the City of Yarra, the paper summarises the City of Yarra Biodiversity Health Survey (BHS). This BHS establishes baseline data on biodiversity values of open space areas within the municipality that are managed by the City of Yarra. A total of 30 open space reserves were assessed with an area greater than 0.5 hectares in size, along with an additional 10 pocket parks and 12 streetscapes that are located adjacent to the linear open space corridors.

The assessment included parklands that are not typically assessed for their biodiversity values including European style parks. In an urban context, these parks provide important refuge habitat for common indigenous fauna and links between areas of higher quality habitat. The recommendations in the Discussion Paper include adding bushland areas into a number of existing areas of open space, and planting additional street trees.

2.1.2f Yarra Aboriginal Partnerships Plan 2015-18

The *Yarra Aboriginal Partnerships Plan 2015-18* is the third Aboriginal Partnerships Plan, which has grown out of the input and advice that Council received from Yarra's Aboriginal community during an extensive consultation process. The Plan and its actions respond to the issues and ideas identified as most important to the community.

Through this plan, Council demonstrates its ongoing commitment to advocate for respect and social justice, to take a strong stand against racism, and to promote awareness of our rich Aboriginal history and culture.

The priority actions in this plan includes consulting with the Wurundjeri community about creative ways to acknowledge the Wurundjeri as the Traditional Owners. The acknowledgment might take the form of public art, interpretive signage or landscape treatments focusing on the river and other sites.

2.2 Summary of the Yarra Open Space Strategy 2006

2.2.1 Overview

The existing Open Space Strategy (2006) has guided the open space planning, design and works program over the past 12 years. More than 70 per cent of the actions from the 2006 Strategy are either complete or partially complete.

A total of five new open space reserves have been established in the following locations:

- Peel Street Park in Collingwood
- Oxford Street Park in Collingwood
- Butler Street Park in North Richmond
- Richmond Terrace Park in Central Richmond
- Mollison Street, Abbotsford

One new open space reserve are currently in the process of being designed and implemented including:

- New Small Local open space on Reid Street, Fitzroy North

Two existing open space reserves have been expanded in size including:

- Condell Street Reserve in Fitzroy, converting the western part of the reserve from a car park to open space.
- Barkly Gardens in South Richmond via the closure of Barkly Street between Coppin and Mary Streets.

The Strategy has also been used to inform and guide the contribution of new Small Local, Local and Regional open space on the Alphington Paper Mill site in Alphington.

After reviewing where open space contributions have been collected, the following priorities for implementation of the remaining actions are:

- Two new open spaces in Fitzroy
- Three new open spaces in Collingwood
- One new open space in Abbotsford.
- Four new open spaces in Richmond.

The existing 2006 Strategy noted that a major review was recommended after 10 years. Given the actual population growth has been well in excess of what was forecast at the time the Strategy was prepared and it is 12 years since the Strategy was adopted, it is appropriate that a new Strategy is prepared to guide the open space planning, design and management over the next 10 to 12 years.

2.3 Open space and the planning scheme

2.3.1 Municipal Strategic Statement (MSS)

The local policy component of all planning schemes will be transferred to a new format aligned with State planning policy and other VPP tools. This is part of the DELWP Smart Planning initiative and Amendment VC 148. Yarra is participating in the Planning Policy Framework (PPF) translation project, which is programmed to be completed by early 2019. The policy remains in draft format. Due to VPP format changes, some or all of the following information may change. However, the planning principles and requirements are not expected to change even where they may be expressed differently in the future.

The Municipal Strategic Statement (MSS) contains the key local planning directions, and it has been updated since the 2006 open space strategy was prepared. Key policy directions of importance to the new open space strategy include:

- Clause 21.04 Land Use contains a section on parks, gardens and public open space. The objectives are for a linked open space system to meet current and future community needs. This clause supports improved public access to the banks of the Yarra River, the use of the public open space contribution rate, no loss of open space and regulating development adjoining open space.

- Clause 21.05 Built Form encourages creation of new open space in developments, provision of public access through large development sites adjoining parklands and waterways, and sensitive built form adjoining open space.

- Clause 21.06 Transport encourages safe and convenient pedestrian and bicycle networks with reduced reliance on the private motor car and lessening the impacts of traffic.

- Clause 21.07 Environmental Sustainability encourages protection and enhancement of biodiversity and habitat. It recognises the importance of the Yarra River, Darebin Creek and Merri Creek corridors, their ecological and environmental values, recreational potential, and water quality and flow characteristics.

- Clause 21.08 Neighbourhoods sets out directions for these parts of the municipality:
  - Abbotsford
  - Burnley - Cremorne– South Richmond
  - North Carlton - Princes Hill
  - Clifton Hill
  - Collingwood
  - Fairfield – Alphington
  - Fitzroy
  - North Fitzroy
  - North Richmond (north of Bridge Road)
  - Central Richmond (between Swan Street and Bridge Road)

2.3.2 Zones and overlays

The zones and overlays have an important role in governing land use redevelopment to different parts of Yarra. For example, Yarra uses three residential zones and six zone schedules to differentiate the land uses and intensity of development permitted in each residential area. There are two commercial and two industrial zones across the city. Specific sites or areas are zoned with the Special Use Zone (six schedules), the Comprehensive Development Zone (three schedules) and the Priority Development Zone (one schedule).

There are three public zones including the Public Park and Recreation Zone (PPRZ) and the Public Conservation Zone (PCRZ) which apply to public open space and public land with high environmental values.

The overlays may be of relevance to open space where they govern building heights, and built form envelopes, provision of open space, etc. as this may affect existing or proposed future open space. The environmental, landscape and heritage overlays identify special features in Yarra and can trigger specific permit requirements to enable protection of these features. Some of these features will be on public land.

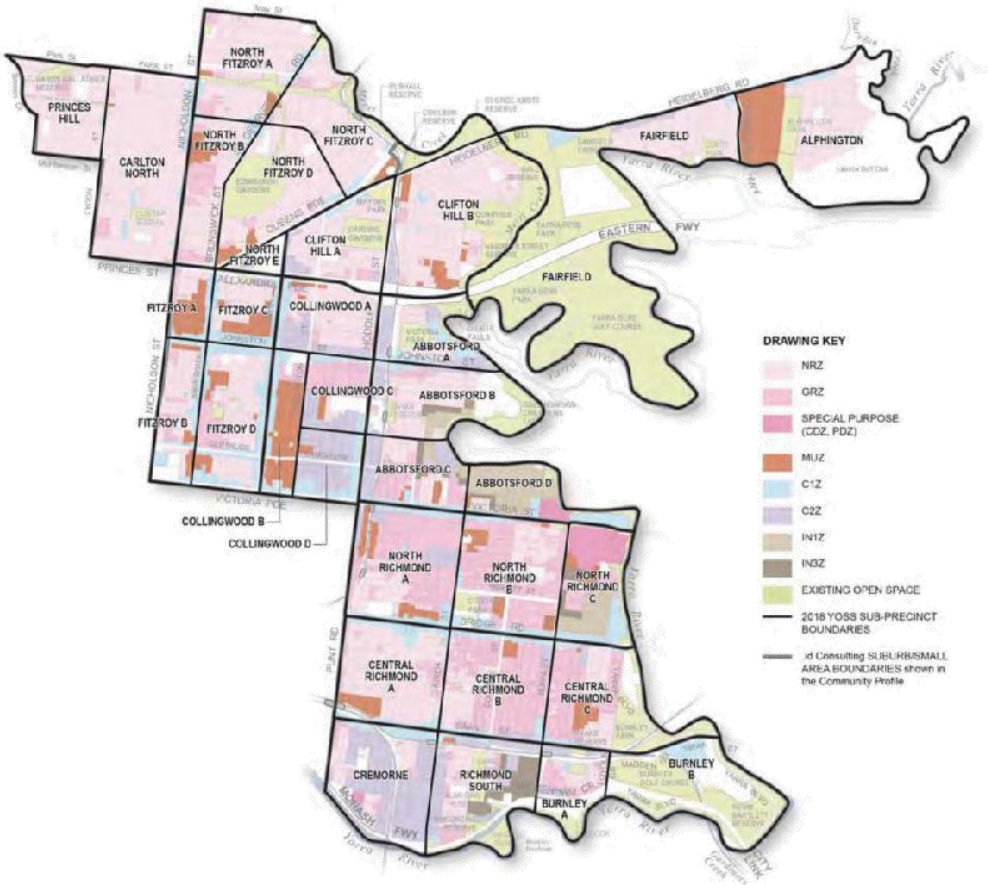


Figure 2A ***Existing Land Use and Open Space Sub-precinct Boundaries***
Extract from Drawing YOSS-04 in Appendix A

2.3.3 Specific overlays for open space expansion and protection of waterways

Public Acquisition Overlay 2 (PAO2) identifies land along sections of the Yarra River Corridor and Darebin Creek for purchase as public open space. The purpose of the overlay is to create a continuous linear park/trail system adjacent to the waterways. The commitment to purchase the land is made by the Minister responsible for administering Part 2 of the Crown Land (Reserves) Act 1978.

The Environmental Significance Overlay is used on private land along Merri Creek (ESO2) and Darebin Creek (ESO3) The overlay is used to recognise ecological, waterway, recreational, landscape, cultural heritage and other local values.

The Significant Landscape Overlay is used along the Yarra (Birrarung) River and was recently updated in accordance with the work undertaken by the Victorian government to acknowledge the significance and protection of the river corridor. There is a strong focus on the contribution that the Yarra River system makes to the landscape, cultural and environmental values of metropolitan Melbourne.

These overlays introduce additional permit requirements, with the aim of ensuring development is sensitive to the identified values.

Environmental and landscape overlays for the Yarra River corridor are supplemented with a Design and Development Overlay (DDO1) that mandates built form setbacks and heights, and regulates materials, colours and overshadowing of the river corridor. The setback line is mapped for several locations in Yarra.

Refer to Figures 3B and 3C in Section 3 for the overlays along the waterway corridors.

2.3.4 Open space provision

The planning scheme includes VPP standards for open space provision which were developed to guide Precinct Structure Plans in growth areas, primarily in Melbourne.

Included in the planning scheme at Clause 56.05, the policy objectives are relevant and the proposed standards for new open space can be used as a comparative guideline to what can be accomplished in high density urban areas such as Yarra.

The policy objectives encourage development of a network of quality, well-distributed, multi-functional and cost-effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space. This is to cater for a broad range of uses, encourage healthy and active communities, integrate with encumbered open space, and contribute to environmental sustainability and sustainable neighbourhoods.

The standards for open space provision are included in Table 2-1 in Section 2.5.

2.4 Research into the health and wellbeing benefits of open space

2.4.1 Overview

Over the past 10 years there has been a growing body of research undertaken into the health and wellbeing benefits of open space, and specifically green open space. The issue of green open space has become more prominent in recent times given the substantial increase in urban densities in Melbourne with a reduction in overall greening on both public and private land. The Commission for Architecture and the Built Environment, referred to as CABE in the United Kingdom has undertaken a number of research papers and studies into this from 2004 onwards.

Included below are some of the more recent documents that summarise the key findings from the ongoing research in both Australia and overseas.

2.4.2 Victorian Parliamentary Legislative Council Inquiry into Environmental Design and Public Health in Victoria

Final Report, May 2012

The inquiry was undertaken by the Environment and Planning Reference Committee established under the Standing Orders of the Legislative Council in late 2010. The report explores compelling evidence linking public health challenges with the rising rates of chronic diseases including heart disease, type 2 diabetes, mental illness and respiratory illnesses, to the planning and design of urban environments.

The report emphasises the importance of considering health in the design of our communities. The report was prepared as background material for Plan Melbourne, and a key aim was for it to provide specific direction in developing a healthier built environment. The report emphasised two particular elements of the built environment that promote healthy lifestyle choices – parks and other public open spaces and active transport modes, i.e. walking, cycling and public transport. A key finding of this inquiry is that one of the most important aspects of the built environment that impacts positively on health is provision of parks and other public spaces. Extensive research links multiple positive physical, mental and social health benefits of living near green and open public areas. Green public spaces encourage a range of physical activities, provide opportunities for social interaction and aids in mitigating urban heat island effect.

Implications for the Strategy

The importance of green open space is be emphasised in the Strategy and inform the design and management guidelines in Section 6.

2.4.3 Urban green spaces and health – A review of evidence

World Health Organization European Environment and Health Process, 2016

There is recent interest in the importance of green open space to support healthy living in urban areas. Links between green space and health have been recognised throughout history and one of the driving forces behind the urban parks movement of the 19th Century in Europe and North America. Recent research has identified that urban green spaces in an urban context has the potential to help address social and environmental problems in a preventative way.

At the fifth Ministerial Conference on Environment and Health in Parma, Italy in 2010, the Member states of the WHO European Region made a commitment *'...to provide each child by 2020 with access to healthy and safe environments and settings of daily life in which they can walk and cycle to kindergartens and schools and to green spaces in which to play and undertake physical activity.'*

The United Nations Sustainable Development Goal 11.7 aims to achieve the following: *'By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities.'*

The report concludes there is existing evidence that there are many public health benefits through the provision of urban green spaces. These include:

- psychological relaxation and stress reduction
- enhanced physical activity
- mitigation of exposure to air pollution, excessive heat and noise.

The report evaluated and compared previously developed indicators of green space availability and key ones include:

- Measuring the proportion of city population living within 300 metres of a green open space with a defined minimum size.
- Accessibility of green spaces of defined minimum sizes suitable for physical activity as well as mental relaxation.
- There is a need for small, local green spaces to be very close to where people live as well as large green spaces offering formal provisions such as playing fields, and opportunities to experience nature and relative solitude.

The report's final summary conclusion is:
'A city of well-connected, attractive green spaces that offer safe opportunities for urban residents for active mobility and sports as well as for stress recovery, recreation and social contact is likely to be more resilient to extreme environmental events, such as heat waves and extreme rainfall. Such a city is also likely to have healthier citizens, reducing demands on health services and contributing to a stronger economy'.

Implications for the Strategy

This report's findings support the importance of an accessible and well connected green open space network for community health and wellbeing. The report emphasises the importance of providing accessible green open space for everyone including the young, elderly, those with limited mobility to undertake a range of activities and to relax and unwind along with environmental benefits including mitigating urban heat. As such the Strategy has identified the need for additional open space to be added to the network which is summarised in Section 5.2 and described in detail in Section 7.

2.4.4 Social Cities Grattan Institute Report No. 2012-4

This report identifies the importance of designing our cities so they help connect us with other people. The study identifies the importance of different types of social connections that humans form including intimate personal and family relationships, links with a broader network of friends, relatives and colleagues and the broader connection to our local community which involves incidental interactions with people. Providing spaces where people can socialise in our cities is important to encouraging this and leading to a sense of belonging and connection and a socially well-adjusted community. Open space plays an important role in the sense of belonging to the broader community and also in many instances to the wider group of friends, as we often like to meet in the park where it is large enough to accommodate a larger group of people. The sense of belonging and connection leads to more positive social interaction and to health and wellbeing of our community.

Implications for the Strategy
This study supports the role that public open space plays in the social connectedness of the community, and this is not replaced by providing on-site private open space within developments. The Strategy recommends the expansion of social facilities in selected areas of open space throughout the Precinct Recommendation in Section 7.

2.4.5 Beyond Blue to Green: The benefits of contact with nature for mental health and well-being

Deakin University Australia, Townsend, M and Weerasuriya, R prepared for Beyond Blue Limited, 2010

This report was commissioned by Beyondblue: the national depression initiative and provides a review of existing Australian and International literature on the links between mental health and well-being and contact with nature, especially through green spaces. The specific focus of this report was on the links between parks and other green open spaces and mental health and in particular depression and anxiety.

A link between closeness to urban green spaces, frequency of visits and duration of stay regardless of sex, age and socio-economic status has been demonstrated (Grahn and Stigsdotter, 2003). The study showed the persistent obstacles to accessing and using green open spaces was time and distance, therefore the people are more likely to visit and green open space if it is nearby and easy to get to. Similarly, a Danish survey was conducted to examine the impact green areas have on human health and wellbeing (Nielsen and Hansen 2007) demonstrated there was less stress in people who visited green areas more frequently. The final analysis revealed being overweight and higher levels of stress are connected with greater distance from publicly accessible green space, as well as less access to private or shared gardens.

Implications for the Strategy
This study supports the positive effects of public green open space on people's mental health and wellbeing and that being in close proximity to it means people will use it more and are healthier and less stressed as a result. The Design and Management Guidelines in Section 6 of the Strategy highlight the importance of natural features and green infrastructure in open space.

2.4.6 Summary of implications from the research on the Strategy

This research has informed the analysis and recommendations for this Strategy including:

- Provision of public open space within an easy and safe walk of everyone living and working in the City of Yarra is a core principle that this Strategy aims to achieve to address the under provision of open space in some of the most populated neighbourhoods including Fitzroy, Collingwood and Richmond. This means that everyone including those with reduced mobility, the young and elderly will have the opportunity to visit open space.
- Maximise greening of public open space given the important link between people's mental health and wellbeing and access to and contact with nature. The research identifies that contact with nature is important for everyone including those living in the City of Yarra. Additionally, the green spaces will provide cool spaces for people to use during the summer, particularly the more vulnerable who do not have access to air conditioning in their homes or workplaces.

2.5 Policy framework for the provision of open space

2.5.1 Plan Melbourne

Plan Melbourne has brief overall policy directions for open space that have some relevance to public open space in established areas, including:

- Urban redevelopment projects provide the opportunity to plan new local open space in some areas (Policy 5.4.1)
- Support community gardens (Policy 5.4.2)
- Establish and maintain canopy trees and greening in public open space utilising sustainable water sources (Policy 6.4.1)
- Better planning, design and use of new and existing public open space (Policy 6.4.2).
- Access and make use of other types of public land including schools, waterways and utility easements (Policy 6.4.2)
- Fair and equitable access for all members of the community regardless of age, gender, ability or location (Policy 5.4.1 and 6.4.2)
- Create a network of green spaces that support biodiversity conservation (Policy 6.5.1)
- Protect and enhance the health of urban waterways (Policy 6.5.2).

2.5.2 Yarra planning scheme

All planning schemes specify open space provision. The focus of these standards are on neighbourhood level open space as follows:

Table 2-1 Public open space standards (Clause 56.05 of planning schemes)

Open space type	Size	Locational distribution
Active open space	Minimum 8 hectares	Within 1 kilometre of 95 percent of dwellings
Local parks and open spaces	1 hectare plus included active open space	Within 400 metres safe walking distance of 95 percent of dwellings
Small parks and public squares	Not specified	Activity centres and higher density precincts
Linear parks and trails	Not specified	Within 1 kilometre of 95 percent of dwellings

2.5.3 International examples of open space frameworks

The following examples have been included as examples of the cities with established higher density urban neighbourhoods.

2.5.3a Open Space Strategies Best Practice Guidance

CABE Space, Mayor of London, 2009, which is also referred to in the 2015 City of London Open Space Strategy

Table 2-2 London public open space hierarchy

Open space type	Size	Distance from home/work
Regional parks	400 hectares	3.2 to 8 kilometres
Metropolitan parks	60 hectares	3.2 kilometres
District Parks	20 hectares	1.2 kilometres
Local parks and open spaces	2 hectares	400 metres
Small open spaces	Under 2 hectares	Less than 400 metres
Pocket parks	Under 0.4 hectares	Less than 400 metres
Linear open space	Variable	Wherever feasible

2.5.3b Urban green spaces and health – A review of evidence

World Health Organization Europe, 2016

The World Health Organisation reviewed the evidence behind the importance of green space in supporting healthy living in urban areas. The report concludes that the evidence suggests that open space is effective for having positive effects on mental relaxation if it is at least 0.5 hectares in size and people live within 300 metres of it. Open space has a positive effect on our physical health and wellbeing if it is a minimum of 1.0 hectares. There is also available evidence to support that there is also a need for small, local green spaces very close to where people live and spend their day, as well as large green spaces with sports fields and opportunities to experience contact with nature and relative solitude.

Table 2-3 WHO aims for the provision of urban green space

Open Space type	Size	Distance from home/work
For physical activity	1.0 hectare minimum	300 metres
For mental relaxation	0.5 hectare minimum	300 metres
Additional small local green open spaces	Not specified	Very close to home (no distance specified, but less than 300 metres)

2.5.3c City Environmental Quality Review Technical Manual

New York City Mayor's office of Environmental Coordination, March 2014

The following goals for open space provision are based on the Recreation, Park and Open Space Standards and Guidelines, which have been converted into hectares and meters for comparative purposes.

Table 2-4 New York City goals for open space provision

Open Space type	Size	Distance from home/work
Passive open space	0.6 hectares per 1,000 workers	400 metres (work)
Neighbourhood Parks (min 0.75 hectare for 1,000 people or 7.5 sqm per person)	0.5 to 1.0 hectares	800 metres (home)
Community Parks (2.2 to 3.2 hectares for 1,000 people or 26 sqm per person)	2.2 to 3.2 hectares	1,600 to 3,200 metres
Regional Parks (2.2 to 4.4 hectares for 1,000 people or 30 sqm per person)	2.2 to 4.4 hectares	One hours drive

Interestingly, Chapter 7 of this document concludes that it is a combination of the qualitative and quantitative values of open space that needs to be considered in assessing the future open space needs associated with high density precincts. The Manual classifies areas as underserved or well-served with open space. The definition of underserved vs well-served is:

- Underserved areas are those with high population density in the City that are generally the greatest distance from parkland where the amount of open space per 1,000 residents is less than 1.01 hectares - or less than 10.1 sqm per person.
- Well-served areas have:
  - an open space ratio of 1.01 hectares per 1,000 residents
  - located within a 400 metre (approx 10 minute walk) of open space.

The threshold as to whether an open space assessment is required for a proposed development are:

- If a project is located in an underserved area and the development would generate more than 50 residents or 125 workers.
- If a project is located in a well-served area and the development would generate more than 350 residents or 750 workers.
- If a project is new and is not located in either an underserved or well-served area, an assessment should be conducted if the project would generate more than 200 residents and 500 employees.

By default, this threshold recognises that an additional 350 residents or 750 workers in a precinct creates the demand for additional open space and/or significant improvements to existing open space. The proportion of 10.1 sqm of open space per person is considered to be a reasonable planning goal for the provision of open space in New York City. Ideally this would comprise 80 per cent as sporting use and 20 per cent as unstructured recreation and informal use.

2.5.4 Summary of implications of the policy framework on the Strategy

This research has informed the analysis and recommendations for this Strategy including:

- Where more than an additional 350 residents are forecast to be living in the future, recommendations to undertake expansion of existing facilities or provide additional open space are made.
- Retain the existing walking catchments for different types of open space as per the 2006 Open Space Strategy, given this is supported by the international research.

3. Existing open space network

3.1 Existing open space values in Yarra

3.1.1 Overview

The City of Yarra acknowledges the Wurundjeri people as the cultural custodians of the land now known as the City of Yarra. They cared for the land for many thousands of years before being displaced by European settlers from the 1830s. Council acknowledges the profound impacts of these changes and today celebrates the rich and enduring culture of Yarra's Traditional Owners.

The City of Yarra covers an area of approximately 20 square kilometres and has a diverse 260 hectare open space system is made up of just over 110 individual spaces. Open space comprises approximately 13.5 per cent of the total area of the City of Yarra.

Central to the City's character and open space system is the Yarra River which is significant to greater Melbourne and the Yarra community. While there have been extensive changes to the River post colonisation some of the original river morphology and naturalness remains providing a direct connection to its history. Similarly, Merri Creek also contains some of its original natural features in the downstream section where it flows through Yarra Bend Park to the confluence with the Yarra River at Dights Falls. Yarra Bend Park forms the largest natural bushland closest to Melbourne, being less than 5 kilometres from the Central Business District. It spans both sides of the Yarra Rivera and includes significant natural flora and fauna values along with sport and recreation facilities. Managed by Parks Victoria, Yarra Bend Park presents some significant opportunities for improvement including the potential to better meet the future structured sporting needs of the City of Yarra community.

Edinburgh Gardens, originally set aside in the early 1860s as a cricket ground with a creek running through it when North Fitzroy was first established, is nominated as Yarra's most popular open space in the community survey. Major plantings from the late 1800s including the avenues of the Oaks and Elms contribute to its character and garden setting providing excellent summer shade and sun access in the winter. This contributes to its popularity and high levels of visitation. Other key public gardens in the City of Yarra include Darling Gardens in Clifton Hill, Alphington Park, Barkly Gardens in Richmond

South and Curtain Square in the Carlton North. These complement the native bushland and natural qualities of Yarra Bend Park, Hall Reserve and the linear open space corridors along Yarra River, Merri Creek and to a lesser extent along Darebin Creek.

Complementing these major areas of open space is a network of Neighbourhood, Local and Small Local open spaces. Given the historical lack of provision of open space in Fitzroy, Collingwood and parts of Richmond, the smaller network of spaces is highly valued and well used in the high density areas. As urban densities continue to increase in these areas these smaller spaces will become increasingly important to the resident and worker community living and working in these areas, and the Strategy has identified opportunities to increase this network to better meet the existing and particularly the forecast community open space needs.

3.1.2 Topography and geology

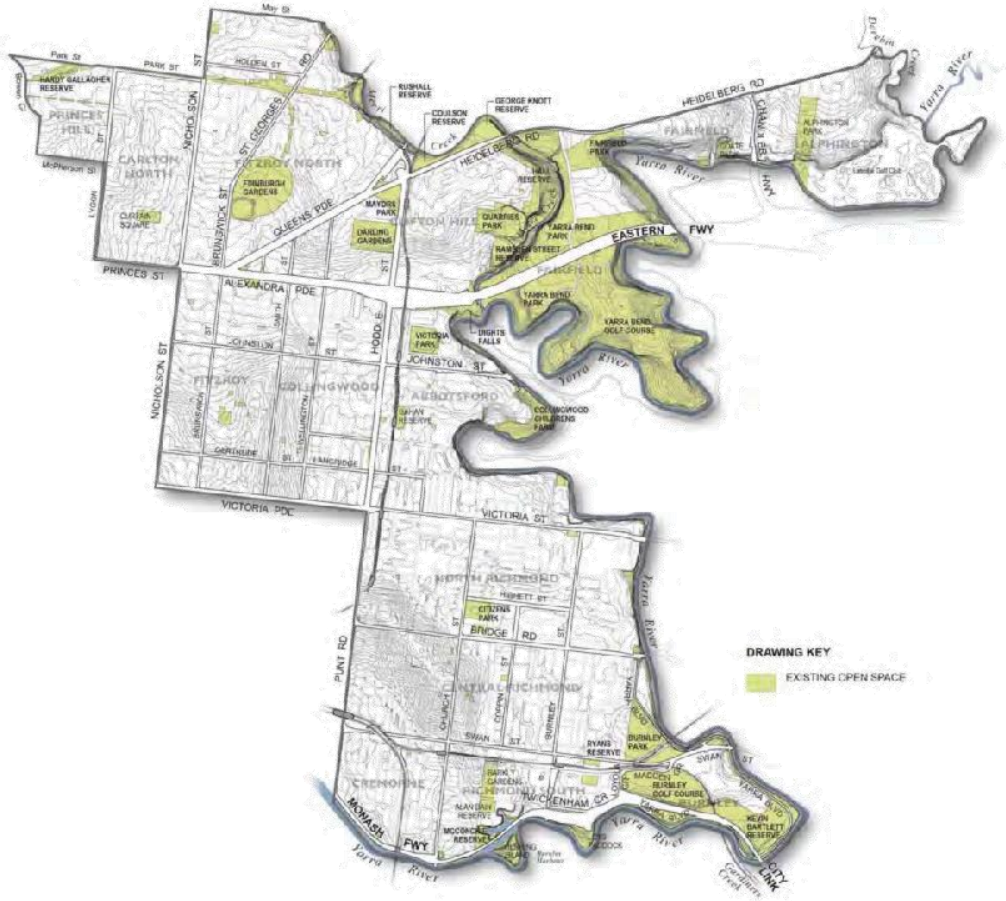


Figure 3A ***Topography and waterways***
Extract from Drawing YOSS-2b in Appendix A

The City of Yarra is located at the junction of two Bioregions, being the Victorian Volcanic Plain and the Gippsland Plain. The majority of Yarra is located within the Victorian Volcanic Plain which characterises the undulating basalt plains and the heavy basalt-derived soils that extend further into western Victoria. The Gippsland Plain Bioregion is a

more extensive system extending to the south-east of the City. There are outcrops of this Silurian based geology in the north-west and south-eastern parts of Yarra. (Biosis, 2001).

There are sties of geological and geomorphological significance along Merri Creek and the Yarra River through the City of Yarra including one site of State significance and four sites of regional significance. These are further described in Section 3.1.3c.

The waterway corridors provide the most significant change in topography in Yarra. The deeply incised nature of the Yarra River, Merri Creek and Darebin Creek emphasises the elevated views from the surrounding area. Development along the waterway corridors has in many locations blocked the views into it, however crossing points including footbridges and road bridges over the waterways offer spectacular views along the waterway corridors.

Other subtle changes to the City's topography include Richmond Hill, where the elevation affords good views to the Dandenongs and the City. The landform in Princes Hill and Carlton North is slightly elevated with views towards the City down the key north south streets. The central area of Fitzroy near Gore Street and George Street is also slightly elevated with views in an easterly direction over Collingwood to the Dandenongs. Fairfield and Alphington afford views over the Yarra River valley. The majority of Yarra's topography is gently undulating, characteristic of the western basaltic plains.

Topography has influenced the provision of existing open space in the City of Yarra. The low lying floodplain areas of the Yarra River contain the largest areas of public and private open space within the City boundaries including La Trobe Golf Club, Yarra Bend Public Golf Course, parts of Yarra Bend Park and Kevin Bartlett Reserve. These areas of open space are subject to flooding and with the forecast increase in the severity and intensity of storm events in the future, will increasing play an important role in flood protection. This may, however, further encumber these areas of open space in the future.

3.1.3 Natural landscape character

Yarra Bend Park is the largest area of natural bushland near the heart of Melbourne and is home to the famous bat colony. While the park includes sport and recreation facilities it also has extensive natural features including steep escarpments and open woodlands. The other main remnant natural features are along the waterway corridors including the Yarra River, Merri Creek and the Darebin Creek. Historically, much of the City of Yarra would have been covered with Plains Grassy Woodland which is typical of the western basalt plains including Red Gum, Yellow Box and Yellow gum. There are small remnants of this vegetation community remaining at Coate Park in Alphington, along the railway line between Burnley Park and the Circus Site in Richmond.

Along the waterways riparian vegetation would have been dominated by River Red Gum and Silver Wattle. The large floodplains would have included seasonal wetlands and floodplain woodland with a scattered overstorey of River Red Gums. On the steep escarpments on both the Merri Creek and Yarra River, the Escarpment shrubland included native shrubs and grasses. While the majority if the City is developed and urban, the waterway corridors provide links to the previous natural landscape character of the City with remnant areas.

3.1.3a Flora

The largest area of indigenous vegetation is in the Yarra Bend Park adjacent to the golf course in the City of Yarra Natural Heritage Study (Biosis, 2002). The more recent City of Yarra Biodiversity Health Survey (Practical Ecology, 2018) notes that six Ecological Vegetation Classes (EVC) were recorded across the open space reserves managed by the City of Yarra, so excluding Yarra Bend Park. Hall Reserve in Clifton Hill on the Merri Creek supported the largest extent of indigenous vegetation that is managed by the City of Yarra, followed by Alphington Park Wetlands and Lloys Paddock. Lloys Paddock supports the most diverse vegetation communities with four different EVCs. This is followed by Kevin Bartlett Reserve, Burnley Park and McConchie Reserve, each of which supports three different EVCs. Other reserves supporting remnant indigenous vegetation include Burnley Park, Rushall Recreation Reserve, Park Street Linear Reserve, Coulson Reserve and Knott Reserve.

Prior to European colonisation, Plains Grassy Woodland would have been the most wide-ranging EVC across the much of the municipality with the Floodplain Riparian Woodland and Riparian Woodland along the Yarra River, Merri Creek and Darebin Creeks, with Escarpment Shrubland on the steep escarpments along the waterway corridors. Additionally, small areas of Aquatic Herbland and Tall Marsh are located in Alphington Wetland and McConchie Reserve.

In the City of Yarra there are some excellent examples of restoration of ecosystems through revegetation with some notable ones being Alphington Park, Rudder Grange, Rushall Recreation Reserve, Hall Reserve, Dights Falls Park, Burnley Park, Kevin Bartlett Reserve, Lloys Paddock and the restored wetland at McConchie Reserve. (Practical Ecology, 2018).

3.1.3b Fauna

The recent survey of fauna undertaken in the City of Yarra managed open spaces (Practical Ecology, 2018) notes the majority of records were bird and mammal species with smaller numbers of reptiles, amphibians, invertebrates and fish. 92 per cent of the fauna sightings were birds. There is a diverse bird community in the City of Yarra although the majority is frequented by common bird species including Australian Magpie, Noisy Miner, Red Wattlebird, Rainbow Lorikeet, Silver Gull, Magpie-lark and Galah. There are more specialised species, for example waterbirds restricted to the riparian corridors and wetlands.

The greatest diversity of birds was observed at Dights Falls Park, Bundara Street Reserve, Hall Reserve, McConchie Reserve and Kevin Bartlett Reserve. While not observed, the Practical Ecology report notes that there are other significant fauna species that are likely to make use of the habitat within the City of Yarra, particularly along the waterways and adjoining bushland. This includes the Vulnerable Grey-headed Flying Fox colony, which is located in Yarra Bend Park, the Critically Endangered Swift Parrot which is likely to forage on the stands of Yellow Gum, Yellow Box and Ironbark within the City of Yarra and Yarra Bend Parklands. The Nankeen Nigh Heron is resident at a number of locations along the Yarra River such as McConchie Reserve and Lloys Paddock.

3.1.3c Sites of geological and geomorphological significance

There are sites of geological and geomorphological significance along the Merri Creek and Yarra River including one site of State significance and four sites of Regional significance.

The site of State significance is an exposed cliff on the southern bank of the Yarra River of clearly exposed sandstones interbedded with mudstones of the Melbourne Formation at Dights Falls.

The other four sites of Regional significance are:

- A basalt escarpment that shows a complex fracture system at Yarra Bend Park on Merri Creek, opposite Quarries Park.
- A natural cliff that displays lava flows with contrasting orientations and vertical jointing on Merri Creek, upstream of Heidelberg Road on the north western bank.
- A vertical cliff face with elongated gas bubble holes, which represents the cooling process on the southern bank, along with a small lava cave to the east opposite Ross Street.
- Vertical overhanging cliffs 8 to 10 metres high on the southern bank of Merri Creek at Rushall Station.

These features are visible from the Merri Creek trail and require ongoing protection.

3.1.4 Waterways

3.1.4a Yarra River

The Yarra River is central to the identity and character of the City of Yarra. Its natural character and bushland provides an important contrast from the unique and highly valued urban character of Yarra. The community survey outcomes identified that the Yarra River corridor is popular and well visited along with the large parks and reserves.

The presence of large natural bushland reserves adjoining the River significantly contribute to its character. This includes Yarra Bend Park, Studley Park and Willsmere Park. Further downstream through Collingwood, Richmond and Burnley the linear open space along the Main Yarra Trail has extensive stands of large remnant trees and bushland that forms an important habitat corridor.

At the confluence with the Darebin Creek, the Yarra River has some established remnant and regenerating stands of River Red Gums and other riparian vegetation along the edge of the Latrobe Golf Club and on the opposite bank through Willsmere Park (in the City of Boroondara). The regenerating and remnant riparian values are strengthened downstream where the River flows through the extensive Yarra Bend Park to the confluence with Merri Creek at Dights Falls. The presence of some remnant vegetation including large remnant River Red Gums, Yellow Box and Yellow Gum provide a framework for habitat enhancement. The connectivity of the Yarra River to both its upstream and downstream catchments supports the native wildlife and habitat values and significantly contributes to the biodiversity values of the City of Yarra.

Upstream of Dights Falls, at the confluence with Merri Creek, the Yarra River is a freshwater stream, and downstream of Dights Falls the River is subject to tidal influence. Historically, the river channel downstream of Dights Falls has been highly modified to suit

urban development in the catchment. Upstream of Dights Falls the channel has been modified, however the extensive system of parkland associated with the Yarra River Floodplain on both sides of the River has minimised the extent of modification and contributes to the natural and environmental character of the River. In a broader context there is extensive work to improve water quality of the Yarra River throughout its catchment, which in the longer term will aim to improve the water quality in the lower reaches of the Yarra River.

Management responsibilities

The City of Yarra and Parks Victoria are predominantly responsible for the linear open space reserves along the Yarra River, with the exception of the Collingwood Childrens Farm which is Crown land managed by the Committee of Management.

Melbourne Water is responsible for:
- flooding and regional drainage management
- stream form, system and stability
- facilitation of water quality improvement
- facilitation of stream vegetation and natural resource management to the bed and banks of the waterway.

Melbourne Water is currently preparing the 50 Year Yarra Community Vision for the Yarra Strategic Plan that will provide the basis for future planning and management of the Yarra River corridor.

Parks Victoria is responsible for recreational boating and use of the waterway of the Yarra River from Port Phillip Bay to Dights Falls. They are also responsible for the ongoing management of Herring Island including visitor access to the island.

3.1.4b Merri Creek

Merri Creek has an extensive rural and urban catchment and is on the main tributaries to the lower reaches of the Yarra River. Through the City of Yarra the Merri Creek is a deeply incised stream flowing through a steeply sided valley. Upstream of Heidelberg Road the open space corridor is relatively narrow and broadens to a wider corridor downstream of Heidelberg Road including through Hall Reserve, Quarries Park and Yarra Bend Park. With this more extensive parkland system adjoining the waterway, the natural landscape values of the corridor are higher downstream of Heidelberg Road.

The incised nature of the Merri Creek is its natural form and the bed and banks of the creek are in relatively natural condition. The incised banks are steep basalt escarpments, a number of which are notes as being of geological and geomorphological significance. Much of the original indigenous vegetation has been modified along the Merri Creek corridor, with some small remnants occurring on the escarpments near Rushall Station. There has been ongoing revegetation and improvement of the riparian corridor values of Merri Creek along with improvements to the shared trail connectivity as well.

Given Merri Creek has a highly urbanised catchment it has relatively poor water quality. The stream form is relatively natural downstream of Rushall Station with natural rock riffles and no identified barriers to fish migration. With the ongoing improvement to water quality across the catchment it is anticipated that water quality and instream values may improve in the longer term.

Management responsibilities

The public land along the stream is owned and managed by a combination of the City of Yarra and Melbourne Water. Works in the open space reserves is the responsibility of the City of Yarra and are coordinated with the Merri Creek Management Committee (MCMC). This Committee is an incorporated association that is primarily funded by the Councils along the Merri Creek. MCMC act as an advisory body to the its member organisations and the *Merri Creek and Environs Strategy 2009–2014* is the key planning document that guides the MCMC priorities and direction for the Merri Creek.

Melbourne Water is responsible for the bed and banks of Merri Creek including revegetation, weed control, water quality monitoring along with the broader floodplain management responsibilities.

3.1.4c Darebin Creek

Darebin Creek flows along the eastern boundary of the City of Yarra for a relatively short section which includes the confluence of the Darebin Creek with the Yarra River in Alphington. The creek flows through a modified environment associated with Alphington Grammar School and Latrobe Golf Club. Revegetation along the creek including the revegetation in the adjoining Napier Waller Reserve contributes to the natural values of the waterway corridor. At the confluence with the Yarra River there are some remnant stands of River Red Gums and indigenous mid-storey vegetation.

The construction of a fish ladder at the end of Farm Road by Melbourne Water has improved access for migratory instream fauna between Darebin Creek and the Yarra River. While the Darebin Creek catchment is highly urbanised, ongoing improvements to the quality of urban stormwater runoff aims to progressively improve the quality in the creek.

Management responsibilities

Melbourne Water is responsible for flooding and regional drainage management; stream form, system and stability; facilitation of water quality improvement; and facilitation of stream vegetation and natural resource management of the bed and banks of the waterway.

The Darebin Creek Management Committee Inc (DCMC) is an incorporated association which is funded by the Councils including the City of Yarra. They work towards improving the Darebin Creek and the adjoining open space corridor.

The majority of land is freehold and there is a Public Acquisition Overlay over the corridor in favour of The Minister responsible for administering Part 2 of the Crown Land (Reserves) Act 1978 for the purposes of the creation of a continuous linear park / trail system adjacent to the waterways.

3.1.5 Community use of open space

3.1.5a Community open space survey outcomes

The community consultation outcomes about open space have identified that trees are at the top of list of what the community value about open space. This is followed by open space being a place to relax and unwind and the feeling of space. When comparing this to the outcomes of what people most valued in 2006, trees were fifth, so their level of importance is now higher than it was then. The *Yarra Urban Forest Strategy* provides a clear direction for the future care and management of trees in the City. Since the 2006 Strategy, the relationship between the importance of trees in mitigating the effects of climate change has become more prominent and may explain the increased awareness and value of trees by the community. The open space network provides opportunities to plant and retain large canopy trees that are more difficult to manage in the local street network due to space constraints. The *Yarra Urban Forest Strategy* also confirms that the canopy cover of trees in open space is an important component of the total canopy cover in the city.

Small local parks are the most visited type of open space in the current survey, which has increased since 2006, where small local parks were ranked as being the fourth most visited. Since the preparation of the Strategy, an additional six Small Local open spaces have been added to the network, which may also have influenced the levels of use of these small spaces. In Collingwood, the most visited open space is now Peel Street Park compared with Fitzroy Gardens when the survey was completed in 2006. This supports valuable contribution that Small Local open spaces make to the open space network, and people will use these small spaces regularly if they are provided.

As part of the research for the Strategy, the worker community was surveyed regarding their use patterns of open space. The surveys have confirmed that more than 80 per cent of workers use open space during the time they spend at work, and that it is important to them. This is different from the 2006 Strategy, where less than 50 per cent of workers surveyed visited open space during their time at work. In Collingwood, additional Small Local open space has been added to the network that is noted as being well used by the worker community, however they are requesting additional open space is required.

In relation to the reasons residents visit open space, there is a greater diversity of reasons they visit, with socialising, relaxing and dog walking more frequently mentioned than the previous survey in 2006.

The resident survey results have been summarised at a detailed precinct level, which has informed the precinct recommendations and 15-year Action Plan in Section 7 of the Strategy. The worker survey results have been summarised at a more detailed level by each of the four employment precincts and these have informed the Precinct Recommendations in Section 7 of the Strategy.

3.1.5b Recreational values along the waterway corridors

Shared trails

Council and other management agencies and their delegates have continued to improve the indigenous riparian vegetation values along the three waterways in the City of Yarra.

The shared trail links and connections have been improved since the 2006 Strategy, with key changes including:

- The Darebin Creek Shared Trail link has been constructed between Sparks Reserve (Heidelberg Road) in Alphington and the Main Yarra Trail in East Kew.
- The Main Yarra Trail has been upgraded to improve accessibility with graded ramp access into the trail, improved surfacing and widening in selected locations.
- The Main Yarra Trail has been upgraded and constructed along the north bank of the River between Punt Road and Lloys Paddock.
- Improvements to the Merri Creek Shared Trail.

There are other key links and connections that are to be addressed in the future including:

- The Main Yarra Trail and linear open space corridor link between Gipps Street Steps (Collins Bridge) and Walmer Street footbridge in Abbotsford.
- Shared trail access from Alphington onto the Lower Darebin Creek Shared Trail in Alphington.
- Improvements to the Merri Creek Shared Trail upstream of St Georges Road.

Water-based recreational use

There is a range of water-based recreational uses including rowing, kayaking and recreational boating on the Yarra River. Parks Victoria regulates the water-based recreational use with the key guide being the *Lower Yarra River Future Directions Plan and Recreational Guidelines* (Parks Victoria, 2001). The plan assigns different zones to the Lower Yarra River and for the City of Yarra, the River downstream of Herring Island is within the Active Recreation Tourism Zone and between Herring Island and Dights Falls the Yarra River is zoned as a Passive Recreation Zone.

The Active Recreation Tourism Zone extends from Princes Bridge to Herring Island. It is noted as the main venue for sport and entertainment events attracting many spectators along its banks. It is also a rowing activity centre providing training and competition areas, storage and club facilities. Many of its buildings have heritage and cultural value. Herring Island is listed as one of the major destinations in this zone. The guidelines within this zone are to:

- *Retain its use as a training and competition venue for rowing and other sporting activities.*
- *Provide appropriate infrastructure for commercial ferry operations at key destinations.*
- *Maintain appropriate infrastructure for rowing at key destinations.*
- *Limit access for commercial craft by time-zoning to provide priority use by rowers and other non-powered sporting activities at peak training and programmed competition times.*
- *Provide access for a limited number of events and regattas.*
- *Develop or improve pick-up and drop-off points for commercial ferry vessels to provide access at key destinations, such as Herring Island and Como Park.*
- *Maintain access to berthing facilities for private recreational craft at Herring Island.*
- *Assess the feasibility (impact and risk assessment) of the use of Burnley ramp to provide launching facilities for low numbers of private craft for access upstream.*

- *Maintain adequate channel depth and width to ensure safe and navigable waterway.*
- *Provide berthing for recreational craft upstream of Swan Street.*

For the Passive Recreation Zone that extends from Herring Island to Dights Falls, the guidelines include:

- *Encourage its use as a recreational waterway for private powered and non-powered boating activity.*
- *Retain existing permanent mooring and berthing facilities for powered craft, however, access downstream of Swan Street will be limited to transit purposes only.*
- *Retain limited commercial boat operations.*
- *Maintain adequate channel depth and width to Clarke Street, Abbotsford to ensure a safe and navigable waterway.*

As part of the ongoing management, implementation of future landings and facilities for rowing will be supported upstream of Herring Island. Canoe and kayaks will continue to gain access to the river at Dights Falls, Clarke Street and Riverside Walk.

3.1.5c Structured sport and recreation use

Structured sport and recreational use of open space is important to community health and wellbeing. It is provided for in the large Regional and City-wide open spaces across Yarra including Victoria Park, George Knott Reserve, Kevin Bartlett Reserve, Coulson Reserve, Quarries Park, Ramsden Street Reserve, Alphington Park, Fairfield Park, Yarra Bend Park, Edinburgh Gardens, Citizens Park, Burnley Park, Alan Bain Reserve, Ryans Reserve, Yarra Bend Golf Course and Burnley Golf Course. There are also some key sporting reserves that adjoin the City of Yarra including Princes Park, Northcote Park, Gosch's Paddock and Como Park.

Council has participated in the preparation of the Inner Melbourne Action Plan (IMAP) *Regional sport and recreation strategy* (SGS Economics and Planning, 2019). The Vision statement in the strategy informs the current and future regional sport and recreation planning is:

> *Sustainable and innovative regional planning for sport and recreation facilities that breaks from traditional approaches and shares the challenge to equitably balance everyone's needs.*

The key principles that are intended to be applied to all decision making regarding sport an recreation now and in the future are:

- *Sharing the challenge: regional solutions to sports planning.*
- *Pro-active Council led management of facilities.*
- *Equitable use of facilities.*
- *Opportunities for the local community to participate.*
- *Sharing of assets.*
- *Well located facilities.*
- *Resilient facilities.*

The Strategy includes a series of recommendations for each of the participating councils including the City of Yarra for individual reserves. The City of Yarra intends to use the

IMAP Strategy as the key guide for future provision of structured sport and recreation facilities in the municipality.

3.1.6 Cultural heritage values

3.1.6a Aboriginal cultural heritage values

Prior to the colonisation of Melbourne, the area known as Yarra held significant and cultural importance to the Wurundjeri people, and this connection still exists today. The spiritual connection to places within Yarra's municipal boundaries, like the Yarra River, and the confluence of the Yarra and Merri Creek, extend back thousands of years to the Dreamtime. (Yarra Aboriginal Partnerships Plan 2015-18)

Prior to European settlement the waterway corridors, wetlands and open plains and forests in Yarra were the natural features of the landscape, which have now largely been destroyed or modified by urbanisation. The Yarra River offered a permanent water source along with the streams of the Merri and Darebin Creeks and made the surrounding land desirable. Despite the enormous change and devastating effects of European occupation including diseases, forced removal from traditional lands, family and lifestyle, Wurundjeri traditions and culture continues in Yarra today. Wurundjeri people have continued to live in the suburbs of Collingwood and Fitzroy. (Yarra Aboriginal Partnership Plan, 2004).

Remaining notable indigenous cultural features in the City identified to date include the Burnley Park Corroboree Tree, Scar trees (Coate Park/Rudder Grange and Studley Park), Dights Falls Mission School and Native Police Corps, the potential Merri Creek Treaty Site opposite Rushall Station (just outside the City boundaries), the confluence of the Yarra River and Merri Creek and the Fig Tree in Carlton Gardens where many legendary Aboriginal speakers addressed gatherings from the 1920s to the 1940s (Aboriginal Partnerships Plan 2015-18).

Some of these are described in more detail below.

- *Burnley Park Corroboree Tree* - In 1926 a young boy found a boomerang wedged in the branch of the giant Burnley Park Corroboree tree when he climbed it. In 1991 his brother returned the boomerang to a Wurundjeri elder, Marth Nicholson, in a ceremony at the tree site. The tree is now dead, but it is believed it was a meeting and corroboree place for many Aboriginal clans until well after European settlement. (Eidelson, 1997)
- *Dights Falls Mission School,* which wattle-and-daub school hut, opened on January 1, 1846 by the Collins Street Baptist Church. Nearby was the Dights Mill which provided flour for the colony. The location was already a popular meeting and trading place for Aboriginal clans in and around Melbourne. The school closed in 1851 after devastating floods in 1850 washed away the cultivated gardens and footbridge over the river. (Eidelson, 1997)
- *Dights Falls Native Police Corps* was set up in 1837 as a regional base from their main base in Dandenong Creek flats. Elders of the clans around Melbourne participated as it offered prestige. It was set up as a military encampment with rows of up to 50 tents/shelters and their role was to act as official escorts, tracking lost people and guard duty at the Pentridge Stockade. The camp was disbanded three times, the last in 1853. (Eidelson, 1997)

For Aboriginal people the suburbs of Fitzroy and Collingwood, particularly Gertrude Street, hold special historical meaning as a place to find that sense of community that is the strength of Aboriginal people. During the 1940s and 1950s Aboriginal families lives in Collingwood and Fitzroy when they moved from country Victoria to Melbourne. These areas were one of the central points from which the Aboriginal Political movement started.

The *Yarra Aboriginal Partnerships Plan 2015-18* is the third Aboriginal Partnerships Plan, and some of the information above was sourced from the original 2004 plan that was published in the 2006 Yarra Open Space Strategy.

3.1.6b Non-indigenous cultural heritage values

The Yarra River was a major source of fresh water and is the key reasons that Melbourne was settled. As noted above, the Wurundjeri people have strong spiritual connections Yarra including to the Yarra River and the confluence of the Yarra River and Merri Creek which extends back thousands of years to the Dreamtime.

The Yarra River significantly influenced settlement patterns and use from the early 1800s. European settlement patterns influenced the amount and style of open space across the City. Large parts of Richmond, Cremorne, Collinwood and Fitzroy were settled as working-class suburbs located nearby to industrial uses and places of employment. The dominant housing style was row terraces, varying between brick and timber construction depending on affordability. Within the working class neighbourhoods were the traders and merchants place of residence particularly in Fitzroy where larger double story row terraces were constructed. Open space reserves were not integral to the layout of some suburbs and is provided in areas that were constrained at the time for other reasons including flooding, quarries and former tips and have since been developed as open spaces. (Ian Wright et al, 2003)

In contrast Princes Hill, North Carlton, Fitzroy North, Clifton Hill, Fairfield and Alphington were settled primarily as residential suburbs. The layout of these suburbs incorporated open space as part of their planning. Of note, the original reservation of Darling Gardens was in response to the working community of Collingwood's "Slopes" lobbying for access to open space (Ian Wright et al, 2003). Edinburgh Gardens, Darling Gardens, Curtain Square and Alphington Park were all established at the same time as the housing, and their planting, layout and character is complementary to the urban character of the neighbourhood.

Clifton Hill has some industrial pockets, some of which have been converted to residential use, and the former quarries along Merri Creek have now been converted to open space. The heritage character of the open space along the Merri Creek relates to its natural and industrial history.

Some of the key reserves included in the *City of Yarra Heritage Review Landscape Citations* (Patrick, 1997) include:

- **Yarra Bend Park**
  Regionally significant for both its Aboriginal and non-indigenous cultural heritage including the natural and cultural elements that reflect toe sites ongoing post-European contact. The park demonstrates the relationship between the natural environment and the sequential history of its use. This includes the remnant indigenous vegetation; the public boating and swimming; the remnant exotic trees through the golf course from its early use as an ornamental garden; the golf course

which was constructed during the 1930s with sustenance workers; and the history associated with the Asylum on the site. This park is managed by Parks Victoria and is the only public park nominated as being of regionally significant in the City of Yarra. (Burnley Gardens in the Burnley Horticultural College is also nominated as regionally significant but is not a public park).

- **Edinburgh Gardens**
  Locally significant as a major early recreational facility within the Fitzroy area. The site is intrinsically linked to a number of sporting groups and the Fitzroy community. Originally reserved in 1862, the reserve was initially used for cricket followed by the bowling club which established in 1877. A creek running through the park was converted to. an underground drain and paths laid out along the pedestrian wear lines. Major plantings of avenues of Elms and Oaks occurred in the late1800s and the park is fringed with an unusual row of Kurrajong trees. The North Fitzroy rai line was constructed through the park in 1886 which bisected the park and significantly influenced its use. The railway was removed in 1981.
- **Darling Gardens**
  Locally significant as an important recreational facility for the Collingwood and Clifton Hill areas with strong associations with the local community. The reserve was set aside in the 1860s and in the *City of Yarra Review of Heritage Precincts 2001*, (Wright, 2003), it is noted that the residents in Collingwood lobbied for an open space to be set aside for them given the poor conditions in Collingwood at the time. The gardens were formally laid out and planted in the 1890s with seeds and plants from von Mueller, Director of the Royal Botanic Gardens. The gardens had some sporting use early on, however, the community planting day in 1907 saw an end to the active sporting use.
- **Fairfield Park**
  Locally significant as representative of early diverse recreational facilities and uses along the Yarra River, with extensive plantings and landscaping typical of the Edwardian period.

Other reserves noted as of being of local interest include:

- **Curtain Square** - for its formal layout and remaining early plantings and features including the Elms, Oaks, Moreton Bay Figs and monument.
- **Citizens Park** - reclaimed tip, the park was a major meeting place for people during the Great Depression. The Elms are remnant early plantings.
- **Coate Park** - layout and plantings typical of the 1930s era including the formal avenue of English Oak and garden bed plantings.

Reserves not listed in the Heritage Review Landscape Citations but potentially having some historical value include:

- **Alphington Park** - including the monument and early large trees including Bunya Bunya Pine and what appears to be a remnant Red Gum.
- **Gahan Reserve** - including formal layout and early plantings of Canary Island Date Palms and Planes.
- **Barkley Gardens** - including its formal layout and setting in the neighbourhood and mature exotic plantings.
- **Victoria Park** - cultural significance as the base of the Collingwood Football Club,

In summary there are Aboriginal and non-indigenous cultural values present in many open space reserves in the Yarra that require ongoing consideration and protection in the future use and management of these reserves.

3.2 Key changes to the open space network since 2006

3.2.1 Waterways

The waterways provide natural environmental corridors and linear of open space which is highly valued by the community. The undulating topography associated with the waterway corridors affords elevated long views which are restful and provide a sense of space which the community has nominated as one of the top three values of open space in the recent community survey. The natural character of the waterway corridors in the City of Yarra have been further protected since the 2006 Open Space Strategy with a combination of additional planning controls and securing additional open space along the waterway corridors.

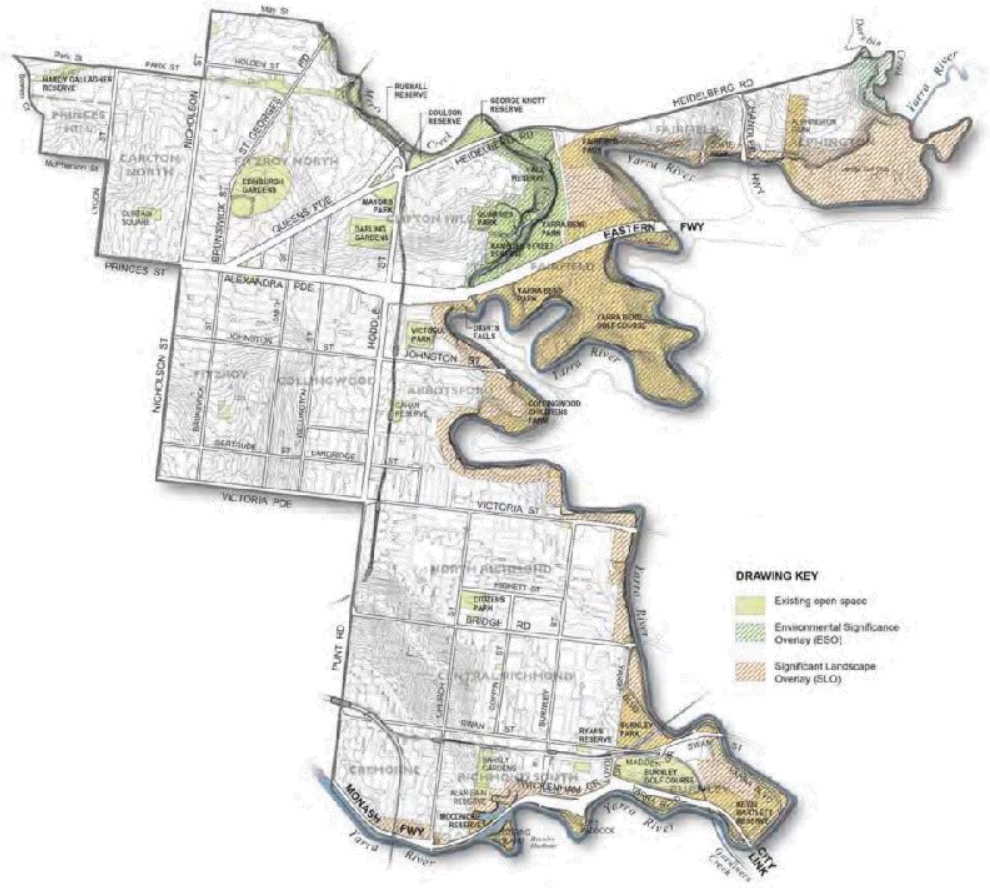


Figure 3B ***Environmental Significance and Significant Landscape Overlays along the waterways***
Extract from Drawing YOSS-02c in Appendix A

Since 2006, a new shared trail has been constructed along the Darebin Creek. While not yet included in the Planning Scheme as public open space, there will be a future public open space corridor associated with the shared trail. At this stage there is no access

point into the new Darebin Creek Shared Trail from within the City of Yarra, however it can be accessed via Sparks Reserve in the City of Banyule.

Since the preparation of the 2006 Strategy there has been a review of the planning controls along the Yarra River corridor to address setbacks and development interface between the open space corridor and the river. This was in response to the increasing number of multi-level developments occurring along the Yarra River Corridor impacting on the community amenity and recreation use of the corridor. The Minister for Planning introduced consistent planning controls to protect the Yarra River Corridor including the Schedule 1 to the Significant Landscape Overlay and Schedule 1 to the Design and Development Overlay for properties adjoining the Yarra River corridor (extent shown in Figures 3B and 3C).

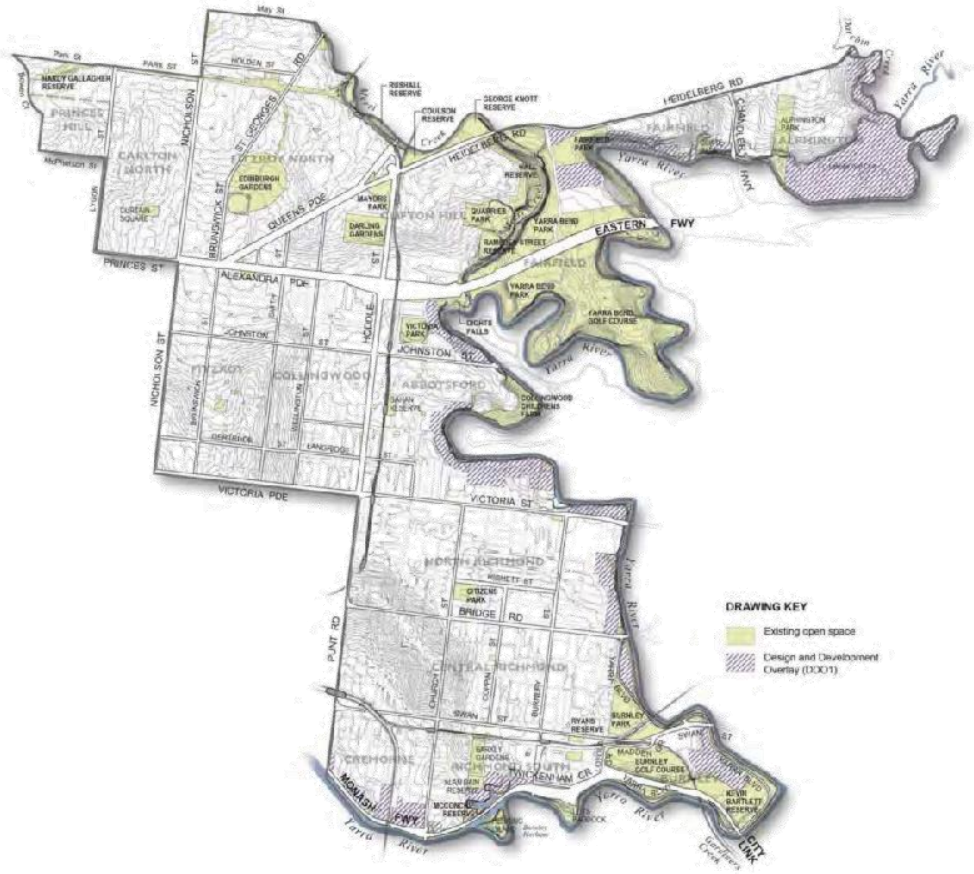


Figure 3C ***Design and Development Overlays along the waterways***
Extract from Drawing YOSS-02d in Appendix A

3.2.2 Additional open space

Since the previous strategy was prepared, five new Small Local open spaces have been added to the network, and two more additional Small Local open space are in currently in the process of being designed. Two out of the five are located in Collingwood, which has the least amount of open space when compared to other parts of the city. In addition, two open space reserves have been increased in size through road/car park closures.



Figure 3D Existing open space, highlighting the new open space added to the network since the 2006 Open Space Strategy

3.3 Hierarchy and classification of open space including walkability

3.3.1 Overview

The 2006 Yarra Open Space Strategy used the following hierarchy:

- Regional
- City-wide
- Neighbourhood
- Local
- Small Local

This hierarchy is well established in the organisation and has been used effectively during its implementation. As part of the 2019 Strategy, a review of the open space hierarchy identified that the size of Local open space size (1,000 sqm to 9,999 sqm) was found to be too broad in its implementation going forward and has now been separated into two types, with the smaller being Local and the larger being Small Neighbourhood.

Local open space has been scaled back to 1,000 sqm to 4,999 sqm in size and can comfortably accommodate two different uses within it. Small Neighbourhood open space has been created as a new hierarchy type and is 5,000 sqm to 9,999 sqm in size which is adequate to comfortably accommodate three different uses within it. The walking catchment has been calibrated according to the size with a 200 metre catchment for Local open space and a 300 metre catchment for Small Neighbourhood open space. This is consistent with the principle that people will travel further to a destination open space that has a wider variety of activities they can participate in.

3.3.2 Hierarchy and walking/travel catchments

The hierarchy for the Yarra Open Space Strategy 2019 is shown in ***Table 3-1*** and is based on the existing framework and refined to also meet current best practice. This hierarchy is based on both the intended catchment of users and the relative size of the reserve to adequately cater to its catchment. It is a guide for analysing the spatial distribution of open space and is a useful management tool to direct appropriate facility development and maintenance levels in different types of open space reserves.

Please refer to Section 3.4 for a description of the Gap Analysis based on applying the open space hierarchy and walking catchments shown in Table 3-1 on the following page.

Table 3-1 Open space hierarchy, size and walking/travel catchments for the City of Yarra

Size	Walking/travel catchment	Purpose of the open space
Regional		
Unlimited	No specific distance is included as this open space is provided for the Melbourne-wide population. For the Yarra population, a distance of 500 metres has been applied where the open space is accessible for local community use.	Primarily caters to a regional population, including residents of Yarra, and/or protection and enhancement of environmental values in a regional context. For example linear open space along the waterways with habitat connectivity in the riparian zone, and/or regional trails that extend beyond Council boundaries are classified as Regional open space Examples include Merri Creek Shared Trail, Yarra River Shared Trail and Yarra Bend Park.
City-wide		
Generally a preferred size of 7 hectares with a minimum of 3 hectares*	Located within 1 kilometre of up to 95% of dwellings and workplaces. As these areas of open space have existing or the potential to offer facilities for nearby residents in addition to their City-wide function, a 500 metre walking catchment has been applied to those reserves with the ability to cater to neighbourhood needs as well as City-wide needs.	Primarily caters to residents and workers of the City of Yarra and will also provide facilities that are used by residents and workers from other municipalities. Generally these areas of open space provide facilities that appeal to residents across the municipality - for example, they may include sporting facilities, historical gardens or major recreational facilities such as playgrounds or skate facilities that people will travel up to 1 kilometre to reach. City-wide open space may also have a nature conservation role including protecting biodiversity values. Examples include Edinburgh Gardens in North Fitzroy, Darling Gardens in Clifton Hill and Burnley Park. * There is some City-wide open space that is smaller than the min 3 hectares where the reserve contains a specialised facility on a smaller area of land and fulfils a City-wide function, for example Ryans Reserve in Burnley.
Neighbourhood		
Minimum 1 hectare	Located within 400 metres safe and easy walking catchment of dwellings and workplaces.	Provides for Neighbourhood use within walking distance of home or workplace with a multiple range of facilities. Examples include Gahan Reserve in Abbotsford, Hardy Gallagher Reserve in Princes Hill and Coate Park in Fairfield.

Size	Walking/travel catchment	Purpose of the open space
Small Neighbourhood		
0.50 to 0.99 hectares in size	Located within 300 metres safe and easy walking catchment of dwellings and workplaces.	Located within easy safe walking distance of home or workplace and large enough to provide at least three activities in the open space - for example, a multi-use half court, medium to large play area and a picnic facility. Examples include Smith Reserve in Fitzroy, Golden Square Park in Burnley, Rudder Grange in Fairfield .
Local		
0.10 to 0.49 hectares in size	Located within 200 metres safe and easy walking catchment of dwellings and workplaces.	Located within easy safe walking distance of home or workplace and large enough to provide for two activities in the open space - for example, a medium play area and open grassed area with seats. Examples include Dame Nelly Melba Park in Central Richmond, Holden Byrne Reserve in North Fitzroy, Condell Street Reserve in Fitzroy.
Small Local		
From 0.10 to 0.03 hectares, generally a minimum width of 20 metres	Located within 150 metres safe and easy walking catchment of dwellings and workplaces	Located within easy safe walking distance of home and generally able to accommodate a single use, for example seats in a small park or garden or an open grassed area for informal use. Examples include Shakespeare Reserve in Carlton North, Browns Reserve in Abbotsford, Urban Art Square in North Richmond.

The hierarchy has been applied to open space across the City of Yarra as shown in Figure 3E, on the following page. This is an extract from Drawing YOSS 3a in Appendix A



Figure 3E ***Open Space Hierarchy in the City of Yarra***
Extract from Drawing YOSS-03a in Appendix A

Regional open space is located along the waterways, with the majority along the Yarra River and some along Merri Creek. A future Regional open space is proposed along the Darebin Creek to facilitate the construction of a shared trail link between the Darebin Creek and the Main Yarra Trail. The extent of the reserve is defined in the PAO2 in the Yarra Planning Scheme and is shown in Figure 3E.

Yarra Bend Park is the largest of the Regional open spaces in the City of Yarra, and is noted as being the largest area of natural bushland close to the Melbourne CBD. While this open space is located within the City of Yarra it is Crown Land that is managed by Parks Victoria for the Melbourne-wide population. The Regional open space provides important biodiversity and habitat corridor values as well as a range of unstructured and structured recreational uses, including fields sports and fly fishing.

The majority of the 14 City-wide open space reserves have structured sporting uses with the exception of Barkly Gardens in Richmond South and Darling Gardens in Clifton Hill. Those open spaces are defined as Public gardens and are well used for a range unstructured and informal uses.

The Neighbourhood open space caters primarily to unstructured recreation and informal needs and are mainly located north of Victoria Street, while south the only Neighbourhood open space is Anettes Place adjacent to the Yarra River near Victorian Gardens development.

Numerically, the majority of open space is the Local and Small Local open spaces that are distributed across all the precincts. For further discussion on the distribution analysis of open space, please refer to Section 3.4, Gap Analysis.

3.3.3 Character classification of open space

3.3.3a Overview

Within the open space hierarchy, there are different character types of open space influenced by the inherent natural and physical character of the open space, the facilities in them, the urban context in which it is located and the design and layout of the open space. Open space character in Yarra is diverse, ranging from natural bushland along the waterway corridors, formal gardens, large sporting reserves and small urban parks. These different characters appeal to different parts of the community including young and old. Diversity in character generally assists in meeting diverse needs that maximises the accessibility of the open space network to the community. They are also important in identifying, protecting and improving biodiversity and environmental values of open space.

Character classification of open space assists with identifying the overall management direction and intent for each open space. For example, if the open space has 'Nature conservation' as its primary classification, future decisions regarding the expansion of recreational use and facilities will be guided by whether that is consistent with its primary purpose of nature conservation.

3.3.3b Character Classification

The following character classification has been proposed to assess the provision and distribution of different types of reserves within the municipality. These are listed in alphabetical order and will be subject to some change as site visits to open space progress to better reflect the existing open space system in the City of Yarra.

Table 3-2 Character classification for open space in the City of Yarra

Character classification	Description
Botanical	Where there are significant trees with botanical interest or are of a significant size and age, including both indigenous and non-indigenous vegetation.
Community garden (refer to Restricted recreation)	Where members of the community participate in horticultural activities such as growing vegetables, flowers, and/or fruit, where they are assigned 'garden' plots on public open space to grow their own plants. These areas are fenced and available for use by those who have been assigned garden plots, and in these instances form a restricted open space use.
Cultural	Where monuments, public art, cultural activities, events and festivals influence the use and character of the open space.
Events	Where events are regularly scheduled and held contributing to the character, design and function of the space.
Formal	Where the facilities and overall open space layout are set out in a formal style.
Heritage	Where the Indigenous or non-Indigenous history makes a significant contribution to the open space character and use. This classification includes open space that has been identified as having some heritage value in existing studies, but is not limited to reserves that have or in the future will have formal heritage status.
Informal	Where the facilities and overall open space layout is not highly structured or formal.
Linear	Where the open space is part of a linear network of open spaces or continuous reserve that is used primarily for travelling through or along. These typically include shared paths, seating, resting points and vegetation. These are mainly located along waterways.
Linking space	Where open space provides a local link or connection between streets, individual open spaces or t a key destination like a railway station and is not part of a broader linear network.
Nature conservation	Where the intent of the open space is protecting and/or improving the biodiversity and habitat values. This may include reserves with existing value or those identified to have potential to provide for this in the future.
Passive	Primarily designed for a range of non-active uses such as strolling, seating, picnic, social gatherings and play.
Play	Where the character of the open space is dominated by a play facility and is the primary purpose for the reserve.
Public garden	A planned open space set aside for the display, cultivation and enjoyment of plants and used for recreation.

Character classification	Description
Railway easement/siding	Open space (other than linear) where the railway use significantly influences the open space's ongoing use and design.
Restricted sporting/recreation	Available on a club membership or fee paying basis only and is not available for general public use at any time. This includes public golf course, tennis courts, bowling clubs and community gardens (refer Community Garden classification).
Seating	Where the character and major use of the open space is seating so people can relax and enjoy the outdoors and natural character or ambience.
Viewing	Where the character and major use of the open space is for enjoying the views and may include seating or viewing points.
Service easement	Open space where the level of use, design and management is influenced by the presence of services in the reserve.
Significant road reservation	Road reserves of a significant size or width to contribute to the open space network for nature conservation, visual landscape or recreational use. This classification is for land either reserved as open space or with the potential for this, whilst recognising vehicle transport has a major influence on the open space.
Sporting	Primarily provides for organised club based sporting use and the outdoor grounds and facilities are available for general public use when no organised sporting events are in progress.
Urban heat mitigation	The location and design of the open space plays a role in mitigating urban heat island effect within medium and high density precincts.
Undeveloped	Open space which has not been developed and contains few or no facilities.
Urban plaza	The surrounding urban setting significantly influences the character and function of the space. These spaces are primarily located in commercial or business precincts and are publicly owned. They are of a size that can provide for recreational use including social gatherings and events and are freely available for the public to use. A range of other urban design strategies and planning frameworks can also influence these spaces.
Waterway	The presence of a waterway makes a significant contribution to the character, value and use of the open space including the riparian zone.
Wetland/WSUD	The presence of a wetland or other WSUD feature contributes and influences the character and use of the open space.

A primary character classification has been assigned to all open space along with one or more secondary character classifications where they apply. The character classification will assist with both the ongoing management of the open space, particularly where there are competing uses and also identify where there are gaps in the provision of different character types of open space. This analysis identifies opportunities to change or improve existing open space character types to better meet the community needs.

3.4 Quantity and provision of open space

An assessment and analysis of existing open space has been undertaken using the Council supplied data base and updating this including the names and whether they are currently zoned as public open space or not. The public open space for the Strategy includes open space that is owned and managed by other public agencies. The main example is Yarra Bend Park which is Crown Land managed by Parks Victoria.

Based on the research, there are a total of 107 open space reserves, with a total area of 263.40 hectares of open space, which equates to 13.5 per cent of the total land area of the municipality, excluding the restricted open space.

If the restricted open space is included, there are a total of 113 open space reserves, with a total of 348.66 hectares of open space, which equates to 17.8 per cent of the land area of the municipality.

For the purposes of the Strategy, restricted open space is defined as public open space that is only available to the public on a fee paying/club membership basis. The 7 restricted open spaces noted above are entire reserves, and include:

- Burnley Golf Course, Burnley
- Collingwood Childrens Farm, Abbotsford
- George Knott Reserve, Clifton Hill
- Richmond Union Bowling Club, North Richmond
- Ryans Reserve, Burnley
- Yarra Bend Golf Course, Fairfield.

Where there is a restricted use within an open space reserve, the fenced/restricted area is included in the total area of open space. For example the Fitzroy Tennis Club in the Edinburgh Gardens is included in the total quantity of open space.

3.4.1 Quantity of open space by precinct

Provision of open space quantity has been assessed in the following ways:

- Quantity of open space area as a proportion of the total land area of the city at both a city-wide level and a precinct level.
- Quantity of open space area per resident, both at the city-wide level and the precinct level.

The rationale for assessing the quantity in these two ways is to measure how changes in the number of residents can impact on the quantity of people using the open space. In addition to the considering the quantity of open space, the design and distribution of open space is also assessed to determine whether there is an adequate provision of open space. For the purposes of this comparison, we have removed the restricted public open space from the calculation.

3.4.2 Quantity of open space as a proportion of land area

Table 3-3 highlights the variation in quantity of open space across the different precincts.

Table 3-3 Quantity of open space as a proportion of land area in the City of Yarra

PRECINCT NAME	No. of open spaces	Total open space 2016 Ha	Total suburb area Ha	Proportion of o/space of total precinct area
Abbotsford	19	13.39	179	7.5%
Carlton North - Princes Hill	6	6.23	141	4.4%
Central Richmond	9	23.46	196	12.0%
Clifton Hill	9	41.18	168	24.6%
Collingwood	5	0.34	129	0.3%
Cremorne / Burnley / Richmond South	21	44.32	233	19.0%
Fairfield / Alphington	7	96.92	346	28.0%
Fitzroy	9	2.27	140	1.6%
Fitzroy North	19	29.56	231	12.8%
North Richmond	9	5.81	192	3.0%
TOTALS	**113**	**263.46**	**1,955**	**13.5%**

Collingwood has the least amount of open space as a proportion of precinct area with 0.3 per cent of the total precinct as open space. Three other precincts have less than 5 per cent open space being Fitzroy with 1.6 per cent, North Richmond with 3 per cent and Carlton North - Princes Hill with 4.4 per cent. Fairfield/Alphington has the highest proportion of open space relative to land area with 28 per cent, mainly due the presence of Yarra Bend Park. Similarly, Clifton Hill as 24.6 per cent of the total precinct as open space mainly due to the extensive open space system along Merri Creek including Quarries Park, Ramsden Street Reserve and Hall Reserve.

Accessibility to open space is a key influence on its use and benefit to the community that surround it, so this measure of open space needs to be set in the context of other assessments as well including the gap analysis, availability of open space relative to population density.

3.4.3 Quantity of open space relative to population density

The following table illustrates the provision of open space relative to residential population density. Total population numbers shown in Table 3-4 are sourced from the **.id** Community Profile using the Usual Resident Population. This allows us to show the comparison between 2006 (the year of the existing YOSS) and 2016. Please note that Usual Resident Population figures have been used for this table as the comparative data is available for 2006 and 2016. These figures differ slightly from the Estimated Resident Population figures that are used in other parts of the Strategy.

Table 3-4 Quantity of open space relative to 2006 and 2016 residential population in the City of Yarra

PRECINCT NAME	No. of open spaces	Total open space 2016 Ha	Total population (URP) 2006 (YOSS 2006)	Sqm of open space per person 2006 (YOSS 2006)	Total population (URP) 2016	Sqm of open space per person 2016
Abbotsford	19	13.39	4,323	31	8,184	16
Carlton North - Princes Hill	6	6.23	8,184	8	8,433	7
Central Richmond	9	23.46	10,764	22	12,965	18
Clifton Hill	9	41.18	5,382	77	6,342	65
Collingwood	5	0.34	5,499	0.6	8,511	0.4
Cremorne / Burnley / Richmond South	21	44.32	3,590	123	4,747	93
Fairfield / Alphington	7	96.92	2,275	426	2,701	359
Fitzroy	9	2.27	8,825	3	10,445	2.2
Fitzroy North	19	29.56	10,266	29	11,535	26
North Richmond	9	5.81	10,243	6	13,299	4.4
TOTALS	**113**	**263.46**	**69,351**	**38**	**87,162**	**30**

The accepted standards in the United Kingdom and Australia for the provision of open space relative to the new population in greenfield sites is between 20 and 24 square metres per person. On a municipal-wide basis, the City of Yarra has approximately 30 square metres per person, which has reduced from 38 square metres per person in 2006. There are significant variations across the different precincts, with highest proportion being in the Fairfield / Alphington precinct with 359 sqm per person compared with 0.4 sqm in Collingwood.

Looking at the change between 2006 and 2016, the most significant change has been in Abbotsford, where the population has almost doubled and correspondingly the quantity of open space per person has also nearly halved. One additional Small Local open space has been added to the network in this precinct over the corresponding period. For Collingwood, the quantity of open space has more than doubled with two new open spaces, increasing the open space from 0.12 hectares to 0.34 hectares.

In Carlton North - Princes Hill there has also been a reduction in the open space. This is due to previous designation of the central median strips in Canning and Drummond Streets as public open space. In this Strategy they are not included as they are less than 10 metres in width. Pigdon Street Median remains given it is greater than 10 metres in width.

It is noted that there was no information for the worker population in 2006, and therefore it is not possible to provide the same comparison for employees relative to open space. Employees are sharing open space with residents, so a separate comparison would not in any case provide a true picture of how much open space is available for each group of users.

Refer to Section 4 for the forecast population growth and impacts on open space.

3.5 Gap analysis

3.5.1 Gaps in the open space network



Figure 3F ***Open Space Gap Analysis*** *Extract from Drawing YOSS-03b in Appendix A Refer to Table 3-1 and Table 3-5 for an explanation of the walking catchments*

The gap analysis is an assessment of the spatial distribution of existing open space across the City of Yarra. It identifies if there are any locations where open space is not within safe and easy walking distance of the population living and working in the city. Figure 3F above illustrates the walking catchments that are applicable to the open space. In addition to walking catchments, there are travel catchments to the Regional and City-wide open space given the facilities provided in them are for a catchment of users beyond walking distance. The travel catchments for City-wide open space are up to 1 kilometre. When these are applied to the City-wide open space, it confirms there are gaps in the provision of City-wide open space in the Fitzroy/Collingwood areas. Given the established nature of the city, there is no opportunity to provide additional City-wide open space.

In the majority of the Regional and City-wide space, they are used for unstructured and informal uses such as walking dogs, playing informal games on the ovals, visiting the playground and meeting friends in the open space. Therefore, a 500 metre walking catchment has been applied to all Regional and City-wide open space in recognition of the local levels of use these open spaces receive. The walking catchment extends over arterial roads where there are signalised intersections or pedestrian crossings, however railways and freeways are considered to be barriers to safe walking access. Where the catchment extends over arterial roads, the catchment is shown in a paler colour in recognition that some of the community cannot easily cross arterial roads to reach open space, for example young children, the elderly and people with limited mobility. This means that for these people, the arterial road may still present a physical barrier to safe and easy access to open space.

A 400 metre walking catchment has been applied to all the Neighbourhood open space, which represents an approximate 10 to 15 minute walk for the relatively fit, and an approximate 20 minute walk for the elderly and young children. This catchment extends over major roads in addition to the arterial roads and railways where a signalised intersection is provided directly adjacent to the open space.

A 300 metre safe walking catchment is applied to the Small Neighbourhood open space which represents an approximate 10 minute walk. For Local open space the catchment reduces to 200 metres and for Small Local open space it is 150 metres. This change in catchments is calibrated in size to reflect the different expectations in terms of length of stay at the different types of open space. These catchments do not extend over collector roads in addition to the major roads, arterials and railways. This is in response to the need for people with limited mobility including the elderly and the young to easily reach some green open space within walking distance, even if the open space is relatively small in size. This is consistent with the latest research into the importance of open space to community health and well-being as summarised in Section 2.4 of the Strategy.

The areas without any colour shown in them are locations in the City of Yarra where the existing population do not have any open space within a safe and easy walk from their home or workplace. These are referred to as 'gap areas' in the Strategy. Given that one of the project key objectives is to provide at least some open space within safe and easy walking distance of everyone living and working the city, then the gap areas are a priority to address in relation to the location of future open space. Gap areas can be addressed by a range of options including providing additional open space, improving pedestrian access to open space adjoining the gap areas and seeking short term solutions in the interim such as arranging for access to school land or publicly accessible private open space.

There are some areas of the City where there are gaps in the distribution of any open space. In other precincts, such as Collingwood, Cremorne and parts of Richmond that lack larger areas of open space with only Small Local or Local open space being provided. Areas without any open space are referred to as Gap Areas.

The precinct based analysis in the Strategy has taken the gap areas into consideration in the recommendations. The opportunities to address gap areas include the provision of additional open space, improved access to ancillary open space or other streetscape improvements to increase safety of access to existing open space. Given the forecast increase in population density, new open space will be sought in many of these gap areas to meet best practice approach of providing green open space within an easy and safe walk of everyone who lives and works in the City of Yarra.

The travel and walking catchments to the different types of open space are summarised in the Table 3-5 below.

Table 3-5 Open space hierarchy and travel and walking catchments used in the gap analysis

Hierarchy	Travel and walking catchments to open space
Regional	No specific travel catchment is included as this is provided for the Melbourne-wide population. This open space has a 500 metre walking catchment applied in recognition of the local informal incidental of these reserves by the local community. Where there is an at-grade signalised crossing directly opposite the open space, then the walking catchment will extend across the arterial road to reach it. This extended catchment will be illustrated with a paler hatch to indicate that it requires crossing a major or arterial road to reach it.
City-wide	City-wide open space located within 1 kilometre travel catchment of dwellings and workplaces. Additionally, a 500 metre safe walking catchment applied to all City-wide open space in recognition they also provide for local and neighbourhood open space needs without crossing railways and arterial roads. Where there is an at-grade signalised crossing directly opposite the open space, then the walking catchment will extend across the arterial road to reach it. This extended catchment will be illustrated with a paler hatch to indicate that it requires crossing a major or arterial road to reach it.
Neighbourhood	Neighbourhood open space within 400 metre safe walking catchment of dwellings and workplaces without crossing railways, major and arterial roads. Where there is an at-grade signalised crossing directly opposite the open space, then the walking catchment will extend across the arterial or major road to reach it. This extended catchment will be illustrated with a paler hatch to indicate that it requires crossing a major or arterial road to reach it.
Small Neighbourhood	Small Neighbourhood open space within 300 metre safe walking catchment of dwellings and workplaces without crossing railways, major and arterial roads. Where there is an at-grade signalised crossing directly opposite the open space, then the walking catchment will extend across the arterial or major road to reach it. This extended catchment will be illustrated with a paler hatch to illustrate that it requires crossing a major or arterial road to reach it.
Local	Local open space located within 200 metres safe walking distance from dwellings and workplaces, without crossing railways, collector roads, major roads and arterial roads.
Small Local	Small Local open space located within 150 metres safe walking distance from dwellings and workplaces, without crossing railways, collector roads, major roads and arterial roads.

3.5.2 Gaps in linear links/trails

The Main Yarra Trail has been expanded and upgraded since the 2006 Yarra Open Space Strategy. The main gap in the linear trail is:

- Between Gipps Street and the Walmer Street Footbridge, where there is a Public Acquisition Overlay (PAO2) in favour of The Minister responsible for administering Part 2 of the Crown Land (Reserves) Act 1978 for the creation of a continuous linear park / trail system adjacent waterways.
- All ability access onto the Main Yarra Trail on the City of Yarra side of the Yarra River at the Gipps Street entry point.

The Darebin Creek Trail link has recently been completed between Heidelberg Road and the Main Yarra Trail. There is no access point into the shared trail directly from Alphington, with the only access point into it being via Sparks Reserve in City of Banyule.

The land however appears to have not yet been acquired as the Public Acquisition Overlay (PAO2) is still in place over the land along Darebin Creek in the Yarra Planning Scheme. This reserve has been shown as Future Open Space on the diagrams in this Strategy.

3.6 Quality of open space

3.8.1 Overview

The quality of open space is important as it influences whether the open space is well used and is sustainable including its role in the mitigation of urban heat island effect and contribution to biodiversity. Each open space is influenced and formed by a range of factors including its size, form, use, position, design and history. These factors are measured against whether the reserve is meeting the community's needs.

The two main methods used to gather data on the quality of open space are the site assessments and the consultation along with research. If the quality of the open space is assessed as being adequate, there will be no specific actions or upgrade works required. Where it is assessed as being inadequate then recommendations for its upgrade are included.

4. Forecast change and implications on open space planning

4.1 Residential growth and change

4.1.1 Existing residential population

4.1.1a Quantity

The estimated resident population in 2016 is 92,894, which is just over 20,000 more residents living in the City since the 2006 Strategy was adopted. This represents an approximately 28 per cent increase in population since then (Source: **.id** Community Profile, accessed 16/10/18).

The rate of population growth between 2011 and 2016 increased at more than twice the rate of the previous five years, with an increase of 6,095 residents between 2006 and 2011, compared with an increase of 13,991 residents between 2011 and 2016.

The rate of residential population growth has been substantially higher than the rate of growth forecast at the time the 2006 Yarra Open Space Strategy was prepared. At that time the total forecast growth to 2016 was estimated to result in a resident population of 78,100, which is approximately 15,300 less than actual growth.

4.1.1b Demographics

Compared to Greater Melbourne, there are significantly fewer children of school age in the City of Yarra, more than double the number of 25 to 34 year olds (young workforce) and a lower proportion of people in the 60+ age range. In relation to household types, there are a higher number of lone person and group households, reflecting the lower proportion of school age children and therefore a lower proportion of the couple with children families. The lower level of school age children in the Yarra is reflected in the resident survey results where the values and reasons for visiting open space are more varied than other municipalities where there is a higher proportion of younger children, however it is still in the top 10 list of values of open space.

Occupations of residents are changing with a decline in the manufacturing and wholesale industries and an increase in the professional, scientific and technical services and health and education sectors when compared to the 2006 data. This means that people are typically working indoors and potentially more likely to need and use open space during breaks from work and also before and after work. Nearly half the population in Yarra has a Bachelor or higher degree in education, which is up by 10 per cent compared to the 2006 census data, and the nearly double that of the Greater Melbourne average. Interestingly, there has been a decline in the proportion of tertiary students living in Yarra.

50 per cent of the population rent their accommodation, with 9.5 per cent in social housing which is significantly higher than the Greater Melbourne average of 29 per cent 2.6 per cent respectively. By comparison when the previous Open Space Strategy was prepared in 2006, 48 per cent of the population rented their accommodation with 11.5 per cent in social housing.

Approximately 60 per cent of residents in Yarra were born in Australia with nearly 30 per cent born overseas. 19 per cent of those born overseas were born in a non-English speaking country, which is similar to the Greater Melbourne average. There are more people born in Vietnam when compared with the Greater Melbourne average. This is reinforced with the most common language spoken at home apart from English being Vietnamese followed by Greek and Mandarin.

A key difference between the Greater Melbourne and Yarra is the dwelling type. In Yarra, 85 per cent of people live in medium and high-density dwellings compared to 33 per cent in Greater Melbourne. This means that residents typically have much less private open space available to them which increases their reliance on public open space.

4.1.1c Summary of key demographic changes between 2006 and 2016

Age range:
There has been a slight decline in the proportion of children and tertiary students, an increase in the young workforce population and a slight increase in the 60+ age range.

Dwelling type:
A more than 12 per cent increase in people living in high density dwellings with a decline in both separate houses and medium density dwellings reinforcing this. This trend results in less private open space and an increased reliance on public open space.

Household type:
There is a slight increase in the number of couples without children and other family types, with a slight decline in one parent families and group households. This reinforces the need for open space design to be diverse and adaptable to appeal to a range of users, with a reduced emphasis on dedicated play facilities for young children.

4.1.2 Overview of forecast change

Yarra continues to experience significant redevelopment resulting in increased urban densities and population growth that places pressure on the open space network. This includes intensification of use, reduced ability to find land for new open space and the increased building heights overshadowing open space.

The Strategy responds to the changing population and built form based on the *Yarra Housing Strategy 2018* and the .id Consulting population forecasts that have been provided for each of open space precincts. This, combined with a review of structure plans and urban design frameworks along with the *Yarra Spatial Economic and Employment Strategy (SGS, 2018)* has informed the forecast change for this Strategy and underpins the open space analysis and recommendations.

4.1.3 Residential population forecasts

Council relies on .**id** population and forecasting for data on its residential population. The forecasts updated in August 2018 are in Table 4-1, below, for each small area and the municipal total. The table shows 2016 as the starting point for population forecasting as this is the last ABS Census year and includes both 2031 and 2041 data to provide the medium to longer term view of population growth and its distribution. The Strategy has a planning horizon of 2016 to 2031 and also considers the forecast growth through to 2041 for context.

Table 4-1 Forecast residential population change 2016 - 2041

Location	2016 resident pop'n	2031 resident pop'n	Change resident pop'n 2016-2031	2041 resident pop'n	Change resident pop'n 2016-2041
Abbotsford	8,848	12,671	+3,823	16,426	+7,578
Carlton North - Princes Hill	9,010	8,843	-167	9,030	+20
Central Richmond	13,888	17,269	+3,381	19,941	+6,053
Clifton Hill	6,792	7,432	+640	7,734	+942
Collingwood	9,141	14,347	+5,206	18,653	+9,512
Cremorne and Burnley - Richmond South	4,622	9,539	+4,917	12,088	+7,466
Fairfield - Alphington	2,894	9,099	+6,205	9,843	+6,949
Fitzroy	11,464	15,798	+4,334	20,782	+9,318
Fitzroy North	12,358	15,112	+2,754	18,307	+5,949
North Richmond	14,335	21,754	+7,419	24,802	+10,467
City of Yarra	**93,353**	**131,864**	**+38,511**	**157,607**	**+64,254**

Source: Population and household forecasts, 2016 to 2041, prepared by .id the population experts, August 2018. Accessed 10 September 2018 (Council version)

Highlights of the residential population forecasts include:

- Overall, Yarra's residential population will grow by about 40 per cent between 2016 and 2031 and by about 70 per cent between 2016 and 2041.
- Abbotsford is forecast to experience 43 per cent residential population growth between 2016 and 2031 and will also be experiencing employment growth. Suburb residential growth to 2041 is forecast at 86 per cent. Between 2006 and 2016 the residential population in Abbotsford doubled and this growth is forecast to continue.
- Collingwood will experience 57 per cent residential growth with 35 per cent growth in the Collingwood Structure Plan area along with additional employees. Suburb residential growth to 2041 is forecast at 104 per cent. This precinct currently has the lowest amount of open space as a proportion of land area and relative to population density. Given this, opportunities for the provision of new open space as part of redevelopment will be a priority. This precinct will also have significant employment population growth, refer to Section 4.2.3. There are exiting gaps in open space provision in this precinct as shown in Figure 3F.
- Central Richmond is forecast to grow its residential population by 24 per cent with a 29 per cent increase in the Central Richmond Structure Plan area, and the area will also have employment gains. Suburb residential growth to 2041 is forecast at 44 per cent.
- Other high percentage residential growth forecasts for the period 2016 to 2036 are in the suburbs of Cremorne and Burnley - Richmond South at 106 percent and Fairfield - Alphington at 214 per cent. The impacts for open space are not as significant in this precinct given its proximity to the Yarra River and significant areas of existing open space. The majority of this forecast population will live in the Alphington Paper Mills Development Site, and Council has already negotiated the new local open space network within that site for the forecast population.
- In contrast, the suburb of Carlton North - Princes Hill will lose a small amount of residential population by 2031 and stabilise by 2041. Clifton Hill will grow by 9 per cent between 2016 and 2031, which would normally be considered a substantial amount of growth.

The Victorian government residential population forecasts (VIF) are based on LGA boundaries. The VIF 2016 forecast growth for Yarra between 2016 and 2036 is 29,412 additional people, which is significantly less than the .id forecast for the same period. It is noted that the .id forecasts are more recent, having been published in August 2018.

4.1.4 Where the forecast population will live

The Adopted *Yarra Housing Strategy 2018* and the Strategic Housing Framework Plan have informed the development of the open space sub-precincts that have been used for the sub-precinct open space analysis in the Strategy. This is shown in Figure 4A.

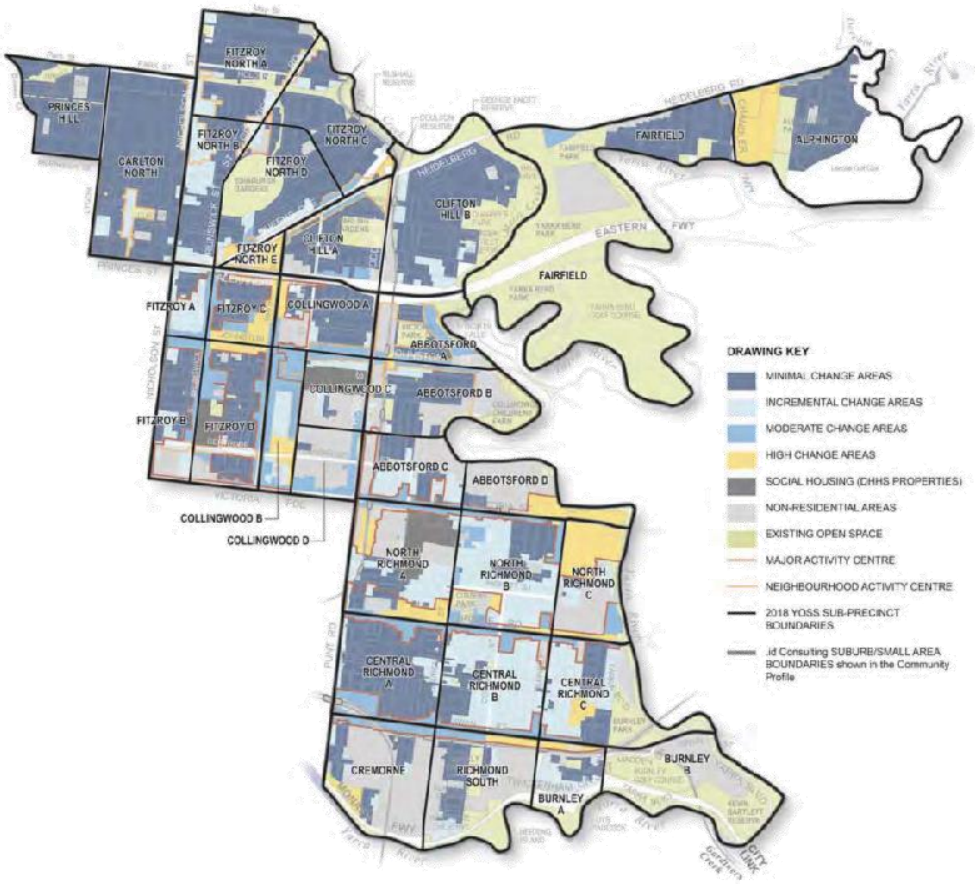


Figure 4A ***Adopted Strategic Housing Framework and Open Space Sub-precincts***
Source: Yarra Housing Strategy, 2018
Extract from Drawing YOSS-05 in Appendix A

The dark blue colour represents minimal change areas across the City contrasting with the yellow areas which represent high change areas. The high change areas fall manly within the activity centres, with the exception being the high change area in Alphington on the former Alphington Paper Mills Site. From an open space perspective, Council has already negotiated the provision of new open space as part of that development, so the Strategy does not make any recommendations regarding that site.

The grey non-residential areas define the employment precincts and correlate with the existing land that excludes residential use. Council's *Spatial Economic and Employment Strategy (SEES)* supports retaining employment precincts to maintain this important aspect of Yarra's identity and economy. Increasing pressure for residential use will mean this is an ongoing issue that Council will need to proactively manage.

4.2 Employment growth and change

4.2.1 Existing employment population

The retail and employment precincts in Yarra supported a total of 83,000 employees in 2016 (*Yarra Spatial Economic and Employment Strategy, SGS 2018*). A summary of this report is included in Section 2.1. The retail precincts covered by SGS include five major activity centres comprising non-residential land uses and emerging housing opportunities. These are Brunswick Street, Smith Street, Bridge Road, Swan Street and Victoria Street. Additionally, Johnston Street East was also included as an activity centre in the report. This accounted for just under 45 per cent of employee numbers in their report. The remaining employees numbers are based in the seven employment precincts including Victoria Parade, Gipps Street, Cremorne, Abbotsford, Church Street South, Burnley Office Precinct and Hoddle Street.

Given Council's support of the mixed use and employment precincts in the Yarra, part of the research for this Strategy included determining whether workers use open space during the time they are at work. Surveys were conducted of the worker population in four of the employment precincts and the results have confirmed that the majority of workers visit open space near their workplace, with only 12 per cent stating they never visit it, while 60 per cent nominated they visit open space near their workplace at least once a week.

77 per cent of worker respondents noted they visited open space to be outdoors as a break from work, while 46 per cent noted they visit open space to socialise / meet colleagues / friends. A much lower number, being only 16 per cent use, open space for fitness/exercise. 34 per cent of respondents requested more open space and green spaces when asked to make any suggestions or comments on open space in general - i.e. this was not a prompted comment (*2018 Open Space Worker Survey, Metropolis*).

The workshop outcomes from consultation with the business community in Cremorne and Collingwood undertaken for the Yarra SEES in January 2018 identified that the top idea in both workshops was for more green space and small parks. This was combined with other comments including additional trees and mitigating impacts of urban heat island effect.

The SEES estimates of the employment population growth to 2031 combined with the worker open space survey results have informed the open space needs analysis and the Strategy recommendations for new and upgraded open space for the employment population.

4.2.2 Overview of forecast change

The SEES provides information about non-residential investment and employment growth in Yarra. The SEES notes that the City of Yarra plays a vital role in the economy of Metropolitan Melbourne and sustains a diverse range of businesses. Yarra has a mix of retail and entertainment precincts, mixed employment precincts, health and education facilities that are vital to Melbourne's grand as a creative urban economy. In recent years, Yarra has become increasingly a knowledge and services oriented economy changing from a manufacturing and industrial economy.

The SEES defines future retail precincts which are defined as activity centres in Plan Melbourne and employment precincts. The employment precincts are defined by the existing land use zone for industrial and commercial purposes whereas the retail precincts in the activity centres are mixed use and will include employment and residential uses.

4.2.3 Employment population forecasts

Floor space data is contained in Tables 5 and 6 of the SEES for the years 2016, 2021, 2026 and 2031. Job to floor space ratios are provided in Table 4 of the SEES. These tables have been used to produce Table 4-2.

Table 4-2 Forecast employment population change 2016 – 2031

Location	2016 employment population	2031 employment population	Change employment population 2016-2031	% change
Retail precincts				
Smith Street	9,660	14,150	4,490	46%
Victoria Street	8,170	11,560	3,390	42%
Bridge Road	13,680	17,245	3,565	26%
Brunswick Street	6,650	9,720	3,070	46%
Swan Street	4,560	6,520	1,960	43%
Johnston Street East	3,740	5,060	1,320	35%
Employment precincts				
Victoria Parade	**11,730**	**17,690**	**5,960**	**51%**
Gipps Street	**4,170**	**9,390**	**5,220**	**124%**
Cremorne	**4,860**	**8,160**	**3,300**	**68%**
Abbotsford	3,200	3,910	710	22%
Church Street South	6,540	9,740	3,200	49%
Burnley Office Precinct	**3,070**	**4,770**	**1,700**	**55%**
Hoddle Street	2,970	3,890	920	31%
City of Yarra total	*83,000*	*121,805*	*38,805*	*47%*

Source: SEES 2018, Tables 4, 5 and 6

Highlights of the employment population forecasts include:

- Overall, Yarra's employment population will grow by about 47 per cent between 2016 and 2031.
- In the retail precincts, the highest percentage of employment growth is forecast to occur in Smith Street and Brunswick Street at 46 per cent, each. Similar employment increases are forecast for the Swan Street (43 per cent) and Victoria Street (41 per cent) precincts. The Johnston Street East precinct forecast is 35 per cent growth and it is 24 per cent for the Bridge Road precinct.
- In the employment precincts, the highest percentage of employment growth is forecast to occur in the Gipps Street precinct at 124 per cent followed by the Cremorne precinct at 68 per cent. The Abbotsford precinct is forecast to grow its employment numbers by 22 per cent, and the rest of the precincts are forecast to increase by between 31 and 51 per cent.

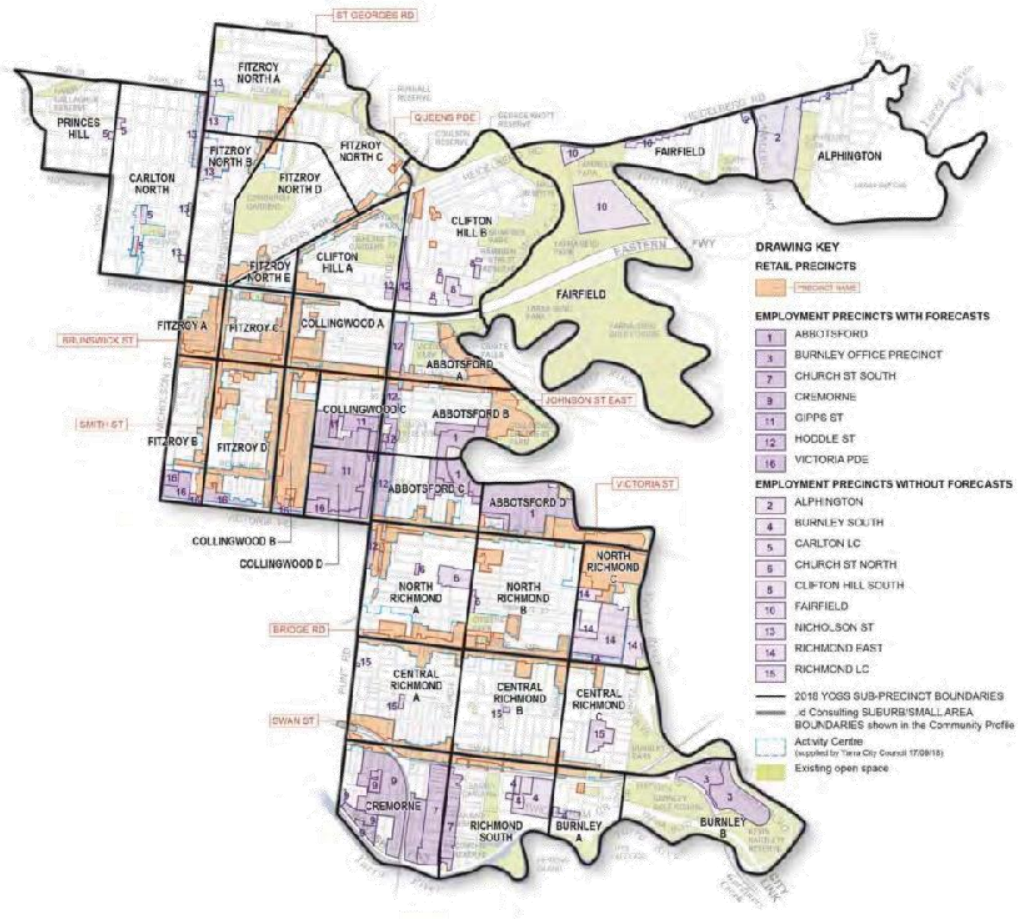


Figure 4B ***Employment and Retail Precincts***
Source: Final Spatial Economic and Employment Strategy, 2018 and Adopted Yarra Housing Strategy, 2018 Extract from Drawing YOSS-06 in Appendix A

Figure 4B has been prepared based on the SEES to illustrate the extent of the Retail and Employment Precincts in the context of the open space sub-precincts and the Activity Centre Boundaries as shown in the *Yarra Housing Strategy*. The Retail precincts are shown in an orange colour in Figure 4B while the Employment precincts are shown in the purple colour. Forecasts for the estimated employment population in the Retail precincts have been prepared based on SEES data and included in Table 4-2. A further breakdown of the forecasts has been undertaken for each open space sub-precinct. This has been done by apportioning the employment population spatially across the different sub-precincts based on the proportion of the total land area in each.

The employment precincts are shown in two different shades of purple in Figure 4B. The darker shade of purple indicates the employment precincts for which employment forecasts have been prepared in the SEES and shown in Table 4-2 above. The lighter shade of purple indicates employment precincts without worker population forecasts. As for the Retail precincts, the total forecast employment population in each has been apportioned into each open space sub-precinct.

The precinct open space analysis and recommendations in this Strategy has taken into account the estimated employment population in each sub-precinct, which is described in Section 6 of this Strategy.

4.2.5 Structure Plans for Activity Centres

As part of the sub-precinct open space analysis existing Structure Plans will be reviewed and inform the analysis where appropriate, along with other relevant documents relating to these.

The boundaries of the existing Activity Centres are shown with a blue outline on Figure 4B.

4.3 Urban densities and open space

4.3.1 Overview

As discussed in Section 2.4, best practice research into open space provision for high density precincts has identified that there is not accepted international standard. What is common amongst the different research studies and reports is that everyone should be within safe and easy walking distance of it so that people of all abilities, ages and gender can visit and use open space. The studies also recognise the link between people's health and well-being and access to public open space, particularly green open space.

Therefore, a key criteria for determining where and what type of new public open space is required is meeting the minimum requirement of at least some public open space within an safe and easy walk of everyone. The definition of safe and easy walk is the travel catchment to open space described in Table 3-1.

4.3.2 Forecast population growth and open space

Further to Section 3.3 regarding the quantity and provision of open space, the tables below illustrate the impact of the forecast population increase relative to the amount of existing open space in the City of Yarra.

Table 4-3 Quantity of open space relative to 2016 and 2031 forecast residential population density in Yarra

The following table illustrates the provision of open space relative to residential population density showing the comparison between 2016 and 2031.

PRECINCT NAME	Total open space 2016 Ha	Total population (URP) 2016	Sqm of open space per person 2016	Forecast population 2031	Sqm of open space per person 2031
Abbotsford	13.39	8,184	16	12,671	11
Carlton North - Princes Hill	6.23	8,433	7	8,843	7
Central Richmond	23.46	12,965	18	17,269	14
Clifton Hill	41.18	6,342	65	7,432	55
Collingwood	0.34	8,511	0.4	14,347	0.24
Cremorne / Burnley / Richmond South	44.32	4,747	93	9,539	46
Fairfield / Alphington	96.92	2,701	359	9,099	107
Fitzroy	2.27	10,445	2.2	15,798	1.4
Fitzroy North	29.56	11,535	26	15,112	20
North Richmond	5.81	13,299	4.4	21,754	2.7
TOTALS	**263.46**	**87,162**	**30**	**131,864**	**20**

At a municipality-wide scale the total open space relative to population will reduce from 30 to 20 sqm per person if no open space was added to the network during that same period. While the Strategy timeframe extends to 2031, population forecasts are also available to 2041, and these have been shown in Table 4-4.

The 2041 forecasts are useful in the context of understanding longer term direction for the different precincts. For example, Carlton North - Princes Hill is forecast to remain relatively stable through to 2041 in contrast to the Fairfield - Alphington precinct. The Fairfield - Alphington precinct is forecast to quadruple in size between 2016 and 2031 and then then slow down to a much slower rate between 2031 and 2041. This means that new open space will need to be established for the forecast population during the 2031 to 2041 period.

In Abbotsford, the population is forecast to continue to grow beyond 2031, meaning there is a need to also plan ahead for the larger population. Given there are only a limited number of large redevelopment sites where an open space land contribution of a reasonable size can be provided, provision of new open space beyond 2031 in these precincts has been identified where applicable.

Table 4-4 Quantity of open space relative to the 2031 and 2041 forecast residential population density in Yarra

PRECINCT NAME	Total open space 2016 Ha	Forecast population 2031	Sqm of open space per person 2031	Forecast population 2041	Sqm of open space per person 2041
Abbotsford	13.39	12,671	11	16,426	8
Carlton North - Princes Hill	6.23	8,843	7	9,030	7
Central Richmond	23.46	17,269	14	19,941	12
Clifton Hill	41.18	7,432	55	7,734	53
Collingwood	0.34	14,347	0.24	18,653	0.18
Cremorne / Burnley / Richmond South	44.32	9,539	46	12,088	37
Fairfield / Alphington	96.92	9,099	107	9,843	98
Fitzroy	2.27	15,798	1.4	20,782	1.1
Fitzroy North	29.56	15,112	20	18,307	16
North Richmond	5.81	21,754	2.7	24,802	2.3
TOTALS	**263.46**	**131,864**	**20**	**157,606**	**17**

4.3.3 High density and overshadowing open space

The forecast increase in the number of people who will live and work in high density environments with little or no private open space will place greater demand on public open space to meet the majority of their open space needs. The increased densities and taller buildings will also increase the potential for these buildings to overshadow existing and proposed new open space.

Sunlight access to open space contributes to its attractiveness, health and useability. Natural sunlight is essential for the healthy growth of trees, shrubs and grass. Over the past 10 years results from research has linked the importance of sunlight to maintaining healthy Vitamin D levels and also other factors such as mental alertness and having a role in preventing depression. The results of this research recommend that people need between 25 minutes and up to 1.5 hours of sunlight on their skin during winter to maintain healthy levels of Vitamin D. People with light coloured skin need less time in direct sunlight (i.e. 25 mins) compared to people with darker coloured skin (i.e. up to 1.5 hours).

Direct sunlight to open space contributes to its attractiveness, particularly during winter, when spending time outdoors is more comfortable if it is warmer and there is an opportunity to exercise or sit in the sun. If the open space is more appealing to use in the winter, it encourages people outdoors to be in the fresh air, the natural sunlight and to exercise and keep fit which supports a healthier community.

With the change towards higher density living, Council will need to introduce more specific controls to prevent undue overshadowing of public open space particularly during winter to support and promote sustainable high density living.

Refer to Section 5.4.2 for more detailed information regarding the health and wellbeing benefits of sunlight.

4.4 Climate change

4.4.1 Overview

Open space is influenced by the changing climate and has a role in mitigating and adapting to its effects. It has become increasingly important to focus on sustainability in all aspects of open space design, management and maintenance. Recent extended droughts have seen greater emphasis placed on sustainable water sources to adequately maintain open space in the future. At the same time, the role of open space in mitigating turban heat island effect in the higher density precincts has been measured and is better understood.

4.4.2 Mitigating urban heat island effect

Apart from the amenity benefits, with increased urban densities there is an important role that a network of open space has in assisting to mitigate urban heat island effect. Dr Nigel Tapper of Monash University provided advice as part of the City of Melbourne Open Space Strategy in relation to optimising opportunities to mitigate urban heat build-up in the future. This included the provision of regularly distributed green open spaces across built up areas that are designed with appropriate green infrastructure and permeable surfaces that hold moisture and allow effective evapotranspiration to cool the local microclimate. This is particularly important during extended periods of heat.

Designing greener and cooler open space with sustainable water sources has the added benefit of providing the public places for the community to use during hot weather. This is particularly important for the vulnerable in our community including the frail, the elderly, the homeless and those without cooling in their homes.

In higher density urban areas, open space provides a visual and physical break in the built form to allow some radiant passive cooling at night. Designing these open spaces with a combination of large canopy shade trees, garden beds and surfaces that retain moisture (such as grass rather than large paved surfaces) is essential for passive cooling. For open space to effectively contribute to mitigating urban heat in higher density urban areas it needs to be regularly spaced across the compact urban form to counteract the heat trapping characteristics of sealed built surfaces.

Sustainable water sources will need to be integrated into the future design of open space in higher density precincts. This is to sustain broad canopy shade trees, garden beds and grassing and will increase the capital costs of providing the open space.

Additional features that contribute to passive cooling in open space include water features and green walls on adjoining built form. For green walls, the ongoing maintenance costs and technology required to ensure longevity requires further research to identify if these are feasible and cost effective in open space.

4.4.3 Sustainable water use and management of open space in the context of climate change

The forecast increase in severe weather events including extended droughts and storms impacts on open space. Extended droughts means that that open space may be impacted by water restrictions again in the future. Severe storm events may result in a greater number of flood events, winds, damage to mature vegetation and impact on the viability of new plantings to establish.

Severe weather events impact on the viability and use of open space. The impact of extended droughts can include a significant reduction in capacity of open space to accommodate high levels of use, particularly the sports fields. While it is important that Council investigates options to better drought proof the reserves, it is important to maximise opportunities to retain moisture in open space to be effective in mitigating urban heat and proactively plan for this in the future.

It is a priority to investigate sustainable water reuse of all aspects of the urban water cycle and achieve multiple benefits in open space design. Some of these projects have the potential to deliver improvements to biodiversity, urban heat island effect mitigation, landscape character diversity and visual interest in open space, along with delivering sustainable water reuse for irrigating and maintaining open space. These opportunities will potentially increase the capital works costs of providing open space in the future, and has been considered in the preparation of the Strategy Costings that form the basis for calculating the open space contribution rate.

4.4.4 Sustainable material use

The Strategy recognises that in recommending improvements and upgrades to open space, the Strategy should maximise opportunities to utilise appropriate materials. This includes recycled materials, those from sustainable sources and materials with longevity and durability to minimise ongoing maintenance and replacement costs as well as material use.

Future building and infrastructure design in open space is to minimise energy use, including consideration of appropriate siting and orientation to maximise passive cooling and heating.

Refer to Section 6 of the Strategy for the Design and Management Guidelines.

5. Open space framework recommendations

5.1 Role and purpose of different types of open space

5.1.1 Open space hierarchy

The open space hierarchy is shown in Section 3.2, Table 3-1. This hierarchy is based on both the existing or intended catchment of users and the relative size of the open space to adequately cater to its intended use. The purpose of the hierarchy is to provide the following:

- Guide the analysis of the spatial distribution of open space in the City of Yarra. The Hierarchy has been applied to all open space in the municipality to allow this assessment to occur as part of the analysis for this Strategy, and is illustrated in Figure 3E and Drawing YOSS-03a.
- Directs appropriate facility development and maintenance levels in different types of open space. For example if a new tennis club and courts are being considered, by preference they will be located in City-wide open space as the level of other facilities will usually support this type of facility including adequate car parking, lighting and the surrounding residential neighbourhood is already use to the higher levels of activity associated with structured recreation facilities. The hierarchy provides a transparent and clear process for the community and Council regarding appropriate levels of development in the different types of open space.
- Provides guidance for appropriate levels of funding to open space, including external funding. For example, Regional open space is defined as being for a broader catchment than the City of Yarra, both in relation to biodiversity values and catchment of users. It is therefore reasonable that upgrades and improvements to areas of Regional open space are funded at least in part from regional funding sources.

5.1.2 Facility provision

The following Table 5-1 provides a guide for the typical facilities and features that are appropriate for the different types of open space as set out in the open space hierarchy, Table 3-1. It is to guide design decisions by Council and developers when undertaking future upgrades for existing open space and the establishment of new open space.

The facilities and features are listed in alphabetical order. The table is to be used as a guide only for what is appropriate for different types of open space. The actual facilities and features in existing and new open space will vary depending on its location, design, character, recreation needs, community input, environmental values and urban context. Not every facility listed as appropriate will necessarily be provided in each open space of that type.

Table 5-1 Guide for appropriate facility and feature provision of existing and new open space by hierarchy

✓ = Appropriate facility/feature for the hierarchy of open space
• = Appropriate facility/feature in high density precincts

Facility and feature	Regional	City-wide	N'Hood	Local	Small Local
Barbecue	✓	✓	✓	✓	•
Car parking	✓	✓			
Drinking fountains	✓	✓	✓	✓	•
Exercise/fitness facility (eg. small scale fitness equipment, half court, outdoor table tennis facility etc)	✓	✓	✓	✓	•
Festivals and events - major	✓	✓			
Festivals and events - minor	✓	✓	✓		
Garden bed - feature/decorative	✓	✓	✓	✓	•
Garden bed - to mitigate urban heat	✓	✓	✓	•	•
Large open grassed areas for unstructured recreational use	✓	✓	✓	✓	
Lighting (key linking paths, picnic shelters and sports facilities only)	✓	✓	✓	•	•
Path - shared	✓	✓	✓	✓	✓
Path - pedestrian	✓	✓	✓	✓	✓
Playground - major	✓	✓			
Playground - large	✓	✓	✓	✓	
Playground - medium		✓	✓	✓	
Playground - minor				✓	✓
Public Toilets	✓	✓	✓		
Rubbish bins	✓	✓	✓	✓	•
Seating	✓	✓	✓	✓	✓

Facility and feature	Regional	City-wide	N'Hood	Local	Small Local
Shelter - picnic/shade/rain	✓	✓	✓	✓	•
Skate/BMX facilities	✓	✓			
Structured indoor sport and recreation facilities	✓	✓			
Structured outdoor sport and recreation facilities	✓	✓	✓		
Trees - large canopy shade	✓	✓	✓	✓	✓
Unstructured sport and recreation facility (eg. multi-use courts, cricket nets etc)	✓	✓	✓		
Water feature	✓	✓			
WSUD feature and infrastructure, including sustainable water supply	✓	✓	✓	•	•

5.1.3 Character classification

Different types of open space are influenced by the inherent natural and physical character of the open space, the facilities in it, the urban context in which it is located and the design and layout of the open space. Open space character in the City of Yarra ranges from structured sporting reserves to heritage parks and gardens, urban squares, nature conservation reserves along the waterway corridors and informal spaces. These different characters appeal to different parts of the community and a diversity in character generally assists in meeting diverse needs by maximising the accessibility of open space to the community and places for habitat protection or improvement.

The character classification system for open space is shown in Table 3-2. Character classification assists with the following:

- Assessing the diversity of open space character types across the City and within each precinct. This will identify if there are gaps in the open space character types or an oversupply of the same type. The Strategy identifies if there is a need to increase the diversity in the precinct recommendations.
- Assisting with the future design and management direction for each open space. For example, if the open space has 'Heritage' as its primary classification, future decisions regarding the planting style will be guided by whether that is consistent with the heritage character and style

The character classification has been used to assess the provision and distribution of different types of open space across the City of Yarra. Each open space is assigned a 'primary' classification and many also have 'secondary' classifications as well to assist defining the diverse character of open space.

5.2 Criteria to assess suitability of land as open space

All sites being considered as new open space will first be assessed against a list of criteria as shown in Table 5-2 to confirm if it is suitable. This will assist Council in assessing and prioritising sites that may be suitable for open space, particularly where Council is considering conversion of public land to open space or acquisition of sites for open space. It is also intended to guide Council's assessment of future land contributions that are proposed on large development sites or other public land that may be suitable as future open space.

It will be at the responsible authority's discretion as to whether an area of land offered by a developer as open space is accepted and adequately meets the criteria in the Strategy. The City of Yarra will apply these criteria to any future land that they convert or acquire for open space.

The assessment criteria in this table can also be used to assess existing open spaces where review of their status and condition is required.

Table 5-2 Criteria to assess suitability of land as open space
Note, the criteria in this table is listed in alphabetical and not priority order.

Criteria	Description
Accessibility	Physical access into the site including the inherent topography, location on natural ground (not an elevated part of a building) and ability to make the site safe and accessible for people of all abilities (Note - refer also to Transport, Visibility, Condition and Location in this list of Criteria for other access related issues).
Adjoining land use	The influence of adjoining land use on the recreational, ecological, social and cultural value of the open space. This includes consideration of existing and future planned land use, community facilities, urban context, personal safety (passive surveillance), built form and height.
Amenity	Visual and passive amenity values relates to the influence open space has on the liveability of the neighbourhood by providing: • Visual relief from built form • A break from noise levels associated with traffic and other urban land use activities • At least some long distance views and vistas from within the open space so it is not entirely built out or overwhelmed by built form • Adequate levels of winter sunlight to meet the health and wellbeing needs of the community. Refer to Sunlight access for details.

Criteria	Description
Climate change mitigation	• Ability for the site to have long-lived broad spreading canopy trees planted, and space for the trees to fully establish without encroachment into their canopy. • Ability for the site to incorporate sustainable water supply and reuse and maximise moisture retention to allow passive cooling of the local microclimate including areas for long-wave radiant cooling at night. • Located within existing or future medium to high density precincts where it will be effective in mitigating urban heat island effect. • Ability for the site to remain as useable and functional open space in the context of major storm events and sea level rise.
Condition	The existing physical condition of the land is to be suitable for use as public open space including that there are no inherent issues such as contamination and significant financial or safety implications for Council if the land becomes public open space. This includes the land being open to the sky.
Ecological	Includes the site's existing biodiversity values and the potential to contribute to the protection and enhancement of these values along with a site's contribution to existing or future ecological diversity.
Equity	The local community including residents and workers should have reasonable access to public open space. This includes physical access, visual access and economic equity of access.
Financial	The costs to the Council in obtaining and improving the land as open space, along with the costs associated with the ongoing maintenance and management of it.
Heritage values	Indigenous and non-Indigenous cultural heritage and historical values to be enhanced, protected and interpreted in the open space. These values will influence the future use and design and management of the open space.
Hierarchy	That the site is capable of meeting the intended hierarchy as described in Table 3-1 of this Strategy.
Landscape character	Its positive contribution to the urban context, character and attractiveness of the precinct.
Location/linkages	The site's contribution to the connectivity and accessibility of the open space network. This includes consideration of the other strategic planning projects including linear open space corridors, and local links to improve accessibility within the local street network and links and connections to improve accessibility into existing or proposed future open space.
Ongoing maintenance and management	The ability for the City of Yarra to rezone the land for open space purposes, and to effectively maintain and manage the land as public open space.

Criteria	Description
Ownership	• Where the land is already in public ownership, potential for conversion to open space should be considered, where it can successfully be rezoned for this purpose. This may include existing Council assets or land owned by other authorities. • Where the land is privately owned, land can be acquired through open space contributions, generally at the time a site is redeveloped. Private land acquisition may be needed in some locations to create a functional open space of the size and configuration required for its intended role.
Recreation	The potential for the site to accommodate a range of structured sport, unstructured recreation and informal uses consistent with the intended hierarchy. This needs to include adequate space to meet best practice standards for the proposed uses to be undertaken safely in relation to risk management. These can include field sports, play, walking, jogging, cycling, exercising, informal ball games, socialising, picnicking, sitting and dog walking.
Safety	Urban context and layout is to maximise passive surveillance and access to open space in order to minimises risk to users of the open space.
Services/easements/ encumbrances	Extent of other services and easements that affects the development and use of the land as open space. This includes roadways, overhead structures, underground structures (e.g. underground car parking), water supply, power supply, flood mitigation and drainage.
Size	The minimum size for the site to meet its intended purpose, on its own or in combination with adjoining land. Refer to minimum size parcels for each type of open space as follows: • Regional, unlimited. • Municipal open space, generally a minimum of 3 ha is preferred, subject to the proposed municipal recreation facility located in it. • Neighbourhood open space, minimum of 1 ha. • Local open space, minimum 0.1 ha (up to 0.99 ha). • Small Local open space, minimum 0.03 ha (up to 0.1 ha), with a minimum width of 20 m in at least one direction.
State and local government policies	The land is not subject to other planning processes and policies that may be consistent or inconsistent with all or part of the site becoming public open space.
Sunlight access	• The site must have excellent sunlight access in winter for community health and wellbeing. • The site will have no additional overshadowing beyond the 9 metre built form height between 10am and 3pm on 21 June.

Criteria	Description
Transport	There are a range of transport options for residents and workers to easily access the site. This includes proximity to public transport, linear shared trails, major roads and the street network, relevant to the size and anticipated catchment for the proposed open space.
Visibility	The site's visual prominence is to maximise its use, safety and contribution to the broader community. Land is preferred which has at least two access points, local access streets to at least two sides and is provided on natural ground (not elevated or roofed structures).

5.3 Provision of new open space

5.3.1 Overview

This Strategy has identified where additional open space is required to 2031 for both the existing and forecast community. Some of the additional open space is to be provided primarily for the forecast population, and others are proposed to meet both the needs of the existing and forecast population. The method to secure additional land area as open space can be a combination of different mechanisms including contribution of land area by larger redevelopment sites, the purchase of undeveloped land, the purchase of developed sites and conversion of public land to open space.

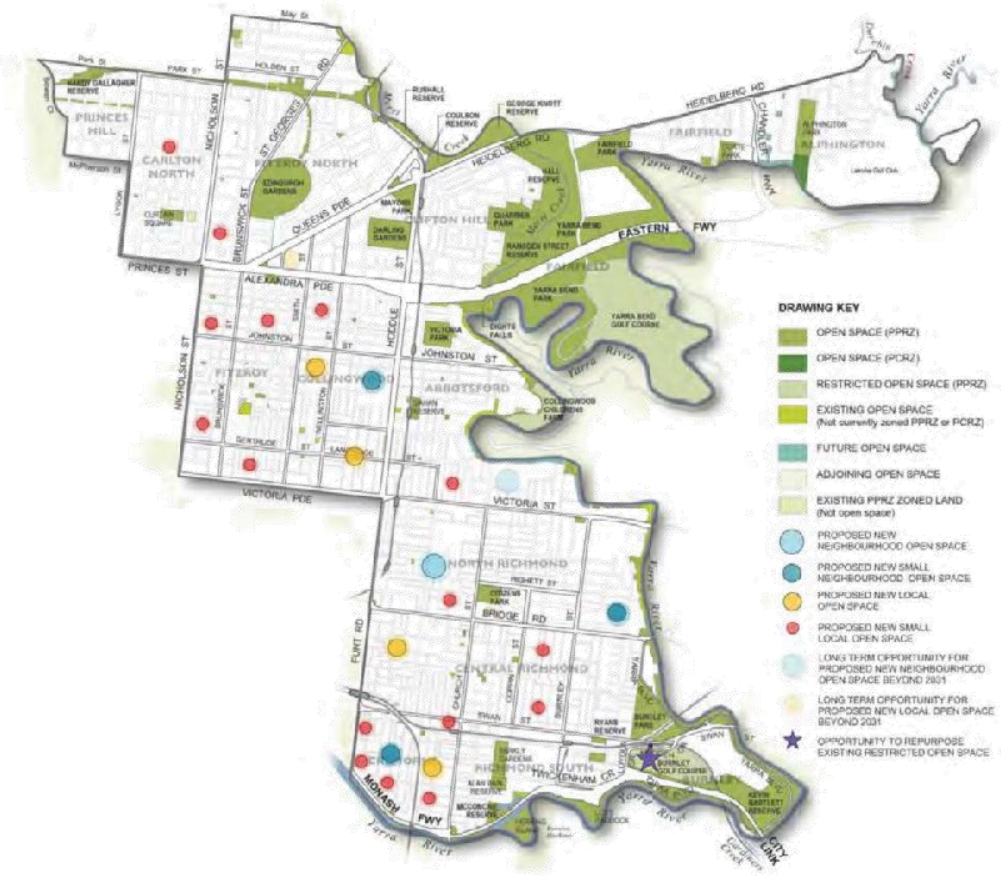


Figure 5A Schematic plan illustrating the type and location of proposed new open space

5.3.2 Step 1 – open space sub-precinct assessments

The Strategy has identified the need for 31 new open spaces to be provided within the Strategy timeframe to 2031 and an additional 3 open spaces that will be required in the longer term. The precinct recommendations diagrams for each of the 10 precincts defines 31 sub-precincts and type of new open space required in each in Section 7 of the Strategy. Figure 5A indicatively illustrates the approximate locations at a city-wide level.

As part of implementing the Strategy, Council will identify a range of suitable sites for future open space in each of the sub-precincts based on applying the criteria in Table 5-2 and the design guidelines included in the Strategy. Council will assess a range of sites including Council owned land, public land owned by other agencies, future development sites and individual privately owned sites that could potentially be suitable as future open space.

For future development sites, Council is to assess and identify what part of the site would be most appropriate as open space, assessing the land parcels against the criteria included in Table 5-2 of the Strategy.

No.	Recommendation	Respon-sibility	Priority
5.3-1	Council to undertake a sub-precinct open space analysis for all 31 sub-precincts in priority order identified in Section 7 of the Strategy. This will identify potential opportunities to secure additional land that meets the criteria outlined in Table 5-2 and allow Council to negotiate appropriately with landholders and other agencies where required to acquire/secure the new open spaces.	YCC	Very High

5.3.3 Step 2 – Methods to acquire/secure additional open space

It is anticipated that the additional open space in the City of Yarra will be acquired via a range of methods including:

- As a land contribution as part of future subdivision of land for large development sites. It is acknowledged that the number of these sites are limited, however it is important that this is considered, particularly coupled with the opportunity to purchase or convert land directly adjoining it to create a viable and useable open space.
- Conversion of land owned by the City of Yarra from its existing use to open space (for example a road, car park or community facility).
- Conversion of land owned by another government agency to open space.
- Purchase of undeveloped land, particularly where this may be negotiated with a land developer to add to an area of land being contributed on the same development site, or on an adjoining site so that a contiguous open space is created.
- Purchase of developed sites where no other opportunities are available.

There are likely to be situations where an additional open space may require a combination of the above methods to achieve a suitable land area for use as open space, as described in the open space hierarchy Table 3-1 and Criteria Table 5-2.

5.3.4 Step 3 – Design and delivery of new open space

The design of the new open space is to address any specific issues noted in the Strategy Precinct Recommendations and refer to the Design Guidelines in Section 6 of the Strategy.

New open space may be designed and delivered directly by the City of Yarra as a capital works project. Alternatively, the developer may be responsible for design and delivery in accordance with the recommendations in the Strategy, relevant design and management guidelines and approved plans through the subdivision permit approval process.

5.3.5 Repurposing existing restricted open space

While the scope of the Strategy does not assess the forecast future trends and needs for organised structured sport and recreation, it does consider the open space land area required to accommodate these facilities. In response to the potential future need for additional structured sport and recreation facilities to meet the needs of the forecast population, the Strategy has identified the opportunity for Council to review the future use of the restricted open space reserves in the city, with the key focus being the change of sporting use of Burnley Golf Course. Continuing to maintain this large area of public open space for a single purpose sporting use on a fee paying basis does not align well with the objectives and principles of the Strategy.

The benefits of changing Burnley Golf Course from a restricted sporting use to a reserve that provides a range of structured sporting uses includes:

- It is located in the southern part of the city in proximity to where the forecast population growth is greatest.
- The site is easily accessed by a range of sustainable transport options and the major road network.
- It is located outside of a residential precinct, meaning that the potential increased level of activity and noise associated with structured sporing use including evening training and match play would not impact on a residential community.
- Located next to Kevin Bartlett Reserve which is an established and well used sporting reserve.
- There is potential to relocate existing structured sport and recreation facilities out of precincts which are forecast to receive substantial growth, including Bridge Road and Swan Street Major Activity Centres, and allow the conversion of existing restricted open space to unstructured open space.

No.	Recommendation	Respon-sibility	Priority
5.3-2	Council to undertake a review of the structured sport and recreation needs of the forecast population to 2031 and consider the repurposing of Burnley Golf Course to provide additional structured sport and recreation facilities primarily for the forecast new population.	YCC	Very High

5.3.6 Changes to the forecast population growth over the Strategy timeframe

The Strategy recommendations and priorities for new open space and upgrades to existing open space are based on the existing growth framework for the City of Yarra shown in the *Yarra Housing Strategy 2018* and the *Yarra Spatial Economic and Employment Strategy 2018.*

If there is a substantive increase in the intensity of new development over the 15 year implementation timeframe of the Strategy, then projects in proximity to those locations can be implemented as a higher priority taking into consideration the timing of the open space contributions that are collected. Alternatively, if change occurs at a slower pace or at a lower intensity than anticipated, then project priorities and implementation timetables may need to be revised.

If additional change and development occurs in a location where it was not anticipated at the time this Strategy was prepared, or at an increased density, then additional open space may be required beyond that outlined and included in this Strategy. If this occurs, an analysis of the impacts of the forecast population change and development in that location will need to be assessed and confirmation of whether additional open space or upgrades to open space is required as a result of the change.

No.	Recommendation	Respon-sibility	Priority
5.3-3	**Additional change and development that was not forecast in the Strategy timeframe** Where additional development is either proposed outside of the areas that are forecast to change and develop in this Strategy or at an increased density, an open space needs analysis will be required. This will determine whether additional open space or upgrades to existing open space is required as a result of the proposed new development. This analysis is to be undertaken consistent with the method used in the open space needs assessments for each precinct in Section 7 of the Strategy.	YCC Developer	Ongoing

5.3.7 Potential disposal of open space in established areas

New open space replacing the need for some areas of existing open space

Although not identified as being required in any locations in the City of Yarra, some individual open spaces may change their purpose and role in the network based on future major infrastructure projects. If in the future the City of Yarra identifies any existing open space for potential disposal, the following process would be followed as a minimum:

a) Assess the subject open space within a precinct context. This analysis will need to assess all other existing and proposed open space within the walking catchment of the subject site to clearly understand each open space size and level of existing and proposed use (which may include an environmental role as well as community use) to determine the subject site's existing or future role in the local open space network.

b) Assess the site in relation to the Criteria listed in Table 5-2

c) Consult with the community who would potentially be affected by any disposal of the subject open space in accordance with the walking and travel catchments nominated in Table 3-1

d) If after steps (a), (b) and (c) the open space is still considered excess to requirements and the City of Yarra intends to dispose of open space, land is to be '*sold only if the Council has provided for replacement public open space'*. Refer to Section 20 of the *Subdivision Act 1988* for details.

5.4 Overall recommendations

5.4.1 Guidelines for development adjoining open space

The amenity and function of open space is influenced by the land use, design, layout, built form and landscaping treatments on adjoining sites. Guidelines included in this section describe the preferred interface treatments for existing open space and siting new open space. These criteria are relevant for development proposals on sites adjoining open space and they should also be applied as relevant to any site that has potential to influence the function of the open space.

Development adjoining and nearby open space should positively contribute to open space by providing a degree of passive surveillance without interfering with the enjoyment, function and use of the open space. Adjoining development should not create adverse conditions in open space such as undue shadowing, increased wind effects, intrusion of unwanted light and noise, use of car parking or traffic access for private uses, interference with vegetation and dispersal of weeds, loss of natural light and loss of open viewsheds to and from within the open space and of the open sky.

No.	Recommendation	Respon-sibility	Priority
5.4-1	**Adjoining development and development that may influence nearby open space** Require relevant applicants for development to demonstrate compliance with the Guidelines for development adjoining or nearby open public space in Section 5.4.1.	YCC	Ongoing

5.4.1.1 Guidelines for development adjoining or nearby public open space

The following guidelines are prepared to assist Council when reviewing applications for development that directly adjoins open space.

(a) Accessibility to open space

- Design and layout of the site development should foster good public access to open space, and particularly improve passive surveillance of the open space from adjoining development. Direct private access gates and paths from private development into open space should be avoided unless they clearly demonstrate they improve the broader public cycle and pedestrian circulation network. Refer also to (f).

(b) Amenity and function of the open space

- Design and layout of the site is to provide passive surveillance of open space. Buildings are to face open space and avoid blank walls (especially on lower floors) and high fences at the interface with open space. Passive surveillance should be effective but not intrusive for park users or occupants of adjoining buildings.
- Design of the built form and site use should maintain and improve the amenity, function and use of the open space. Factors that could degrade open space amenity, function and use include excessive built form, overshadowing, creating a sense of enclosure, noise, light spill, traffic movements, car parking demand or wind effects. In addition, the proximity of built form and building design should not allow undue transfer of noise from the open space into the development, thereby limiting the recreational function and uses that can reasonably occur in open space. Applicants may be required to supply studies demonstrating whether there will be positive or adverse effects on open space.
- The open space must receive excellent sunlight access including during the winter to maximise community health and wellbeing. Refer to Section 5.4.2 regarding sunlight access.

(c) Characteristics and values of open space

- Design is to be compatible with and enhance where possible the recreational, ecological, social and cultural values of the open space. This is to include consideration of light and noise impacts from adjoining development on habitat corridor values.
- Built form and landscape treatments should maintain the ecological processes and biodiversity values of the open space and allow for opportunities to enhance these values.
- Built form is to demonstrate it will be sufficiently set back so as not to cause the need for lopping or removal of vegetation in public open space.
- Design of built form and landscape treatments should be compatible with heritage values of the open space.
- Landscape treatments should be compatible with the landscape character of the open space and its contribution to the preferred landscape character and amenity of the precinct.
- Where sites adjoin waterway corridors or sites of identified biodiversity values, plant selection on development is to complement and improve these values including avoiding the use of any species that will lead to ongoing management issues on public land.

(d) Climate change mitigation in open space in medium to high density precincts and activity centres

- Built form and landscape treatments should be planned to allow for the growth and maturity of vegetation in open space, especially long-lived broad spreading canopy trees.
- Consider the proximity of built form to the open space to encourage sufficient long-wave radiant cooling to occur from the open space overnight.
- The development should allow for the use of sustainable water supply and reuse in the open space.

(e) State or Local government policies about open space

- The development must meet State and local planning policies pertaining to amenity and open space.

(f) Delineation of open space and private land

- Design and layout of adjoining sites, including location of buildings, structures and furniture, are to provide clear physical and visual separation between public open space and private land to preclude appropriation of, and encroachment on public space. This includes balconies from adjoining buildings not overhanging / encroaching into the open space reserve.

(g) Ongoing maintenance and management of open space

- Development will not increase the ongoing cost and responsibility for the management or maintenance of open space, including offsite costs such as on adjacent roads

(h) Open space contribution from development

- A development site adjoining existing or proposed open space is to be assessed for its suitability for an open space land contribution to create or add to the area of open space, or to create formal public linkages. This will be at the discretion of the Council.

(i) Services/easements to be provided to an adjoining site

- Access and easements for water and power supply, other utilities and drainage should be provided on the development site so that they do not encumber the use or management of the existing or proposed open space.

(j) Setback from site boundary

- Larger sites should allow for a setback from the boundary, relative to the height of the built form and/or topography so they do not adversely affect the amenity, function and use of the open space.

(k) Transport and car parking arrangements for the development

- Traffic access, traffic patterns and car parking demand should not decrease the accessibility, use and amenity of the open space.

(l) Visibility of and views from open space

- Public view lines are to be maintained and enhanced to and from the open space.

5.4.2 Sunlight access to open space

Sunlight access to public open space in winter is important for community health and wellbeing. It is also a key factor in the health and longevity of the soft landscape works including trees, grassing and garden beds. Over the past 10 years more research has emerged linking the importance of sunlight access in public open space to community health and wellbeing. This has combined with increasing population growth across the City of Yarra meaning that more people are living in higher density housing with less access to private open space and greening. A key aspect of health and wellbeing is access to sunlight particularly during Winter when research has shown that people can suffer from Vitamin D deficiency. During Winter people need to spend longer in sunlight to absorb adequate levels of Vitamin D. This means that the open space needs be warm enough to encourage people to stay outdoors during Winter and absorb adequate levels of Vitamin D. Open space that has good sunlight access during Winter and in Autumn and Spring makes it more attractive to visit.

More recent research finds that sunlight elevates our moods and mental alertness. In recent times more people spend the majority of their working hours indoors and away from bright light including sunlight and this is now thought to be contributing to the rise in depression. So the benefits of people visiting open space in the daylight, including sunlight and exercising, contributes to both their mental and physical health and wellbeing

It is also important to design open space to have shade during the summer months when open space needs to provide a cool space so that people can comfortably exercise and relax in it. Deciduous trees in open space allow Winter sunlight access and provide the much needed shade during the Summer.

Sunlight is also essential to plant health and growth, and while they adapt to lower levels of light during Winter, the loss of any direct sunlight is likely to make the open space more vulnerable to damage - for example grassed areas may not be as easily sustained and will be slower to start growing again as the days get longer without direct sunlight.

Public open space is free and accessible to everyone and therefore makes it an equitable space in which to guarantee acceptable levels of sunlight access, particularly in higher density urban environments.

No.	Recommendation	Respon-sibility	Priority
5.4-2	**Sunlight access to existing and future open space** Council to protect existing and new open space from additional overshadowing between 10am and 3pm on 21 June beyond that generated by the standard 9 metre built form height. Council is to implement effective controls for sunlight protection through the planning scheme .	YCC	Very High and Ongoing

5.4.3 Linear open space

5.4.3.1 Yarra River

Recognise and continue to strengthen the environmental, cultural and recreational values of the open space corridor adjoining the Yarra River.

No.	Recommendation	Respon-sibility	Priority
5.4-3	**Gap in the open space corridor between Gipps Street Steps and Walmer Street Bridge** Council to continue to advocate to the Victorian Government regarding acquisition of land in the existing PAO2, design and construction of the Main Yarra Trail between Gipps Street Steps and Walmer Street Bridge in Abbotsford.	YCC Vic Govt (PV) (MW)	Ongoing
5.4-4	**All-ability access to the Main Yarra Trail at the Gipps Street entry point** Council to continue to advocate to Parks Victoria to provide all-ability access to the Main Yarra Trail from the Gipps Street entry point to improve access for everyone to the trail.	YCC PV	Very High
5.4-5	**Biodiversity values** Continue to support the ongoing revegetation of the Yarra River corridor in consultation with Parks Victoria and Melbourne Water to improve the biodiversity values and qualities of the linear open space corridor along the Yarra River. The future revegetation works and vegetation management to allow adequate sightlines on trails and at entry points to meet the relevant standards for off-road shared trails.	YCC PV MW	Ongoing
5.4-6	**Education** Support ongoing consultation with the Wurrundjeri community about creative ways to acknowledge the Wurrundjeri as the Traditional Owners, which may take the form of public art, interpretive signage or landscape treatment focussing on the river, as described in the Yarra Aboriginal Partnerships Plan 2015-18.	YCC	Ongoing

5.4.3.2 Merri Creek

Recognise and continue to strengthen the environmental, cultural and recreational values of the open space corridor adjoining the Merri Creek.

No.	Recommendation	Respon-sibility	Priority
5.4-7	**Upgrade the Merri Creek Trail upstream of St Georges Road** Council to liaise with Parks Victoria and Melbourne Water regarding improvements to the Merri Creek Trail consistent with current off-road shared trail standards.	YCC PV (MW)	Medium
5.4-8	**Biodiversity values** Continue to support the ongoing revegetation of the Merri Creek corridor in consultation with Melbourne Water to improve the biodiversity values and qualities of the linear open space corridor along Merri Creek. The future revegetation works and vegetation management to allow adequate sightlines on trails and at entry points to meet the relevant standards for off-road shared trails.	YCC PV MW	Ongoing

5.4.3.3 Darebin Creek

Recognise and continue to strengthen the environmental, cultural and recreational values of the open space corridor adjoining the Merri Creek.

No.	Recommendation	Respon-sibility	Priority
5.4-9	**Link into the Darebin Creek Shared Trail from Alphington** Council to continue to advocate to the Victorian Government to provide an access point onto the Lower Darebin Creek Shared Trail from Alphington.	YCC Vic Govt (PV) (MW)	High
5.4-10	**Biodiversity values** Continue to support the ongoing revegetation of the Darebin Creek corridor in consultation with Melbourne Water to improve the biodiversity values and qualities of the linear open space corridor along Darebin Creek. The future revegetation works and vegetation management to allow adequate sightlines on trails and at entry points to meet the relevant standards for off-road shared trails	Vic Govt MW	Ongoing

5.4.3.4 Inner Circle Railway Linear Parklands

The Inner Circle Linear Parklands is a well-used linear open space reserve that forms an important east west link between Merri Creek in Fitzroy North and Princes Park in Princes Hill. At a broader regional context level, this reserve also contributes to an overall habitat link between Royal Park and the Merri Creek corridor. In addition to the linear connectivity, the individual reserves that form the parklands are important neighbourhood and local open spaces with facilities appropriate to community use including play, seating, picnic facilities, open grassed areas and future community gardens.

No.	Recommendation	Respon-sibility	Priority
5.4-11	**Updated Inner Circle Railway Linear Parklands Masterplan** Prepare an updated Inner Circle Railway Linear Parklands Masterplan that includes guidelines for the appropriate levels of use and facilities in each of the open spaces along with vegetation management. The vegetation management will need to address and improve the biodiversity values while retaining and strengthening the historical values, the shared trail design requirements and community values.	YCC	High

6. Open space design and management guidelines

6.1 Overview

These guidelines aim to support the core guiding principles and directions for open space as set out in this Strategy. Existing Council policies and best practice inform these guidelines. Many of the topics dealt with in the guidelines apply more broadly across Council, for example, the guidelines and policies around festivals and events. The guidelines contained in this Strategy provide guidance for festivals and events in relation to open space design and management only. In some instances the existing Council policies may have a different emphasis from the guidelines given these are focussed on open space. Council policies are frequently updated, and some policy updates may be informed by these guidelines.

The guidelines are to be referred to in relation to the future design and management for all open space in the City of Yarra. This includes:

- Open space that is owned and managed by other agencies located in the municipality.
- Open space that is owned and managed by the City of Yarra.
- Works that other agencies may undertake in open space owned by the City of Yarra.
- Future open space that is to be transferred to the City of Yarra.

For proposed new open space, Council will first assess the suitability of proposed land areas against the criteria included in Table 5-2. Once the suitability of the site as open space has been determined, designs for the new open space will be consistent with the guidelines outlined in these guidelines. Council officers will refer to the guidelines when preparing design plans and undertaking proposed upgrades to existing open space. They will also assess proposed designs for new open space by other agencies and developers with reference these guidelines where appropriate.

The Section include the following:

6.1 Overview
6.2 Climate change/urban greening
6.3 Biodiversity values and natural character in open space
6.4 Sustainable design and management

6.5 Accessibility to open space
6.6 Unstructured recreation and informal use and infrastructure
6.7 Structured sport and recreation use and infrastructure
6.8 Cultural heritage values and public art
6.9 Festivals and events
6.10 Design and management plans for open space
6.11 Open space maintenance
6.12 Other agency open space ownership and management

6.2 Climate change and urban greening

As described in Section 4.4 of this Strategy, open space is influenced by the changing climate and also has an important role to play in mitigating and adapting to its effects. This includes supporting a significant tree canopy cover which provides multiple benefits to the character and liveability of Yarra. The *City of Yarra Urban Forest Strategy 2017* provides a clear charter for the future custodianship of Yarra's street and park tree population. The Urban Forest Strategy highlights the multiple benefits of trees including the health and wellbeing benefits, environmental benefits and the economic benefits.

Additional to the importance of canopy trees is the positive effects that open space can have on urban cooling in this time of climate change, particularly during periods of extended extreme heat. For open space to assist with mitigating urban heat, ideally it is well distributed across the urban areas, retains moisture through the inclusion of moisture absorbing surfaces such as grass and garden beds and includes large broad spreading canopy trees that will transpire overnight and effectively cool the higher density urban areas. This is one of the key reasons that the Strategy recommends additional small, distributed areas of open space across the higher density precincts, particularly in the areas where growth is forecast. The other key reason is that they will provide open space that is within easy and safe walking distance of residents and workers.

In order for these open spaces to be effective in mitigating urban heat they need to have retained moisture and large mature canopy trees.

6.2.1 Protecting mature canopy trees

Guidelines for protecting mature canopy trees in future open space designs

a) In future masterplans, concept plans or proposed upgrades to open space, maximise the retention of existing mature large long-lived trees.

b) As part of future design plans for open space incorporate measures to improve the health and appreciation of the existing large mature trees. This includes demonstrating that the proposed works do not negatively impact on the trees and allow sufficient space for them to grow and mature.

c) Consideration to be given to the soil profile, available root space, water retention measures and treatment under the tree canopy including alternatives to lawn where appropriate which may include mulch and/or planting.

d) In the assessment of new land area for open space include land that incorporates existing large mature canopy trees as one of the key selection criteria.

6.2.2 Open space design in medium to high density precincts

Guidelines for incorporating natural elements into the design of open space in medium to high density precincts :

a) Maximise the use of moisture retaining surfaces/features/green infrastructure including shade trees, garden beds, grassing and permeable paving to effectively passively cool the open space via evapotranspiration. This is to offset the build-up of urban heat in higher density precincts.

b) Demonstrate that adequate space is provided outside existing and proposed large canopy trees for ongoing tree health. This includes demonstrating that paths and other facilities which require natural shade can be located in the open space without damaging the health of the tree in the longer term or public safety.

c) Incorporate sustainable water use principles as an integral part of the open space siting, size and design, to effectively retain moisture and have a positive role in passive cooling as per guidelines in 6.4.1.

d) Designs are to demonstrate the open space will be easily accessible and comfortable for everyone to use.

e) Include drinking fountains and a variety of seating opportunities that are in both the shade and the sun to encourage people into open space.

f) In play area designs, include natural elements and materials into the design, for example trees for shade, natural mulch and planting to provide children with easy access to natural materials.

g) Consider sustainable design principles including the use of recycled materials and products that store carbon - refer to Section 6.4.2 for further detail.

6.2.3 Vegetation selection

Currently open space reserves have a range of different vegetation types, some of which are dominated by mature exotic trees and others with indigenous and native vegetation. The most extensive areas of indigenous vegetation including remnant vegetation occurs along the Yarra River, Merri Creek and Darebin Creek. The large mature native, indigenous and exotic trees contribute significantly to the character and liveability of Yarra. As the city redevelops and intensifies over the next 15 years, the large mature canopy trees will become even more important, particularly in the higher density precincts associated with the activity centres.

Future open space designs need to prioritise the retention of mature canopy trees and planting additional large long-lived canopy trees to increase species diversity and the age range of the canopy trees in Yarra. This is consistent with the *City of Yarra Urban Forest Strategy 2017* which aims to increase the canopy cover in the Yarra.

Selection of trees and vegetation for open space needs to consider a range of factors including:

- Improvement to the microclimate of the open space in all seasons including winter
- Contributes to habitat and biodiversity values
- Increases species diversity and sustainability of the urban forest

- Contribution to the scale and landscape character
- The surrounding urban context
- Cultural heritage values
- Provide the community the opportunity to connect with nature.

In selecting plants for use in public open space consider the following:

a) For open space in higher density precincts, planting selection to support passive cooling characteristics. This includes the use of large broad spreading canopy shade trees, turfing where feasible and garden beds that maximise retention of moisture in the landscape in conjunction with hardscape surfaces. The species selection, location and planting method needs to consider the proximity to existing infrastructure assets and likely protection and preparation measures that may be required to maximise the opportunities for planting.

b) In reserves with identified nature conservation values and along the waterway corridors, any future planting is to be locally indigenous and of local provenance to strengthen the identified Ecological Vegetation Class (EVC). This includes mid-storey and ground layer vegetation with consideration of suitable sight lines at entry points and along shared trails for safety.

c) Protect and appropriately manage both existing established mature trees and younger trees that provide shade and character to open space. This may include dead and dying trees to protect habitat values along with arboricultural works to increase their habitat value for example cabling and other stability works. Non-indigenous vegetation may also be appropriate to retain in the absence of other mature vegetation.

d) Increase the presence of canopy shade trees in open space, which retain open sightlines into open space while providing shade. Trees are preferably to be long-lived species, complement the established or desired open space character, and consider winter shade and summer sunlight access. This is to achieve an overall increase in tree canopy in the municipality while improving accessibility into open space.

e) Plants at the entries to open space are to be selected to retain clear sightlines from the entry paths and other public areas such as adjoining roads at maturity. This is applicable in all open space that does not have Nature conservation as its primary character classification.

f) In open space with identified environmental or native landscape character, future planting is to complement these values, and also meet the principles of open sightlines.

g) In open space with recognised Aboriginal cultural heritage values and historical values, plants are to be consistent with and complement the cultural heritage and historical character and values.

h) Garden beds and detailed horticultural plantings are to demonstrate they support the desired function, character and use of the open space. Species selection and garden bed area/size are to demonstrate ease of maintenance consistent with Council's ongoing operational budgets.

i) Continue to support warm-season grasses to reduce irrigation needs in open space except near areas with indigenous vegetation.

6.3 Biodiversity values

Refer to Section 3.1 for an overview of the biodiversity values in the existing open space in the municipality. In summary the City of Yarra contains significant habitat and biodiversity along the waterway corridors and is aiming to improve the biodiversity values throughout the municipality. This includes the extensive Yarra Bend Park, when combined with its extent of the east side of the Yarra in the City of Boroondara and Studley Park creates significant large areas of remnant indigenous vegetation within 5 kilometres of the Melbourne CBD.

There are also broader strategic habitat corridor links along the Inner Circle Railway Linear Parklands to Princes Park and the Royal Park. Open space is recognised as a key opportunity for improving biodiversity values including expanding the presence of indigenous vegetation.

6.3.1 Open space with nature conservation values

As noted in Section 3.2, all existing open space has been assigned a primary along with secondary character classifications. Nature conservation is one of the character classifications and the following guidelines apply to all open space with this as either a primary or secondary character classification.

Design guidelines to improve habitat and nature conservation values in open space:

a) Siting of future recreation facilities or upgrade of existing facilities in open space that directly adjoins the waterways is to allow adequate space for a sustainable width of riparian vegetation and any other consideration of natural process such as erosion and high flow events. Council will seek advice from Melbourne Water to assist with achieving suitable and sustainable setbacks where required.

b) Protect and improve biodiversity and fauna habitat values including retaining and protecting remnant vegetation by ensuring that future paths and other facilities are located appropriately to avoid the need to remove or regularly modify and trim remnant vegetation.

c) Where significant and mature remnant trees are present in open space, recreational facilities including paths, seats etc are to be located well outside the mature tree canopy and the tree protection zone.

d) Where sports lighting and other open space illumination is required, the proposed light is to minimise upward glare so that it has the least impact on native fauna and adjoining residential amenity. Additionally, proposed lighting is to demonstrate energy efficiency and may include smart lighting technology where appropriate. Measures like planting large evergreen trees to minimise light pollution will also be considered.

e) Future fencing design within open space including vehicle exclusions fences, are to allow for fauna movement where feasible.

f) Retain, where possible, mature dead trees for habitat purposes considering risk management issues associated with falling limbs.

Design guidelines to improve habitat and nature conservation values in open space:

g) Dog off-lead areas in open space adjacent to waterways and wetlands are to be designed and managed so that dogs do not impact on the nature conservation and fauna habitat values of the waterway corridor.

h) In reserves with identified nature conservation values and along the waterway corridors, any future planting is to be locally indigenous and of local provenance to strengthen the identified Ecological Vegetation Class (EVC). This includes mid-storey and ground layer vegetation with consideration of suitable sight lines at entry points and along shared trails for safety.

6.3.2 Biodiversity values in other areas of open space

There is a range of other open spaces in the City of Yarra where biodiversity values have not yet been identified. The Biodiversity Heath Survey (Practical Ecology, 2018) identified a variety of habitat niches across the City. Beyond the waterway corridors and native bushland areas several other sites contribute to improving the native flora and fauna in the City of Yarra. The following guidelines describe the process for improving biodiversity values in the context of the open space also retaining other identified values and character classifications identified in the Strategy.

Design guidelines to change and improve the habitat and nature conservation values in open space:

a) Maximise retention of the mature canopy trees in the open space.

b) Integrate additional native and indigenous vegetation including canopy trees into the open space, demonstrating that it is consistent or complements the character and values of the open space.

c) The design and location of additional planting areas is to retain excellent passive surveillance of the open space.

d) Existing lighting to be reviewed to reduce its impact on the native fauna values.

6.4 Sustainable design and management

6.4.1 Sustainable water use in open space

Key issues include:

- The City of Yarra supports a water sensitive city approach to water use and needs to be reflected in future open space design and upgrades.
- In order to assist with urban greening and cooling there is a need to investigate options to increase sustainable water use in open space. The scope and need for these projects will deliver multiple benefits and requires a partnership across the different disciplines and teams at Council. Refer also to Section 6.2, Climate change and urban greening.
- High levels of informal use of open grassed areas in the municipality which is forecast to continue to increase over time. There is a need to consider irrigating these in high use areas so they remain viable and useable in the summer.
- Conversion of sports fields to warm seasons grasses, however this has been difficult to manage during the winter sports season.
- The high cost of stormwater re-use projects limits their implementation to all sites, however appropriate external funding will be sourced to assist and maximise implementation where feasible. As an alternative, in situations where stormwater re-use is not viable or where funding is not available in the short term, investigate passive irrigation without necessarily meeting water quality improvement objectives as an alternative and in some locations a short-term method of improving urban greening in open space.
- Council has a *Water Sensitive Urban Design (WSUD) Policy for Council Infrastructure Assets* that may be of assistance for open new open space projects.

Guidelines regarding sustainable water use in open space:

a) Incorporate best practice principles for stormwater reuse in open space using passive irrigation principles. This includes redirecting stormwater and rainwater runoff from buildings and paved surfaces within the open space and the surrounding local catchment to the open space.

b) For new open space and upgrades to existing open space in medium and high density areas, consider the multiple benefits of mitigating urban heat as part of the evaluation of appropriate stormwater reuse and treatment systems proposed for open space.

c) Maximise the use of porous paving and permeable surface treatments to reduce concentrations of stormwater runoff and improve the moisture retaining (and passive cooling) qualities of open space.

d) Where car parking is provided the stormwater runoff is to be reused within the open space.

e) Water features in open space will need to demonstrate they meet the principles of sustainable water use/re-use and that they contributes to the landscape character, amenity and urban cooling qualities of the open space.

f) Water tanks/storage devices, where required, are to be preferably located underground. If this is not feasible, the second preference is to co-locate them

Guidelines regarding sustainable water use in open space:

with other built form and infrastructure in the open space. If they are the only built feature in the reserve, then their siting, size, material selection, colour and design is to complement the character of the open space. Tanks are to minimise impact on major view sheds of the open space from the surrounding area and viewlines into the open space from entries and paths/trails.

g) Consider synthetic surfaces at selected locations to reduce pressure and irrigation requirements for natural turf sports fields.

6.4.2 Sustainable material use in open space infrastructure design

In selecting materials for use in future open space construction adhere where appropriate to the following guidelines:

a) Encourage sustainable or ecologically preferable materials, which include materials that are durable, sourced locally, recyclable (including recycled plastics, rubber, glass and concrete), made from post-consumer materials, refurbished or renewable including consideration of whole-of-life costing.

b) Promote re-use of on-site materials and features where appropriate.

c) Timber used in open space is preferably to be from sustainable sources, including plantation, recycled and/or harvested efficiently. Species selection and quality is to demonstrate it is appropriate for external use.

d) Appropriate dimensioning of material to suit the particular use demonstrating the bulk and quantity of material proposed does not result in unnecessary wastage.

e) Minimise unnecessary material use in infrastructure design for example, the use of suitable kerb barrier or low post and rail/cable fencing to prevent vehicle access into open space in place of bollards.

f) Alternative power sources for lighting (refer to lighting Guidelines in 6.6.5).

g) Siting and design of buildings in open space to consider passive solar orientation and minimise the need for and use of heating and cooling systems.

h) Appropriate siting and design of facilities to minimise additional structures, particularly regarding shade.

i) Integrate stormwater runoff from sealed surfaces, roofs etc into the open space design where feasible to improve passive cooling and sustainable water use.

j) Select and specify materials that are durable and demonstrate minimal ongoing management and maintenance requirements.

6.4.3 Reduce reliance on vehicle use to access open space

Recommendations in this Strategy encourage walking, cycling and use of public transport to reach open space. Similarly the principles of providing open space within a safe and easy walk of residents and workers is to encourage people outdoors to visit open space. It is acknowledged that people will need to travel further than an easy walk to reach different types of open space particularly to those with more specialised facilities for longer stays.

Yarra has some key existing linear open spaces and path links that provide good connectivity between open space. Additionally, there is a focus on improving the attractiveness of the streets in Yarra for walking and cycling. Adherence to the design guidelines in this Strategy aims to reduce reliance on vehicles and encourage fitness through walking and cycling. Refer to the guidelines in Section 6.5.

6.4.4 Smart technology

The City of Yarra has a new City Lab team that is trialling technology systems that provide more efficient service delivery. Currently sensor are being trialled to monitor when waste infrastructure need to be emptied. While this is a new area of Council it has identified that technology may assist in a variety of areas. This Strategy supports the trial and use of this where it can achieve improved sustainability and design objectives in open space.

6.5 Accessibility to open space

The community survey identified that 22 per cent of the respondents have difficulty accessing open space. The main reasons being that it is too far to travel to the reach open space, the busy traffic, too many dogs, lack of time and that they are uninviting.

The main issue of the open space being too far to travel is addressed in by the recommendations for the provision of new open space and upgrades to existing open space to make them more inviting to use.

6.5.1 Universal access

Guidelines to improve universal access to open space:

a) Demonstrate an inclusive approach in the design and management of open space that maximises access and use by everyone. This is to promote inclusive design that encourages everyone to use open space. For example, providing a path to an existing seat in open space will make the seat more accessible and useable by people who may have limited mobility and are unable to walk on uneven surfaces to reach the seat.

b) When designing or upgrading existing facilities investigate opportunities to improve their adaptability to a range of uses. For example, when replacing an existing basketball half court and ring, review whether with a different design solution it may also be feasible to include a netball ring or expand and change the court surface so it is also available for use for other activities such as futsal and/or hand ball.

c) Aim to meet current standards for universal access on grades and widths for paths from at least one entry point into the open space in accordance with the current Australian Standards. Refer to 6.5.3 for paths and connectivity.

d) Adequate provision of other types of paths to meet the anticipated uses, including for strolling, cycling and exercise.

e) Provide connections to public transport, the surrounding shared trails and footpath networks and car parking.

f) Aim to meet current best practice standards for universal access to the major structured sporting, unstructured recreation and informal use facilities in open space.

g) Demonstrate that clear lines of sight into the open space from all entry points and within it are achieved to maintain safe access.

h) Provide a diversity of seating that meet the principles of universal access including seats with back rests, some seats with armrests and bench seats.

i) Consider homeless access to open space for sleeping including seats without armrests and placement of them in difficult situations.

j) Future designs for play areas to include some universal access as an integrated approach to them. Refer to guidelines in 6.6.2 for more about play areas.

k) Raised planter beds for improved accessibility for food growing/community gardens in open space.

6.5.2 Personal safety

Guidelines for consideration of personal safety in future open space design and management:

a) Incorporate Crime Prevention Through Environmental Design (CPTED) Principles in all future open space design and management guidelines.

b) Demonstrate that passive surveillance of open space from adjoining areas is achieved by appropriate design of the surrounding urban context and development interface, maximising visual and physical accessibility to open space.

c) Demonstrate that clear lines of sight into the open space from all entry points and within it are achieved to provide safe access.

d) New open space designs and upgrades are to demonstrate ease of cleaning and maintenance, including access for litter collection, for cleaning picnic and barbecue facilities and cleaning public toilets. Demonstrate the materials and surfaces used for the proposed infrastructure are easily cleaned/replaced when damaged or as part of the future renewal program.

e) Lighting of major pedestrian links where they provide convenient access to and from key facilities such as between a train station and residential area. Lighting is to meet guidelines in 6.6.5.

f) In selected Regional and City-wide open spaces, provide energy efficient lighting that allows unstructured recreational use of the key facilities in the early morning and evening during the winter for example, sporting fields and linked circuit paths. This does not include areas where lighting in the evening may disturb habitat. Lighting is to meet the guidelines in 6.6.6.

g) Educate and enforce appropriate behaviour by dog owners regarding adherence to the on and off-lead areas. Refer to 6.6.1.

h) Continue regular maintenance inspections and independent audits of all playgrounds to ensure they meet the safety requirements consistent with the current playground standards.

6.5.3 Diversity, type and condition of facilities

This Strategy aims to promote a healthier community both socially and physically by encouraging increased levels of use in open space. If the design and facilities appeal to and are accessible to the community, they are much more likely to visit open space. Increasing the diversity and improving the quality of facilities is one aspect of increasing the level of use of open space. Refer also to guidelines in 6.5.

Guidelines for diversity of facilities in open space:

a) Aim for a diversity of unstructured recreation facilities including those that encourage physical fitness in people of all ages, abilities and cultural backgrounds - refer also to guidelines in 6.6. Designs are to demonstrate that they include complementary facilities that encourage use such as seats and drinking fountains so people can rest during exercise.

Guidelines for diversity of facilities in open space:

b) Demonstrate that designs for proposed upgrades to existing open space and new open space respond to local community needs, reflecting the diversity of the community (including cultures, age, gender and abilities) and changes in demographics across the municipality in the open space designs.

c) Minimise the duplication of facilities within a walkable neighbourhood catchment to provide a variety of recreational activities so that combined the network offers diversity.

d) Demonstrate that future recreation facility design incorporates principles of its adaptability and multiple-use so that the facility can respond to changing needs over time without needing to be replaced.

e) Incorporate gender equity principles in the design and function of open space.

6.6 Unstructured recreation and informal use and infrastructure

One of the key aims of this Strategy is to encourage people outdoors and into open space. This is based on extensive research that links improved community health and wellbeing and access to open space for people living in the urban centres. This includes the more tangible physical benefits of being outdoors and participating in exercise on an informal basis, combined with the more intangible benefits from being in fresh air, in contact with the natural environment, social contact and connectedness of meeting neighbours, friends and work colleagues in open space. In some parts of the municipality, open space is already very well used and there are identified conflicts between different users of open space.

Inherent principles that guide the future design and management of open space is the shared use of the open space and the adaptability of the spaces to accommodate different uses.

6.6.1 Management of dogs in open space

The consultation undertaken for this Strategy identified walking/exercising dogs is one of the main reasons people visit open space. This Strategy recognises that dogs provide the reason for getting their owners out into open space and offer important companionship for people, particularly those who live alone. With more people living in Yarra the quantity of people exercising and walking their dogs in open space is likely to continue to increase over time. While dog walking and exercise is one of the most popular activities, it also raises concerns for other park users, particularly when they are exercised off-lead. The concerns include personal safety particularly for young children and the elderly; dogs digging holes in the sports ovals and open grassed areas; impacts on native fauna; and dog excrement in the park. People who own dogs express concern about the lack of spaces for them to exercise their dogs off-lead, particularly the lack of fenced dog off-lead areas and the lack of dog agility parks.

The Domestic Animal Management Plan (DAMP) is the appropriate document to guide the management of dogs in all public areas including in open space. The current DAMP does not provide much direction about dog off-lead and on-lead areas in open space and refers to the controls listed on Council's website which are summarised in Table 6-1.

Given the high and increasing levels of dog ownership and dog walking and exercising occurring in open space, this Strategy recommends that a major review of the DAMP is undertaken to provide more guidance on this issue.

Table 6-1 Dog friendly open spaces in the City of Yarra

The information in this table is summarised from the City of Yarra website. The 31 open spaces are listed in alphabetical order.

Open space	Dog on-leash and off-leash controls
Alphington Park	Dog off-leash before 9am and after 5pm and on-leash at other times of the day.
Alphington Park Wetland	Dogs are prohibited from the wetland (officer comment, not currently listed on the City of Yarra website)
Annettes Place	Dog off-leash
Atherton Reserve	Dog off-lead on the unfenced sports field only when it is not in use for approved sporting events including training. Dogs must be on a leash within 10 metres of sports fields when they are in use
Barkly Gardens	Dog off-leash area in the north and dog on-leash in the south
Browns Reserve	Dog on-leash
Burnley Park	Dog off-leash area
Cambridge Street Reserve	Dog on-leash
Citizens Park	Allows dogs off-leash in the unfenced sports ground only when the grounds are not in use for approved sporting events including training
Coate Park	Includes a dog off-leash area in the northern section of the park
Coulson Park	Allows dogs off-leash in unfenced sports grounds only when they are not in use for approved sporting events including training
Curtain Square	Includes a fenced dog off-leash run
Dame Nellie Melba Memorial Park	Includes dog off-leash times before 9am and after 5pm
Darling Gardens	Includes a dog off-leash zone in the north east area of the gardens
Edinburgh Gardens	Allows dogs off-leash in the unfenced sports ground only when the grounds are not in use for approved sporting events including training.
Fairfield Park	Allows dogs off-leash in the unfenced sports ground only when the grounds are not in use for approved sporting events including training
Flockhart Reserve	A dog off-leash park
Gahan Reserve	Includes a dog off-leash zone in the south of the gardens
Golden Square	Allows dogs off-leash except they must be on a leash within 10 metres of the playground, barbecue and picnic areas.
Hall Reserve	Allows dogs off-leash except they must be on a leash within 10 metres of the playground
Hardy Gallagher Reserve	Allows dogs off-leash except they must be on a leash within 10 metres of the playground and Council officer comment is that this also applies to the community growing space, which is not currently on the Council website.
Inner Circle Railway Linear Parklands	Is dog on-leash on the shared trail and within 5 metres either side of the trail
Janet Millman Reserve	Allows dogs off-leash except they must be on a leash on the shared path and within 5 metres either side of the path

Open space	Dog on-leash and off-leash controls
Kevin Bartlett Reserve	Allows dogs off-leash in the unfenced sports ground only when the grounds are not in use for approved sporting events including training. It also has designated dog off-leash zones outside the sporting fields
Langdon Reserve	Is a dog off-leash park except dogs are prohibited in the playground
Quarries Park	Allows dogs off-leash in the unfenced sports ground only when the grounds are not in use for approved sporting events including training
Ramsden Street Reserve	Allows dogs off-lead in the unfenced sports ground only when the grounds are not in use for approved sporting events including training.
Rushall Reserve	Allows dogs off-leash
Smith Reserve	Is dog off-leash except they are not allowed in the fenced playgrounds and must be on a leash within 10 metres of the barbecue picnic area.
Victoria Park	Is dog off-leash and are only allowed on the oval when it is not used for an organised sporting event including training
Yarra Bend Park	Includes designated dog off-leash areas

Spatially, there is a reasonable distribution of dog friendly open spaces across the municipality with the main gaps being in Cremorne, Central Richmond (west of Church Street) and Collingwood (north of Johnson Street). In relation to dog off-leash areas, the main gaps are Cremorne and Collingwood. It is also worth noting that many of the dog off-leash areas are time limited.

In the future update to the DAMP, consideration of additional dog off-leash areas is recommended to be reviewed in the context of reviewing the times of the day they are available and also whether it may be feasible to include fenced ovals as part of the dog off-leash areas in order to more clearly define the dog on-leash and off-leash areas.

No.	Recommendation	Respon-sibility	Priority
6.6-1	**Update the Domestic Animal Management Plan** Council to undertake a major review of the DAMP with the required officers involved in all aspects of the domestic animal management. The aim of this recommendation is to develop consistent guidelines for the appropriate management of dogs in open space in the context of management of dogs and other domestic animals in all public spaces.	YCC	Very High

6.6.2 Play areas

Play areas can be categorised both as unstructured recreation and informal facilities. Play areas encourage physical activity in children and are important to their physical development. They also assist the development of cognitive and social skills. Taking children to a play area was a common reason people visit open space. Play areas encourage the social connectedness of parents, carers and the children. Taking children to the park to play encourages adults into open space, to meet their neighbours in the park and build social networks. It is also important for children to independently go to the park to play when they are old enough, and key to this is ensuring open space is within

safe walking distance of the majority of the community so children can safely access open space for play without the need to cross major roads.

The guidelines included in this Strategy provide an overview of the integration between the play area and the open space design. They do not replace the need for a Play Strategy which is recommended to be prepared by Council in the future.

No.	Recommendation	Respon-sibility	Priority
6.5-1	**Play Strategy** Prepare a Play Strategy to guide the future provision, upgrade, design and management play in open space across the City of Yarra. The Play Strategy is to reference the open space hierarchy in this Strategy.	YCC	High

Guidelines for upgrade and integration of existing play areas to open space

a) Demonstrate the play areas provide a diverse range of activities to meet different age groups and skill development including physical, social and cognitive play, scaled to meet the intended size and use level applicable to the open space catchment in which it is proposed.

b) Integrate the proposed play facility into the open space design to complement and expand the diversity of play opportunities. This could include open grassed areas for informal ball games and other unstructured recreation facilities.

c) Integrate comfortable seating and picnic areas nearby the play facility to encourage social interaction and comfort for adults supervising play. This is important so that the parents will stay outdoors with their children in the park for longer lengths of time.

d) Include access for all principles in play facility design demonstrating that universal access is cohesively integrated into at least part of all play areas.

e) Design for use of the play area by everyone including young people who will informally use the area to meet and socialise as well.

f) Minimise the use of fencing to play areas when it can be demonstrated there is no safety or accessibility requirement for it. Alternative treatments to fencing are to be investigated such as grade separation, seating walls, steps and planting, and only where they cannot demonstrate they adequately meet the identified safety concerns is fencing then considered appropriate. This is to meet the accessibility, adaptability, sustainability and safety principles of open space design by encouraging everyone to share, access and use the open space and the play area.

g) Where possible, locate play areas so they receive some natural shade during the middle of the day to avoid the need for shade structures. The final proximity of the play area to existing and planted trees will need to demonstrate it allows ongoing health and mature size of the trees and is not in total shade (i.e. receives some sunlight during the day).

h) Where feasible, major play areas are to reflect the natural, urban, landscape, cultural, heritage and social character of the open space. The play area is to have

associated support facilities including seating, drinking fountains, picnic areas and open grassed areas, trees and shade.

i) Provide consistent signage regarding no dogs off-lead within 10 metres of all play areas.

6.6.3 Provision of unstructured recreation facilities

The open space survey undertaken for this project identified that people visit open space for a diversity of reasons with the most popular reasons including walking, dog walking, relaxing, playgrounds and social reasons. In answer to the question about why people don't visit open space a number of reasons were given including that the open space was unappealing. Therefore, the guidelines in this Strategy encourage the inclusion of a range of different facilities that encourage people to use them and improve their physical fitness and health.

Guidelines to promote and increase unstructured recreational use of open space:

a) Refer to guidelines in 6.5.3 regarding encourage a diversity of facilities in open space.

b) Location and type of active unstructured recreation facilities to complement other identified structured, unstructured and informal uses in the open space and the overall character.

c) Include associated facilities that support and encourage participation in exercise including seats of different types, drinking fountains and shade. This is so that people of all levels of ability and fitness are encouraged to exercise and improve their fitness by making it easier for people to rest while exercising.

d) Placement and design of these facilities is to demonstrate they minimise visual and noise impacts on adjoining land, particularly in relation to noise and activity in proximity to adjoining residents and nature conservation areas.

6.6.3.1 Shared trails in open space

Shared trails are supported in open space where feasible particularly in encouraging people outdoors to exercise including walking, running, cycling and pram pushing. The following guidelines are intended to assist with the assessment of existing shared trails and to guide the design of new future shared trails in open space. The *City of Yarra Bicycle Strategy* provides guidelines for on-road and off-road bicycle paths.

Guidelines for review and design of shared trails in open space:

a) The shared trail network is to be safe, legible, accessible, direct, linked and attractive.

b) Where possible, gradients and clearances on existing and proposed paths to meet the standards for access and mobility and relevant standards for shared trails, currently referred to as the Austroad Standards, *Cycling Aspects of Austroad Guides (2011)* and *Guide to Road Design Part 6A: Pedestrian and Cycle Paths (2009)*

Guidelines for review and design of shared trails in open space:

c) Surface of the trail to be appropriate to the character, location and usage levels of the path and the open space.

d) Sightlines to allow clear visibility along paths, particularly near changes in direction without low overhanging vegetation.

e) Width of paths to be designed for the anticipated use and level of activity, including whether the trails accommodate both recreational and commuter cycling uses. Refer to the current best management practice guidelines for trails regarding the widths once the use level and activity on path has been determined.

f) Adhere to current best management practice guidelines for trails in relation to waterways and flood management including safety in waterway environments and bridge crossings. Currently these include the Melbourne Water *Shared Pathway Guidelines (2009).*

g) Where dog walkers are permitted, clearly sign the shared paths so that appropriate levels of control are shown and all trail users can adjust their behaviour accordingly.

h) Education (via signage) for all shared trail users of appropriate behaviour on shared trails including cyclists, pedestrians, dog walkers, pram pushers, inline skaters and skateboarders.

i) Minimise lighting of shared trails along waterway corridors. Where lighting is identified to be required investigate the use of smart lighting, including those that minimise upward glare and impacts on native fauna and adjoining residential properties.

6.6.3.2 Paths in open space

Guidelines for review and design of paths in open space:

a) Aim to provide path access into all open space so they are accessible for everyone. This includes path connections through open space to facilities including seats and play areas, along with links into existing linear trails.

b) Alignment and surface design to complement and be consistent with the open space location, usage levels and inherent landscape character.

c) Paths to be a width that accommodates the intended levels of use. This includes consideration of walking for different purposes such as strolling and exercise.

d) Where possible, meet the current standards or best management practice for access and mobility including paths between facilities and destination points. Promote and facilitate their use by offering seats at regular points along the trail to assist.

e) Minimise points where paths cross vehicle entries and access roads within the open space.

f) The path network within the open space is to clearly connect to the footpath network in the adjoining streets to promote and encourage people to walk to open space rather than drive.

Guidelines for review and design of paths in open space:

g) Demonstrate that surface runoff from paths is effectively drained either into adjacent garden beds/grass areas or discharged into underground drainage systems.

h) In locations where significant conflicts between pedestrians and cyclists are identified on paths (not shared trails), investigate design, management and education options that reduce the conflicts while remaining inclusive of both cyclists and pedestrians in open space.

6.6.3.3 End of trip bicycle parking

Safe and secure bicycle parking in open space is to encourage the community to cycle to open space. Bicycle Victoria has prepared *The bicycle parking handbook* that is a useful guideline for appropriate design of secure bicycle parking facilities, that would be appropriate only in some Regional and City-wide open space where participation in activities such as sports training means there is a need for secure storage. The Strategy recognises that end of trip cycling facilities are appropriate outside open space such as at train stations. These guidelines are not intended for other spaces and refer to Council's existing policies, guidelines and strategies, as noted above in terms of provision of bicycle parking for open space specifically.

Guidelines for end of trip bicycle parking in open space:

a) To be provided in Regional, City-wide and Neighbourhood open space where there are end of trip facilities/destination point for visitors, or sports training facilities.

b) Siting and design to meet the current relevant standards for location, access, quantity and safety.

c) Number and location to meet the anticipated use levels of the proposed facility.

d) Integrated into the existing built form in the open space where possible.

e) Where the facility is independent of existing built form, ensure the facility does not block views or access into the open space, complements its character, is visible and safe and located close to path/shared trail entry to the open space.

f) Future upgrades and provision of new structured sport and recreation facilities are to include provision for secure bicycle parking.

6.6.3.4 Multi-purpose courts and other minor recreation infrastructure

Guidelines for provision of multi-purpose courts, exercise equipment and other minor unstructured recreation infrastructure in open space:

a) Generally applicable in Regional, City-wide, Neighbourhood and selected Local open space, refer Table 5-1.

b) Siting and design of multi-purpose courts to minimise impacts on adjoining residential properties, and where possible locate away from roadways, or have adequate design features to prevent the risk of balls entering the road.

Guidelines for provision of multi-purpose courts, exercise equipment and other minor unstructured recreation infrastructure in open space:

c) Siting of facilities including exercise equipment is to demonstrate they are easily accessible by all and inclusive.

d) Designed to maximise use their appeal to everyone including all genders, age ranges, physical abilities and cultural backgrounds.

e) Include other complementary facilities such as seating, shelters, shade, drinking fountains and picnic facilities/barbecues where appropriate.

f) Where feasible, locate facilities including exercise equipment where they receive some natural shade during the middle of the day. The final proximity to trees will need to ensure ongoing health of the tree, and access to some sunlight and in accordance with AS4970, Protection of trees on development sites. This can be either shade from existing trees, or planting suitable tree species to provide shade in the longer term.

g) Where possible orientate multi-use courts in north south direction in accordance with current sport facility design standards.

h) Meet best practice design for fencing, surface drainage and surface treatment, etc for multi-use courts.

i) Ensure the facility location and design retains clear views and access into the open space.

j) Meet the current best practice guidelines for installation of appropriate undersurfacing and siting of exercise equipment.

6.6.3.5 Skate and BMX facilities

Guidelines for location of skate and BMX facilities in open space:

a) Demonstrate the location of these facilities achieve a well-integrated design with other facilities and uses in the open space. This is preferably undertaken as part of an open space masterplan or concept design process.

b) Demonstrate the facility location and design meets best practice management in skate and BMX facility design. This includes the consideration of supporting facilities, public transport access, shared trail links, visibility, passive surveillance from adjoining streets and buildings and the surrounding urban context.

c) Demonstrate the needs of all young people have been addressed in the open space design in recognition that skate and BMX facilities do not meet the needs of all young people.

d) Demonstrate the facility design adequately caters to other age groups including spectators and carers and includes associated facilities such as shade, seating and drinking fountains.

e) Demonstrate the design meets the CPTED principles.

f) Installation of no smoking signage in proximity to all outdoor skate parks and BMX facilities.

6.6.4 Buildings in open space

6.6.4.1 Upgrades to existing buildings

Guidelines to assess proposals to upgrade existing buildings with open space related uses:

a) Demonstrate the proposed upgrade to the existing building is appropriate in the context of the existing master plan or concept plan in place for the site. If no existing plans are prepared, demonstrate the upgrade is compatible with existing established uses and improves the use and access to the open space.

b) Demonstrate the proposed upgrade to the building improves or at least retains all prominent public views to the reserve, improves access to and around the building and improves the function and useability of the surrounding open space. The proposed upgrade will need to demonstrate that it does not result in a loss or reduction in publicly accessible areas of open space, for example by expanding the building footprint then a reduction in another paved or built facility will be required.

c) Complements and improves the character of the open space.

d) Demonstrate best practice sustainability principles in the siting and design, particularly in relation to water harvesting and reuse and energy efficiency.

e) Demonstrate waste management is adequately provided for including appropriate bin enclosures and recycling initiatives.

f) Retain and preferably improve access and circulation to the facility with a focus on achieving universal access in accordance with current Australian Standards.

Guidelines to assess proposals to upgrade existing buildings for non-open space related uses:

g) Review whether the existing building is suitable to be adapted to an open space related use, prior to consideration of continuing the existing non-open space dependent use.

h) If determined to be required, ensure the future upgrade to the building is compatible with and as a minimum, improves the use of and access to open space.

i) Must also meet the guidelines (b) to (f) in 6.6.4.1 above.

6.6.4.2 Proposals for new buildings in existing open space

With the forecast increase in urban densities across many parts of the City of Yarra, existing areas of open space will increasingly be valued for their natural, open parkland and unbuilt qualities. At the same time there will be requests to expand and build additional facilities in open space to cater to the increased demand for use. The following guidelines have been prepared to assess the provision of new buildings in open space for open space related uses.

Guidelines for new buildings in existing open space for open space related uses:

a) The proposed facility accommodates open space related uses only. The facility is to promote and complement the open space and be compatible with the existing open space related uses for which the open space is recognised and valued.

b) The proposed facility increases use, enjoyment and appreciation of outdoor open space.

c) The proposed facility does not result in any further loss of natural outdoor open space in the reserve.

d) The construction of the proposed facility will complement any existing environmental and heritage values of the open space and allows continued or new preferred patterns of recreational use (where applicable) of the existing open space.

e) Demonstrate that all sustainability principles are met in the design and construction.

f) Public transport access is preferably available to support the new facility.

g) Adequate bicycle parking facilities integrated into the facility design.

h) Demonstrate how supporting facilities for the building such as car parking will be met with no net loss of outdoor public open space.

i) Refer to guidelines (b) to (f) in 6.8.3 above.

6.6.4.3 Public toilets

The *City of Yarra Public Toilet Strategy 2017-2027* provides the vision, strategic basis and a 10 year forward program to meet the needs of the growing businesses and pedestrian activities in the municipality. The City of Yarra is committed to the provision of local amenities and protecting, improving and developing the city's infrastructure and assets to enhance social activities within the municipality. This Strategy recognises that the *Public Toilet Strategy 2017*-2027 addresses the provision of public toilets across the whole municipality and will guide the future provision and upgrade program to public toilets in public open space. The following diagrams are issues specifically regarding the provision of public toilets in public open space.

Guidelines for review and design of public toilets in open space:

a) Appropriate to Regional, City-wide, Neighbourhood and Local open space where other facilities encourage longer stays in open space such as barbecue, picnic facilities and major play areas.

b) Where possible, integrate with other buildings in the reserve including consideration of how the other building/s may be modified to allow some public access to existing toilet/change facilities, while retaining secure and separate access for the existing clubs and groups already operating in the buildings, i.e. built as part of a cafe or sports pavilion. Where the open space is in a commercial precinct, investigate options to provide public access to private toilet facilities consistent with the *City of Yarra Public Toilet Strategy 2017-2027*, prior to confirming they are required in the public open space.

c) Designs to meet CPTED principles in public toilet design.

d) Located near existing services where available.

Guidelines for review and design of public toilets in open space:

e) Located to avoid the need for park visitors to cross roads and car parks to reach them where feasible.

f) Locate within clear sight and walking distance of high use facilities such as barbecues and play areas.

g) Locate in a position to service the whole reserve thereby minimising need for more than one public toilet in an open space.

h) Use best practice environmentally sustainable principles in siting and design, particularly in relation to water and energy use.

i) Demonstrate waste management is adequately provided for.

j) Location should not block prominent public views to the reserve and not create hidden or unusable areas around them.

k) Located with passive surveillance from surrounding area.

l) Provide universal access in accordance with current Australian Standards.

m) Adequate lighting including maximising daylight where possible.

n) Appropriately sized to meet demands and size of the open space.

o) Complement the character of the open space, including the heritage values of the open space where appropriate.

p) A design that is suitable for cleaning and maintenance.

6.6.5 Lighting in open space

Illumination in open space is generally from sports field lighting in many of the City-wide open spaces, and from lights in the streets adjoining open space. Lighting can also facilitate and expand the hours in which an open space can be used during winter to encourage people outdoors. Lighting in open space can also present issues including:

- Impact on native fauna
- Impact on adjoining resident amenity including light spill and where after hours park use is encouraged
- Energy use
- Encouraging people to use open space at night when it is not inherently safe, leading to personal safety issues.

Guidelines for provision of lighting in open space:

a) Lighting is only applicable in high use open space and larger reserves including Regional, City-wide and Neighbourhood open space.

b) In these locations lighting is only applicable for specific use or facilities. These are for:
- structured sport and recreation use
- circuit paths for access and use before and after work/school during the winter
- along key connecting paths to train stations, shops or community hubs where no safe and accessible street network exists for walking/cycling.

c) Where new lighting is required, it is to be consistent with best practice principles regarding sustainability.

Guidelines for provision of lighting in open space:

d) As a minimum select lighting that:
- minimises upward glare (to reduce impact on adjoining residential amenity and native fauna, where applicable)
- is energy efficient and scaled to meet the specific need identified
- is easily maintained
- the design complements the character of the reserve, including consideration of heritage values where applicable.

e) To minimise impact on native flora and fauna:
- Protect dark areas in the open space for nocturnal fauna activity
- Investigate use of LED red spectrum that attracts less invertebrates
- Consider the use of reflective 'cat eye' lighting for shared trails as an alternative to overhead lighting.

f) To minimise energy use:
- Apply Yarra's smart lighting technology to park lighting projects.
- Use timers on lights.
- Reduce the lux levels between 10pm and 6am.
- Use solar technology and light emitting diodes.

6.6.6 Minor park infrastructure

6.6.6.1 Seats

Guidelines for review and design of seats in open space:

a) Include a variety of seat types such as bench seats, seats with back rests and some seats with armrests to improve universal access.

b) Consider inclusion of informal seating arrangements in open space where it can be well integrated with other elements such as retaining walls.

c) Demonstrate proposed seating faces activity and paths, takes advantage of views or features within the reserve and is provided in a variety of settings including some in groups and some alone.

d) Demonstrate proposed seating will be provided in a variety of locations with some in the shade and others in the sun.

e) Provide at regular intervals along shared trails as resting points to promote universal access.

f) Avoid locating seats in permanent shade.

g) Provide some seating in quite areas of the open space that are potentially suitable for contemplation and the homeless for sleeping.

6.6.6.2 Picnic shelters and barbecue facilities

Guidelines for design of picnic and barbecue facilities in open space:

a) Potentially appropriate in Regional, City-wide, Neighbourhood, Local and selected Small Local open spaces as per Table 5-1.

b) Positioned within reasonable access from main entry points and with consideration of the views from the shelter/picnic facilities. For example, longer vistas and views, views of adjoining facilities such as play areas for features such as water features or areas of activities. This is intended to encourage more people to use open space as a social meeting place promoting a sense of community.

c) Demonstrate the facilities complement the open space character and are sized to meet the anticipated regular use levels.

d) Demonstrate sustainability principles are met including material use, water collection/runoff/reuse, energy efficiency and waste management.

e) Barbecue design to minimise fire risk or public nuisance.

f) Designed to allow universal access and use of the facility.

g) Adequate waste management facilities to meet the size and needs of the proposed facility consistent with the hierarchy of open space as described in Table 3-1 in this Strategy. Position the waste infrastructure so they are easily accessible for park users and maintenance, but are not located within the shelters so as not to dominate the character and ambience of the facility. Where feasible consider integrating recycling.

6.6.6.3 Drinking fountains

Guidelines for provision of drinking fountains in open space:

h) Appropriate in all hierarchy types of open space.

i) Drinking fountains to include bottle refill taps to encourage the community to re-use their drink water bottles. In dog on-lead and off-lead areas, drinking fountains to include a dog water bowl/tap.

j) Locate drinking fountains at regular intervals on the linear trail network.

k) Where feasible, standardise the types to improve effective ongoing maintenance.

6.6.6.4 Waste infrastructure

Guidelines for provision of waste infrastructure in open space:

a) Refer to Table 5-2. In relation to Small Local open space these have waste infrastructure where higher levels of use are anticipated, however in locations with lower densities, they may not be required.

b) Waste infrastructure is to be located so it is both accessible for maintenance purposes and convenient for park users, close to picnic and barbecue facilities and the entry and exit points.

c) Where located near picnic facilities and/or seats, they need to be positioned at a reasonable distance from these facilities to avoid unpleasant odours, unsightly rubbish and health issues of rubbish in proximity to where people are preparing and eating food.

d) Waste infrastructure is to be secured on site and where possible, located within a bin enclosure/surround to reduce the incidents of waste infrastructure being moved and damaged.

e) Waste infrastructure to meet best design management practice and sustainability principles including recycling, in accordance with Council policies.

Guidelines for provision of waste infrastructure at sports pavilions:

f) The number and type of waste infrastructure at sports pavilions is to be consistent with Councils Waste and Resource Recovery Strategy or other relevant Council policies and guidelines.

g) Aim to provide bin enclosures at all sports pavilions that are of a size to adequately accommodate the number of waste infrastructure items appropriate to the existing and proposed use. The enclosures are to be well integrated with existing usage patterns, preferably with the built form and easily accessed by maintenance vehicles.

6.6.6.5 Fencing and vehicle barriers in open space

Guidelines for fencing and vehicle barriers in infrastructure:

a) As a principle, fencing to public open space facilities within open space is discouraged. Fencing is only to be accepted where it facilitates and improves the function and diversity of uses that can be undertaken in the open space and/or for the function and design of the recreation facility.

b) Where low fencing to the perimeter of sports fields is provided, include frequent gate openings to ensure they do not form barriers to unstructured and informal access outside of scheduled structured sports training or match play.

c) Sports field fencing style is to minimise visual intrusion and complement the open space character including historical character where appropriate.

d) In locations where mesh fencing is required, for example around public tennis courts, baseball diamonds etc, black coated mesh fencing or similar is to be used to minimise visual impact of this on the open space and adjoining properties.

e) Where open space contains sports fields and facilities that are available for the public to use outside of sports training and match play, cyclone mesh fencing to the perimeter of the public open space is not permitted. Restricted uses within open space, including where the restricted use applies to the whole open space will be permitted to have cyclone mesh fencing where it is demonstrated it is required - consistent with point (d) above.

f) Suitable barriers to prevent unplanned vehicle access into open space is required. Designs are to demonstrate they prevent vehicle access, minimise visual intrusion on the open space and allow excellent pedestrian and cycle access into the reserve.

Guidelines for fencing and vehicle barriers in infrastructure:

g) Minor infrastructure such as bollards, fencing, vehicle control barriers etc are to reflect diversity in the landscape, environmental, cultural and heritage character and values of the open space.

h) All fencing and minor infrastructure is to meet best practice guidelines for universal access, safety, quality and sustainability.

i) Adhere to sustainability principles in the selection of materials, design and placement in the reserve including investigation into the use of recycled materials where appropriate.

j) Discourage fencing (as differentiated from vehicle exclusion barriers) to facilities and spaces within open space, for example play spaces, skate facilities and multi-use courts and surfaces. Exceptions may occur where the proposal demonstrates that alternative measures such as grade separation, planting, seating, vehicle barriers or any combination of these cannot suitably manage safety concerns.

k) Encourage the use of planting as an alternative to fencing where this is appropriate. Planting is to ensure clear and open sightlines into open space and the facility is retained, for example if it is to provide some physical separation between a play area and the rest of the open space. The planting will need to meet the CPTED principles.

6.6.7 Urban agriculture/community gardens

The Urban Agriculture Policy guides the provision of community gardens and urban agriculture in the City of Yarra. It notes that community interest has grown over the past 30 years in urban agriculture from the establishment of the Collingwood Childrens Farm in 1979 to the creation of community gardens in North Fitzroy, Collingwood and Richmond as well as community gardens in the public housing estates which are now managed by Cultivating Community in Richmond, Fitzroy and Collingwood. In 2011, the City of Yarra employed an Urban Agriculture facilitator to work with the community providing advice on urban agriculture. This includes the promotion of growing food in the private and public realm including schools, nature-strips, community facilities and open space and supporting the farmers markets that are held across the municipality.

Urban agriculture has many benefits and while Council supports their establishment, they are able to be also be established on public land that is unsuitable for recreational use.

There are three types of urban agriculture that is proposed, including:

- Community gardens
- Small communal growing areas
- Fruit trees

This Strategy supports the principle that Council first considers establishing urban agriculture on other areas of public land prior to proposing it in public open space. Currently, some of the most successful community gardens are located on the public housing estate land, in schools and on disused railway land and streetscapes. Public open space in the City of Yarra is in high demand, the urban agriculture can occur in spaces such as streetscapes that recreational activities cannot.

The following guidelines are applicable for assessing either the expansion of existing community gardens or proposals for new community gardens in public open space. These will only be considered where it is demonstrated that other public land in the catchment of the open space have already been investigated and are unsuitable.

Guidelines for existing and future proposals for community gardens in public open space:

a) Demonstrate the use of land for a community garden benefits and is supported by local residents in the local catchment of the proposed garden.

b) The land area is large enough to sustain a viable community garden including areas for plots, compost, sheds and water storage.

c) Meets the multiple-use and sustainability principles, for example is co-located with an existing built facility to share facilities and resources such as rainwater harvesting, water supply and secure storage.

d) Preferably co-located with other facilities.

e) There is adequate public open space available in the surrounding area or on the remainder of the site to retain adequate access to open space for recreation use.

f) The site is suitable for growing food produce such as vegetables, fruit and herbs that typically require adequate sunlight access and water.

g) The community gardens are run by an incorporated organisation that meets regularly or have a formal auspice agreement with a relevant organisation.

h) The proposed location does not negatively impact on heritage or identified environmental values of the open space or immediate surrounds.

i) The assessment criteria for allocation of plots to give priority to applicants without private open space.

j) Demonstrate adherence to agreed land management practices and access arrangements as stipulated by Council.

k) Maintain an agreed edge treatment between the community garden and the public open space reserve.

l) Support communal gardening and organic gardening principles.

Guidelines for the inclusion of small communal growing areas and fruit trees in existing open space

a) Demonstrate there is support from local residents in the catchment of the open space that is proposed to be used for the communal growing area and/or fruit trees.

b) The size of the growing area or location of the fruit trees does not reduce the opportunity for informal and unstructured recreation to occur in the public open space.

c) The site is suitable for growing food produce such as vegetables, fruit and herbs that typically require adequate sunlight access and water. The site should be visible and complement and potentially improve the open space character.

Guidelines for the inclusion of small communal growing areas and fruit trees in existing open space

d) The small communal growing areas and fruit trees are well maintained and managed. Demonstrate adherence to agreed land management practices and access arrangements as stipulated by Council

e) The proposed location does not negatively impact on heritage or identified environmental values of the open space or immediate surrounds.

6.7 Structured sport and recreation use and infrastructure

6.7.1 Overview of issues

- Competing uses between structured sport, passive recreation and also between community and elite sporting uses. This specifically relates to the informal use of sports fields and damage to turf from the informal use.
- Service authority assets located under sports fields leading to uncertainty of the asset upgrade with the threat of service authorities undertaking major upgrades to their assets.
- As an overall approach, the City of Yarra minimise the fencing of sports fields.
- Damage to sports fields from unstructured recreational use - particularly dog off leads including holes and dog excrement.
- Female participation in sport is growing and the existing sports pavilions are inadequate.
- Increased levels of participation in sport overall means there is a need to increase the capacity of change rooms to accommodate the increased volume of players.
- Pavilion upgrade program needs to consider the broader issues beyond the physical condition including forecast population growth and broader community benefit.
- Waste management infrastructure is consistent with the *Waste Minimisation Strategy*.
- Electronic scoreboards – increased numbers of applications for these and currently Council have no guidelines in place regarding their location, who pays to maintain them and guidelines around content.
- Advertising signage associated with sporting use requires guidelines.
- Car parking is an issue including all-ability access and the issue of taking up open space with off-street car parking.

The process of preparing Masterplans for City-wide open space is the recommended so there is an opportunity to address the site specific design response to address issues and guidelines for the site. The Masterplans clarify the appropriate use levels, expansion and addition of all facilities in open space for both structured and unstructured sport and recreation use.

There are some non-open space dependent structured leisure and recreation facilities located in open space, for example maternal child and health and child care facilities. Due to increasing demands on open space it is considered appropriate that when an existing facility needs to be replaced or is subject to a major upgrade, it is assessed as to whether it is appropriate to continue to retain this facility in open space.

6.7.2 Upgrade and replacement of existing structured sport and recreation facilities

Council is currently in the process of determining the future program of upgrade works for the structured sports facilities including a program to progressively upgrade existing facilities. As part of ongoing upgrades and replacement of structured recreation facilities, opportunities to improve their design, appeal, accessibility and multi-use function are to be investigated as standard procedure.

This Strategy recommends that proposals for future upgrades and replacements be evaluated with the following guidelines to maximise the best use of these facilities in open space. These guidelines focus on the scale and location of the facilities and their integration with the open space character and other facilities and are not technical guidelines for the design of the facility itself.

Guidelines to upgrade existing structured sport and recreation facilities, or for their replacement:

a) Demonstrate the need and resultant community benefit associated with the proposed upgrade/replacement of the facility.

b) Demonstrate the proposed upgrade/replacement of the facility is best located within open space for its function and viability.

c) Demonstrate the proposed facility will increase the range of uses or user groups that will be catered for as a result of the upgrade/replacement.

d) Facilitates a diversity of uses including unstructured recreation and informal access and use.

e) Meets universal design principles including universal access and promotes inclusion for all irrespective of age, gender, cultural background and ability.

f) Flexible in design to provide for multiple uses and future adaptability to other uses as needs change over the lifespan of the proposed facility.

g) Demonstrate that all ESD principles have been addressed in both the design and proposed construction of the facility and it is consistent with current best management practice.

h) Demonstrate how waste collection and management is catered for including meeting relevant ESD principles regarding re-use and recycling.

i) Consistent with the CPTED principles or similar to promote safety in facility and open space design.

j) Integrate appropriate signage so that the sports clubs can list the dates and times the facility is available for unstructured and informal use. For example, the dates and times the sports field is available for informal access outside of match play and training times.

6.7.3 New structured sport and recreation facilities in existing open space

Proposals for new structured sporting facilities (including buildings) in existing public open space will need to demonstrate how the new facility will integrate with the open space and be accessible for a diverse range of users.

Guidelines for new structured sport and recreation facilities in existing open space:

a) Demonstrate the need for the proposed new facility.

b) Demonstrate the proposed facility is dependent on its location in open space for its viability and function.

c) Meets the criteria listed above in *Guidelines to upgrade and replacement structured sport and recreation facilities* (c) to (g).

d) The orientation and design of the facility minimises impacts on other structured and unstructured recreational uses, and expands the range or time periods in which unstructured recreation use can be undertaken. As a minimum, the proposal will need to demonstrate that it integrates well.

e) Built form including buildings, fencing and other infrastructure to be designed to complement the environmental, landscape and cultural character and values of the open space reserve for its function and viability.

f) Ensure key view lines into the open space are not blocked or impacted by the facility location.

g) Where possible, minimise installation of permanent structures that can remain portable to improve adaptability and multiple use of the facility and the open space.

h) Public transport access is preferably available to support the new facility.

i) Adequate bicycle parking facilities integrated into the facility design to encourage cycling access in preference to vehicle access and use.

j) Demonstrate how the car parking demands for the proposed facility will be addressed with minimal impact on the open space and the surrounding neighbourhood.

k) Car park design to meet the criteria listed specifically for car parking in this Strategy, see Section 6.7.1.

l) Demonstrate waste management is adequately provided for consistent with the *Waste Minimisation Strategy* and the waste receptacles are appropriately designed for to integrate with other built form in the site.

m) Construction activity to minimise environmental impact and disruption to open space.

6.7.4 Car parking

In reviewing the need for existing and future car parking designs and requirements for open space, assess them in accordance with the following guidelines:

Guidelines for car parking in open space:

a) Minimise the amount of car parking provided in open space. These guidelines will support the provision of sustainable transport options and encouraging fitness and health by improving cycle and pedestrian access to and within open space.

b) In proposed new open space, any proposals for car parking are to clearly demonstrate initially that the car park is required. If it is required, the car park is to:
- be sized to meet the minimum requirements
- minimise impacts on the amenity of the neighbourhood
- minimise the length of road required to access the car park
- demonstrate that cycle and pedestrian access and circulation has priority
- that it meets the design criteria listed in (d) to (m).

c) In proposals to upgrade existing open space, any proposals to change existing car parks will need to demonstrate they meet the criteria listed in (b).

d) Future car parks are to be of a size that adequately caters to the normal (not event) level of use. Demonstrate how other forms of sustainable transport and access to open space is to be improved including walking and cycling along with public transport for Regional and City-wide open space.

e) Demonstrate how the parking will be accommodated in the area without undue impact on adjoining land use or undue loss of existing open space area during events where applicable.

f) Demonstrate integration of safe pedestrian access and circulation to, around and through the car park.

g) Demonstrate the car park design and construction adhere to best management practice and promote sustainability and safety.

h) Stormwater runoff is to be captured and re-used or treated where feasible.

i) Incorporate trees into car parks to improve aesthetics, provide shade, manage vehicle speeds and mitigate urban heat build-up with consideration of adequate sight lines for safety.

j) Demonstrate the proposed size, material use (including surface finish, vehicle control barriers etc) and the overall design of car parking complements the desired landscape character of the open space.

k) Demonstrate that proposed lighting to car parks is provided where the open space facilities are in use outside daylight hours by a large number of park users or where there is insufficient ambient light.

l) Encourage, where appropriate, multiple use of car parking in open space, for example that the surface area is also line marked with basketball/netball towers installed, or available for futsal/handball/tennis hit up wall use.

m) Include priority areas for bicycle parking within car parks or adjacent leisure amenities where applicable.

6.7.5 Natural turf sports fields

The community survey outcomes, site visits and consultation with stakeholders has identified that natural turf sports fields are highly valued and used by the community for structured sport, unstructured recreation and informal use. Some of the natural turf sports fields in Yarra are also designated dog off-leash areas when they are not being used by the sports clubs for match play or training.

The majority are unfenced and are used informally for exercise including jogging, running and walking along with informal ball games and informal uses such sitting on the grass reading. With forecast population growth the demand for both structured sport and unstructured recreation use of these spaces is going to increase.

Guidelines to guide the future upgrade and use of natural turf sports fields in open space:

a) The sports fields are primarily for structured sporting use and secondarily for the unstructured and informal use.

b) Optimise the turf species mix to minimise water use and maintain a suitable standard of turf cover for winter and summer season use.

c) Investigate options to utilise water from sustainable sources (e.g. recycled water, stormwater) for irrigation of the sports turf

d) Investigate options to include some fencing of the sports fields, particularly where this can demonstrate the ability to optimise unstructured recreation and informal use of the sports fields. For example, fencing to part or all of the sports field, with frequent gate openings to ensure accessibility, may improve the ability to utilising the open space more efficiently. Specifically, this may improve management of dog off-leash use with open spaces.

6.7.6 Synthetic surfaces for sport and recreation use

Council currently has no confirmed position regarding the installation of synthetic surfaces for sport and recreation use.

In conjunction with Council's ongoing program of upgrading sportsgrounds with warm season grasses, the establishment of synthetic surfaces is identified as a potential way to increase the capacity of the existing sports facilities. This Strategy has not assessed the need for synthetic surfaces. If in the future they were confirmed to be required, then the following guidelines would apply to the assessment of their suitability in existing open space.

Guidelines to assess proposals for synthetic surfaces in open space:

e) Demonstrate the synthetic surface is required including a full analysis of the benefits and negative impacts of the proposal.

f) Demonstrate the effects of replacing natural soil and turf surfaces with constructed synthetic surfaces can be adequately compensated for in relation to the passive cooling role of the open space.

Guidelines to assess proposals for synthetic surfaces in open space:

g) Demonstrate the multiple use and adaptability of the proposed facility, particularly in the context that synthetic sports field surfaces are unsuitable for dog walking/dog off-leash.

h) Demonstrate that the increased intensity of use and programming of the facility will be appropriate to the scale of the open space.

6.7.7 Advertising signage in open space

The following guidelines are to assist in providing consistent direction for the provision of advertising signs by the sports clubs, which do not require a planning permit in open space, but do require Council permission to erect a sign on Council land.

Guidelines for review of advertising signage in open space:

i) Any proposed signs are to be temporary only and are to be removed at the conclusion of the event or season for which they are being proposed.

j) Signs need to be consistent with the scale and the size of the structure on which it is proposed.

k) Signs are not to obstruct main view lines into the open space reserve from all pedestrian and vehicle entry points.

l) Minimise the visual prominence of the signage when viewed from the areas outside of the event for which the advertising signage associated with the club-based use is proposed. This includes no visibility of the signage from adjoining and nearby properties.

6.7.8 Electronic scoreboards

The following guidelines are to assist in providing consistent direction for the provision of electronic scoreboards that do not require a planning permit in open space, but do require Council permission to install on Council land.

Guidelines for review of electronic scoreboards in open space:

a) Demonstrate the scoreboard matches the scale of the facility and events.

b) Demonstrate the scoreboard is consistent with the scale and the size of the structure, facility and level use for which it is proposed.

c) The scoreboard is not to obstruct main view lines into the open space reserve from all pedestrian and vehicle entry points.

d) Minimise the visual prominence of the electronic scoreboard when viewed from the areas outside of the sports event/field/facility for which the scoreboard is provided. This includes minimising visibility of it from the adjoining and nearby properties.

e) Demonstrate the scoreboard will only be used during the course of scheduled match play/events.

6.7.9 Minor sports related infrastructure

Guidelines for provision of minor sports related infrastructure in open space:

a) Minor infrastructure including player boxes and equipment storage facilities are to be temporary items only.

b) Storage for minor infrastructure is to be within other existing approved built form on the site, or stored off site.

6.8 Cultural heritage values and public art

6.8.1 Aboriginal cultural heritage values

Whether a place is of Aboriginal cultural heritage significance is determined by Aboriginal Victoria. The following information is summarised from the websites of Aboriginal Victoria and Aboriginal Heritage Council.

Aboriginal Victoria broadly works on:

- Aboriginal policy reform, with a focus on self-determination and treaty
- Community strengthening and engagement
- Cultural heritage management and protection.

In relation to Aboriginal Cultural Heritage, Aboriginal Victoria administer the *Aboriginal Heritage Act 2006,* which establishes programs and initiatives to ensure the protection and management of Victoria's Aboriginal cultural heritage. Main responsibilities include:

- Maintaining Victoria's Aboriginal cultural heritage management system
- Evaluating cultural heritage management plans and cultural heritage permits
- Keeping a register of Aboriginal places and objects in Victoria
- Supporting Traditional Owners in community led agreement-making through the 'Right People for Country Program'
- Supporting Registered Aboriginal Parties through funding and Cultural Heritage training programs.
- Compliance and enforcement investigations.

Aboriginal Victoria provides secretariat support for the Victorian Aboriginal Heritage Council to achieve its functions under the *Aboriginal Heritage Act 2006*. The Victorian Aboriginal Heritage Council works with key partners to shape policy and to build a better understanding and appreciation of Victoria's rich Aboriginal Heritage.

For the City of Yarra, the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation is the appointed Registered Aboriginal Party (RAP) for the northern part of the municipality. There is currently no appointed RAP for the southern parts of the municipality.

The *Aboriginal Partnerships Plan 2015-2018* acknowledges the Wurrundjeri people as the traditional custodians of the land within the City of Yarra. Council deeply values the Indigenous cultural heritage of the municipality; a heritage that reaches far back to ancient times and continues to this day. The spiritual connections to places within Yarra's municipal boundaries like the Yarra River and the confluence of the Yarra River and Merri Creek extend back thousands of years to the dreamtime. Since the early 1900s, Victoria's Aboriginal community has flocked to Yarra, in particular to Gertrude Street Fitzroy, to find that sense of community that is the strength of Aboriginal people. The Aboriginal Partnerships Plan includes a range of actions that strengthen the partnerships between Indigenous and non-Indigenous communities. With the waterways having important spiritual connections and open spaces across the city, particularly around Fitzroy and Collingwood, this plan supports continued strengthening of partnerships with the Wurrundjeri to provide input the future management and interpretation of these important spaces in the city.

6.8.2 Non-Aboriginal Cultural heritage values

Whether a place is of non-Aboriginal cultural heritage significance is determined by Heritage Victoria. The following information is summarised from the websites of Heritage Victoria and the Heritage Council of Victoria.

Heritage Victoria is the Victorian State Government's principal cultural (non-Aboriginal) heritage Agency. Heritage Victoria identify, protect and interpret Victoria's most significant cultural heritage resources and give advice about heritage matters to private owners, local and state government, industry and the general community. Heritage Victoria administer the *Heritage Act 2017*, maintain the Victorian Heritage Register, recommend places and objects to be included on the Victorian Heritage Register and issue permits to make changes to heritage places and objects, protect Victoria's archaeological heritage and help conserve significant objects and collections.

The Heritage Council of Victoria is an independent statutory authority and Victoria's main decision-making authority on non-Indigenous cultural heritage issues. The provide advice to Heritage Victoria. The Heritage Council Victoria notes that 'Respect for our cultural heritage involves protecting places and objects that have importance to us as a community. Identifying and registering places and objects of cultural significance helps us to protect and conserve them. Heritage places and objects in Victoria are considered to be either of:

- State significance; or
- Local significance

Heritage places or objects of State significance are listed on the Victorian Heritage Register and must meet the Heritage Council of Victoria's assessment criteria. Places that are of State-level cultural heritage significance are managed in accordance with the Heritage Act 2017. Anyone can nominate heritage places and objects for addition to the Victorian Heritage Register. Registered heritage places are legally protected and cannot be altered without a permit or permit exception from Heritage Victoria.

Places of Local significance are recorded by local councils and are listed on a schedule to the Heritage Overlay in the local Council's planning scheme. Local government manages the identification and protection of places under the planning scheme. Councils are responsible for issuing planning permits for use and development of heritage places under the *Planning and Environment Act 1987.*

The National Trust is a community organisation that works towards preserving and protecting heritage places. Classification by the National Trust does not entail legal recognition.

In the City of Yarra the following open spaces have been identified to have local heritage significance and have existing Heritage Overlays acknowledging this in the Yarra Planning Scheme.

Table 6-2 Open spaces with existing heritage significance or included in an existing heritage overlay in the Yarra Planning Scheme

Open space	Heritage controls
Alexander Street Reserve	Included in the Gold Street Precinct Heritage Overlay HO321
Atherton Reserve	Included in the South Fitzroy Precinct Heritage Overlay HO334
Barkly Gardens	Included in the Barkly Gardens Precinct Heritage Overlay HO308
Bath Street Reserve	Included in Victoria Park Precinct Heritage Overlay HO337
Batman Street Reserve	Included in the North Fitzroy Precinct Heritage Overlay HO327
Batson Reserve	Included in the North Fitzroy Precinct Heritage Overlay HO327
Ben Alexander Reserve	Included in Richmond Hill Precinct Heritage Overlay HO332
Browns Reserve	Included in the Charles Street Precinct Heritage Overlay HO313
Bundara Street Reserve	Included in the North Fitzroy Precinct Heritage Overlay HO327
Burnley Park	Included in Heritage Overlay HO299 and HO298 Corroboree Tree
Cairns Reserve	Included in Elm Grove Precinct Heritage Overlay HO319
Circus Site Burnley	Included in Heritage Overlay HO299
Collingwood Childrens Farm	Included in the Abbotsford Convent Precinct and Heritage Overlay HO9
Condell Street Reserve	Included in the South Fitzroy Precinct Heritage Overlay HO334
Curtain Square	Included in the North Carlton Precinct Heritage Overlay HO326. - but no specific overlay - but has a Statement of Significance.
Darling Gardens	Heritage Overlay HO94
Dights Falls	Part is included in Heritage Overlay HO48
Edinburgh Gardens	Heritage Overlay HO213 and HO215
Edwards Place	Included in the North Fitzroy Precinct Heritage Overlay HO327
Fairfield Park	Heritage Overlay HO147 and HO146 on the Fairfield Park Boathouse
Frank King Park	Included in the South Fitzroy Precinct Heritage Overlay HO334
Gahan Reserve	Included in the Charles Street Precinct Heritage Overlay HO313
Garryowen Park	Included in the South Fitzroy Precinct Heritage Overlay HO334
George Street Reserve	Included in the South Fitzroy Precinct Heritage Overlay HO334
Golden Square	Included in the Golden Square Precinct Heritage Overlay HO322
Greeves Street Reserve	Included in the South Fitzroy Precinct Heritage Overlay HO334
Hardy Gallagher Reserve	Included in the Princes Hill Precinct Heritage Overlay HO329 - but no specific overlay - but has a Statement of Significance.
Holden Byrne Reserve	Included in the North Fitzroy Precinct Heritage Overlay HO327
Inner Circle Railway Reserve Parklands	Included in the North Carlton Precinct Heritage Overlay HO326 and North Fitzroy Precinct HO327.
Kevin Bartlett Reserve	Included in Heritage Overlay HO299

Open space	Heritage controls
King William Reserve	Included in the South Fitzroy Precinct Heritage Overlay HO334
Langdon Reserve	Included in the North Fitzroy Precinct Heritage Overlay HO327
Mark Street Linear Park	Included in the North Fitzroy Precinct Heritage Overlay HO327
McNamara Reserve	Included in the Gold Street Precinct Heritage Overlay HO321
Merri Creek Shared Trail (Upstream St Georges Rd)	Included in the North Fitzroy Precinct Heritage Overlay HO327
O'Connell Reserve	Included in Heritage Overlay HO228
Ottery Reserve	Included in the North Fitzroy Precinct Heritage Overlay HO327
Peel Street Park	Included in Collingwood Slope Precinct Heritage Overlay HO318
Peppercorn Park	Included in Richmond Hill Precinct Heritage Overlay HO332
Piedmontes Corner	Included in the North Fitzroy Precinct Heritage Overlay HO327
Porter Street Reserve	Included in the North Fitzroy Precinct Heritage Overlay HO327
Raines Reserve	Included in the Queens Parade Precinct Heritage Overlay HO330
Richmond Terrace Park	Included in Richmond Hill Precinct Heritage Overlay HO332
Smith Reserve	Included in the South Fitzroy Precinct Heritage Overlay HO334
Studley Street Reserve	Included in the Charles Street Precinct Heritage Overlay HO313
Thomas Kidney Reserve	Included in the North Fitzroy Precinct Heritage Overlay HO327
Victoria Park	Heritage Overlay HO352
Wangaratta Street Park	Included in Richmond Hill Precinct Heritage Overlay HO332
White Street Reserve	Included in the Green Street Precinct Heritage Overlay HO323
Whitlam Place	Included in the South Fitzroy Precinct Heritage Overlay HO334
Yarra Bend Park	Heritage Overlay HO300, HO301, HO302, HO307, HO305 (Kanes Bridge) and HO304
Yarra River Linear Trail Swan St to Loyala Gv)	Included in HO299
Yarra River Trail (Abbot St to Turner St)	Part is included in Victoria Park Precinct Heritage Overlay HO337
Yarra River Trail (Bridge Rd to Swan St)	Part is included in Heritage Overlay HO299
Yarra River Trail (Johnston St to Clarke St)	Included in Heritage Overlay HO9

From the above list of 55 open spaces that either have Heritage Overlays that specifically apply to them, or are located within a Heritage Overlay Precinct, 4 open spaces have features that are listed on the Victorian Heritage Register and are therefore of State Significance. Heritage Places which are included on the Victorian Heritage Register are subject to the requirements of the *Heritage Act 2017*. These are listed in Table 6-3.

Table 6-3 Open spaces identified as Heritage Places on the Victorian Heritage Register

Open space	VHR Number	Heritage place
Dights Falls	H1522	Dights Mill Site is one of the earliest industrial archaeological sites in the state. HO48 in the Yarra Planning Scheme
Victoria Park	H75	Victoria Park is the former Collingwood Football Ground and the social focus of Collingwood and Abbotsford since the late 1800s and is a national sporting landmark. HO352 in the Yarra Planning Scheme
Yarra Bend Park	H1552	Fairlea Womens Prison, Yarra Bend Asylum (includes gate pillar and remnant trees) HO301 in the Yarra Planning Scheme
Edinburgh Gardens	H751	Fitzroy Cricket Club complex: Grandstand, Timber Gatehouse, Entrance Gateway, Brick Gatehouse HO215 in the Yarra Planning Scheme

6.8.3 Public art

The Strategy supports the role public art has in strengthening and reflecting the local community, cultural heritage, contemporary culture and the inherent landscape character in open space. Public art and cultural activities contribute to the sense of place and community ownership of open space. The guidelines included in this Strategy refer only to the context of public art in open space. The Strategy relies on other council guidelines and policies regarding the appropriate method for commissioning public art. This includes the *City of Yarra Public Art Policy 2015*-2020 and the *City of Yarra Graffiti Management Framework 2015-2020*.

Guidelines for locating public art in open space:

a) Appropriate in Regional, City-wide and Neighbourhood open space. It may also be appropriate in Local and Small Local where the open space is highly visible (such as public squares and gateways) and/or located within urban centres and high density precincts.

b) Proposals for specific installations are to demonstrate they complement and reflect the intrinsic natural, cultural and community values of the existing or future open space and contribute to the intended use and role of the open space in which it is proposed.

c) Future Masterplans for Regional, City-wide and Neighbourhood open space or highly visible open space such as public squares and gateways are to consider the integration of public art as a component of design. The Masterplan does not need to include the design of the artwork, but identify the potential site and design parameters of a future commission.

d) Permanent installations need to demonstrate they meet relevant standards in relation to design in an outdoor public environment. This includes public safety and risk; longevity; acceptable levels of maintenance and vandalism.

Guidelines for locating public art in open space:

e) Propose an acceptable process for undertaking any future modifications to the artwork if any significant changes are required to meet updated regulatory design standards.

f) Appropriate levels and methods for stakeholder and community consultation are to be conducted for any new public art proposal where it is proposed outside a design planning process.

6.8.4 Memorials in open space

Memorials and monuments can contribute to the cultural value of the community and the desire and expectations to commemorate people, events and places of significance. A balance needs to be achieved when considering installation of new or upgrade of existing memorials, with all uses and values of existing open space.

The following guidelines are to assist Council in developing a policy regarding memorials in open space and in the interim for reviewing requests for memorials in open space on a case-by-case basis.

Guidelines for assessing the appropriateness for proposals for new or retention of existing memorials in open space:

a) The request for a memorial is to be reviewed for consistency with the use and character classification for the open space.

b) The level of contribution the memorial will have on the cultural and community values of the open space in the municipality. This includes assessment of the artistic merit of the proposal consistent with the directions outlined in the *City of Yarra Public Art Policy*.

c) The management and maintenance requirements of the proposed memorial.

d) Small memorials would need to demonstrate the positive relationship between the community, the person, the organisation or the event to be commemorated and the open space in which it is proposed.

e) If Council accepts a proposal for a memorial, it becomes the property of the City of Yarra and ongoing maintenance and issues regarding its relocation, removal or decommissioning will be at Council's discretion.

f) For existing minor memorials in open space that need to be removed or relocated due to upgrade works, the following protocols will be applied:
- Council will undertake reasonable steps to contact the donor to return the memorial to them.
- If the donor requests to retain the memorial in open space, it will be assessed as to the suitability of it in the context of contemporary guidelines and policies.

6.9 Festivals and events

The City of Yarra Arts and Culture Strategy 2016-2020 recognises that the community is made up of people from all walks of life, from many different cultures with a diversity of needs and experiences. Council takes the role of leader and custodian of Yarra's creative community seriously and recognises the value of the creative identity as a key feature of what defines the City of Yarra.

The Arts and Culture Strategy encourages and supports community festivals and events in the public realm including streetscape and public open space. It notes that more 20 cultural festivals and events are held every year along with many local, grassroots and community celebrations.

Existing public open spaces that are available on Council's website for booking facilities in to hold events include:

- **Circus Site**, Burnley with Expressions of Interest required for events of more than 100 people
- **Barkley Gardens** including four defined areas within the Gardens, two of which are suitable for small to medium sized events and two are suitable for large events.
- **Darling Gardens** including seven defined areas within the Gardens including the rotunda which is bookable.
- **Edinburgh Gardens** including four defined areas, two of which are the rotundas and two are open grassed areas defined by paths and trees.
- **Fairfield Park** including two defined area, one of which is the Fairfield Park Amphitheatre which accommodates up to 350 people.

All prospective event organisers need to complete and submit an application through the Yarra City Arts website.

The guidelines included in this Strategy address open space issues only. It is assumed that Council will continue to implement broader policies for festivals and events taking into consideration open space related criteria included in this Strategy.

6.9.1 Community festivals and events open space

Selecting the most appropriate open space for community festivals and events and family gatherings (i.e. 20 people or more) requires consideration in the future. While Council supports and encourages these in open space, Council officers did raise issues associated with the impacts of events and festivals in open space. This is mainly on the health and quality of vegetation with concerns regarding impact on mature trees, particularly compaction of their root zones and also damage to the trees with inappropriate use during events.

The following guidelines are specific only to the selection of appropriate open spaces and locations within them for holding festivals and events. They also provide guidance regarding management of the events in relation to the ongoing community use and enjoyment of outdoor public open space.

Guidelines for assessing appropriateness of community festivals in open space:

a) Regional and City-wide open space are generally the most appropriate hierarchy of open space for major community festivals and events.

b) Neighbourhood open space may be suitable for smaller community events subject to demonstrating the anticipated size and impact on traffic access, noise levels and neighbourhood amenity can be reasonably managed.

c) Proposals for community festivals and events are assessed and where necessary, prioritised based on the following:

- Enhances sense of community and neighbourhood spirit.
- Increases community appreciation of the recreational, cultural or natural character and values of the municipality.
- Has relevance to the community and encourages their attendance, participation, and where appropriate, fitness.
- Compatible with community expectations regarding appropriate use of public open space.
- Demonstrates how community access and use of public open space will be achieved and managed for the duration of the festival/event.

d) Applicants are to prepare event management plans appropriate to the scale of the event including measures to proactively prevent damage to the open space for the duration of the festival/event.

e) The on-line applications and guidelines are to be updated to define more specific requirements for the protection of existing trees in open space, particularly the older established trees to prevent damage.

f) All festivals/events to demonstrate best practice management including promoting community health and wellbeing and sustainability.

g) Provision of waste management plan outlining sufficient waste infrastructure arrangements in accordance with waste minimisation principles and the *Waste Minimisation Strategy*.

6.9.2 Commercial or private events and functions in open space

Guidelines for assessing appropriateness of commercial or private events and functions in open space:

a) Appropriate in Regional and City-wide open space or selected smaller scale open space where they are located in activity centres.

b) Demonstrate the event will have a positive contribution to the community and cultural diversity of Yarra.

c) Demonstrate how local community access and use of open space will be achieved for the duration of the event.

d) Whether the applicant is based in the City of Yarra.

e) Demonstrate the event and associated infrastructure will not unduly restrict or impact on the use and enjoyment of the open space by nearby/adjoining residents and workers.

Guidelines for assessing appropriateness of commercial or private events and functions in open space:

f) Demonstrate that the event and associated infrastructure will not permanently damage mature trees, open grassed areas, plants, natural or built features. Any remediation works will be required to be undertaken either by the event organisers or at their cost at Council's discretion.

g) Demonstrates the impact of noise, anticipated participants, temporary facilities/infrastructure, site set up and clean up etc are effectively addressed as part of the application process.

h) Provision of waste management plan outlining sufficient waste infrastructure arrangements in accordance with waste minimisation principles and the *Waste Minimisation Strategy*.

6.9.3 Commercial use of facilities in open space

A diverse range of commercial use of facilities in open space can occur ranging from personal trainers, product launches and photo shoots. Applications for commercial use of open space are to be submitted for Council assessment and fees are to be payable prior to conducting these activities in open space. The key ongoing issue for open space is to achieve a balance between commercial use of facilities and accessibility and use of these facilities by the general public. Applications to conduct commercial activities in open space need to demonstrate the proposed use meets the guidelines, and considers public access to open space as noted below.

Guidelines for assessing appropriateness of commercial or private use in open space:

a) That the proposed use or development complements and enhances the broader community use of the open space.

b) That the visual and physical access to the open space will not be unduly impacted or reduced.

c) There is a demonstrated community benefit from the proposal.

d) All proposed activities and use to have a minimal impact on the environment and in particular can demonstrate they meet contemporary best management practice regarding sustainability.

e) That the proposed uses as a minimum do not conflict with community health and wellbeing principles, and where feasible promote these principles.

6.10 Design and management plans for open space

6.10.1 Overview

Council has a range of existing plans that guide design and management of existing open space. The Strategy identifies the need for Council to prepare additional plans for selected open spaces to guide future upgrades. Preparation of the plans allows for comment and input to the design from relevant Council officers and the community.

The design process for open space reserves is scaled to match the size and function of the open space. Regional, City-wide and Neighbourhood open space have a broader catchment of users and frequently a range of community stakeholder groups such as community organisations and sporting clubs. Masterplans are recommended to be prepared when major works are required for these open space reserves. The consultation process is designed to consult with the broader catchment of users and stakeholders. Additional to the Masterplan, there can be a need to prepare management plans for some of these types of open space, particularly where they have environmental and/or cultural heritage values.

Local and Small Local open space have a smaller catchment of users, and these are mainly the local resident and worker community within walking distance of them. Major upgrades or new open space typically requires a Landscape Concept Plan, with a consultation process focussed on the local community within the walking catchment. Where the upgrades are minor, then preparation of a formal plan is not generally required.

6.10.2 Masterplans

Masterplans will guide the future design of Regional and City-wide open space across the municipality. Where open space has heritage values, investigate if a conservation management plan is required. If required, prepare the conservation management plan prior to the Masterplan. The following framework guides the future preparation of the Masterplan:

Framework for preparing Masterplans

a) Provide an overall design and management direction for the open space for approximately 10 years.

b) Consultation is typically undertaken with the groups and clubs who use the site, community stakeholders who may be involved in the site, relevant Agencies who own or manage land within or adjoining the reserve, regular site users and the local community. Consultation is recommended to occur in two stages: at the research phase, and at the draft design phase. The Open Space Strategy Survey outcomes (Appendix A to this Strategy) can be referred to during the research phase. This may replace the need to undertake consultation with the local community during the research phase, pending the quantity of surveys received in the relevant precinct. .

Framework for preparing Masterplans

c) Outputs of a Masterplan typically include:
- scaled drawing of existing conditions and site analysis
- scaled drawing of design with explanatory notes, photos, sketches etc.
- management descriptions where appropriate
- preliminary estimate of probable cost for all the works
- staged implementation plan
- summary masterplan report incorporating all the above.

6.10.3 Landscape Concept Plans

Landscape Concept Plans will guide the future design of Neighbourhood, Local and some Small Local open space reserves. These plans are prepared primarily to ensure a coordinated approach to facility provision is achieved and to obtain community input to the future open space design. The process to prepare these will vary depending on the level of complexity. All new open space will require concept plans to be prepared.

Framework for preparing Landscape Concept Plans:

a) Provide an overall design direction for the open space for approximately five years, as works are generally implemented within this timeframe.

b) The Landscape Concept Plan is to be guided by a working group made up of relevant Council officers as required.

c) Consultation at the research phase can either rely on the Open Space Survey outcomes in Appendix A of this Strategy, or be undertaken with the community living within the walking catchment of the open space. Consultation at the research phase will vary depending on the individual reserve. Consultation on the Draft Design will normally include at least the display of the plan on site with a description of how to comment.

d) Outputs of a Landscape Concept Plan for upgrades to **existing** open space is to include:
- scaled drawing of design with explanatory notes regarding design and management
- preliminary opinion of probable cost for all the works with priorities for implementation where appropriate.

e) Outputs of a Landscape Concept Plan for new open space is to include:
- scaled drawing of existing conditions and site analysis including scaled tree protection zones for all existing mature trees
- scaled design with explanatory notes regarding design features and management recommendations
- preliminary opinion of probable cost for all the works.

f) Review of relevant Council strategies and demonstrate compatibility and where feasible multiple benefits to assist implementation of other strategies.

g) Consideration of existing drainage requirements on site to ensure the new design allows for existing overland flows. As constructed drawings to be supplied once the new infrastructure is built.

6.10.4 Heritage and nature conservation values

6.10.4.1 Conservation Management Plans

Conservation Management Plans (CMP) are prepared for open space identified to be of heritage significance in the existing heritage studies or included on the Victorian Heritage Register and Database. The following table identifies the status of the existing CMPs or similar. The open space is listed in alphabetical order.

Open space	Existing guidelines and plans	Additional plans
Alphington Park	Heritage Assessment completed, 2007	Update the Masterplan
Barkly Gardens	Landscape Masterplan, 2006 prepared by John Patrick with consideration of the heritage values	Update the Masterplan
Burnley Park	Conservation Management Plan 2007 and Landscape Masterplan prepared 2003 before the CMP	Review the Landscape Masterplan in the context of the CMP.
Curtain Square	Conservation Analysis, 2001 and Curtain Square Site Management Plan 2011 to address tree health and possum grazing	None
Darling Gardens	Darling Gardens Cultural Significance and Conservation Policies, 1993 and Darling Gardens: A timeline 1852-1922 and the Darling Gardens Masterplan, 2015	None
Edinburgh Gardens	Conservation Management Plan, 2004 and Landscape Masterplan	None
Fairfield Park Masterplan	Draft Conservation Management Plan 2009 and Landscape Masterplan, 2010	None
Inner Circle Railway Linear Parkland	Conservation Management Plan 2005 and Landscape Masterplan, 2006	Update the Masterplan

The Strategy recommends that prior to major works being undertaken in open space listed in Table 6-2 in this Strategy that a preliminary assessment of heritage values and character is prepared. The preliminary assessment will be undertaken by referring to the existing heritage studies and on site assessment. If an open space is identified as requiring a more detailed heritage assessment, then this is to be prepared for the open space prior to the preparation of any design plans or major works.

6.10.4.2 Nature conservation values

If the open space has any identified nature conservation values, then the appropriate investigation into these values and appropriate protection measures for them is to be undertaken prior to the preparation of any design plans or major works. This includes reference to the Biodiversity Health Survey (Practical Ecology 2018) and any subsequent strategies and plans that provide further direction and guidance regarding these values.

6.10.5 Detailed design and construction

For all types of open space, once the Masterplans and Landscape Concept Plans are completed and approved by Council, they will be implemented subject to available funding and priorities.

Where the plans include major upgrades for the entire reserve, or significant changes to existing facilities and infrastructure, detailed design would be undertaken to produce a set of detailed documentation drawings to guide the construction. Feedback from internal stakeholders will be sought during the detailed design phase as required for the specific project and may include urban design, streetscapes, natural values, drainage, maintenance etc.

For all new open space being constructed by parties other than Council, detailed documentation drawings are to be prepared and submitted to Council for approval prior to tender and commencement of works.

Where the works to existing open space are minor and straightforward, Council may select to implement the works directly from the Landscape Concept Plan or Masterplan in a staged program pending funding.

6.11 Open space maintenance

The open space surveys indicate that the community is generally satisfied with the maintenance of open space. Public toilets and drinking fountains are the facilities that received greater the highest level of dissatisfaction. In the same survey the community identified that more are required and they are the sixth and fourth most used facility in open space. *The City of Yarra Public Toilet Strategy 2017-2027* provides direction for their provision, design and maintenance.

From the site assessment work, consultation with Council officers and research, the key issues associated with maintenance is vegetation and the diversity of new infrastructure in open space and the longer term ongoing maintenance costs associated with the increased amount of infrastructure.

6.11.1 Vegetation maintenance and management

Trees

Trees are the most valued features within open space and they make a significant contribution to the character and liveability of Yarra. The *City of Yarra Urban Forest Strategy* 2017 provides a clear charter for the future custodianship of Yarra's street and park tree population. The Urban Forest Strategy highlights the multiple benefits of trees including the health and wellbeing benefits, environmental benefits and the economic benefits.

Council to consider the following guidelines in future management of trees in open space:

a) Maximise retention of mature indigenous, native and exotic canopy trees in open space, including measures to allow adequate watering from sustainable water sources during dry periods.

b) In future open space design maximise opportunities for planting large, long-lived broad spreading canopy trees and locate recreational infrastructure to benefit from the trees but demonstrate they will not compromise their health.

c) Increase the diversity of tree species in future plantings to build resilience in the tree population.

d) In higher density precincts ensure that future open spaces are large enough to allow planting of large canopy trees in additional to providing adequate space for recreational use.

e) When recreational infrastructure that is located under large remnant trees requires upgrade or replacement, relocate them away from under the canopy of large trees in preference to pruning and modifying the tree.

Remnant native vegetation

Council to continue to protect and maintain the remnant indigenous vegetation and buffer zones around them in open space in accordance with site specific management plans and best practice.

Change to maintenance levels in open space in activity centres

Current research into the use of open space suggests that well maintained open space with natural features such as plants, grass and trees is more highly used in inner urban locations. Research also indicates that green open space with moisture absorbing surfaces including large trees, garden beds and grassed areas assist with urban cooling in high density precinct. With the forecast increased urban densities in Yarra, there will be an increase in the number of open spaces with natural features that require ongoing maintenance. Council will need to plan ahead to consider how this will be resourced in the future.

Open grassed areas

Open space survey respondents indicated that open grassed areas were the second most well used facility in open space in the City of Yarra following walking paths. Grassed areas are valued by the community for structured sport, unstructured recreational activities and for sitting/relaxing on. Open grassed areas are also moisture absorbing surfaces that assist in urban cooling and mitigating urban heat island effect.

Council officers identified there is a potential need to consider irrigating selected open grassed areas in open space so they can be more intensively used by the community for a range of activities including dog walking and informal ball sports. If this occurs then adequate resourcing of ongoing maintenance of these areas will need to be addressed.

Management of compaction and poor soil health

Natural open space areas are suffering from heavy compaction, depleted nutrients, minerals and biological activity due to age and heavy use. Maintenance needs to consider soil health and suitable de-compaction measures as part of the ongoing works.

6.11.2 Public toilets

The open space survey respondents were least satisfied with the maintenance of existing public toilet facilities in open space. Respondents also requested additional public toilets be provided in open space. The provision, design and maintenance of public toilets is provided in the *City of Yarra Public Toilet Strategy 2017-2027*.

6.11.3 Paths

There is a high level of satisfaction with the maintenance of paths in the open space survey. As walking, dog walking and cycling are the most popular activities in open space, continued maintenance of existing walking paths and provision of additional paths where appropriate is required.

6.12 Other agency open space ownership and management

A number of other agencies own and manage some of the open space in the City of Yarra. This mainly occurs along the linear open space corridors and waterways.

The City of Yarra adjoins six other municipalities as follows:

- Cities of Darebin and Moreland to the north
- City of Melbourne to the west
- Cities of Boroondara and Banyule to the east
- City of Stonnington to the south

Use of linear open space reserves along waterways is the main reason visitors are using open space in adjoining municipalities. Future planning of facilities along these linear reserves is recommenced to continue to be coordinated between the various councils. Residents and workers in the City of Yarra also visit other open spaces in adjoining or nearby municipalities with some of the key open spaces being Princes Park, Royal Botanic Gardens Melbourne, Fitzroy Gardens and Carlton Gardens.

6.12.1 Adjoining councils

No.	Recommendation	Respon-sibility	Priority
6.12-1	**Liaise with the City of Melbourne** Regularly liaise with the City of Melbourne regarding the design and connectivity between open space in adjoining the boundary, including Princes Park, Gosch's Paddock, Yarra Park, Carlton Gardens and the Fitzroy Gardens	YCC City of Melbourne	Ongoing
6.12-2	**Liaise with the City of Darebin** Regularly liaise with the City of Darebin regarding the design and connectivity between the linear open space system along the Merri Creek and Darebin Creek.	YCC City of Darebin	Ongoing
6.12-3	**Liaise with the City of Moreland** Regularly liaise with the City of Moreland regarding the design and connectivity of open space along the Inner Circle Railway Linear Parklands. This includes consideration of overshadowing of the open space from private land to the north of the reserve.	YCC City of Moreland	Ongoing
6.12-4	**Liaise with the City of Stonnington** Regularly liaise with the City of Stonnington regarding the design and connectivity of open space along the Yarra River corridor.	YCC City of Stonnington	Ongoing

No.	Recommendation	Respon-sibility	Priority
6.12-5	**Liaise with the City of Boroondara** Regularly liaise with the City of Boroondara regarding the design and connectivity of open space along the Yarra River corridor. This includes pedestrian and cycle bridge crossings over the Yarra River given the lack of a continuous open space system on the City of Yarra side of the River. This includes fauna protection programs such as recent research with sugar gliders, pedestrian and cycle bridge crossings.	YCC City of Boroondara	Ongoing
6.12-6	**City of Banyule** Regularly liaise with the City of Banyule regarding the design and connectivity of the shared trail along the Darebin Creek. Refer also to Action 6.12-9.	YCC City of Banyule	Ongoing

6.12.2 Victorian government agencies and committees

6.12.2a Parks Victoria

No.	Recommendation	Respon-sibility	Priority
6.12-7	**Liaise with the Parks Victoria regarding future structured sporting facilities at Yarra Bend Park** Liaise with Parks Victoria regarding the potential increased role that City of Yarra can have in the ongoing design, management and maintenance of the structured sporting facilities at Yarra Bend Park. This is to better meet the existing and forecast structured sporting needs of the City of Yarra population in the future.	YCC PV	Very High
6.12-8	**Liaise with Parks Victoria regarding the future provision of the Main Yarra Trail in Abbotsford** Continue to liaise with Parks Victoria to identify opportunities to achieve a continuous off-road Main Yarra Trail link along the western side of the Yarra River. This includes advocating for the purchase of the linear open space corridor for the land included in the Public Acquisition Overlay 2 (PAO2) along the Yarra River corridor through Abbotsford between Gipps Street and the Walmer Street Footbridge. The PAO2 is in favour of the Minister responsible for administering Part 2 of the Crown Land (Reserves) Act 1978 for the creation of a continuous linear park/trail system adjacent to the waterway.	YCC PV	Very High

No.	Recommendation	Respon-sibility	Priority
6.12-9	**Liaise with Parks Victoria regarding the future management of the Darebin Creek Trail in Alphington** Liaise with Parks Victoria to confirm ongoing responsibility and status of land purchase for the Darebin Creek Trail between Sparks Reserve (in the City of Banyule) and the Main Yarra Trail (in City of Boroondara).	YCC PV City of Banyule City of Boroondara	Very High

6.12.2b Melbourne Water

No.	Recommendation	Respon-sibility	Priority
6.12-10	**Liaise with Melbourne Water regarding the Main Yarra Trail located on their land** Liaise with Melbourne Water to confirm the current status of all facilities located on their land to confirm that agreements are in place to retain and maintain these facilities on their land.	YCC MW	Medium
6.12-11	**Funding applications** Continue to apply for future grants to Melbourne Water for future revegetation and water quality improvement projects along the Yarra River, Merri Creek and Darebin Creek.	YCC (MW)	Ongoing
6.12-12	**Regular liaison regarding future works** Regularly liaise with Melbourne Water regarding future works along the waterways to build on opportunities for complementary works to be undertaken by both agencies to improve water quality, instream habitat and riparian habitat values.	YCC MW	Ongoing

6.12.2c VicTrack

No.	Recommendation	Respon-sibility	Priority
6.12-13	**Liaise with VicTrack regarding open space on their land** Council to liaise with VicTrack as required regarding for future opportunities to expand the open space and or linear path network on VicTrack owned land.	YCC VicTrack	Ongoing

6.12.2d Department of Health and Human Services (DHHS)

No.	Recommendation	Respon-sibility	Priority
6.12-14	**Liaise regarding potential conversion of selected public housing land to open space** Council to liaise with DHHS regarding the potential for conversion of part of the public housing land in North Richmond to public open space, as identified in Action 7.10A-1.	YCC VicTrack	Ongoing

6.12.2e Department of Education and Training (DET)

No.	Recommendation	Respon-sibility	Priority
6.12-15	**Liaise regarding shared use of school grounds** Council to regularly liaise with DET regarding the potential for shared access to school sport and recreation facilities including access to school grounds after school hours.	YCC DET	Ongoing

6.12.2f Merri Creek Management Committee (MCMC)

No.	Recommendation	Respon-sibility	Priority
6.12-16	**Liaise regarding ongoing works and funding** Council to regularly liaise with MCMC regarding plans and projects along the Merri Creek. Additionally, explore opportunities to seek funding for projects on Merri Creek with MCMC.	YCC MCMC	Ongoing

6.12.2g Darebin Creek Management Committee (DCMC)

No.	Recommendation	Respon-sibility	Priority
6.12-16	**Liaise regarding ongoing works and funding** Council to regularly liaise with DCMC regarding plans and projects along the Darebin Creek.	YCC DCMC	Ongoing

7. Precinct analysis and recommendations

The City of Yarra comprises the ten different precincts and the analysis and planning for open space has been undertaken at the precinct level. These precincts are defined by the City of Yarra in the Community Profile, and shown in Figure 7A below.

For the purposes of the Strategy the ten precincts have a series of open space precincts within them which are defined by barriers to safe and easy walking access to open space being major roads, railways and waterways. These are illustrated in Figure 7B on the following page.



Figure 7A ***City of Yarra Precincts***
Source: .Yarra Community Profile, .id Consulting https://profile.id.com.au/yarra

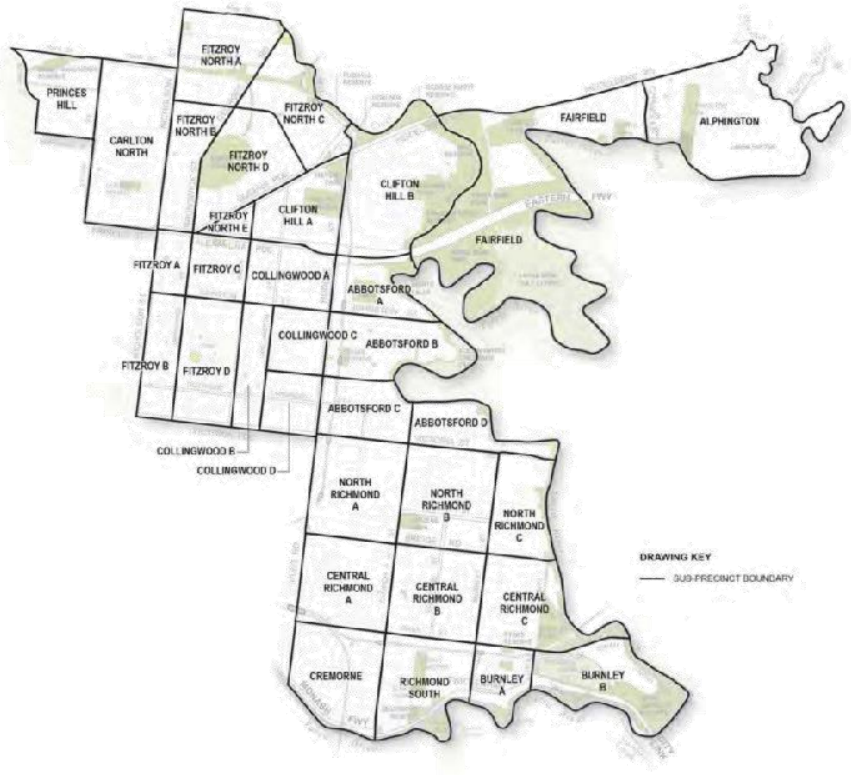


Figure 7B City of Yarra Open Space Precincts

The precincts are assembled in alphabetical order in the chapter and the recommendations are based on applying the open space framework described in Sections 1 to 5 of this Strategy. Each precinct includes a diagram that illustrates the Precinct Recommendations including the sub-precincts in which proposed new open space is located.



7.1 Abbotsford

7.1.1 Introduction

With the Yarra River along the boundary of this precinct, residents in Abbotsford value the diversity of spaces, the natural bushland qualities, and identify the need for additional space as urban density increases. Other key character open spaces in Abbotsford include Victoria Park which is the former home of the Collingwood Football Club, Gahan Reserve, Dights Falls and Collingwood Children's Farm on the Yarra River.

The land use of Abbotsford is mixed with a combination of residential areas ranging from predominantly single and double storey worker cottages and terraces to medium and high density residential apartments along the Yarra River. The higher density residential along with business and commercial land use, is located in Trenerry Crescent north of Johnston Street and Victoria Crescent south of Gipps Street.

Abbotsford also has some core industrial precincts with the largest being the Carlton and United Brewery along with a range of smaller industrial uses north of Gipps Street, which also directly adjoin the Yara River corridor.

Victoria Street is a key retail precinct in the City and the *Victoria Street Structure Plan*, adopted by Council in April 2010, provides the key direction for the future expansion and change within it. Hoddle Street is also a key employment precinct in Abbotsford which extends to the railway corridor and includes the Collingwood Town Hall.

The *Yarra Housing Strategy* (2018) provides direction on the future level of change for residential use within the precinct.

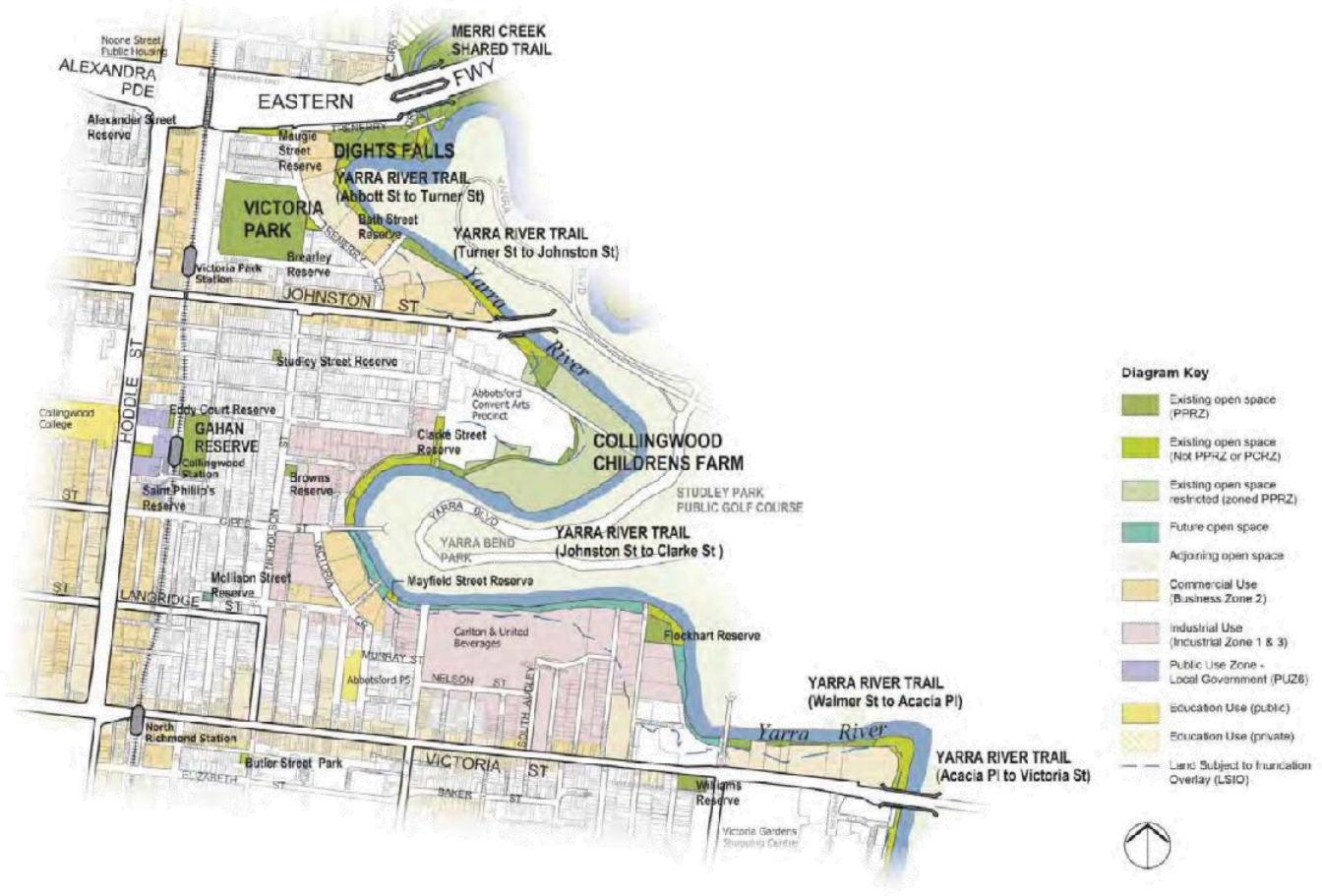


Figure 7.1A Existing open space in Abbotsford

7.1.2 Existing open space

7.1.2a Description

Johnston and Gipps Streets are major east-west roads and along with the Church Street define the four open space sub-precincts, Abbotsford A, B, C and D.



Figure 7.1B Open space sub-precincts for Abbotsford

Abbotsford A

- Open space sub-precinct Abbotsford A is located between the Eastern Freeway and Johnston Street and from Hoddle Street in the west across to the Yarra River to the east.
- Open space located in this sub-precinct includes
  - Bath Street Reserve
  - Brearley Reserve
  - Dights Falls
  - Maugie Street Reserve
  - Victoria Park
  - Yarra River Trail (Abbot St to Turner St)
  - Yarra River Trail (Turner St to Johnston St)
- Open space in this sub-precinct is well provided for. Dights Falls and the two sections of the Yarra River Trail are the key areas of Regional open space along the Yarra River. Victoria Park provides City-wide open space, with Brearley Reserve designated as a Local open space separate from Victoria Park so that it is primarily designed for the local community and can be available for community use when Victoria Park is being used for structured sport. Bath Street Reserve is a linking space with seating that caters to casual use whereas Maugie Street Reserve provides

greening and a buffer between the Eastern Freeway and residential dwellings to the south.

- The land use is predominantly residential and open space east of the railway and non-residential west of the railway.
- The *Yarra Housing Strategy* (2018) identifies a high change area near the corner of Hoddle Street and Johnston Street and a moderate change area along Johnston Street and around Trenerry Crescent. The balance areas directly adjoining Victoria Park are designated as minimal change areas.
- The *Yarra Spatial Economic and Employment Strategy* (2018) identifies that non-residential use is supported in the Hoddle Street Employment Precinct on the north side of Johnston Street, east of Walmer Street footbridge. This is to support the diversity of businesses and employment opportunities in the precinct.

Abbotsford B

- Open space sub-precinct Abbotsford B is located between Johnston and Gipps Streets and bounded by Hoddle Street to the west and the Yarra River to the east.
- Open space located in this sub-precinct includes
  - Browns Reserve
  - Clarke Street Reserve
  - Collingwood Children's Farm
  - Eddy Court Reserve
  - Gahan Reserve
  - Saint Philip's Reserve
  - Yarra River Trail (Johnston St to Clarke St)
- The Yarra River Trail is well used Regional open space and while the Collingwood Children's Farm is restricted open space and available on a fee paying basis only, views across the farm are enjoyed from the Main Yarra Trail directly adjoining it.
- Gahan Reserve is the key Neighbourhood open space for this sub-precinct and is located near the Collingwood Railway Station.
- Browns Reserve is a well-developed Small Local open space and Studley Street Reserve provides a play facility located in the heart of the local residential area.
- Accessed via the Main Yarra Trail, Clarke Street Reserve has the potential to be improved providing seating/viewing/picnic areas with excellent views over the Yarra River corridor and the Abbotsford Convent Arts Precinct. For this reason, this reserve is nominated as a Local open space.
- The land use includes the Collingwood Town Hall, the non-residential use along Hoddle Street and large areas of residential use comprising mainly original single storey terraces. Adjacent to the Yarra River there is a non-residential area between Clarke and Gipps Streets.
- The *Yarra Housing Strategy* (2018) includes a high change area on Johnston Street near the railway, with moderate change along Johnston Street and minimal change in the majority of the precinct and smaller incremental change areas.
- The *Yarra Spatial Economic and Employment Strategy* (2018) identifies that non-residential use is supported in the Hoddle Street Employment Precinct and adjacent to the Yarra River between Clarke Street and Gipps Street. This is to support the diversity of businesses and employment opportunities in the precinct.

Abbotsford C

- Open space sub-precinct Abbotsford C is located between Gipps Street and Victoria Street, and bounded by Hoddle Street on the west and Church Street to the east.
- Open space located in this sub-precinct includes:
  - Mollison Street Reserve
  - Mayfield Street Reserve
- Mollison Street Reserve is a recently established new Small Local open space providing seating and a small open grassed area.
- Mayfield Street Reserve is an area of open space along the Yarra River but is currently not accessible due to private land on either side of it.
- The *Yarra Housing Strategy* (2018) includes a high change area on Johnston Street near the railway, with moderate change along Johnston Street and minimal change in the majority of the precinct and smaller incremental change areas.
- The *Yarra Spatial Economic and Employment Strategy* (2018) identifies that non-residential use is supported in the Hoddle Street Employment Precinct and adjacent to the Yarra River between Clarke Street and Gipps Street. This is to support the diversity of businesses and employment opportunities in the precinct.

Abbotsford D

- Open space sub-precinct Abbotsford D is located east of Church Street and bounded to the north and east by the Yarra River and to the south by Victoria Street.
- Open space located in this sub-precinct includes:
  - Flockhart Reserve
  - Yarra River Trail (Acacia Pl to Victoria St)
  - Yarra River Trail (Walmer St to Acacia Pl)
- Flockhart Reserve directly adjoins the Yarra River and provides a bushland setting and open grassed area with picnic facilities in the adjoining Drainage Reserve.
- The Yarra River Trail is linear open space.
- Mayfield Street Reserve is an area of open space along the Yarra River but is currently not accessible due to private land on either side of it.

7.1.2b Quantity of open space in Abbotsford

The 18 existing open spaces in Abbotsford have a combined total area of 13.39 hectares. This represents approximately 7.5 per cent of the total land area of the precinct. Additionally there is one existing restricted open space, Collingwood Children's Farm, that is 8.73 hectares in size. Adding the restricted open space to the other 18 open spaces results in a total of 22.12 hectares and represents 12.4 per cent of the total land area of the precinct.

Table 7.1-1 Number, size and type of open space

No	Hierarchy	Area (ha)	%
7	Regional	7.19	54%
1	City wide	3.79	28%
1	Neighbourhood	1.03	8%
4	Local	1.04	8%
5	Small Local	0.34	3%
18	**TOTAL**	**13.39**	**100%**

7.1.2c Open space hierarchy, character and quality

The linear open space along the Yarra River is an important habitat and recreational corridor for wider Melbourne. It is therefore designated as a Regional open space and is managed to protect and improve the habitat and recreational values. Access to the Yarra River itself, the bushland and natural qualities of this linear corridor are key reasons people visit this open space. Dights Falls and Colllingwood Children's Farm are key destinations on the Yarra River in this precinct. Notably, from Clarke Street Reserve to Walmer Street Footbridge there is no linear public open space along the City of Yarra side of the Yarra River. This is a key gap in the linear open space system identified in Section 3.4.2 of the Strategy

The sporting facilities at Victoria Park provide the context for the City-wide hierarchy and its sporting character classification. While the main oval is used for elite level structured sport, it also receives high levels of unstructured recreation and informal uses, including exercising dogs, informal ball sports and jogging around the oval. Victoria Park is the former home of the Collingwood Football Club and the oval is used by the Collingwood Football Club for VFL matches, training and also by the AFLW. The reserve is listed as being of state significance on the Victorian Heritage Database as the former the home for the Collingwood Football Club from 1892 until 2005. There is potential to upgrade Victoria Park to a Regional classification given the heritage values and the standard of the facilities.

Gahan Reserve is the only Neighbourhood open space in the precinct, and the community surveys identified this as the most visited open space in Abbotsford. There is potential for improvement to the design and facilities in the open space to better meet the diverse community who live and work nearby.

The network of Local and Small Local open spaces have different characters and south of Gipps Street form the only open space reserves other than the Regional open space on the Yarra River. With the increased urban densities in this precinct, the Local and Small Local open spaces have the potential to have a greater role in urban greening and cooling.

Table 7.1-2 Existing open space, hierarchy and character classification

Name	Area Ha	Hierarchy	Primary Character Classification	Secondary Character Classification
Bath Street Reserve	0.08	Small Local	Informal	
Brearley Reserve	0.34	Local	Informal	Nature conservation
Browns Reserve	0.09	Small Local	Informal	
Clarke Street Reserve	0.28	Local	Linking space	Seating/viewing, Waterway
Dights Falls	2.37	Regional	Waterway	Nature conservation, Heritage
Eddy Court Reserve	0.05	Small Local	Linking space	
Flockhart Reserve	0.75	Regional	Waterway	Nature conservation, Informal, Linking space
Gahan Reserve	1.04	Neighbourhood	Public garden	Heritage, Linking space
Maugie Street Reserve	0.26	Local	Significant road reservation	Urban heat mitigation
Mollison Street Reserve	0.05	Small Local	Formal	Urban heat mitigation
Saint Phillip's Reserve	0.16	Local	Formal	
Studley Street Reserve	0.06	Small Local	Informal	Play
Victoria Park	3.79	City-wide	Sporting	Heritage, Formal, Urban plaza
Yarra River Trail – Acacia Pl to Victoria St	0.69	Regional	Waterway	Linear, Nature conservation
Yarra River Trail – Johnston St to Clarke St	1.13	Regional	Linear	Waterway, Heritage
Yarra River Trail – Turner St to Johnston St	0.54	Regional	Waterway	Linear, Nature conservation
Yarra River Trail – Walmer St to Acacia Pl	1.10	Regional	Waterway	Linear, Nature conservation
Yarra River Trail– Abbot St to Turner St (Trail but land is not zoned PPRZ)	0.61	Regional	Waterway	Linear, Nature conservation
Total	**13.39**			
Restricted open space				
Collingwood Childrens Farm	8.73	Regional		
Total Restricted open space	8.73			

7.1.2d Distribution of open space in Abbotsford

The existing open space has been allocated an appropriate open space hierarchy as shown in Table 7.1-2 above and a corresponding walking catchment appropriate to it, as described in Table 3-1 and 3-5 of this report. The areas of the precinct that are located outside the walking catchments of the different open space reserves are referred to as 'gap areas' and are shown in white in Figure 7.1C on the next page. The assessment of the adequacy of the existing open space network in Abbotsford is informed by the analysis of the spatial distribution of open space. As one of the key aims of this Strategy is for everyone to live and work within a safe and easy walk of open space, the recommendations will focus on addressing the gaps in the existing open space network.

For Abbotsford, the major gaps in the existing open space network occur south of Gipps Street along with the gap in the Regional linear open space along the Yarra River between Clarke Street Reserve and Walmer Street footbridge. These are shown in Figure 7.1C.

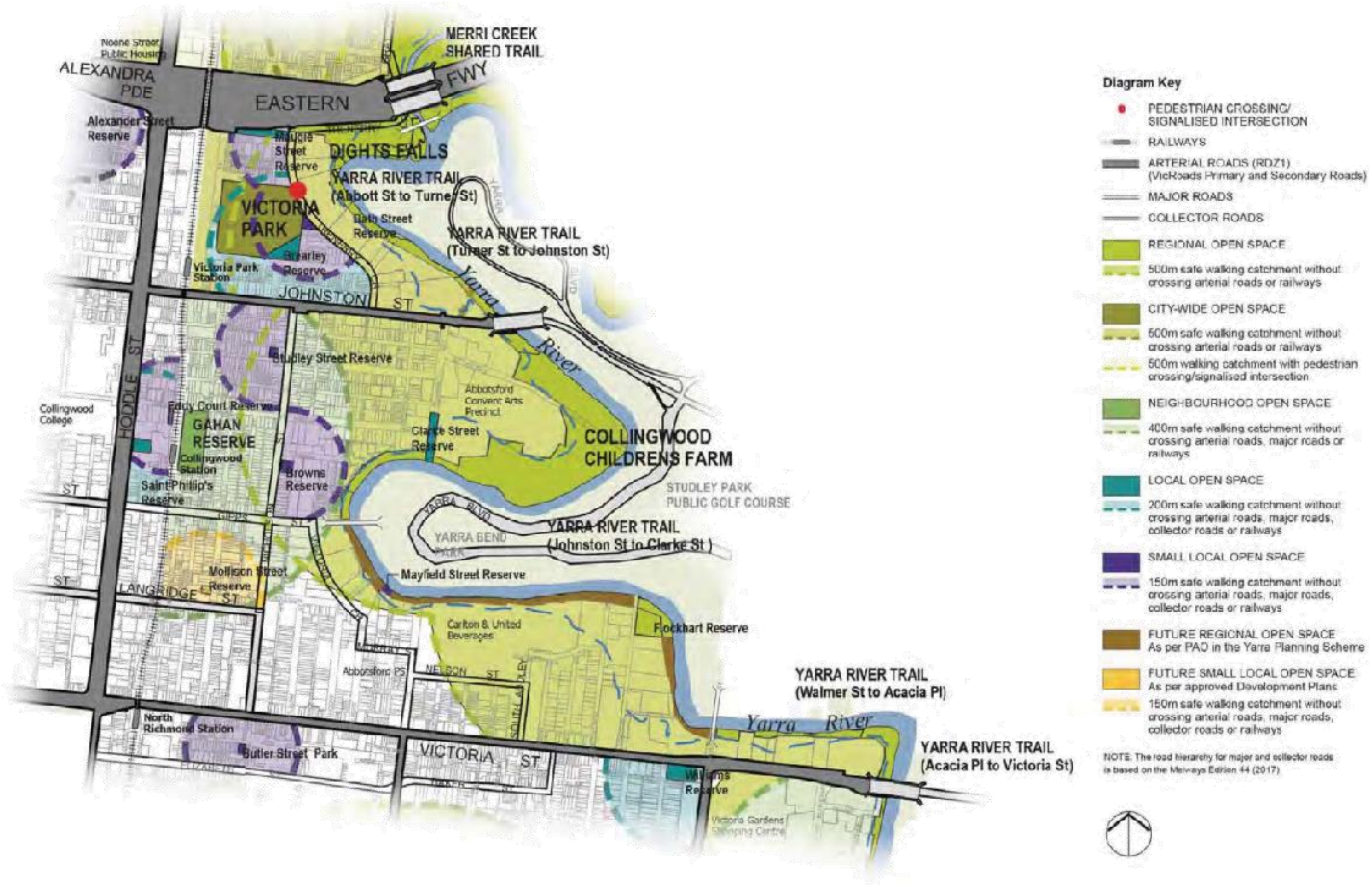


Figure 7.1C Gap analysis for Abbotsford

7.1.3 How residents use open space

A total of 104 resident surveys were received from Abbotsford. A summary of the results of the worker survey is included in the next section 7.1.4. The .id Community Profile identifies that 9 per cent of the City of Yarra's population lives in Abbotsford.

Table 7.1-3 **Most frequently visited open space**

No.	Name	Reasons to visit	Suggested improvements
Open space within walking distance			
45	Gahan Reserve	• Playing with children (11) • Playground (7) • Relaxing (6) • Walking (6) • Dog walking (5) • Close to home (4) • Informal ball games / sport (4) • Socialising with friends / family (4)	• No improvements required (8) • Additional toilets (6) • Upgrade the playgrounds (3) • Additional car parking required (2) • Prohibit dogs off leash (2) • Additional exercise equipment required (2)
30	Yarra Bend Park	• Walking (12) • Jogging / running (6) • Exercising (5) • Playing with children (4) • Playground (4) • Relaxing (4)	• No improvements required (6) • Upgrade the playgrounds (2) • Add access ramp at Collins Bridge (2) • Additional bins required (2)
29	Victoria Park	• Dog walking (7) • Playing with children (6) • Close to home (5) • Exercising (4)	• Additional playgrounds required (7) • No improvements required (5) • Shared space – scheduling information required (4)
22	Yarra River Precinct	• Walking (7) • Exercising (5) • Cycling (3)	• No improvements required (5) • Add link between market and open space (1)
Open space beyond walking distance			
10	Edinburgh Gardens	• Socialising with family / friends (4) • Picnics (3) • Cycling (2)	• Additional toilets required (2)
6	Citizens Park	• Markets (5) • Dog friendly (1)	• No improvements required (2) • Additional picnic facilities required (2)
5	Royal Botanical Gardens Melbourne	• Beautiful open space (2)	• No improvements required (1)
5	Yarra Bend Park	• Walking (2) • Walking with a pram (2)	• Boat launch required (1) • Add access ramp at Collins Bridge (1)

Values of open space (top five)

- 63% The feeling of space
- 62% Trees
- 61% A place to relax and unwind
- 56% An escape from the built environment
- 56% Health and well being

Types of open space used (top five)

- 89% Open space along Yarra River
- 83% Large parks and gardens
- 81% Medium sized parks
- 80% Local streets for exercise
- 79% Large sporting reserves

Activities and facilities in open space (top five)

- 90% Walking paths
- 77% Seats
- 71% Open grassed areas for informal use
- 69% Cycle paths
- 59% Drinking fountains

General comments

This was an open ended section of the survey where respondents could write any additional comments. The following list are comments made by four or more people:

- Additional open space is required (8)
- Open space is valued (5)
- Additional public toilets are required (5)

For further details on resident survey outcomes refer to the Report on Consultation Outcomes in Appendix B.

7.1.4 How existing workers use open space

While there were no specific surveys undertaken in the employment precincts in Abbotsford, the combined results of the surveys from the other employment precincts in Richmond, Cremorne, Fitzroy and Collingwood confirms that workers do visit open space near their workplace, as summarised below:

Frequency of use of open space near the workplace

- 88% of those surveyed visit open space near their workplace with 60% of them visiting open space at least once a week and 18% at least every few months.

Reasons to visit open space near the workplace

The five top reasons workers visit open space near their place are:

- 77% to be outdoors as a break from work
- 46% to socialise / meet colleagues / friends
- 32% to eat lunch
- 16% to exercise for fitness
- 14% to meet family.

Suggestions for improvements to the open space network

The following list is are suggested improvements by more than 10% of the respondents:

- 33% More open space / green spaces / retain spaces
- 12% More seating and tables
- 11% Cleaning and maintenance
- 11% More greenery and trees

7.1.5 Analysis of future change and open space needs

7.1.5a Forecast future population

Quantity

The table below shows the forecast population growth for the residential and employment populations in Abbotsford. A further breakdown of the forecasts for the four open space sub-precincts within Abbotsford have been prepared by .id Consulting to assist with analysis of where forecast change will occur.

Residential population forecasts are sourced from .id Consulting (2018) and the worker population estimates are calculated from the floor area growth forecasts in the *Spatial Economic and Employment Strategy, SGS, 2018* (SEES, 2018).

The resident population growth forecast is significant with an overall change in residential population of 43 per cent or an additional 3,822 residents between 2016 and 2031. The worker population is forecast to increase by approximately 32 per cent, with an additional 3,916 additional workers between 2016 and 2031.

The resident population forecasts through to 2041 illustrate that there is still additional capacity for growth beyond 2031 in Abbotsford. While this Strategy is primarily addressing the open space needs of the existing and forecast population through to

2031, it is useful to understand the context of the magnitude of change beyond the Strategy timeframe.

Table 7.1-4 Resident population forecasts for Abbotsford open space sub-precincts

SUB-PRECINCT	2016	2031	Difference 2016-2031
Abbotsford A	1,518	2,352	834
% change Abbotsford A			55%
Abbotsford B	2,063	2,634	571
% change Abbotsford B			28%
Abbotsford C	1,986	2,571	585
% change Abbotsford C			29%
Abbotsford D	3,282	5,114	1,832
% change Abbotsford D			56%
Total Abbotsford	**8,849**	**12,671**	**3,822**
Total % Change			43%

Table 7.1-5 Worker population estimates for Abbotsford open space sub-precincts

EMPLOYMENT/ RETAIL PRECINCT	2016	2031	DIFFERENCE	% CHANGE
Abbotsford A				
Johnston Street East Retail Precinct	1,907	2,581	673	35%
Hoddle Street Employment Precinct	594	778	184	31%
Total estimated working population Abbotsford A	*2,501*	*3,359*	*857*	*34%*
Abbotsford B				
Johnston Street East Retail Precinct	1,833	2,479	647	35%
Hoddle Street Employment Precinct	802	1,050	248	31%
Abbotsford Employment Precinct	576	704	128	22%
Total estimated working population Abbotsford B	*3,211*	*4,234*	*1,023*	*32%*
Abbotsford C				
Hoddle Street Employment Precinct	861	1,128	267	31%
Victoria Street Retail Precinct	980	1,387	407	41%
Abbotsford Employment Precinct	832	1,017	185	22%
Total estimated working population Abbotsford C	*2,674*	*3,532*	*858*	*32%*
Abbotsford D				
Victoria Street Retail Precinct	1,879	2,659	780	*41%*
Abbotsford Employment Precinct	1,792	2,190	398	*22%*
Total estimated working population Abbotsford D	*3,671*	*4,848*	*1,177*	*32%*
Retail and employment precinct totals				
Johnston Street East Retail Precinct	3,740	5,060	1,320	35%
Hoddle Street Employment Precinct	2,257	2,956	699	31%
Victoria Street Retail Precinct	2,860	4,046	1,187	41%
Abbotsford Employment Precinct	3,200	3,910	710	22%
Total estimated working population Abbotsford	***12,057***	***15,972***	***3,916***	*32%*

7.1.5b Population change impacts on open space

The additional quantity of people living and working in Abbotsford will place increased pressure and demand on the existing open space. The pressures will include increased volumes of people in the open space utilising the facilities, leading to overcrowding in

open space, lack of access to existing facilities and deterioration in the quality of natural features such as grass areas due to compaction from increased use.

The forecast change in demographics with a slight decrease in the number of families and young children and an increase in young adults and older people living on their own means that there will be a likely increase in the demand for facilities that encourage socialising in open space including seating areas and picnic facilities. There will also be a need to promote fitness and exercise by increasing the diversity of facilities that encourage this.

7.1.5c Where change will occur

The forecast resident population increase in Abbotsford will be concentrated in the precincts with the high and moderate change areas in Abbotsford A and D open space sub-precincts. The employment population growth is around 32 per cent across all the sub-precincts, however the greater number of additional works is estimated for Abbotsford B and D. Refer to Figures 7.1D and 7.1E below.

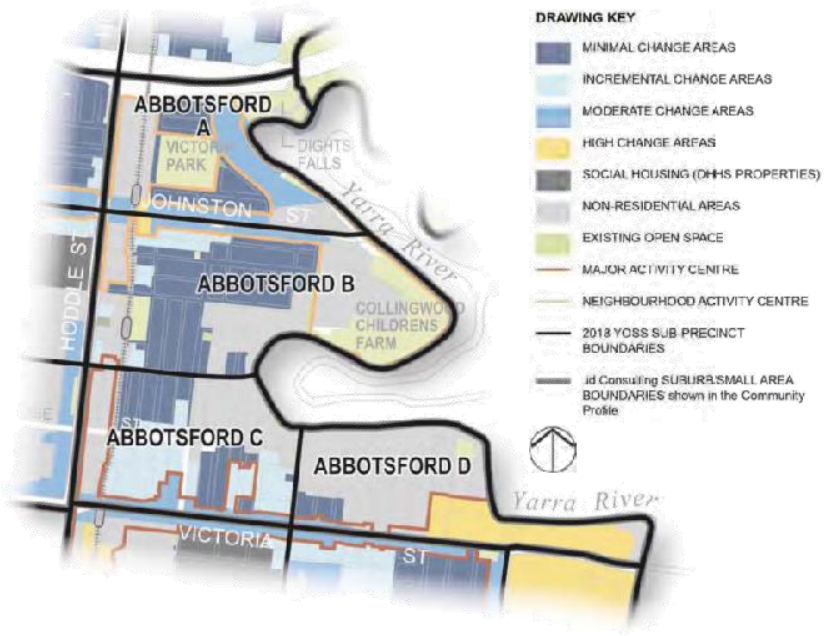


Figure 7.1D Open space sub-precincts and the Strategic Housing Framework (YHS, 2018)

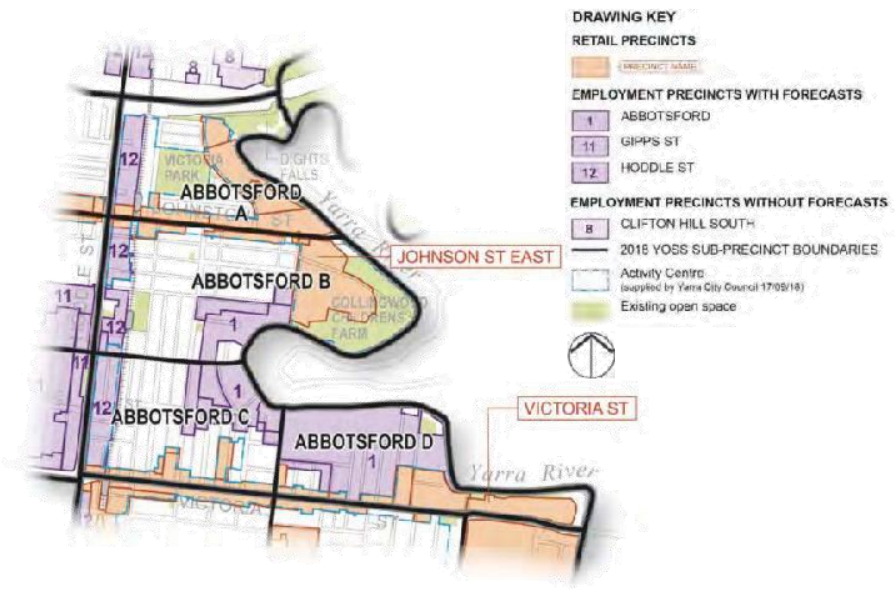


Figure 7.1E Open space sub-precincts and the Employment and Retail Precincts (SEES, 2018)

7.1.5d Open space distribution and future need in Abbotsford

Within Abbotsford the major roads form barriers to safe and easy access to open space. These sub-precincts are based on the ability of people working or living in Abbotsford to easily reach open space. The open space survey results confirm that residents travel outside Abbotsford to visit open space, primarily for the beauty and diversity of character in the large public gardens including the Royal Botanic Gardens, Fitzroy Gardens and Edinburgh Gardens. The high value placed on the need to relax and unwind in the open space surveys supports the need to ensure that adequate areas of green open space with natural features are provided in Abbotsford.

Sub-precinct	Conclusions
Abbotsford A Open space sub-precinct Abbotsford A is located north of Johnston Street. Refer to Section 7.1.2a for the description of existing open space and character.	• A 55 per cent increase in the resident population is forecast with an additional 834 residents by 2031. Notably however, the forecasts to 2041 indicate a substantial increase post 2031 with an additional 3,087 additional residents forecast by 2041. • A 34 per cent increase in the worker population is estimated with an additional 860 workers by 2031. • The existing open space network provides diversity of character and facilities and offers a range of recreational uses. • Recommend that Brearsley Reserve remains separate from Victoria Park and is upgraded in the longer term to focus on providing a separate Local open space that appeals to the

Sub-precinct	Conclusions
	nearby community and is useable when Victoria Park is unavailable due to organised sporting events. • Continue to maintain the existing open space reserves.
Abbotsford B Open space sub-precinct Abbotsford B is located between Johnston and Gipps Streets. Refer to Section 7.1.2a for the description of existing open space and character.	• A 28 per cent increase in the resident population is forecast with an additional 571 residents by 2031. • A 32% increase in the worker population is estimated with an additional 1,000 workers by 2031. • Continue to advocate for the provision of additional Regional open space along the Yarra River between Gipps Street Steps and Walmer Street Footbridge. It is noted that that there is an existing Public Acquisition Overlay (PAO2) over the future linear open space in the Yarra Planning Scheme. Additionally Council to continue to advocate to provide graded ramp access at the Gipps Street Steps. • While there are no gaps in the provision of open space (other than the identified gap in the linear open space corridor along of the Yarra River), there is a need to upgrade the facilities in existing open space to cater to the increased levels of use of open space. • Undertake a major upgrade to Gahan Reserve including a review of the non-open space dependent community facilities in the reserve to identify options for relocation where required. • Undertake a minor upgrade to Clarke Street Reserve to create a destination Local open space that celebrates the views, proximity to the Abbotsford Convent and its access and use by the existing and forecast population. • Upgrade Eddy Court Reserve to improve its role in the network including consideration of unstructured recreation facilities. • Continue to maintain Browns Reserve and Studley Street Reserve.
Abbotsford C This sub-precinct is bounded by Gipps Street to the north, Victoria Street to south, Hoddle Street to the west and Church Street to the east. Refer to Section 7.1.2a for the description of existing open space and character	• A 29 per cent increase in the resident population is forecast with an additional 585 residents by 2031. • A 32% increase in the worker population is estimated with an additional 890 workers by 2031. • Continue to advocate for the provision of additional Regional open space along the Yarra River between the Gipps Street and Walmer Street. It is noted that that there is an existing Public Acquisition Overlay (PAO2) over the future linear open space in the Yarra Planning Scheme. • With gaps in the provision of existing open space in this sub-precinct, it is recommended that an additional Small Local open space is proposed in the south east part of the sub-precinct for both the existing and forecast population. This will provide new open space within a safe and easy walk of residents and workers including those in the forecast moderate and incremental change areas. • Please refer to Figure 7.1F.

Sub-precinct	Conclusions
Abbotsford D This sub-precinct is bounded to the north and east by the Yarra River, the south by Victoria Street and the west by Church Street. Refer to Section 7.1.2a for the description of existing open space and character	• A significant 56% increase in the resident population is forecast with an additional 1,832 residents by 2031. • A 32% increase in the worker population is estimated with an additional 1,200 workers by 2031. • Continue to advocate for the provision of additional Regional open space along the Yarra River between the Gipps Street and Walmer Street. It is noted that that there is an existing Public Acquisition Overlay (PAO2) over the future linear open space in the Yarra Planning Scheme. • With the scale of forecast change and approximately 3,000 additional people living and working in the sub-precinct by 2031, there is a need for more open space. Therefore, recommend the provision of a new Neighbourhood open space if the Carlton and United Brewery site is redeveloped in the future. This will allow for a diverse range of recreational uses and a key community park established as part of the future change. • Please refer to Figure 7.1F

7.1.6 Abbotsford Recommendations

7.1.6a Summary of overall intent

Provision and distribution
Victoria Park, Gahan Reserve and the system of open space along the Yarra River including Collingwood Children's Farm and Dights Falls significantly contribute to the open space character of Abbotsford. North of Gipps Street, open space is well distributed in the precinct, however south of Gipps Street there is a lack of open space combined with a forecast substantial increase in the resident and worker population. Key recommendations include to continue to investigate securing a linear open space reserve along the Yarra River between Clarke Street Reserve and Walmer Street Bridge, the provision of a new Neighbourhood Park in the southern part of the precinct where larger land parcels provide the potential for future provision of open space. Combined with this is the recommendation to provide two new Small Local open spaces for the existing and forecast community in the south west part of Abbotsford.

Quality and design
There is potential to improve the diversity of facilities and character in selected Local and Small Local open spaces in Abbotsford north Gipps Street. The new Neighbourhood Park will be designed to include a range of unstructured recreation facilities to encourage the community in the southern part of the precinct to be outdoors. The open space design will also focus on improved greening, particularly in the higher density areas to contribute positively to mitigating urban heat island effect.

Refer to Figure 7.1F for the spatial location of recommendations for Abbotsford.

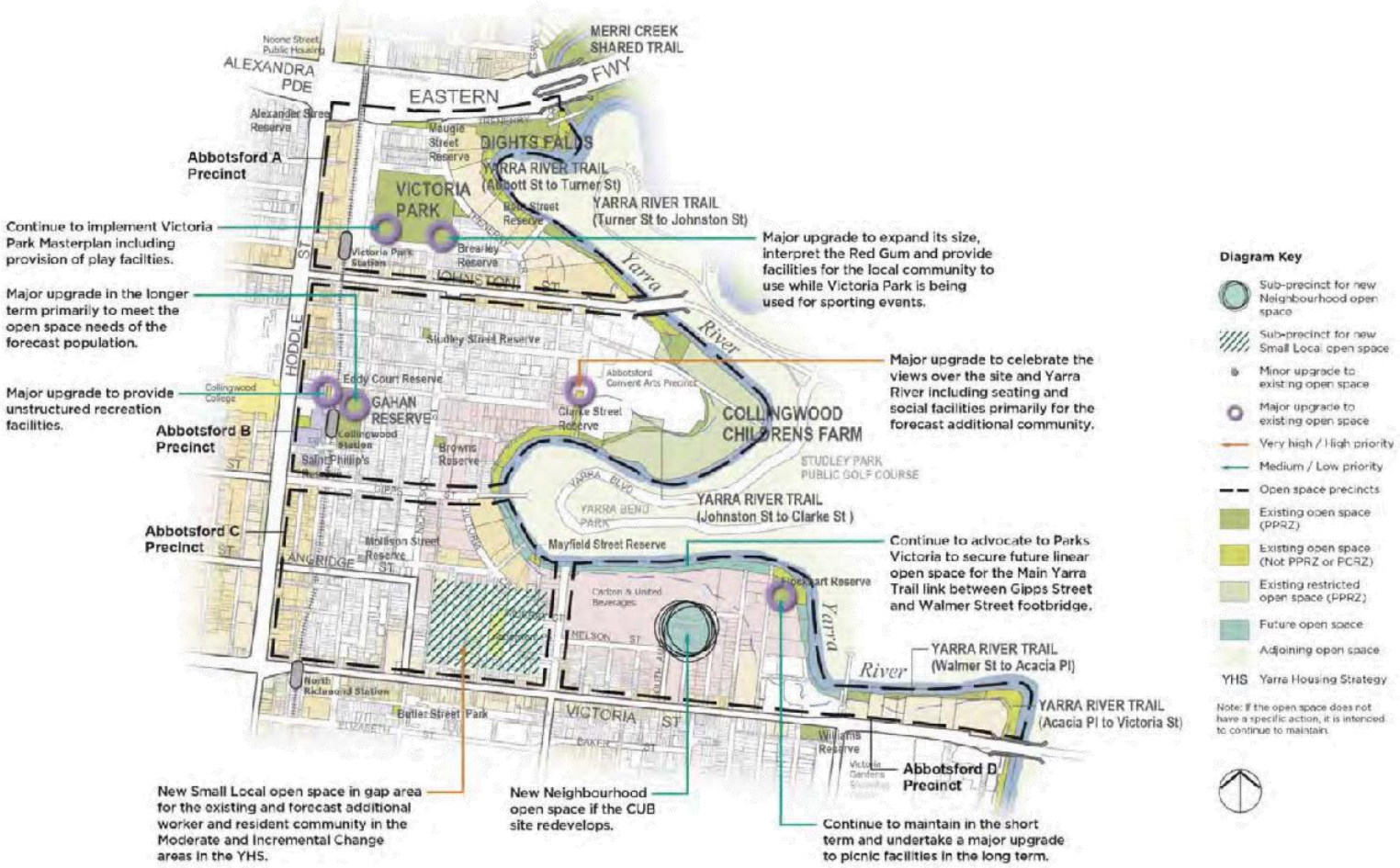


Figure 7.1F Recommendations for Abbotsford

7.1.6b Precinct Actions for Abbotsford

A Additional open space

No.	Action	Respons-ibility	Priority
7.1A-1	Provide an additional Small Local open space in the south west part of open space sub-precinct Abbotsford C for both the existing and forecast population. The new open space is to be located south of Langridge Street between the railway and Nicholson Street.	YCC	High
7.1A-2	Provide an additional Neighbourhood open space if the large scale industrial uses are redeveloped. This would primarily be for the forecast population.	YCC	High and Ongoing

B Existing open space

No.	Action	Respons-ibility	Priority
7.1B-1	**Bath Street Reserve** Continue to maintain.	YCC	Ongoing
7.1B-2	**Brearley Reserve** Undertake a major upgrade to protect and interpret the existing Red Gum including expanding the size of the reserve utilising part of the road reserve to create more space around the Red Gum. Future design to provide facilities for the local community to use this reserve when major sporting events are held at Victoria Park. This is for both the existing and forecast population.	YCC	Low
7.1B-3	**Browns Reserve** Continue to maintain.	YCC	Ongoing
7.1B-4	**Clarke Street Reserve** Undertake a major upgrade to this open space to provide seating and picnic area with views over the Yarra River and the Abbotsford Convent site and indigenous revegetation to improve the biodiversity values and potentially include interpretive signage regarding the natural and cultural values of the site.	YCC	High
7.1B-5	**Dights Falls** Continue to maintain.	YCC PV MW	Ongoing
7.1B-6	**Eddy Court Reserve** Undertake a major upgrade to this linking space including investigating providing addition active unstructured recreation facilities to encourage greater use of this open space adjacent to the railway reserve.	YCC PTV	Medium
7.1B-7	**Flockhart Reserve** Continue to maintain in the short term. In the medium term when there is additional residential use and improved passive surveillance, then undertake major a major upgrade to improve the visitor and picnic facilities at Flockhart Reserve.	YCC MW	Medium

No.	Action	Respons-ibility	Priority
7.1B-8	**Gahan Reserve** Undertake major upgrades to this open space in the longer term primarily to meet the needs of the forecast population. This is to include investigating appropriate uses for the Maternal Child and Health facility that will complement the open space.	YCC	Low
7.1B-9	**Maugie Street Reserve** Continue to maintain.	YCC	Ongoing
7.1B-10	**Saint Phillip's Reserve** Continue to maintain.	YCC	Ongoing
7.1B11	**Studley Street Reserve** Continue to maintain.	YCC	Ongoing
7.1B-12	**Victoria Park** Continue to implement the Masterplan including provision of play facilities and expansion of the open space when the existing caretakers cottage is removed as part of the approved plan.	YCC	Medium
7.1B-13	**Yarra River Trail– Abbot St to Turner St (Land is not zoned PPRZ)** Continue to maintain.	YCC	Ongoing
7.1B-14	**Yarra River Trail – Acacia Pl to Victoria St** Continue to maintain.	YCC, PV MW	Ongoing
7.1B-15	**Yarra River Trail – Johnston St to Clarke St** Continue to maintain.	YCC, PV, MW	Ongoing
7.1B-16	**Yarra River Trail – Turner St to Johnston St** Continue to maintain.	YCC, PV, MW	Ongoing
7.1B-17	**Yarra River Trail – Walmer St to Acacia Pl** Continue to maintain.	YCC, PV, MW	Ongoing



7.2 Carlton North - Princes Hill

7.2.1 Introduction

Princes Park adjoins the western boundary and Nicholson Street defines the eastern boundary, with Park Street Reserve to the north and Princes Street to the south. Located in the City of Melbourne, Princes Park and the Melbourne General Cemetery are both accessible from this precinct and the mature overstorey trees and non-residential nature of these areas assist to define this precinct's character.

The urban layout and consistent Victorian row terraces assist to define the areas unique character including the strong grid layout with wide streetscapes and central medians combined with the large mature street trees and the historic terrace single and double storey dwellings. The majority of the precinct is residential with some distinct pockets of commercial and retail precincts along Nicholson, Rathdowne and Lygon Streets. Other non-residential land use includes the Princes Hill Primary and Secondary Schools and the Carlton North Primary School. Curtain Square is located in Carlton North and is Victorian era garden that complements the Victorian style architecture of the neighbourhood around it.

By comparison, Hardy Gallagher Reserve is the key open space in Princes Hill with an informal character that combines some original plantings from the former Inner Circle Railway reserve with native trees. While not located in the City of Yarra, Princes Park directly adjoins Princes Hill and significantly contributes to the open space and landscape character.

- Existing residential population 2016: 9,010 (*Source: .id Consulting population forecasts, 2018*)
- Existing estimated worker population 2016: No data is available (*Source: SEES, SGS 2018)*



Figure 7.2A Existing open space in Carlton North - Princes Hill

7.2.2 Existing open space

7.2.2a Description

The major roads define the boundaries of the two suburbs of Carlton North and Princes Hill and these have been used as the open space sub-precincts, as shown in Figure 7.2B below.



Figure 7.2B Open space sub-precincts for Carlton North and Princes Hill

Carlton North

- Open space sub-precinct Carlton North is located between Lygon and Nicholson Streets, from Park Street Reserve/Municipal boundary in the north to Princes Street in the South.
- Open space located in this sub-precinct includes
  - Curtain Square
  - Nicholson Street Reserve
  - Park Street Reserve
  - Shakespeare Reserve
- Curtain Square is the largest and most visited open space in the precinct. The mature established trees significantly contribute to its character and its size means people visit it for a variety of reasons including the playground, the open grassed areas and the fenced dog off-leash area.
- Park Street Reserve forms part of the Inner Circle Railway Linear Parklands and provides off-road east west connectivity to Merri Creek Corridor and Hardy Gallagher Reserve and on to Princes Park in the City of Melbourne.
- Shakespeare Reserve is a Small Local open space with some mature native trees, grassed and seats.
- Nicholson Street Reserve is located on the corner of Alexandra Parade and Nicholson Street and is significantly encumbered by the arterial road noise and movement. The

Canary Island Date Palm is the key feature of the reserve and it appears to be regularly used as a pedestrian cut through.

- While Canning Street is a popular north/south cycle link and the central median has mature existing trees, the median is less than 10 metres wide and is the reason it is not included as public open space in the Strategy.
- The land use is predominantly residential with the retail and business/commercial use along Rathdowne Street in the vicinity of Curtain Square and along Nicholson Street.
- The *Yarra Housing Strategy* (2018) identifies two incremental change areas. One is in located around Curtain Square on Rathdowne Street and the other is along Nicholson Street.

Princes Hill

- Open space sub-precinct Princes Hill is located between Princes Park (Bowen Crescent) and Lygon Street, with Park Street to the north and McPherson Street to the south.
- Open space located in this sub-precinct includes
  - Hardy Gallagher Reserve
  - Pigdon Street Central Median
- Hardy Gallagher Reserve forms part of the Inner Circle Railway Linear Parkland and includes the former Carlton North Railway Station which is protected on the site today. The reserve includes the shared trail, open grassed area with scattered trees, playground and the Princes Hill Bocce Club.
- Pigdon Street Central Median is included as part of the open space system given the median is greater than 10 metres wide, contains mature established trees and has the potential to be used as public open space with seating.
- The land use is predominantly residential combined with education use with Princes Hill Primary School and Secondary College.
- The *Yarra Housing Strategy* (2018) identifies the entire area of Princes Hill as Minimal Change.

7.2.2b Quantity of open space in Carlton North - Princes Hill

The 6 existing open spaces in Carlton North - Princes Hill have a combined total of 6.23 hectares. This represents approximately 4.4 per cent of the total land area of the precinct.

Table 7.2-1 Number, size and type of open space

No	Hierarchy	Area (ha)	%
0	Regional	0.00	0%
0	City wide	0.00	0%
3	Neighbourhood	5.64	91%
1	Local	0.46	7%
2	Small Local	0.12	2%
6	**TOTAL**	**6.23**	**100%**

7.2.2c Open space hierarchy, character and quality

The Inner Circle Railway Linear Parklands define the northern extent of this precinct and are classified as Municipal open space given the linear connectivity they provide between the Merri Creek open space corridor and Princes Park in the City of Melbourne. Hardy Gallagher Reserve is a Neighbourhood open space as it is large enough to provide a range of facilities for unstructured recreation and informal uses. The only structured sporting facility is the Princes Hill Petanque Club located in Hardy Gallagher Reserve, however given it is a small facility, the reserve has been classified as Linear in recognition of its primary use. The North Carlton Neighbourhood House is located in the historic station building.

Curtain Square the other Neighbourhod open space and provides for a diversity of needs as is classified as a Public garden in recognition of this. Pigdon Street Central Median is a Local open space due to its size, however its use is limited by the width and it can only be used primarily for seating. It is classified as Significant Road Reservation in recognition of its role in the network. Shakespeare Reserve is the only Small Local open space and is classified as Seating/viewing.

Table 7.2-2 Existing open space, hierarchy and character classification

Name	Area Ha	Hierarchy	Primary Character Classification	Secondary Character Classification
Curtain Square	1.46	Neighbourhood	Heritage	Public garden, Botanical, Play
Hardy Gallagher Reserve	3.28	City-wide	Linear	Heritage, Linking space, Service easement
Nicholson Street Reserve	0.08	Small Local	Significant Road Reserve	
Park Street Reserve	0.90	City-wide	Linear	Linking Space, Service easement
Pigdon Street Median	0.46	Local	Significant road reservation	Heritage
Shakespeare Reserve	0.05	Small Local	Informal	Native bushland, Urban heat mitigation
Total	**6.23**			

7.2.2d Distribution of open space in Carlton North - Princes Hill

The existing open space has been allocated an appropriate hierarchy as shown in Table 7.2-2 above and a corresponding walking catchment appropriate to it, as described in Table 3.4.2 of this report. The areas of the precinct that are located outside the walking catchments of the different open space reserves are referred to as 'gap areas' and are shown in white in Figure 7.2C on the next page. The assessment of the adequacy of the existing open space network in Carlton North - Princes Hill is informed by the analysis of the spatial distribution of open space. As one of the key aims of this Strategy is for everyone to live and work within a safe and easy walk of open space, the recommendations will focus on addressing the gaps in the existing open space network.

There are no gaps in the provision of open space in Princes Hill, with excellent access to the Princes Park in the City of Melbourne and also to Hardy Gallagher Reserve.

In Carlton North the existing open spaces are located in the north and south of the precinct meaning that people living centrally in the precinct do not have an existing open space within a safe and easy walk as shown in Figure 7.2C.

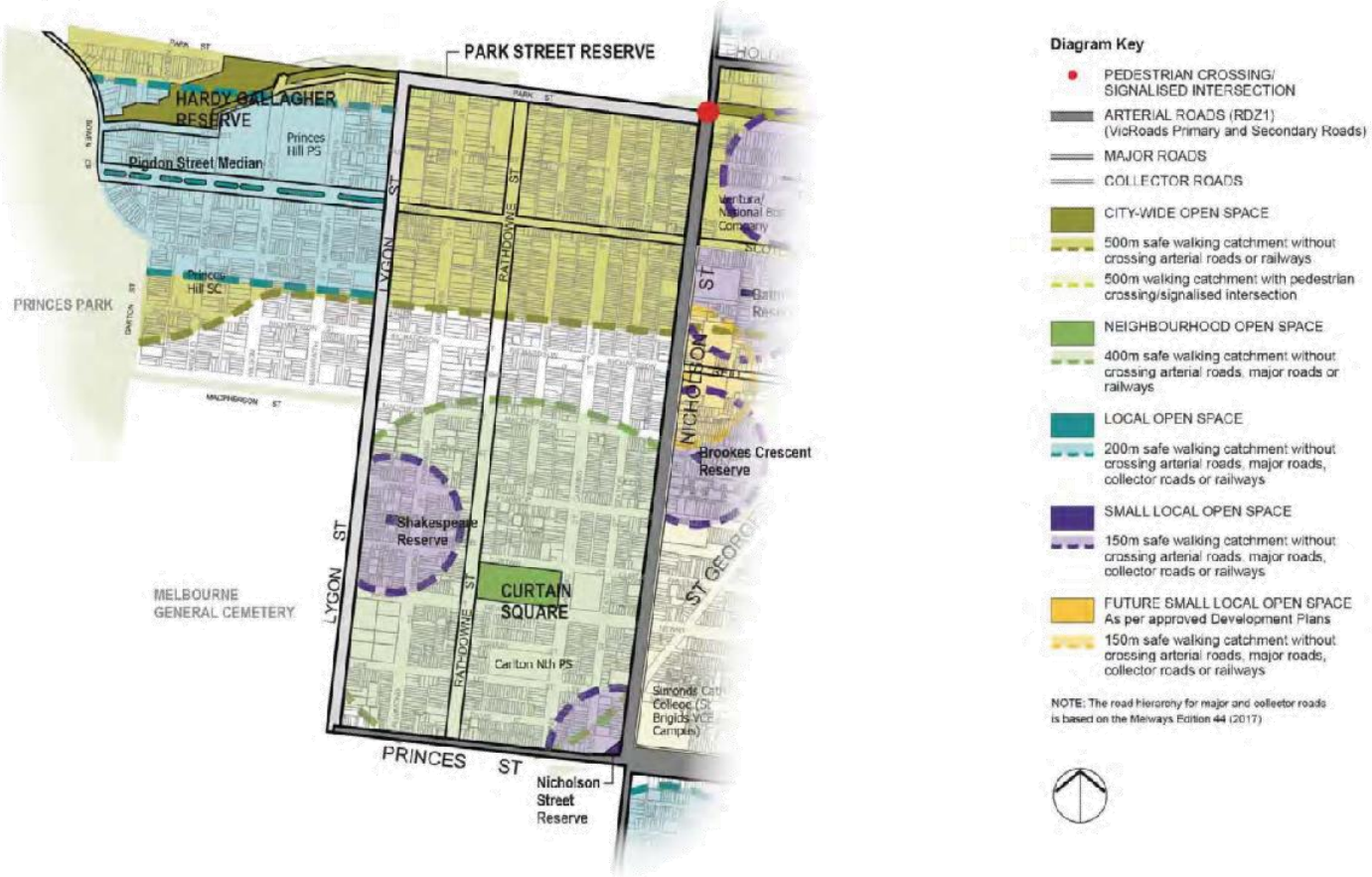


Figure 7.2C Gap analysis for Carlton North - Princes Hill

7.2.3 How residents use open space

A total of 81 resident surveys were received from the Carlton North – Princes Hill, which represents 6 per cent of the total surveys received. The .id Community Profile identifies that 10 per cent of the City of Yarra's population lives in this precinct.

Table 7.2-3 **Most frequently visited open space**

No.	Name	Reasons to visit	Suggested improvements
Open space within walking distance			
44	Edinburgh Gardens	• Relaxing (8) • Walking (7) • Socialising with friends / family (6) • Dog walking (5) • Exercising dogs (4) • Dog friendly (4) • Exercising dogs (4) • Playing with children (4) • Playground (4)	• No improvements required (5) • Additional toilets required (5) • Upgrade required (3) • More bins required (2)
35	Curtain Square	• Playground (8) • Playing with children (7) • Relaxing (5) • Close to home (4) • Socialising with friends / family (4) • Walking (4)	• More grass required in dog of leash areas (3) • No improvements required (3) • Upgrade toilets (3)
24	Princes Park	• Dog walking (7) • Walking (6) • Exercising (5) • Playground (4)	• Additional exercise equipment required (3) • No improvements required (2) • Additional trees required (2)
13	Hardy Gallagher Reserve	• Close to school (3) • Playground (3)	• Upgrade playground (4) • Change bocce court into community gardens (3) • Redevelop bocce court (3)
Open space beyond walking distance			
6	Carlton Gardens	• Relaxing (2) • Socialising with friends / family (2)	• No improvements required (3)
6	Royal Botanical Gardens Melbourne	• Beautiful open space (3) • Walking (2)	• No improvements required (3)
6	Yarra Bend Park	• Dog walking (2)	• Dog agility park required (1) • Dog drinking facilities required (1)
4	Edinburgh Gardens	• Dog friendly (1) • Health and well-being (1)	• More basketball courts required (1) • Shade needed over playground equipment (1)

Values of open space (top five)

- 88% Trees
- 74% Place to relax and unwind
- 73% The feeling of space
- 73% An escape from the built environment
- 61% just being outside

Types of open space used (top five)

- 96% Large parks and gardens
- 88% Medium sized parks
- 83% Open space along the Yarra River
- 83%Small local parks
- 78% Urban Squares

Activities and facilities in open space (top five)

- 86% Walking paths
- 81% Open grassed areas
- 77% Cycle paths
- 72% Drinking fountains
- 72% Seats

General comments

This was an open ended section of the survey where respondents could write any additional comments. The following list are comments made by four or more people:

- Additional open space is required (5)
- No improvements required (4)
- Additional open space is required as a density increases (4)
- Open space is valued (4)

For further details on resident survey outcomes refer to the Report on Consultation Outcomes in Appendix B.

7.2.4 Analysis of future change and open space needs

7.2.4a Forecast future population

Quantity

The table below shows the forecast residential population in Carlton North - Princes Hill. A further breakdown of the forecasts for the two open space sub-precincts of Carlton North and Princes Hill have been prepared by .id Consulting to assist with analysis of where forecast change will occur.

Residential population forecasts are sourced from .id Consulting (2018). There is no worker population estimate available for this precinct.

The resident population is forecast to decline by 2 per cent with 167 less residents between 2016 and 2031. While this Strategy is primarily addressing the open space needs of the existing and forecast population through to 2031, it is useful to understand the context of the magnitude of change beyond the Strategy timeframe. The forecasts to 2041 show a 2 per cent increase.

Table 7.2-4 Resident population forecasts for Carlton North - Princes Hill open space sub-precincts

SUBPRECINCT	2016	2031	Difference 2016-2031
Princes Hill	2,250	2,177	-73
% change Princes Hill			-3%
Carlton North	6,760	6,666	-94
% change Carlton North			-1%
Total Carlton North and Princes Hill	**9,010**	**8,843**	**-167**
Total % Change			-2%

7.2.4b Population change impacts on open space

The minor reduction in the quantity of people living and working in Carlton North - Princes Hill is not anticipated to have a noticeable impact on open space.

The forecast change in demographics is proportionally a slight increase in the percentage of lone person households and a slight decline in the proportion of couple families with dependents.

7.2.4c Where change will occur

The majority of Carlton North - Princes Hill is defined as Minimal Change in the *Yarra Housing Strategy, 2018* (YHS, 2018), with small areas of incremental change along Nicholson Street and Rathdowne Street. Refer to Figures 7.2D and 7.2E below.

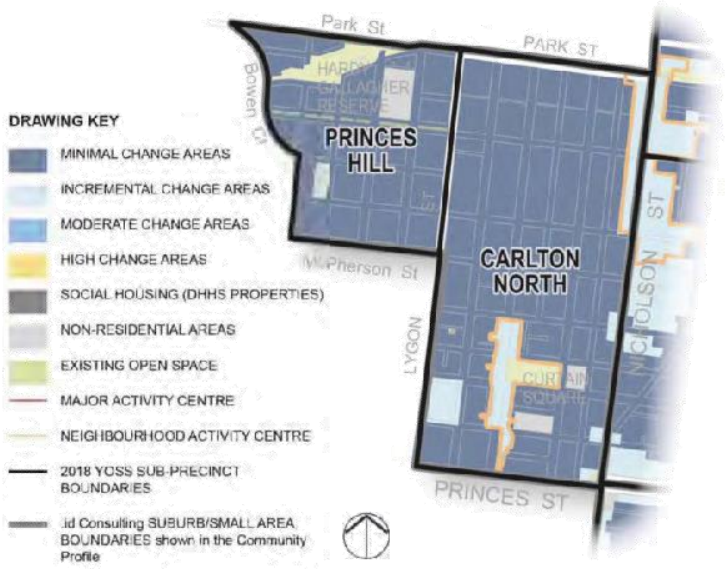


Figure 7.2D Open space sub-precincts and the Strategic Housing Framework (YHS, 2018)

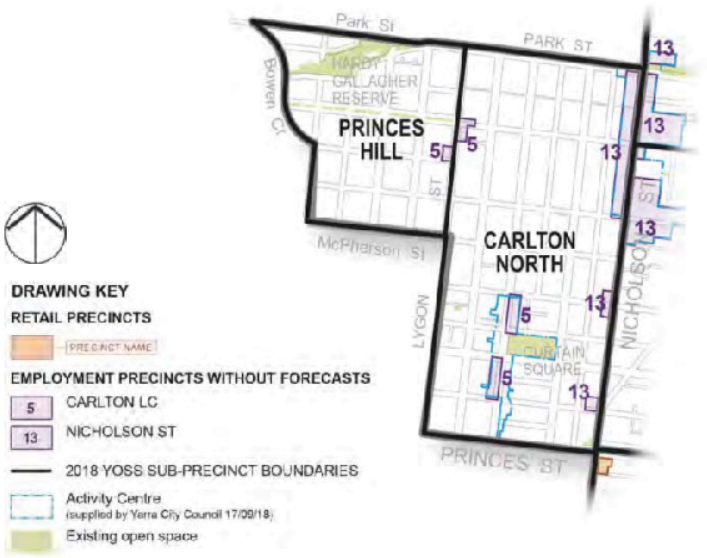


Figure 7.2E Open space sub-precincts and the Employment and Retail Precincts (SEES, 2018)

7.2.4d Open space distribution and future need in Carlton North - Princes Hill

Within Carlton North - Princes Hill the major roads form barriers to safe and easy access to open space. The sub-precincts are based on the ability of people working or living in Carlton North - Princes Hill to easily reach open space. The open space survey results confirm that residents travel outside Carlton North - Princes Hill to visit open space, primarily to Edinburgh Gardens and Princes Park, mainly for walking, dog walking, exercise and relaxing. While this is the case, people are also visiting Curtain Square and to a lesser extent Hardy Gallagher Reserve, both of which are used for play and enjoying the space and because it is close to home. The high value placed on trees and the need to relax and unwind in the open space surveys supports the need to ensure that adequate areas of green open space with natural features are provided in Carlton North - Princes Hill.

Sub-precinct	Conclusions
Carlton North Refer to Section 7.2.2 for the description of existing open space and character.	• A 1 per cent decline in the resident population is forecast with a loss of 94 residents by 2031. • The existing open space network is diverse with potential for minor improvements and provision of an additional Small Local open space to address the existing gap area shown in Figure 7.2C. • Recommend a new Small Local open space central to the sub-precinct, as shown in Figure 7.2G. This is to provide an accessible and visible green open space, most likely achieved as part of a future road closure.

Sub-precinct	Conclusions
	• Undertake minor upgrades to Curtain Square to review the resolve the dog off-lead area. • Minor upgrades to Shakespeare Reserve to improve seating.
Princes Hill Refer to Section 7.2.2 for the description of existing open space and character.	• A 3 per cent decline of 73 residents by 2031. • There are no gaps in the provision of open space in Princes Hill. • Upgrade Hardy Gallagher Reserve including the playground and picnic/social facilities.

7.2.5 Carlton North - Princes Hill Recommendations

7.2.5a Summary of overall intent

Provision and distribution
The east-west linear open space provides excellent off-road shared trail connectivity to open space outside the precinct. Curtain Square and Hardy Gallagher Reserve provide Neighbourhood open space for each sub-precinct and are supplemented by some Local and Small Local open spaces. The one gap in the open space network is proposed to be addressed with the provision of an additional Small Local open space.

Quality and design
There is potential to undertake some minor improvements to the quality of facilities in the existing open space network.

Refer to Figure 7.2F for the spatial location of recommendations for Carlton North - Princes Hill on the following page.

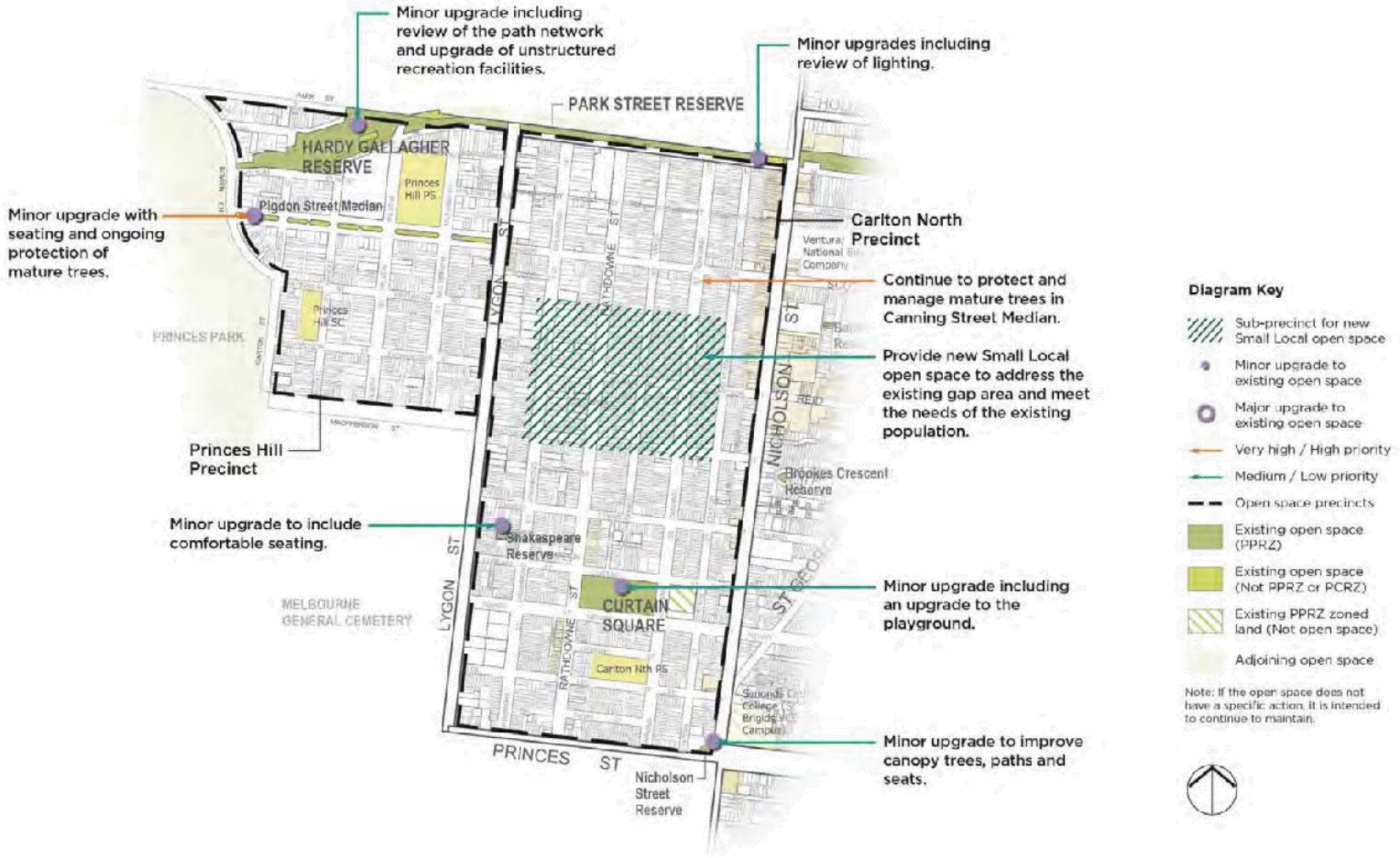


Figure 7.2F Recommendations for Carlton North - Princes Hill

7.2.5b Precinct Actions for Carlton North - Princes Hill

A Additional open space

No.	Action	Respons-ibility	Priority
7.2A-1	Provide a new Small Local open space in Carlton North to address the gap area for the existing population.	YCC	High

B Existing open space

No.	Action	Respons-ibility	Priority
7.2B-1	**Canning Street Median** Continue to protect and manage the mature trees	YCC	Ongoing
7.2B-2	**Curtain Square** Minor upgrade to Curtain Square including an upgrade to the existing playground.	YCC	High
7.2B-3	**Hardy Gallagher Reserve** Undertake a minor upgrade to the reserve including review of the existing path network, upgrade of unstructured recreation facilities and signage regarding the proposed new urban agricultural facility at the neighbourhood house.	YCC	Medium
7.2B-4	**Nicholson Street Reserve** Minor upgrade to improve the overstorey canopy trees, path and seats.	YCC DHHS	Medium
7.2B-5	**Park Street Reserve (Inner Circle Railway Parklands)** Review the Linear Park Masterplan and function of this site within the network and undertake minor upgrades including review of lighting.	YCC	Low
7.2B-6	**Pigdon Street Median** Continue to protect and manage the mature trees and upgrade to include seating and associated park infrastructure including drinking fountain.	YCC	High and Ongoing
7.2B-7	**Shakespeare Reserve** Undertake a minor upgrade to improve the seating opportunities in this reserve.	YCC	Medium



7.3 Central Richmond

7.3.1 Introduction

Central Richmond is bounded to the north by Bridge Road, to the south by Swan Street, the west by Punt Road and the east by the Yarra River (Birrarung). The ridgeline of Richmond Hill runs to the west of Church Street with the land falling away from the ridgeline to the south west and to the east towards the Yarra River.

The land use of Central Richmond is mixed with a combination of residential, business, commercial, retail, industrial use and open space. Bridge Road and Swan Street are major retail, commercial and business precincts in Central Richmond. The *Swan Street Structure Plan*, prepared in 2014, provides the direction for the future built form, building heights and public realm improvements. The study area includes the properties directly adjoining north side and south side of Swan Street and the Tanner Street Precinct as well. The *Yarra Housing Strategy* (2018) provides direction on the future level of change for residential use within the precinct. The *Bridge Road Streetscape Masterplan,* adopted by Council in 2017 identifies streetscape improvement projects including identifying potential future public spaces along its spine. The Swan Street Structure plan (2014) guides the future land use change and development within the study area which included Cremorne, South Richmond and Burnley as well.

The mixed land use means there is a significant worker population in Central Richmond which is about 20 per cent less than the resident population, as follows:

- Existing residential population 2016: 13,888 (*Source: .id Consulting population forecasts, 2018*)
- Existing estimated worker population 2016: 9,820 (*Source: SEES, SGS 2018)*



Figure 7.3A Existing open space in Central Richmond

7.3.2 Existing open space

7.3.2a Description

Church and Burnley Streets are major north south roads in Central Richmond and define three open space sub-precincts, Central Richmond A, B and C.



Figure 7.3B Open space sub-precincts for Central Richmond

Central Richmond A

- Open space sub-precinct Central Richmond A is located between Punt Road and Church Street, from Bridge Road in the north to Swan Street in the south.
- Open space located in this sub-precinct includes:
  - Ben Alexander Reserve
  - Peppercorn Park
  - Richmond Terrace Park
  - Wangaratta Street Park
- Three of the four Small Local open spaces are located towards Church Street in the east, with Wangaratta Street Park located in the south west as part of the Tanner Street area. Therefore there are gaps in open space provision in this sub-precinct.
- Richmond Terrace Park is characterised as a public square with views, seating, barbecue and picnic facilities, Ben Alexander Reserve is predominantly for play, Peppercorn Park is botanical and seating and Wangaratta Street Park is characterised as a public square.
- The land use includes the major employment precinct associated with Swan Street near Richmond Station in the south west, business and retail in the north along Bridge Road and with the church and catholic school on the hill adjoining Church Street. The remainder is predominantly residential.
- The *Yarra Housing Strategy* (2018) identifies two moderate change areas associated with the Bridge Road, Swan Street and Tanner Street precincts. Incremental change is identified along Punt Road and the Church Street, and the remainder is minimal change.

Central Richmond B

- Open space sub-precinct North Richmond B is located between Church and Burnley Streets, north of Swan Street.
- Open space located in this sub-precinct includes

- Cairns Reserve
- Dame Nellie Melba Park

- Cairns Reserve is located on the eastern slope of Richmond Hill and affords great views to the north east and the Dandenong Ranges. The park has large open grassed terraces with space for informal ball games, seating and a medium sized playground. People use it as a local park for relaxing and enjoying the green space and ambience and to walk dogs.
- Dame Nelly Melba Park is characterised as Public garden and is used mainly for dog walking and enjoying the open space and garden character.
- The land use is predominantly residential with a combination of original Victorian and Edwardian dwellings combined with contemporary apartments of three levels and more. The commercial and business uses along Bridge Road, Swan Street and Burnley Streets means there is also an employment population in the precinct.
- The *Yarra Housing Strategy* (2018) identifies the majority of the sub-precinct as Incremental Change with Moderate Change areas along Bridge Road, Swan Street and Burnley Street. The area on Richmond Hill in the south west part of the precinct is identified as a Minimal Change area, which is characterised by the larger original period dwellings.

Central Richmond C

- Open space sub-precinct Central Richmond C is located between Burnley Street and the Yarra River, north of Swan Street .
- Open space located in this sub-precinct includes
  - Burnley Park
  - Circus Site
  - Yarra River Trail (Bridge Rd to Swan St)
- Burnley Park is a Municipal open space and is characterised as heritage and sporting reserve with a range of unstructured recreational and informal uses. This includes a multi-purpose court, playground, picnic area and walking paths. The park was set aside as part of the larger Richmond Park and has Local Heritage Significance for both the Indigenous cultural heritage and non-Indigenous historical values of the park. heritage character, along with the significant trees the park contribute to its character and value.
- Located between the railway and the Swan Street, the Circus Site was part of the original larger Richmond Park land parcel set aside in the early 1800s by Hoddle. The site today is a Regional open space and classified and recognised for its cultural and natural heritage values including as an event space for the circus.
- The Yarra River Trail Place is a Regional open space that is characterised as linear and provides both the shared trail access, water based recreational access including rowing and kayaking and an important riparian biodiversity link along the Yarra River.
- Land use is in the process of changing to predominantly residential use with the conversion of some key non-residential sites including the former Channel 9 Studios. A combination of business and commercial use extends into the precinct form Swan and Bridge Roads.
- The Yarra Housing Strategy (2018) includes a high change area associated with the development of the former Channel 9 Studios site, moderate change areas along Bridge Road and Swan Street, two minimal change areas and the remainder being incremental change.

7.3.2b Quantity of open space in Central Richmond

The nine existing open spaces in Central Richmond have a combined total of 23.46 hectares. This represents approximately 12 per cent of the total land area of the precinct.

Table 7.3-1 Number, size and type of open space

No	Hierarchy	Area (ha)	%
2	Regional	6.87	29%
1	City wide	15.70	67%
0	Neighbourhood	0	0%
2	Local	0.62	3%
4	Small Local	0.26	1%
9	**TOTAL**	**23.46**	**100%**

7.3.2c Open space hierarchy, character and quality

The linear open space along the Yarra River is an important habitat and recreational corridor for wider Melbourne. This includes non-motorised water based recreation, cycling, walking, dog walking, exercising and relaxing. It is therefore designated as a Regional open space and is managed to protect and improve the habitat and recreational values. Access to the Yarra River itself, the bushland and natural qualities of this linear corridor are key reasons people visit this open space.

The heritage values, sporting facilities and unstructured recreation facilities at Burnley Park provide the context for the City-wide hierarchy and its heritage and sporting character classification. The reasons people visit this open space are diverse and this is reflected in the reasons people visit it. The Circus site, which is separated from Burnley Park by the railway, has multiple values including cultural heritage values, nature conservation and public parkland as a space that hosts the circus when it is in town. Without a Neighbourhood open space, Burnley Park and Citizens Park currently meet this need. The higher levels of use of the two Local open spaces within the precinct being Dame Nelly Melba Park and Cairns Reserve, combined with the forecast change supports the reasons these two Local open spaces have the potential to be upgraded to include a more diverse range of facilities in them given their larger size when compared to the Small Local open space.

The four Small Local open spaces have different characters and form a highly valued part of the open space system of Central Richmond, particularly in sub-precinct A. The incremental change in urban densities in this precinct means these local open spaces also have the potential to play a greater role in urban greening and cooling.

Table 7.3-2 Existing open space, hierarchy and character classification

Name	Area Ha	Hierarchy	Primary Character Classification	Secondary Character Classification
Ben Alexander Reserve	0.08	Small Local	Play	Linking space, Seating/viewing
Burnley Park	15.70	City wide	Heritage	Sporting, Botanical, Public Garden
Cairns Reserve	0.40	Local	Seating/viewing	Play
Circus Site	3.00	Regional	Heritage	Nature conservation, Public parkland
Dame Nellie Melba Memorial Park	0.22	Local	Public garden	Formal, Urban heat mitigation, Botanical
Peppercorn Park	0.06	Small Local	Botanical	Seating/viewing
Richmond Terrace Park	0.07	Small Local	Public square	Seating/viewing, Linking space
Wangaratta Street Park	0.05	Small Local	Public square	
Yarra River Trail – Bridge Rd to Swan St	3.87	Regional	Linear	Waterway, Nature conservation
Total	**23.46**			

7.3.2d Distribution of open space in Central Richmond

The existing open space has been allocated an appropriate open space hierarchy as shown in Table 7.3-2 above and a corresponding walking catchment appropriate to it, as described in Table 3-1 and 3-5 of this report. The areas of the precinct that are located outside the walking catchments of the different open space reserves are referred to as 'gap areas' and are shown in white in Figure 7.3C on the next page. The assessment of the adequacy of the existing open space network in Central Richmond is informed by the analysis of the spatial distribution of open space. As one of the key aims of this Strategy is for everyone to live and work within a safe and easy walk of open space, the recommendations will focus on addressing the gaps in the existing open space network.

For Central Richmond, the major gaps in the existing open space network occur between Punt Road and Lennox Street and between Coppin and Burnley Streets. To assist with the open space analysis, Central Richmond has been divided into three open space sub-precincts. These are shown in Figure 7.3B.



Figure 7.3C Gap analysis for Central Richmond

7.3.3 How residents use open space

A total of 172 resident surveys were received from the Central Richmond. Please note that in addition to these, 113 surveys were also completed by workers in Richmond, near the Epworth Hospital and Bridge Road. A summary of the results of the worker survey is included in the next section 7.3.4.

The 172 resident surveys completed for Central Richmond represents 14 per cent of the total surveys received. The .id Community Profile indicates that 15 per cent of the City of Yarra's population lives in Central Richmond.

Table 7.3-3 **Most frequently visited open space**

No.	Name	Reasons to visit	Suggested improvements
Open space within walking distance			
110	Citizens Park	• Dog walking (17) • Playgrounds (16) • Play (15) • Sport – organised junior football incl. Auskick (12) • Exercising (11) • Walking (11) • Gleadell Street Market (10) • Social - meeting friends (8) • Close to home (7) • Relaxing (7) • Sport - structured/organised (7) • Sport - spectating (6) • Sport - football (6)	• Clubrooms require upgrade (15) • Sports facilities for girls required (12) • Regular cleaning of dog off-leash areas required (10) • No improvements required (10) • Upgrade the playground (10)
42	Barkly Gardens	• Playgrounds (9) • Dog walking (8) • Social - meetings friends (6) • Close to home (4) • Exercising (4) • Play - children (4)	• Public toilets require upgrade(4) • Public toilets require cleaning (4) • Additional public toilets required (3) • No improvements (3)
28	Burnley Park	• Dog walking (9) • Playground (4) • Walking (4) • Basketball court (3) • Picnics including BBQs (3) • Relaxing (3) • Social – meeting friends (3)	• Improve the caretakers cottage (3) • More exercise equipment (2) • More seating (2) • More basketball courts (2)
22	Yarra River Corridor	• Walking (9) • Exercising (6) • Cycling (3) • Dog walking (3) • Natural character (3)	• More drinking fountains (3) • Widen the paths (2) • More seating (2) • Access ramp required at Collins Bridge (2)
Open space beyond walking distance			
23	Royal Botanical Gardens	• Gardens (6) • Picnics (4) • Relaxing (3)	• No improvements required (4)
15	Barkly Gardens	• Playground (7) • Social – meeting friends (3) • Walking (c)	• No improvements required (3) • Shade for picnic facilities (3)

No.	Name	Reasons to visit	Suggested improvements
			• Upgrade public toilets (3)
14	Burnley Park	• Dog walking (5) • Exercising (3) • Social - meeting friends (3)	• No improvements required (4)
14	Citizens Park	• Social - meeting friends (2) • Sport - girls organised sport (2)	• Improve sporting facilities for girls (2)
13	Kevin Bartlett Reserve	• Sport - football (3) • Exercising (2)	• Clubrooms require upgrade (2) • Sporting facilities require upgrade (2)

Values of open space (top five)

- 67% Trees
- 63% A place to relax and unwind
- 57% The feeling of space
- 56% Just being outside
- 53% An escape from the built environment

Types of open space used (top five)

- 92% Open space along Yarra River
- 85% Small local parks
- 83% Large parks and gardens and 83% Local streets for exercise
- 81% Large sporting reserves
- 54% Urban squares

Activities and facilities in open space (top five)

- 83% Open grassed areas
- 82% Walking paths
- 76% Drinking fountains
- 73% Seats
- 64% Cycle paths

General comments

This was an open ended section of the survey where respondents could write any additional comments. The following list are comments made by four or more people:

- Additional open space is required particularly as densities increase and the less private open space (17)
- Prioritise sport for children's health (8)
- Additional open space is required for junior sport (5)
- Open space – retain what we have (4)

For further details on resident survey outcomes refer to the Report on Consultation Outcomes in Appendix B.

7.3.4 How existing workers use open space

113 workers were surveyed in the Epworth Hospital and Bridge Road area about open space.

Frequency of use of open space near the workplace

- 88 per cent of those surveyed visit open space near their workplace with 53 per cent of them nominated they visit open space frequently.

Reasons to visit open space near the workplace

The three top reasons workers visit open space near their place are:

- 66% to be outdoors as a break from work
- 42% to socialise / meet colleagues / friends
- 19% to eat lunch

Most frequently visited open space

No.	Name
15	Fitzroy Gardens
13	Royal Botanic Gardens
11	Parks
10	Citizens Park
8	Barkly Gardens
8	Yarra Park

Suggestions for improvements to the open space network

The following list is the comments made by 4 or more people:

- Additional open space required (15)
- No improvements required to open space (9)
- Additional car parking required (5)
- Public toilets - additional required (4)

7.3.5 Analysis of future change and open space needs

7.3.5a Forecast future population

Quantity

The table below shows the forecast population growth for the residential and worker populations in Central Richmond. A further breakdown of the forecasts for the three open space sub-precincts within Central Richmond have been prepared by .id Consulting to assist with analysis of where forecast change will occur.

Residential population forecasts are sourced from .id Consulting (2018) and the worker population estimates are calculated from the floor area growth forecasts in the *Spatial Economic and Employment Strategy, SGS, 2018* (SEES, 2018).

The resident population growth is moderate with an overall change in residential population of 24 per cent or an additional 3,381 residents between 2016 and 2031. The

worker population is estimated to increase by approximately 30 per cent, with an additional 3,036 additional workers between 2016 and 2031.

The resident population forecasts through to 2041 illustrate that there is still additional capacity for growth beyond 2031 in Central Richmond. While this Strategy is primarily addressing the open space needs of the existing and forecast population through to 2031, it is useful to understand the context of the magnitude of change beyond the Strategy timeframe.

Table 7.3-4 Resident population forecasts for Central Richmond open space sub-precincts

SUB-PRECINCT	2016	2031	Difference 2016-2031
Central Richmond A	4,722	5,935	1,213
% change Central Richmond A			26%
Central Richmond B	5,581	6,561	980
% change Central Richmond B			18%
Central Richmond C	3,585	4,773	1,188
% change Central Richmond C			33%
Total Central Richmond	**13,888**	**17,269**	**3,381**
Total % Change			24%

Table 7.3-5 Worker population estimates for Central Richmond open space sub-precincts

The worker population growth is moderate with an overall change in worker population of 30 per cent or an additional 3,036 workers between 2016 and 2031. The change is greatest in sub-precincts Central Richmond A and B.

EMPLOYMENT/ RETAIL PRECINCT	2016	2031	DIFFERENCE	% CHANGE
Central Richmond A				
Bridge Road Retail Precinct	3,907	4,925	1,018	26%
Swan Street Retail Precinct	1,302	1,862	560	43%
Total estimated working population Central Richmond A	*5,209*	*6,787*	*1,578*	*30%*
Central Richmond B				
Bridge Road Retail Precinct	3,907	4,925	1,018	26%
Swan Street Retail Precinct	767	1,097	330	43%
Total estimated working population Central Richmond B	*4,674*	*6,022*	*1,348*	*29%*
Central Richmond C				
Bridge Road Retail Precinct	0	0	0	0%
Swan Street Retail Precinct	256	366	110	43%
Total estimated working population Central Richmond C	*256*	*366*	*110*	*43%*
Retail and employment precinct totals				
Bridge Road Retail Precinct	7,814	9,850	2,036	26%
Swan Street Retail Precinct	2,326	3,325	1,000	43%
Total estimated working population Central Richmond	***10,140***	***13,176***	***3,036***	*30%*

7.3.5b Population change impacts on open space

The additional quantity of people living and working in Central Richmond will place increased pressures and demands on the existing open space. The pressures will include increased volumes of people in the open space utilising the facilities, leading to

overcrowding, lack of access to the facilities due to increased numbers of people using them and deterioration in the quality of natural features such as grass areas due to compaction from increased use.

7.3.5c Where change will occur

The forecast resident and worker population increase in Central Richmond will be concentrated in the Bridge Road and Victoria Street Retail Precincts in Central Richmond A and B, and the former Channel 9 Studios in Central Richmond C. Refer to Figures 7.3D and 7.3E below.



Figure 7.3D Open space sub-precincts and the Strategic Housing Framework (YHS, 2018)

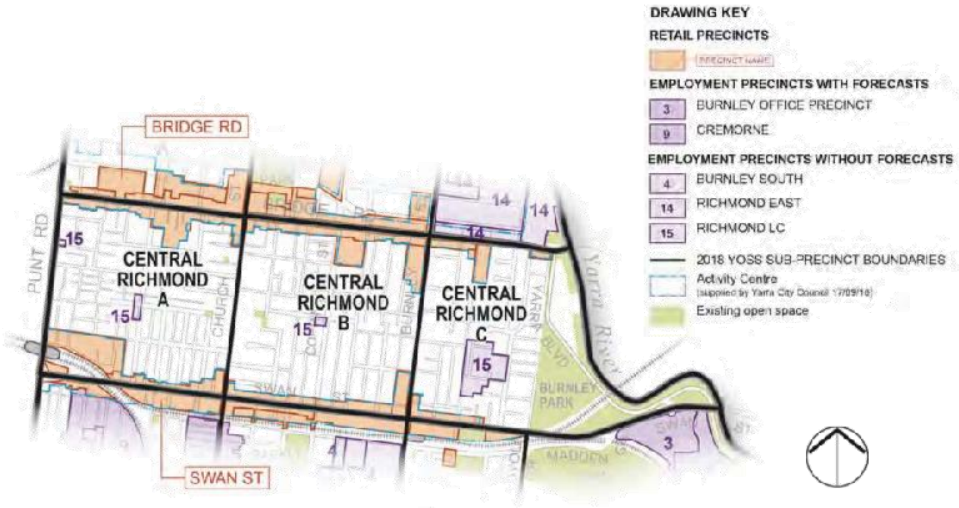


Figure 7.3E Open space sub-precincts and the Employment and Retail Precincts (SEES, 2018)

7.3.5d Open space distribution and future need in Central Richmond

Within Central Richmond the major roads form barriers to safe and easy access to open space. These sub-precincts are based on the ability of people working or living in Central Richmond to easily reach open space. The open space survey results confirm that residents travel outside Central Richmond to visit open space, primarily for sport and the beauty and diversity of character in the large public gardens. The key open spaces include Citizens Park, the Royal Botanic Gardens and Kevin Bartlett Reserve. The high value placed on the need to relax and unwind in the open space surveys supports the need to ensure that adequate areas of green open space with natural features are provided in Central Richmond.

Sub-precinct	Conclusions
Central Richmond A Located between Punt Road and Church Street, from Bridge Road in the north to Swan Street in the South. Refer to Section 7.3.2 for the description of existing open space and character.	• A 26 per cent increase in the resident population is forecast with an additional 1,213 residents by 2031. • A 30 per cent increase in the worker population is estimated with an additional 1,578 workers by 2031. • Combined, this represents an additional 2,791 people living and working in the precinct by 2031, compared to a combined estimated existing population of 9,752 in 2016, representing a 29 per cent increase. • The existing open space network includes a series of Small Local open spaces with a diversity of character and facilities. Given they are all small spaces, none currently provide facilities for unstructured recreation. • There is potential to improve and expand Wangaratta Street Park. • There is a gap in open space provision in the western part of Central Richmond A and a gap in the provision of a larger open space that offers an opportunity for active unstructured recreational facilities. • Recommend a new Local open space located in the north-west of the sub-precinct, as shown in Figure 7.3F to address the existing gap area. The new open space will be large enough to provide some unstructured active recreational activities, for example fitness stations and/or multi-use courts/spaces that encourage physical activity for a diverse range of ages. • Upgrade and expand the size of Wangaratta Street Park and redesign to include significant urban greening and moisture absorbing surfaces to contribute to urban cooling and assist mitigate urban heat island effect.
Central Richmond B Located between Church and Burnley Streets, between Bridge Road and Swan Street. Refer to Section 7.3.2 for the description of existing open space and character.	• A 18 per cent increase in the resident population is forecast with an additional 980 residents by 2031. • A 29 per cent increase in the worker population is estimated with an additional 1,348 workers by 2031. • Combined this represents an additional 2,328 people living and working in the precinct by 2031, compared to a combined estimated existing population of 10,150 in 2016, representing a 23 per cent increase.

Sub-precinct	Conclusions
	• There are gaps in the provision of open space east of Burnley Street. Therefore it is recommended that two additional Small Local open spaces or one larger Local oepn space is provided in the north and south of this sub-precinct. This will provide new open space for the existing and estimated future worker and resident population in close proximity to the Bridge Road Activity Centre and the Swan Street retail strip. • Continue to undertake minor upgrades to Cairns Reserve and Dame Nellie Melba Park. to adapt and cater to the increasement forecast increased population.
Central Richmond C Located between Burnley Street and the Yarra River and Bridge Road and Swan Street. Refer to Section 7.3.2 for the description of existing open space and character	• A 33 per cent increase in the resident population is forecast with an additional 1,188 residents by 2031. • A 43 per cent increase in the worker population is estimated with an additional 110 workers by 2031. • Combined, this represents an additional 1,298 people living and working in the precinct by 2031, compared to a combined estimated existing population of 3,806 in 2016, representing a 34 per cent increase. • While there are no gaps in the provision of open space there will be an increase particularly in the resident population in the sub-precinct, particularly around the former Channel 9 Studios site. • Therefore it is recommended that Burnley Park receives continued levels of improvement and maintenance levels to cater to the expanded population in the park.

7.3.6 Central Richmond Recommendations

7.3.6a Summary of overall intent

Provision and distribution
Burnley Park, the Circus Site and the system of open space along the Yarra River contribute significantly to the open space character of Central Richmond, however these are all located in the east of the precinct. Forecast is for more than 6,000 additional people to be living and working in the precinct, particularly to the western end of the precinct. There is a need to provide new Local and Small Local open spaces to cater primarily to the forecast population and better meet the open space needs of the existing population. The new open space will assist to diversify the active unstructured recreational activities in the west and assist to mitigate urban heat, provide increased urban greening and open space within a safe and easy walk of residents and workers as urban densities continue to increase in the future.

Quality and design
There is potential to diversify the recreational facilities in the western part of Central Richmond. The additional open space can be designed to provide a diversity of facilities for the existing and future population and contribute positively to mitigating urban heat island effect.

Refer to Figure 7.3F for the spatial location of recommendations for Central Richmond.

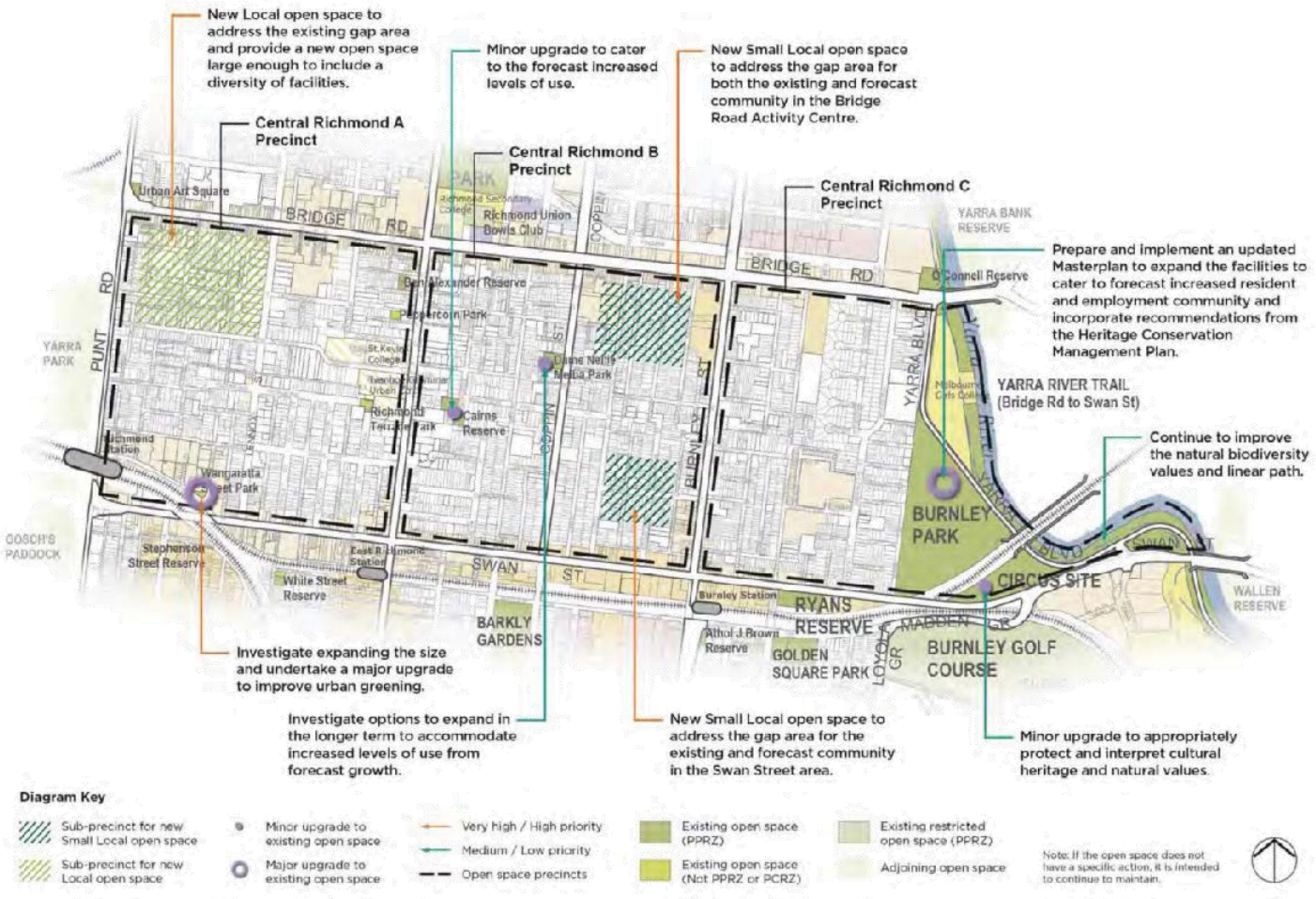


Figure 7.3F Recommendations for Central Richmond

7.3.6b Precinct Actions for Central Richmond

A Additional open space

No.	Action	Respons-ibility	Priority
7.3A-1	Provide a new Local open space in the north west of Central Richmond A as shown in Figure 7.3F for both the existing and forecast new population. The new Local open space will need to include the provision of space and facilities for unstructured active recreational uses given these are not currently well provided for in Central Richmond.	YCC Developer	Very High
7.3A-2	Provide a new Small Local open space in the north east part of Central Richmond B as shown in Figure 7.3F for both the existing and future population. The location is to be accessible via the local street network and preferably improve east-west connectivity.	YCC Developer	Very High
7.3A-3	Provide a new Small Local open space in the north east part of Central Richmond B as shown in Figure 7.3F for both the existing and future population.	YCC Developer	Very High
7.3A-4	Investigate options to expand the size of Dame Nellie Melba Park in the longer term to increase the capacity of the open space to accommodate increased levels of use as a result of forecast growth.	YCC Developer	Low

B Existing open space

No.	Action	Respons-ibility	Priority
7.3B-1	**Ben Alexander Reserve** Continue to maintain.	YCC	Medium
7.3B-2	**Burnley Park** Prepare a revised Landscape Masterplan that incorporates the recommendations from the 2007 CMP, investigates viable future uses of the cottage and responds to the heritage and historical values of the park. The design will need to cater to the forecast new population needs including increasing the capacity of the facilities to the accommodate the increased levels of use. This is primarily for the forecast new population.	YCC	Medium
7.3B-3	**Cairns Reserve** Undertake minor upgrades to adapt and cater to increased levels of use from the forecast population. This includes investigating the provision of a barbecue and picnic facility along facilities that encourage active unstructured recreation.	YCC	Medium
7.3B-4	**Circus Site** Undertake minor improvements to protect and appropriately interpret the cultural heritage and natural values of the site. Continue to manage this reserve for hosting major events with improved management guidelines to adequately protect the site from damage.	YCC	Ongoing

No.	Action	Respons-ibility	Priority
7.3B-5	**Dame Nellie Melba Park** Undertake minor upgrades to adapt and cater to increase levels of use from the forecast population. Facilities to promote informal use of this reserve including barbecue and picnic facilities to complement the facilities provided in Cairns Reserve, which is nearby. Refer to the Action 7.3A-5 regarding the longer term aim to investigate opportunities to expand the size of the open space to improve its function and use primarily for the forecast population.	YCC	Low
7.3B-6	**Peppercorn Park** Continue to maintain.	YCC	Ongoing
7.3B-7	**Richmond Terrace Park** Continue to maintain.	YCC	Ongoing
7.3B-8	**Wangaratta Street Park** Prepare a Concept Plan to guide the future expansion and upgrade of Wangaratta Street Park. This includes: • Investigating additional road closure to expand the size of the open space. • Increase the urban greening and cooling character of this open space including additional moisture absorbing surfaces, garden beds, trees and turf.	YCC	High
7.3B-9	**Yarra River Trail – Bridge Rd to Swan St** Continue to undertake improvements as required to the natural biodiversity values and linear path consistent with the cultural and natural values of the river corridor.	YCC	Ongoing



7.4 Clifton Hill

7.4.1 Introduction

Merri Creek defines the eastern extent of Clifton Hill, with Queens Parade to the north west and the Alexandra Parade to the south. The land form is relatively flat and grades down towards Merri Creek.

The land use has historically been primarily residential, with non-residential use located along Hoddle Street, Queens Parade and Alexandra Parade/Eastern Freeway. A range of large strategic sites have progressively been redeveloped over recent years to medium density mixed use. A core area of non-residential use is to be retained between the railway and Hoddle Street south of Clifton Hill Station along with some near the corner of Smith Street and Alexandra Parade. The other types of land use include the Clifton Hill and Spensley Street Primary Schools and open space. The existing open space network significantly contributes to the precinct character, with Darling Gardens and Mayors Park west of Hoddle Street and the Merri Creek open space corridor on the eastern boundary of the

With the predominantly residential land use in the precinct the resident population is greater than the worker population in Clifton Hill, as follows:

- Existing residential population 2016: 6,792 (*Source: .id Consulting population forecasts, 2018*)
- Existing estimated worker population 2016: 920 (*Source: SEES, SGS 2018)*



Figure 7.4A Existing open space in Clifton Hill

7.4.2 Existing open space

7.4.2a Open space precinct description

Hoddle Street forms a major physical barrier to easy and safe access to open space in Clifton Hill, and defines the two open space sub-precincts, Clifton Hill A and B, as shown in Figure 7.4C below.



Figure 7.4B Open space sub-precincts for Clifton Hill

Clifton Hill A

- Open space sub-precinct Clifton Hill A is located between Punt Road and Church Street, from Victoria Street in the north to Bridge Road in the South.
- Open space located in this sub-precinct includes
  - Darling Gardens
  - Mayors Park
- Darling Gardens is one of Melbourne's signature Victorian Gardens and is identified as locally significant as an early and important recreation facility within Clifton Hill and Collingwood. Of note are the mature deciduous trees including two recorded by the National Trust of Victoria. The Darling Gardens Masterplan (2015) guides the future upgrades to the gardens.
- Mayors Park located north of Darling Gardens complements it by providing structured sport and recreation facilities including the Collingwood Leisure Centre and the Mayors Park tennis and netball courts. Other facilities include a playground, open grassed area, paths and planting.
- Other major land use in this precinct includes the Clifton Hill Primary School and the non-residential uses to the south along Alexandra Parade.
- The *Yarra Housing Strategy* (2018) identifies two Moderate Change areas. One is in the south-east adjoining Alexandra Parade between Wellington and Hoddle Streets. The second is the land adjoining Queens Parade. The balance of the precinct is identified as minimal change and non-residential use as shown in Figure 7.4D.

Clifton Hill B

- Open space sub-precinct Clifton Hill B is located between Church and Burnley Streets, north of Bridge Road.
- Open space located in this sub-precinct includes
  - Clifton Street Reserve

- Coulson Reserve
- Hall Reserve
- Quarries Park
- Ramsden Street Reserve
- Merri Creek Shared Trail (Heidelberg Road to the Eastern Freeway)
- Merri Creek Shared Trail (Railway to Heidelberg Road)

- The majority of the open space reserves are located along Merri Creek and adjoin each other. The only open space located away from the continuous open space corridor along the creek is Clifton Street Reserve.
- Coulson Reserve and George Knott Reserve are primarily for structured sporting purposes with the Merri Creek Shared Trail located through and adjoining them. Located north of Heidelberg Road, they are not easily accessible from within the precinct and can only be accessed via the Merri Creek Trail shared trail crossing at Heidelberg Road.
- Hall Reserve is primarily for unstructured recreational use with two playgrounds and path connections down to the Merri Creek Trail, which directly adjoins the reserve. It has a natural bushland character.
- Quarries Park contains both structured sporting facilities and large regional play space, while Ramsden Street Reserve is primarily for structured sport.
- Merri Creek Shard Trail is continuous along this reserve adjacent to the creek and joins the Main Yarra Trail at Dights Falls at the confluence of the waterways in Abbotsford.
- The land use is predominantly standard and medium density residential with the area of non-residential use between the railway and Hoddle Street. Other land use includes the Spensley Street Primary School and open space.
- The *Yarra Housing Strategy* (2018) includes a few Incremental Change areas but is predominantly Minimal Change, as shown in Figure 7.4D.

7.4.2b Quantity of open space in Clifton Hill

The 9 existing open spaces in Clifton Hill have a combined total area of 41.18 hectares. This represents approximately 24.6 per cent of the total land area of the precinct. Additionally there is one existing restricted open space, being George Knott Reserve, which is 2.35 hectares in size. Adding the restricted open space to the other 9 open spaces results in a total of 43.53 hectares and represents 26 per cent of the total land area of the precinct.

Table 7.4-1 Number, size and type of open space

No	Hierarchy	Area (ha)	%
3	Regional	18.74	46%
5	City wide	22.37	54%
0	Neighbourhood	0.00	0%
0	Local	0.00	0%
1	Small Local	0.07	0%
9	**TOTAL**	**41.18**	**100%**

7.4.2c Open space hierarchy, character and quality

The linear open space along Merri Creek is an important habitat and recreational corridor for wider Melbourne. Downstream of Heidelberg Road it feels more spacious given the extensive Yarra Bend Park adjoins the eastern side of Merri Creek. For this reason, Hall Reserve adjoining the Merri Creek Trail reserves has been identified as Regional open space. Quarries Park has a natural bushland character towards the creek and the major play space including picnic and skate facility, along with the sports field for soccer including the pavilion in the western part of the park. The southern end of Hall Reserve also has a second soccer pitch. Quarries Park is classified as a City-wide open space. Similarly, Ramsden Street Reserve with the outdoor sports fields including a full sized AFL oval that is used for cricket and football.

In contrast to the natural bushland character and setting for the open space reserves along the Merri Creek Darling Gardens provides an established Victorian exotic public garden character. It is the most popular open space in the resident open space survey with more than 60 per cent of respondents indicating that they visit it. Mayors Park on the other hand is identified as being not well used in the open space survey. This may in part be due to its smaller size and close proximity to Darling Gardens.

As a point of different from other precincts in the City of Yarra, there are no Local open spaces and only one Small Local open space being Clifton Street Reserve located in the heart of the residential area between Walker and Spensley Streets. It is not specifically nominated in the resident open space survey and provides a green open grassed area with trees and a couple of picnic tables.

Table 7.4-2 Existing open space, hierarchy and character classification

Name	Area Ha	Hierarchy	Primary Character Classification	Secondary Character Classification
Clifton Street Reserve	0.07	Small Local	Informal	Urban heat mitigation
Coulson Reserve	1.03	City-wide	Sporting	Waterway, Botanical
Darling Gardens	7.24	City-wide	Heritage	Public gaden, Botanical
Hall Reserve	11.02	Regional	Linear	Sporting, Heritage, Native bushland, Nature conservation, Play
Mayors Park	2.46	City-wide	Sporting	Restricted sport and recreation, Public garden
Quarries Park	8.33	City-wide	Sporting	Linear, Play, Native bushland, Nature conservation, Seating/viewing
Ramsden Street Reserve	3.32	City-wide	Sporting	Waterway, Nature conservation
Merri Creek Shared Trail (Heidelberg Rd to Eastern Freeway)	3.98	Regional	Linear	Waterway, Nature conservation
Merri Creek Shared Trail (Railway to Heidelberg Road	3.73	Regional	Linear	Waterway, Nature conservation
Total	**41.18**			
Restricted open space				
George Knott Reserve	2.35	City-wide	Restricted sport and recreation	Waterway
Total including restricted open space	43.5286			

7.4.2d Distribution of open space in Clifton Hill

The existing open space has been allocated an appropriate hierarchy as shown in Table 7.4-2 above and a corresponding walking catchment appropriate to it, as described in Table 3-1 and 3-5 of this report. The areas of the precinct that are located outside the walking catchments of the different open space reserves are referred to as 'gap areas' and are shown in white in Figure 7.4C on the next page. The assessment of the adequacy of the existing open space network in Clifton Hill is informed by the analysis of the spatial distribution of open space. As one of the key aims of this Strategy is for everyone to live and work within a safe and easy walk of open space, the recommendations will focus on addressing the gaps in the existing open space network.

For Clifton Hill, there are no major gaps in the existing open space network, with the only gap being the area between the railway and Hoddle Street. Given that people working in this precinct can access open space via the local street network, this is not identified as being a high priority to address. While no major redevelopment is planned, if the urban densities were to increase in the future between the railway and Hoddle Street, additional Small Local open space may be required to be provided.

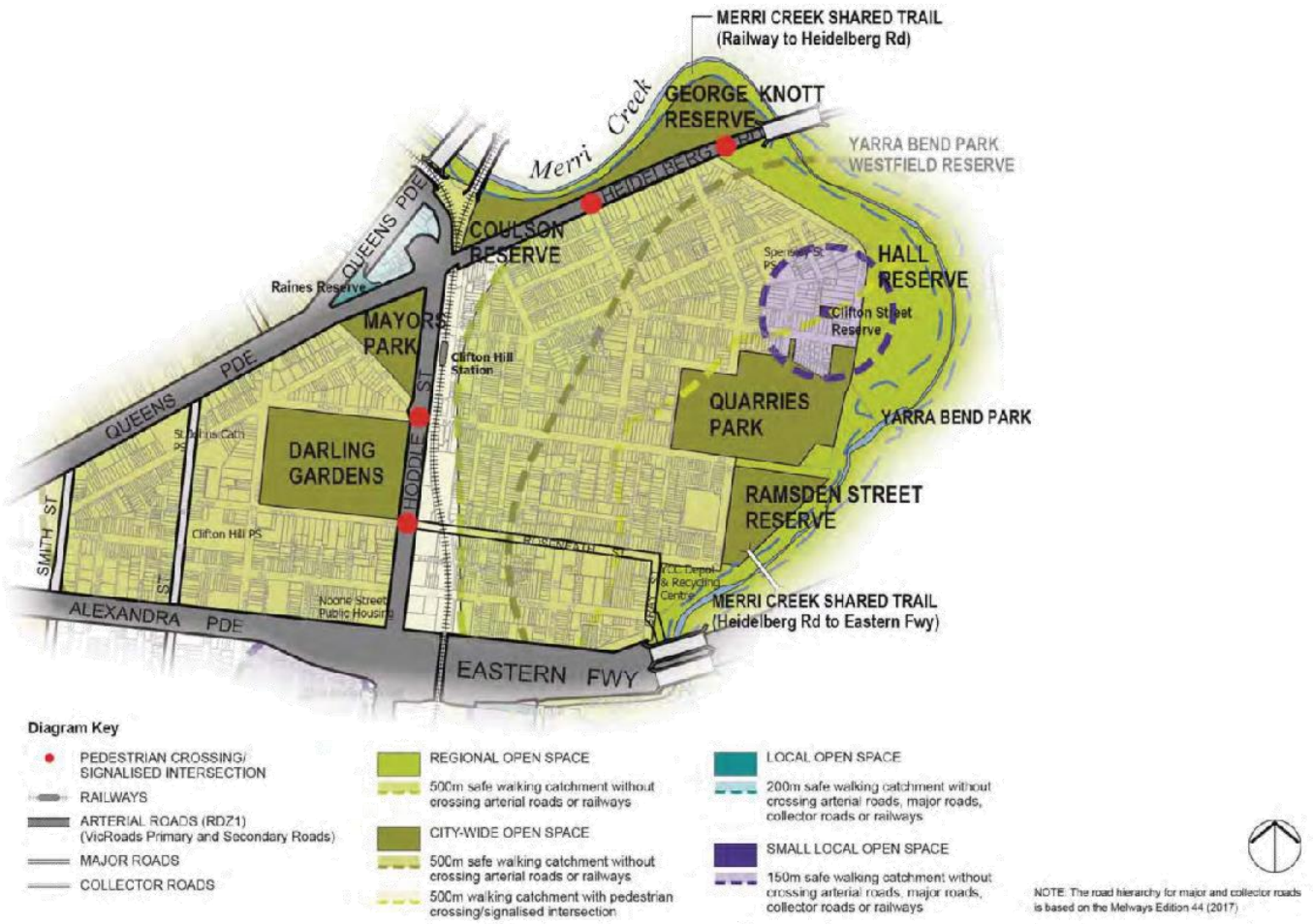


Figure 7.4C Gap analysis for Clifton Hill

7.4.3 How residents use open space

A total of 68 resident surveys were received from Clifton Hill, which represents approximately 5 per cent of the total resident surveys received. The .id Community Profile identifies that 7 per cent of the City of Yarra's population lives in Clifton Hill.

Clifton Hill is well provided for with open space and this is reflected in the responses to the survey in this precinct. There is an appreciation of the bushland qualities of open space given the proximity to Merri Creek and while it is appreciated the most frequently visited open space is Darling Gardens, primarily for play, dog walking and meeting people. In relation to facility provision in open space, respondents have requested additional facilities including shelters and seats. Overall the use of open grassed areas, walking paths and seats is higher than the Municipal average and they value the trees and request more in the streetscapes and open space. Dogs and children are integral to the respondents lives as is enjoying a picnic, playing sport and exercising outdoors.

Table 7.2-3 Most frequently visited open space

No.	Name	Reasons to visit	Suggested improvements
Open space within walking distance			
43	Darling Gardens	• Playground (14) • Dog walking (9) • Socialising with friends / family (6) • Convenient / on the way (5) • Picnics (5) • Close to home (4) • Trees (4) • Walking (4)	• No improvements required (5) • Fence the playgrounds (3) • Additional lighting required (3) • Improvements are appreciated (2)
22	Quarries Park	• Dog walking (9) • Playground (78) • Exercising (5) • BBQ facilities (2) • Walking (2)	• More BBQs required (3) • More bins required (2) • Dog drinking facilities required (2) • Additional lighting required (2)
19	Edinburgh Gardens	• Dog walking (17) • Exercising (4) • Picnics (4) • Socialising with friends / family (4) • Relaxing (3)	• No improvements required (3) • More bins required (1)
7	Yarra Bend Park	• Dog walking (3) • Exercising (2)	• Additional dog poo bags and bins required (3) • Cyclists to go slower through the park (1)
Open space beyond walking distance			
10	Edinburgh Gardens	• Picnics (4) • Socialising with friends / family (3) • Diverse activities (2)	• No improvements required (1)
5	Fairfield Park	• Socialising with friends/family (2)	• Sport clubrooms need upgrading (2) • Open space needs to be upgraded (1)
4	Royal Botanical Gardens Melbourne	• Entertainment for adults and children (2)	• Additional exercise equipment required (1)

No.	Name	Reasons to visit	Suggested improvements
4	Yarra Bend Park	• Natural character of the open space (1)	• Additional playgrounds required (1)

Values of open space (top five)

- 79% Trees
- 78% Place to relax and unwind
- 68% An escape from the built environment
- 66% The feeling of space
- 53% Just being outside

Types of open space used (top five)

- 97% Open space along Yarra River, 97% Large parks and gardens
- 93% Open space along the Merri Creek
- 82% Large sporting reserves
- 81% Small local parks, 81% Local streets for exercise
- 54% medium sized parks

Activities and facilities in open space (top five)

- 90% Open grassed areas
- 87% Walking paths
- 77% Seats
- 74% Drinking fountains
- 62% Cycle paths

General comments

This was an open ended section of the survey where respondents could write any additional comments. The following list are comments made by four or more people:

- Open space is valued (6)
- Additional open space is required particularly as densities increases (4)
- Council is doing a good job with the overall strategy (5)

For further details on resident survey outcomes refer to the Report on Consultation Outcomes in Appendix B.

7.4.4 Analysis of future change and open space needs

7.4.4a Forecast future population

Quantity

The table below shows the forecast population growth for the residential and worker populations in Clifton Hill. A further breakdown of the forecasts for the three open space sub-precincts within Clifton Hill have been prepared by .id Consulting to assist with analysis of where forecast change will occur.

Residential population forecasts are sourced from .id Consulting (2018) and the worker population estimates are calculated from the floor area growth forecasts in the *Spatial Economic and Employment Strategy, SGS, 2018* (SEES, 2018).

The resident population growth is minor with an overall change in residential population of 9 per cent comprising an additional 640 residents between 2016 and 2031. The worker population is forecast to increase by approximately 37 per cent, with an additional 345 workers between 2016 and 2031.

The resident population forecasts through to 2041 illustrate that there is still additional capacity for growth beyond 2031 in Clifton Hill. While this Strategy is primarily addressing the open space needs of the existing and forecast population through to 2031, it is useful to understand the context of the magnitude of change beyond the Strategy timeframe.

Table 7.4-4 Resident population forecasts for Clifton Hill open space sub-precincts

SUB-PRECINCT	2016	2031	Difference 2016-2031
Clifton Hill A	1,675	1,987	312
% change Clifton Hill A			19%
Clifton Hill B	5,117	5,445	328
% change Clifton Hill B			6%
Total Clifton Hill	**6,792**	**7,432**	**640**
Total % Change			9%

Table 7.4-5 Worker population estimates for Clifton Hill open space sub-precincts

EMPLOYMENT/RETAIL PRECINCT	2016	2031	DIFFERENCE	% CHANGE
Clifton Hill A				
Smith Street Retail Precinct	386	566	180	46%
Hoddle Street Employment Precinct	119	156	37	31%
Total estimated worker population Clifton Hill	*505*	*722*	*216*	*43%*
Clifton Hill B				
Hoddle Street Employment Precinct	416	545	129	31%
Total estimated worker population Clifton Hill	*416*	*545*	*129*	*31%*
Retail and employment precinct totals				
Smith Street Retail Precinct	386	566	180	46%
Hoddle Street Employment Precinct	535	700	166	31%
Total estimated worker population Clifton Hill	***921***	***1,266***	***345***	*37%*

7.4.4b Population change impacts on open space

The additional numbers of people living and working in Clifton Hill are anticipated to be accommodated within the existing open space network. This is due the lower numbers of people compared with the quantity and distribution of open space, combined with the location of anticipated forecast change.

The most populous age range is the 25 to 49 age range followed by 60 to 69 age range. In the future, there is forecast to be a slight decline in the 25 to 49 age range and increases in the 70+ age range and the 12 to 24 age range as well. The suggests a reduction in young families and an increase in the ageing population. Lone person households are the most numerous and this is forecast to increase through to 2031. These forecast changes mean there needs to be an emphasis on catering to all age groups in open space design with a focus on social facilities given the high proportion of people living in lone person households.

7.4.5c Where change will occur

The forecast resident population increase in Clifton Hill will be concentrated west of Hoddle Street in open space precinct Clifton Hill A in areas along Queens Parade and Alexandra Parade. The employment population is forecast to be located in the Hoddle Street and Queens Parade and across open space precincts Clifton Hill A and B. Refer Figures 7.4E and 7.4F below for the spatial distribution of forecast change.

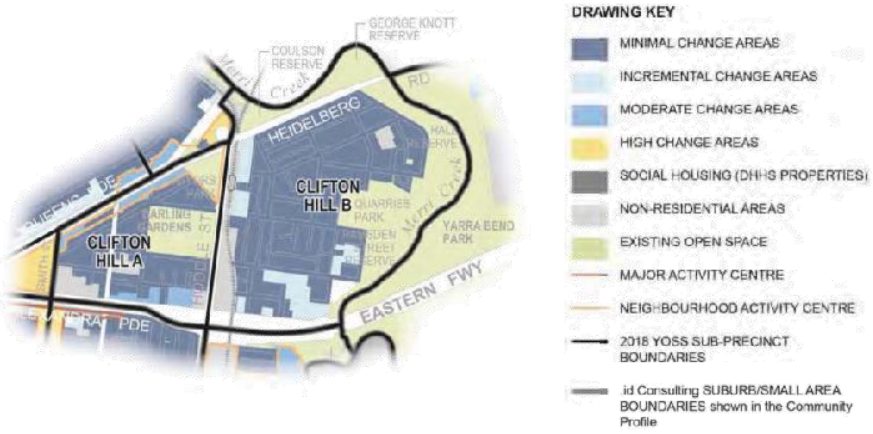


Figure 7.4D Open space sub-precincts and the Strategic Housing Framework (YHS, 2018)

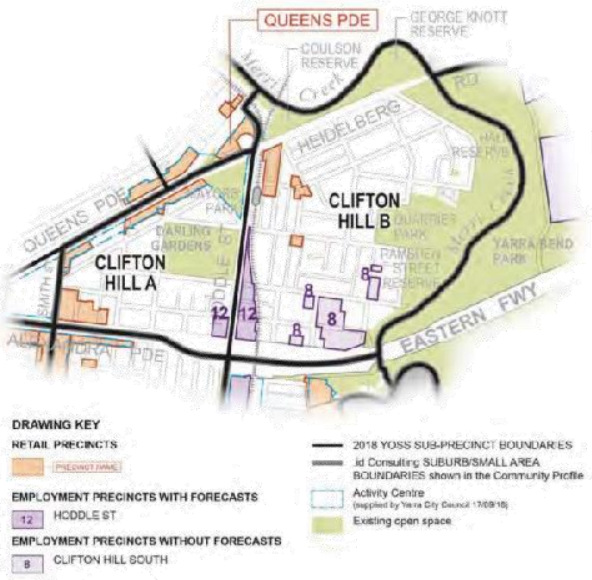


Figure 7.4E Open space sub-precincts and the Employment and Retail Precincts (SEES, 2018)

7.4.5d Open space distribution and future need in Clifton Hill

In Clifton Hill Hoddle Street and the railway form the main north south barriers to safe and easy walking access to open space. Therefore Clifton Hill has been divided into two main open space precincts, Clifton Hill A and B.

Sub-precinct	Conclusions
Clifton Hill A Refer to Section 7.4.2 for the description of existing open space and character.	• A 19 per cent increase in the resident population is forecast with an additional 312 residents by 2031. • A 43 per cent increase in the worker population is forecast with an additional 216 workers by 2031. • The existing open space network is diverse in character and has capacity to accommodate increased levels of use within it, particularly with the proposed improvements in the Darling Gardens Masterplan. • Recommend continued implementation of the Darling Gardens Masterplan as a priority to meet the increased levels of use from the forecast worker and resident population in this sub-precinct. • In the longer term, review the future opportunities to improve facilities and character in Mayors Park, given the relatively low levels of use. Improvements to the character and facilities will primarily be for the forecast resident and worker population.
Clifton Hill B Refer to Section 7.4.2 for the description of existing open space and character.	• A 6 per cent increase in the resident population is forecast with an additional 328 residents by 2031. • A 31% increase in the worker population is forecast with an additional 129 workers by 2031. • With the relatively low levels of forecast worker population increase in this precinct, it is not necessary at this stage to provide additional open space for the worker population between Hoddle Street and the railway. However, change in this location will need to be monitored, and if more than 300 additional workers or residents are proposed in the gap area, then an additional Small Local open space would be required. • Undertake minor upgrades to Quarries Park to improve passive surveillance and the natural conservation values. In the medium term improve the condition of the play space and picnic facilities. • Undertake minor upgrades to Hall Reserve to improve the social facilities in it including seating and picnic and barbecue facilities to accommodate increased levels of use. • Continue to maintain the other open space reserves.

7.4.6 Clifton Hill Recommendations

7.4.6a Summary of overall intent

Provision and distribution
Clifton Hill is well provided for with open space, with only one small gap area between Hoddle Street and the railway. An additional Small Local open space would only be required in the long term if the employment population in the gap area is estimated to substantially increase.

Quality and design
There is a need to improve the diversity of facilities that appeal to a range of age groups, particularly the older age groups who are forecast to grow over the planning period. Additionally, the open space designs need to encourage social activity in open space with the forecast increase in lone person households.

Refer to Figure 7.4F for the spatial location of recommendations for Clifton Hill.

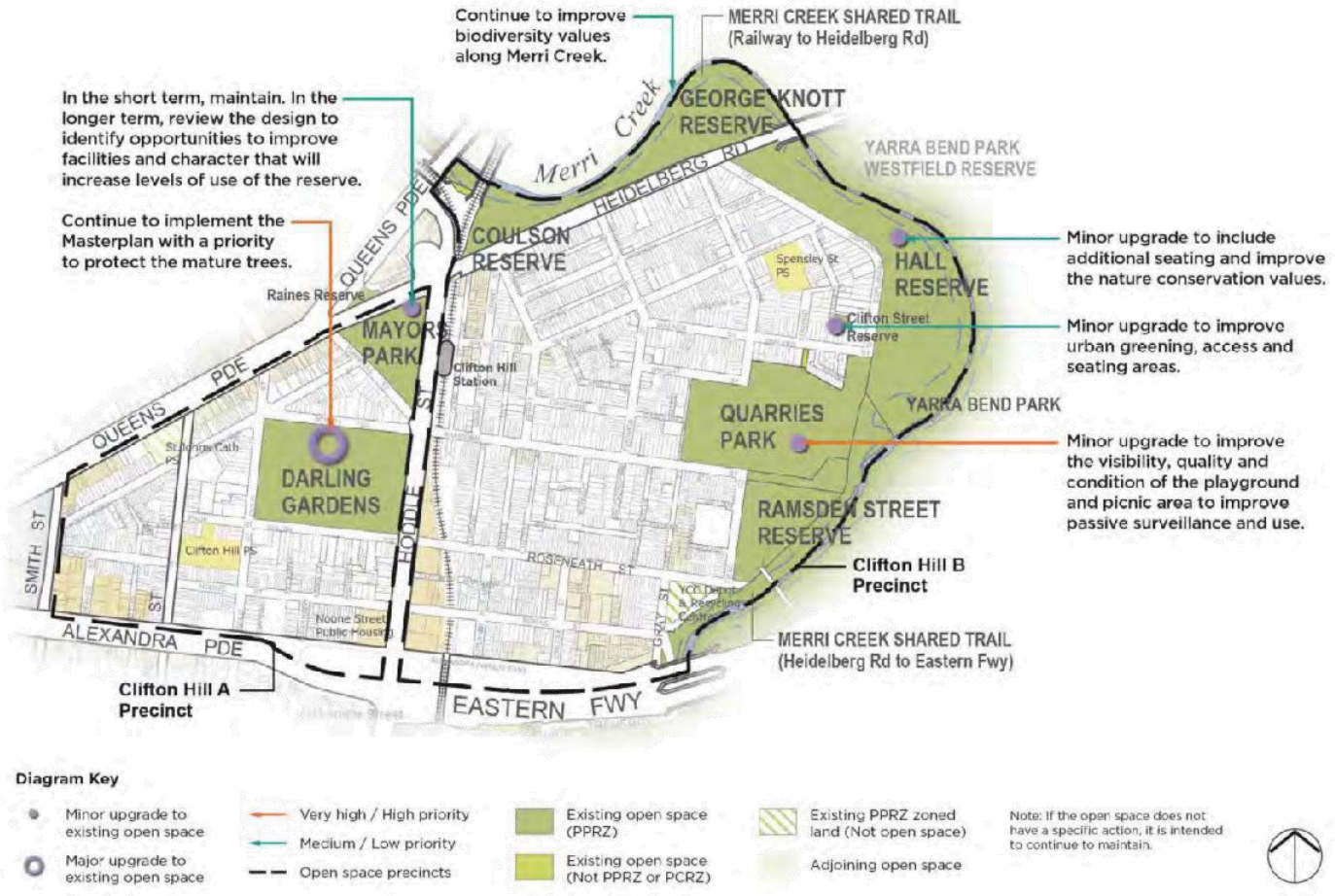


Figure 7.4F Recommendations for Clifton Hill

7.4.6b Precinct Actions for Clifton Hill

A Additional open space

No.	Action	Respons-ibility	Priority
7.4A-1	If substantial change occurs in the future between Hoddle Street and the Railway there is potential that a new Small Local open space may be required subject to an open space needs assessment. This would only be required if there is a change to the forecast growth and is not included in the contribution rate calculation and is not included on Figure 7.4F.	YCC	N/A

B Existing open space

No.	Action	Responsibility	Priority
7.4B-1	**Clifton Street Reserve** Undertake a minor upgrade to improve the design of this space including paths, social meeting areas and improved greening. This is primarily for the existing population.	YCC	Low
7.4B-2	**Coulson Reserve** Continue to maintain.	YCC	Ongoing
7.4B-3	**Darling Gardens** Continue to implement the Darling Gardens Masterplan, with priority given to the protection and care of the mature canopy trees, improving the quality and condition of the open grassed areas.	YCC	High
7.4B-4	**George Knott Reserve** Continue to maintain.	YCC	Ongoing
7.4B-5	**Hall Reserve** Undertake minor upgrade to Hall Reserve to provide additional seating area and picnic areas to enjoy the expansive views over the reserve and the create social spaces for the people to meet and spend time in the reserve. This will cater to both the forecast increased workers and residents and the existing population.	YCC	Medium
7.4B-6	**Mayors Park** In the short term continue to maintain. In the longer term review the design of this open space to identify opportunities to improve its level of use and complement the facilities and character of the nearby Darling Gardens. This will cater to both the forecast and existing population.	YCC	Low
7.4B-7	**Merri Creek Shared Trail (Railway to Heidelberg Rd)** Continue to improve the biodiversity values.	YCC	Ongoing
7.4B-8	**Merri Creek Shared Trail (Heidelberg Road to Eastern Freeway)** Continue to improve the biodiversity values.	YCC	Ongoing
7.4B-9	**Quarries Park** Undertake minor upgrades to improve the passive surveillance along with the condition of the playground and picnic area. This will cater to both the forecast and existing population.	YCC	High

No.	Action	Responsibility	Priority
7.4B-10	**Ramsden Street Reserve** Continue to maintain.	YCC	Ongoing



7.5 Collingwood

7.5.1 Introduction

The urban context of Collingwood is changing from the industrial context to a high density mixed use character with residential, business, retail and commercial uses in renovated former industrial buildings. It is characterised by a lack of open spaces due to its industrial past when they did not set aside public open space in the original layout. A series of Small Local open spaces have been retrofitted into Collingwood in more recent times with the increased awareness of the value of open space to community health and wellbeing. The worker and resident survey respondents have identified they highly value the Small Local open spaces and they are expressing high level of use, and in some cases experiencing signs of overuse and over development. As expected, people travel outside of Collingwood to larger areas of open space, with the most common being Fitzroy Gardens.

Historically the land use in Collingwood has been a relatively unplanned mix of housing, retail and industry and a range of land parcel sizes. The historical records identify that the original industries in Collingwood included brewing and boot-makers. This changed to include textile clothing and footware industries along with other service industries including the automotive repair and service industries. Since the 1990s there has been a change to business uses along with higher density housing in renovated heritage listed industrial buildings. More recently an arts precinct has emerged focussed around the former Collingwood TAFE site in a spine that extends down to the Abbotsford Convent and smaller galleries that have established themselves.

Smith Street is a vibrant Major activity centre with a business, retail and commercial core centred around Smith Street, extending into the Collingwood Employment precinct.

The Smith Street Structure Plan provides overall strategic direction for the future Major Activity Centre. It reinforces it .'*.....as a mixed use area where businesses and residential apartment exist side by side and as an area where light industry and associated uses continue to contribute to the local Yarra economy.*' (Smith Street Structure Plan, p. 11)

The *Johnston Street Local Area Plan*, adopted by Council December 2015, provides the key direction for the future change in the Johnston Street Neighbourhood activity centre. The *Yarra Housing Strategy* (2018) provides direction on the future level of change for residential use within the precinct. The *Gipps Street Precinct Local Area Plan,* adopted by Council February 2010 was the basis for the rezoning a former Industrial Area to a Commercial 2 Zone (C2Z) to reflect and support the contemporary businesses moving

into the area. The C2Z does not allow residential use to encourage and supported the mixed use character of Collingwood.

With the mixed land use, there is a significant worker population in Collingwood which is about 40 per cent greater than the resident population, as follows:

- Existing residential population 2016: 9,141 (*Source: .id Consulting population forecasts, 2018*)
- Existing estimated worker population 2016: 14,810 (*Source: SEES, SGS 2018)*



Figure 7.5A Existing open space in Collingwood

7.5.2 Existing open space

7.5.2a Description

Church and Burnley Streets are major north south roads in Collingwood and define three open space sub-precincts, Collingwood A, B and C.

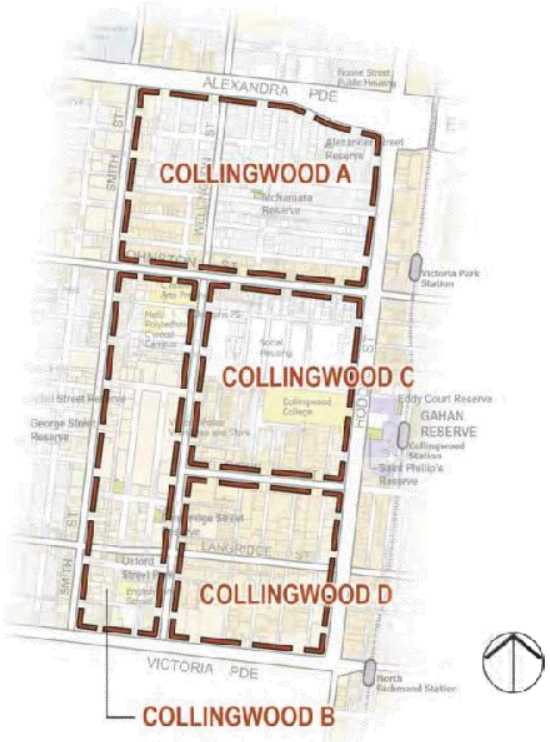


Figure 7.5B Open space sub-precincts for Collingwood

Collingwood A

- Open space sub-precinct Collingwood A is located between Alexandra Avenue and Johnston Street, from Smith Street in the west to Hoddle Street in the east.
- Open space located in this sub-precinct includes
  - Alexandra Street Reserve
  - McNamara Reserve
- McNamara Reserve is located on a prominent and accessible corner and is highly visible and accessible. The playground dominates the open space however there is potential to consider a more integrated design.
- Alexandra Street Reserve is located in a local access street and is not easily visible and accessible to the local community. As with McNamara Reserve it has a small playground with seating and trees.
- The land use in this sub-precinct is predominantly residential combined with commercial use to the south west and some smaller area of mixed use in the north.
- The Smith Street Major activity centre guides the commercial to the west of the sub-precinct.

- The *Yarra Housing Strategy* (2018) identifies a high change areas area in the north west of the sub-precinct within the Smith Street Major activity centre. An area of moderate change is identified along Johnston Street and falls within the direction of the *Johnston Street Local Area Plan*. An area of non-residential land is identified in the in the south west within area currently zoned as C2Z and the balance is identified as minimal change. Refer to Figure 7.5D

Collingwood B

- Open space sub-precinct Collingwood B is located between Johnston Street in the north and Victoria Street in the south and between Smith Street to the west and Wellington Street to the east.
- Open space located in this sub-precinct includes
  - Cambridge Street Park
  - Oxford Street Park
  - Peel Street Park
- Cambridge Street Park has been fully redeveloped since the 2006 Strategy. At that time, this was the only open space in the whole of this sub-precinct. The upgrade includes a range of facilities including a play area, picnic and barbecue facility and the public art that is integrated into the playground. It is an example of slight over-development of this open space relative to its size and the height of built form surrounding the site.
- Peel Street Park has been developed as a passive open space and well suited to the nearby worker community with seating, grassed areas and informal uses. This open space has been implemented as an action from the 2006 Strategy and has been well received by the community and is nominated as the most visited open space in Collingwood in the worker and resident surveys.
- Oxford Street Park has been developed more recently, as an action from the 2006 Strategy. The open space provides seating and greening in highly urban precinct. It does not appear to be well used in the opens space surveys.
- The land use includes the Melbourne Polytechnic Collingwood Campus and the Collingwood Arts Precinct along with remainder of the precinct being mixed use and commercial use.
- The majority of the mixed use area comprises medium and high density development.
- The *Yarra Housing Strategy* (2018) identifies a high change area in the vicinity of Langridge Street with the majority of the precinct identified to be moderate change with some smaller pockets of incremental change.

Collingwood C

- Open space sub-precinct Collingwood C is bounded by Johnston Street to the north, Gipps Street to the south, Wellington Street to the west and Hoddle Street to the east.
- There is no public open space located in this sub-precinct.
- Land use includes social housing, Collingwood College, residential use and commercial/business use.
- The *Yarra Housing Strategy* (2018) Identifies areas of moderate change along Johnston Street and the southern part of Hoddle Street with the remaining identified as non-residential use.

Collingwood D

- Open space sub-precinct Collingwood D is bounded by Gipps Street to the north, Victoria Street to the south, Wellington Street to the west and Hoddle Street to the east.
- There is no public open space located in this sub-precinct.
- Land use includes social housing, Collingwood College, residential use and commercial/business use.
- The *Yarra Housing Strategy* (2018) Identifies areas of moderate change along Victoria Street and Hoddle Street with the remaining being identified as non-residential use.

7.5.2b Quantity of open space in Collingwood

The 5 existing open spaces in Collingwood have a combined total of 0.34 hectares. This represents approximately 0.3 per cent of the total land area of the precinct. Additionally there are two existing encumbered open spaces that are 0.24 hectares in size. Adding the restricted open space to the 5 open spaces results in a total of 0.58 hectares and represents 0.5 per cent of the total land area of the precinct.

Table 7.5-1 Number, size and type of open space

No	Hierarchy	Area (ha)	%
0	Regional	0.00	0%
0	City wide	0.00	0%
0	Neighbourhood	0.00	0%
2	Local	0.22	65%
3	Small Local	0.12	35%
5	**TOTAL**	**0.34**	**100%**

7.5.2c Open space hierarchy, character and quality

In Collingwood there are 2 Local and 3 Small Local open spaces, with the two additional encumbered open spaces which function as tree reserves the major arterial roads including Hoddle Street Alexandra Parade.

Cambridge Street Reserve and Peel Street Park are the two Local open spaces, with Peel Street Park being the most visited open space in the precinct, followed by Cambridge Street Reserve. Peel Street Park caters to both the worker and resident community with the provision of seating and an open grassed area which is popular for dog walking/exercise, however there is potential to improve the character and greening of this space with additional trees and consideration of improving the layout to improve the quality of grass and create a useable area for unstructured recreation. Cambridge Street Park provides play and picnic facilities which primarily appeals to residents rather than workers. The scale of development relative to the size of this open space means that it overwhelms the open space and this is reflected in the community survey outcomes.

Oxford Street Park, located close to Cambridge Street Reserve and Peel Street Park, is characterised as a public square the provides seating and some greening. It is the second most visited open space in Collingwood for people to relax, have lunch, enjoy the

sunlight and green space. McNamara Reserve is characterised as informal and is located north the Johnston Street. The community survey respondents did visit the open space, similarly they did not visit Alexander Street Reserve either. Alexander Street Reserve is characterised as play as it only provides play and seating. There is a need to review the design of McNamara Reserve given its low levels of use. Similarly, Alexander Street Reserve is not well used and this is likely due to its small size and location.

Hoddle Street Reserve and Alexandra Pde/Bendigo Street Reserve are both encumbered by traffic noise and movement and provide some greening adjacent to these major arterial roads. They are also long and narrow in the size making them difficult to use and are therefore not counted as part of the open space network.

Table 7.5-2 Existing open space, hierarchy and character classification

Name	Area Ha	Hierarchy	Primary Character Classification	Secondary Character Classification
Alexander Street Reserve	0.02	Small Local	Informal	
Cambridge Street Reserve	0.11	Local	Play	Urban plaza
McNamara Reserve	0.05	Small Local	Informal	Play, Seating/viewing
Oxford Street Park	0.05	Small Local	Public square	
Peel Street Park	0.11	Local	Urban plaza	
Total	**0.34**			
Encumbered open space				
Hoddle Street Reserve (btwn Langridge and Gipps Sts)	0.22	Small Local		Cnr Langridge & Hoddle Sts
Alexandra Pde/Bendigo St Reserve	0.02	Small Local		Cnr Bendigo Street & Alexandra Parade
Total encumbered open space	0.2423			

7.5.2d Distribution of open space in Collingwood

The existing open space has been allocated an appropriate open space hierarchy as shown in Table 7.5-2 above and a corresponding walking catchment appropriate to it, as described in Table 3-1 and 3-5 of this report. The areas of the precinct that are located outside the walking catchments of the different open space reserves are referred to as 'gap areas' and are shown in white in Figure 7.5C on the next page. The assessment of the adequacy of the existing open space network in Collingwood is informed by the analysis of the spatial distribution of open space. As one of the key aims of this Strategy is for everyone to live and work within a safe and easy walk of open space, the recommendations will focus on addressing the gaps in the existing open space network.

For Collingwood, the major gaps in the existing open space network occur between Smith Street and Wellington Street, north of Johnston Street, and between Wellington Street and Hoddle Street south of Johnston Street. To assist with the open space analysis, Collingwood has been divided into three open space sub-precinct. These are shown in Figure 7.5C



Figure 7.5C Gap analysis for Collingwood

7.5.3 How residents use open space

A total of 99 resident surveys were received from the Collingwood precinct. A summary of the results of the worker survey is included in the next section 7.5.4.

Table 7.5-3 **Most frequently visited open space**

No.	Name	Reasons to visit	Suggested improvements
Open space within walking distance			
35	Peel Street Park	• Close to home (7) • Dog walking (5) • Being outside (5) • Dog friendly (4) • Green open space (4) • Convenient/on the way (4)	• Improve seating design (6) • More shade required (5) • Improve open space layout and design (4) • Dog owners to clean up after their dogs (3)
22	Oxford Street Park	• To have lunch (6) • Relaxing (4) • Close to home (3)	• Dog owners to clean up after their dogs (2) • Graffiti to be removed (2) • More shade required (2)
20	Fitzroy Gardens	• Exercising (5) • Green open space (4) • Close to home (3) • Dog walking (3)	• No improvements required (2) • Café / kiosk facilities needed (1)
13	Edinburgh Gardens	• Dog walking (4) • Close to home (1)	• Maintenance of drinking fountains (2) • No improvements required (2)
10	Darling Gardens	• Informal ball games / sport (3) • Convenient / on the way (2)	• No improvements required (2) • Additional toilets required (2)
Open space beyond walking distance			
15	Edinburgh Gardens	• Socialising with family / friends (5) • Picnics (4) • Dog walking (3)	• No improvements required (2) • Café / kiosk facilities needed (1)
7	Yarra Bend Park	• Jogging/running (2) • Walking (2)	• Manage shared trail use between cyclists and pedestrians (1) • Reduce speed that cyclists can ride through this park (1)
6	Fitzroy Gardens	• Beauty and ambience of open space (2) • Peacefulness of open space (1)	• More dog of leash areas required (1) • More dog poo bags and bins required (1)
6	Royal Botanical Gardens Melbourne	• Walking (2) • Café / kiosk facilities (1)	• No improvements required (1) • Additional botanical gardens required (1)

Values of open space (top five)

- 77% Trees
- 74% A place to relax and unwind
- 71% An escape from the built environment
- 55% The feeling of space
- 53% Just being outside

Types of open space used (top five)

- 90% Small local parks
- 88% Large parks and gardens
- 87% Open space along the Yarra River
- 77% Large sporting reserve, 77% Urban Squares, 77% Local streets for exercise
- 68% Medium sporting reserves

Activities and facilities in open space (top five)

- 81% Open grassed areas
- 79% Seats
- 78% Walking paths
- 66% Drinking fountains
- 61% Cycle paths

General comments

This was an open ended section of the survey where respondents could write any additional comments. The following list are comments made by four or more people:

- Additional open space is required (11)
- Additional open space is required particularly as densities increase and the less private open space (8)

For further details on resident survey outcomes refer to the Report on Consultation Outcomes in Appendix B.

7.5.4 How existing workers use open space

113 workers were surveyed in the Epworth Hospital and Bridge Road area about open space.

Frequency of use of open space near the workplace

- 88 per cent of those surveyed visit open space near their workplace with 53 per cent of them nominated they visit open space frequently.

Reasons to visit open space near the workplace

The three top reasons workers visit open space near their place are:

- 66% to be outdoors as a break from work
- 42% to socialise / meet colleagues / friends
- 19% to eat lunch

Most frequently visited open space

No.	Name
15	Fitzroy Gardens
13	Royal Botanic Gardens
11	Parks (names were not specified)
10	Citizens Park
8	Barkly Gardens
8	Yarra Park

Suggestions for improvements to the open space network
The following list is the comments made by 4 or more people:

- Additional open space required (15)
- No improvements required to open space (9)
- Additional car parking required (5)
- Public toilets - additional required (4)

7.5.5 Analysis of future change and open space needs

7.5.5a Forecast future population

Quantity

The table below shows the forecast population growth for the residential and worker populations in Collingwood. A substantial change is forecast with an additional estimated 15,000 people living and working in Collingwood by 2031. A further breakdown of the forecasts for the four open space sub-precincts within Collingwood have been prepared by .id Consulting to assist with analysis of where forecast change will occur. There is significant variation in the forecast change between the different sub-precincts as shown.

Residential population forecasts are sourced from .id Consulting (2018) and the worker population estimates are calculated from the floor area growth forecasts in the *Spatial Economic and Employment Strategy, SGS, 2018* (SEES, 2018).

The resident population growth is significant with an overall change of 57 per cent or an additional 5,206 residents between 2016 and 2031. The worker population is estimated to increase by approximately 70 per cent, with an additional 10,358 additional workers between 2016 and 2031.

The resident population forecasts through to 2041 illustrate that there is additional capacity for growth beyond 2031 in Collingwood, however the rate of growth is slower than forecast for the 2016 to 2031 period. While this Strategy is primarily addressing the open space needs of the existing and forecast population through to 2031, it is useful to understand the context of the magnitude of change beyond the Strategy timeframe.

Table 7.5-4 Resident population forecasts for Collingwood open space sub-precincts

SUB-PRECINCT	2016	2031	Difference 2016-2031
Collingwood A	2,381	3,846	1,465
% change Collingwood A			62%
Collingwood B	3,075	6,065	2,990
% change Collingwood B			97%
North Collingwood C	2,551	2,798	247
% change Collingwood C			10%
North Collingwood D	1,134	1,638	504
% change Collingwood D			44%
Total Collingwood	**9,141**	**14,347**	**5,206**
Total % Change			57%

Table 7.5-5 Worker population estimates for Collingwood open space sub-precincts

EMPLOYMENT/ RETAIL PRECINCT	2016	2031	DIFFERENCE	% CHANGE
Collingwood A				
Smith Street Retail Precinct	2,029	2,972	943	46%
Total estimated worker population Collingwood A	*2,029*	*2,972*	*943*	*46%*
Collingwood B				
Smith Street Retail Precinct	3,767	5,519	1,751	46%
Victoria Parade Employment Precinct	1,290	1,946	656	51%
Total estimated worker population Collingwood B	*5,058*	*7,464*	*2,407*	*48%*
Collingwood C				
Smith Street Retail Precinct	290	425	135	46%
Gipps Street Employment Precinct	1,585	3,568	1,984	125%
Total estimated worker population Collingwood C	*1,874*	*3,993*	*2,118*	*113%*
Collingwood D				
Smith Street Retail Precinct	97	142	45	*46%*
Victoria Parade Employment Precinct	3,167	4,776	1,609	*51%*
Gipps Street Employment Precinct	2,585	5,822	3,236	*125%*
Total estimated worker population Collingwood D	*5,849*	*10,740*	*4,891*	*84%*
Precinct Total				
Smith Street Retail Precinct	6,182	9,056	2,874	46%
Victoria Parade Employment Precinct	4,457	6,722	2,265	51%
Gipps Street Employment Precinct	4,170	9,390	5,220	125%
Total estimated worker population Collingwood	***14,810***	***25,168***	***10,358***	*70%*

7.5.5b Population change impacts on open space

The additional quantity of people living and working in Collingwood will place increased pressures and demands on the existing open space. The pressures will include increased volumes of people in the open space utilising the facilities, leading to overcrowding in open space, lack of access to existing facilities and deterioration in the quality of natural features such as grass areas due to compaction from increased use. Due to the limited amount of open space in Collingwood, Peel Street Park already shows signs of over-use with difficulty in maintaining the grassed areas and the poor condition of garden beds.

The forecast change in demographics between 2011 and 2016 shows a proportional increase in the 18 to 34 age ranges and a decline in younger people and those in the older age range as well. This means that open space design needs to appeal to the 18 to 34 age range as well as providing for all age groups. Given there has also been an increase in lone person households and couples without children, open space will need to focus on providing facilities that encourage socialising in open space including seating areas and picnic facilities. There will also be a need to promote fitness and exercise by increasing the diversity of facilities that encourage this.

7.5.5c Where change will occur

The forecast resident population increase in Collingwood will be concentrated in sub-precincts Collingwood A and B. The worker population increase is estimated to occur across Collingwood B, C and D, particularly in the Gipps Street and Smith Street employment precincts. Refer to Figures 7.5D and 7.5E below.

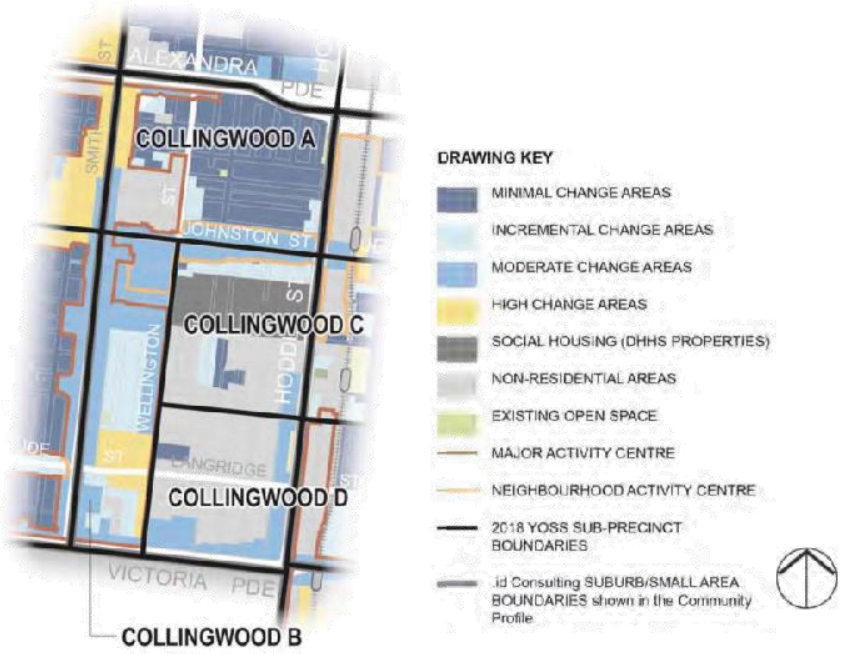


Figure 7.5D Open space sub-precincts and the Strategic Housing Framework (YHS, 2018)

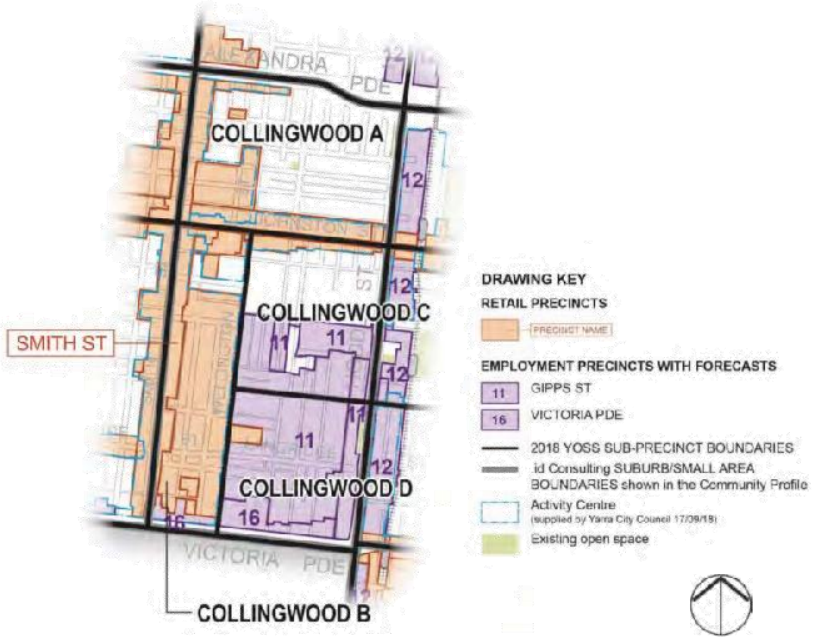


Figure 7.5E Open space sub-precincts and the Employment and Retail Precincts (SEES, 2018)

7.5.5d Open space distribution and future need in Collingwood

Within Collingwood the major roads form barriers to safe and easy access to open space. These sub-precincts are based on the ability of people working or living in Collingwood to easily reach open space. The open space survey results confirm that residents travel outside Collingwood to visit large areas of open space with the most popular being Fitzroy Gardens and Edinburgh Gardens, mainly for exercising and dog walking. The high value placed on trees, the need to relax and unwind and an escape from the built environment in the open space surveys supports the need to provide more open space in Collingwood, and ensure that it includes natural features and trees. The survey results xx with site xx confirms that people visit small local open spaces as well, particularly when they are nearby.

Sub-precinct	Conclusions
Collingwood A Open space sub-precinct Collingwood A. Refer to Section 7.5.2 for the description of existing open space and character.	• A 62 per cent increase in the resident population is forecast with an additional 1,465 residents by 2031. • A 46 per cent increase in the worker population is estimated with an additional 943 workers by 2031. • The existing open space network lacks diversity of character and facilities with both existing Small Local open spaces offering play facilities when the demographics indicate a higher proportion of people in the 18 to 34 year age range. The open spaces provide limited unstructured recreation opportunities.

Sub-precinct	Conclusions
	• Recommend a new Small Local open space between Smith and Wellington Streets to cater to both the existing and forecast population as shown in Figure 7.5E. The location will need to be accessible and visible and preferably located on a corner site with both east-west and north south access via the local street network. This small local open space will provide for the needs of the 18 to 34 demographic. • Identify opportunities to increase the size of McNamara Reserve to provide a Local open space. The larger size will allow for a greater diversity of facilities to be provided to appeal to a diversity of age groups. • Undertake a major upgrade to McNamara Reserve. • Investigate the opportunity to either expand the size Alexander Street Reserve - preferably including east-west access to it or expanding the public street frontage. If this is not viable, then seek an alternative location for a new Small Local open space towards the south of Collingwood A close to the moderate change area and replace Alexander Street Reserve. The new Small Local open space is to be accessible via the local street network and with public roads/laneways to at least two sides.
Collingwood B Open space sub-precinct Collingwood B. Refer to Section 7.5.2 for the description of existing open space and character.	• A 97 per cent increase in the resident population is forecast with an additional 2,990 residents by 2031. Review of the population forecasts to 2041 indicates that population growth will slow to 27 per cent. • A 48 per cent increase in the worker population is estimated with an additional 2,407 workers by 2031. • While two new Small Local open spaces have been established in the southern part of the precinct since the 2006 Strategy along with an upgrade to Cambridge Street Reserve, these open spaces are already experiencing over-development and over use. • Provide an additional Small Local open space in the north part of Collingwood B precinct to primarily cater to the forecast worker and population in the moderate change area identified in the *Yarra Housing Strategy*. • Investigate options to increase the size of Peel Street Park, Cambridge Street Reserve and the Oxford Street Park given they are located in the forecast high change area in the *Yarra Housing Strategy*. Alternatively, seek provision of two additional Small Local open spaces, one north of Langridge Street and the other south of Langridge Street.
Collingwood C Open space sub-precinct Collingwood C. Refer to Section 7.5.2 for the description of existing open space and character.	• A 10 per cent increase in the resident population is forecast with an additional 247 residents by 2031. Between 2031 and 2041 a 27 per cent increase is forecast with an additional 1,636 residents. This increased rate of growth forecast beyond 2031 means that it will be important to consider future open space opportunities on any of the larger redevelopment sites within this planning period, particularly if this relates to the redevelopment of social housing in the precinct.

Sub-precinct	Conclusions
	• A significant 113 per cent increase in the worker population is estimated for this precinct, with an additional 2,118 workers by 2031. • Currently there is no public open space in this precinct, with the social housing area and Collingwood College providing ancillary open space. • Provide a new Small Neighbourhood open space Collingwood C to cater to both the existing and forecast population. In the future (i.e. 2031 to 2041) this open space will need to be increased in size to provide a new Local open space and it is recommended that this be considered in the siting of this new Small Neighbourhood open space. • Please refer to Figure 7.5F.
Collingwood D Open space sub-precinct Collingwood D. Refer to Section 7.5.2 for the description of existing open space and character.	• A 44 per cent increase in the resident population is forecast with an additional 504 residents by 2031. • A significant 84 per cent increase in the worker population is estimated for this precinct, with an additional 4,891 workers by 2031. • Currently there is no public open space in this precinct and the majority of the precinct will continue to be for non-residential use. • Therefore it is recommended that a new Local open space is provided in the vicinity of Langridge Street in an accessible location and relatively central as illustrated in Figure 7.5E. Given there is currently no open space in this precinct, this new open space will also benefit the existing population. • Provide access to the new Small Local open space in the vicinity of Langridge Street to be within an easy and safe walk of the worker population including potentially future residents living in along the southern section of this sub-precinct near Victoria Parade. Given there is currently no open space in this precinct, this new open space will also benefit the existing population. • Please refer to Figure 7.5F.

7.5.6 Collingwood Recommendations

7.5.6a Summary of overall intent

Provision and distribution
The majority of the Small Local open spaces in Collingwood are experiencing high levels of use. With the forecast substantial population increase of approximately 15,000 people by 2031, there is a need to provide additional open space in Collingwood, including new Small Neighbourhood, Local and Small Local open spaces The recommendations include expanding the size of selected existing Small Local open spaces to allow inclusion of a greater diversity of facilities. The additional distributed open spaces will also assist to mitigate urban heat, provide increased urban greening and open space within a safe and easy walk of residents and workers as urban densities continue to increase in the future. This will positively contribute to the health and wellbeing of residents and workers.

Quality and design
There is a need to increase and improve the recreational quality and diversity of facilities in the Small Local open spaces in Collingwood. The additional open space can be designed to provide a diversity of facilities for the existing and future population and contribute positively to mitigating urban heat island effect.

Refer to Figure 7.5F for the spatial location of recommendations for Collingwood.

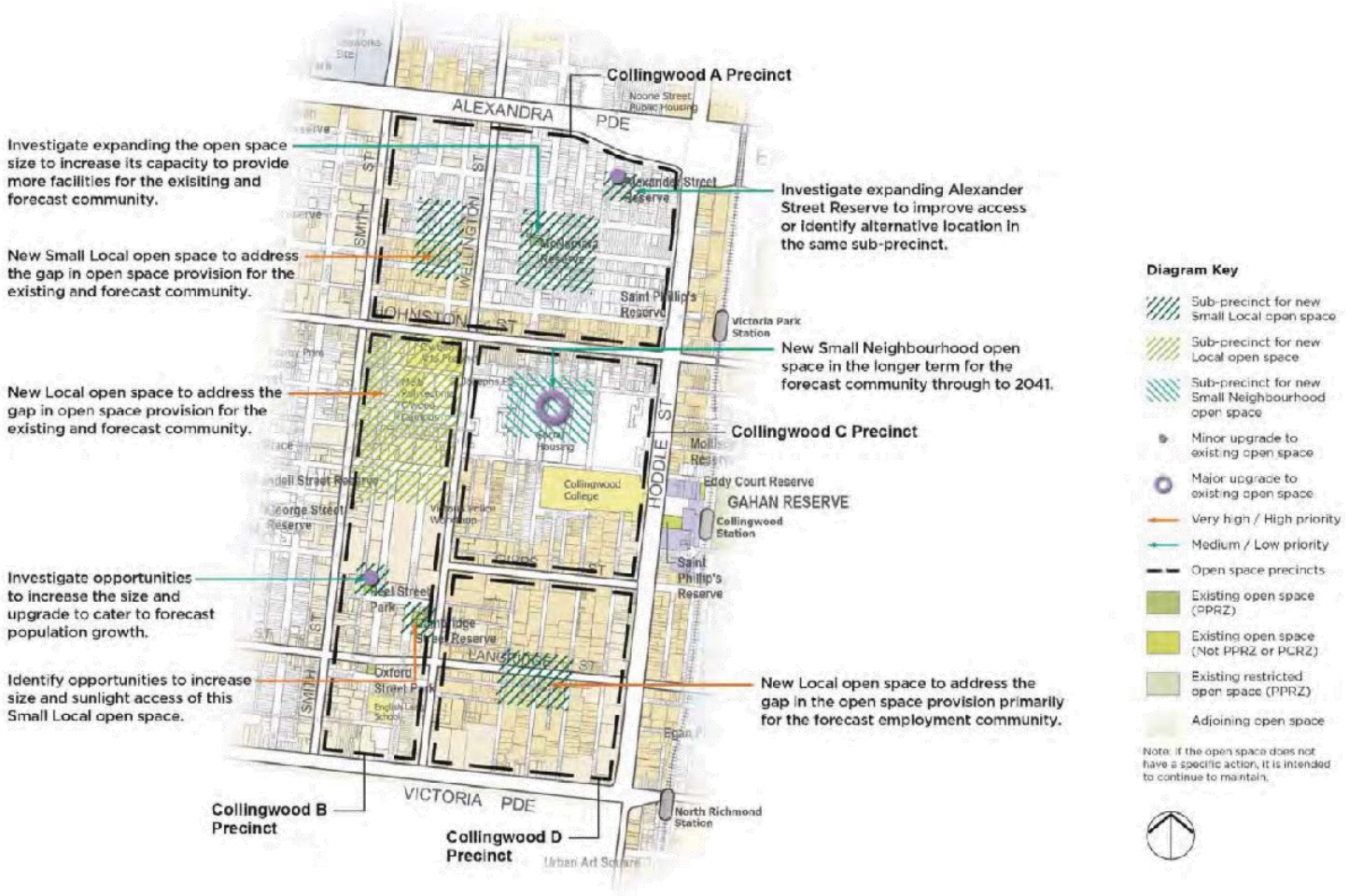


Figure 7.5F Recommendations for Collingwood

7.5.5b Precinct Actions for Collingwood

A Additional open space

No.	Action	Respons-ibility	Priority
7.5A-1	Provide a new Small Local open space between Smith and Wellington Streets in open space precinct Collingwood A to cater to the existing and forecast population.	YCC Developer	Very High
7.5A-2	Investigate options to expand the size of McNamara Reserve to increase it to a Local open space size to provide space to include diversity of facilities that appeal to both the existing and forecast community.	YCC Developer	Medium
7.5A-3	Investigate options to expand the size of Alexander Street Reserve in Collingwood A to make it more accessible and useable. Alternatively provide a new Small Local open space for both the existing and forecast population in a more accessible and visible location in Collingwood A sub-precinct. This can either be in addition to Alexandra Reserve, or to replace it.	YCC	Medium
7.5A-4	Provide a new Local open space in the northern part of open space precinct Collingwood B. This is to cater to both the existing and forecast population in the moderate change area.	YCC Developer	Very High
7.5A-5	Increase the size of Peel Street Park and Cambridge Street Reserve to accommodate additional facilities and people, given both these open spaces are experiencing signs of over-development.	YCC Developer	Very High
7.5A-6	Provide a new Small Neighbourhood open space in Collingwood C. The future open space will need to be accessible to the moderate change area associated with Johnson Street to the north and any future change to the social housing estate. This can be staged so that it firstly provides a Local open space and can be expanded later to a Small Neighbourhood to cater to the 2041 forecast population	YCC Developer	High
7.5A-7	Provide a new Small Local open space between Gipps and Langridge Streets for both the existing and forecast worker population in Collingwood D.	YCC Developer	High

B Existing open space

No.	Action	Respons-ibility	Priority
7.5B-1	**Alexander Street Reserve** Refer to Action 7.5A-3 regarding investigating the potential option to expand the size and suitable alternative more accessible locations for a new open space. Once the size, location and whether the existing open space is to be retained, undertake capital works improvements to establish a new open space or upgrade the existing.	YCC	Medium

No.	Action	Respons-ibility	Priority
7.5B-2	**Cambridge Street Reserve** Investigate opportunities to increase the size of Cambridge Street Reserve including options of utilising part of the adjoining road reserve. This will increase the area and also sunlight access, particularly in winter.	YCC	High
7.5B-3	**McNamara Reserve** In the short to medium term continue to maintain. As part of the future expansion to the reserve in the long term, undertake a major upgrade to include facilities appropriate to the existing and forecast new community. Refer to Action 7.5A-2 regarding the increase of its size.	YCC	Low
7.5B-4	**Oxford Street Park** Continue to maintain.	YCC	Ongoing
7.5B-5	**Peel Street Park** n the short term, undertake a minor upgrade to this open space to provide additional trees, shade, improve seating and improve the layout and condition of the open grassed area primarily for the new population due to increased levels of use. In the longer term, undertake a major upgrade to incorporate the expanded area of open space. Refer to Action 7.5A-5.	YCC	Medium



7.6 Cremorne, Richmond South and Burnley

7.6.1 Introduction

Cremorne, Richmond South and Burnley is a combined precinct bounded to the north by Swan Street, to the South and east by the Yarra River (Birrarung) and the west by Punt Road. The topography is relatively flat and falls gradually to the river.

Cremorne is identified as a Major Employment Precinct in Yarra and the remaining land with the Commercial 2 zoning defines the extent of the employment precinct. The area has made a gradual transition from predominantly industrial use to a wider mix of activities including commercial offices and creative industries. The precinct is characterised by a variety of lot sizes, building stock and condition. The physical diversity has been an important factor in attracting a diversity of economic activities. The *Yarra Spatial Economic and Employment Strategy* (SEES) supports the protection of the major employment precinct Cremorne. It forecasts continued growth in the non-residential use, evidenced by the recent spike in office developments in the precinct. The SEES forecasts an approximate 20 per cent increase in floor area between 2016 and 2031. There are also pockets of residential use amongst the predominantly commercial use.

Richmond South is predominantly residential with retail and commercial use along Church and Swan Streets, and industrial use to the south east associated with the major power terminal station located there. Burnley, between Burnley Street and Loyala Grove is predominantly residential with some business and commercial use adjoining Twickenham Crescent in the south and along Swan Street. East of Loyala Grove the land use is predominantly open space combined with business/commercial use and education with the University of Melbourne Burnley Campus.

Swan Street and Church Streets are major retail, commercial and business precincts in North Richmond. The *Victoria Street Structure Plan*, adopted by Council in April 2010, provides the key direction for the future expansion and change within it. The *Yarra Housing Strategy* (2018) provides direction on the future level of change for residential use within the precinct. The *Swan Street Structure Plan* prepared in 2014 provides direction on streetscape, built form and public realm improvements for Swan Street, Church Street and Cremorne.

With the mixed land use, there is a significant worker population in this precinct which is estimated to be more than four times the size of the resident population, as follows:

- Residential population 2016: 4,622 (*Source: .id Consulting population forecasts, 2018*)
- Estimated worker population 2016: 17,024 (*Source: SEES, SGS 2018)*

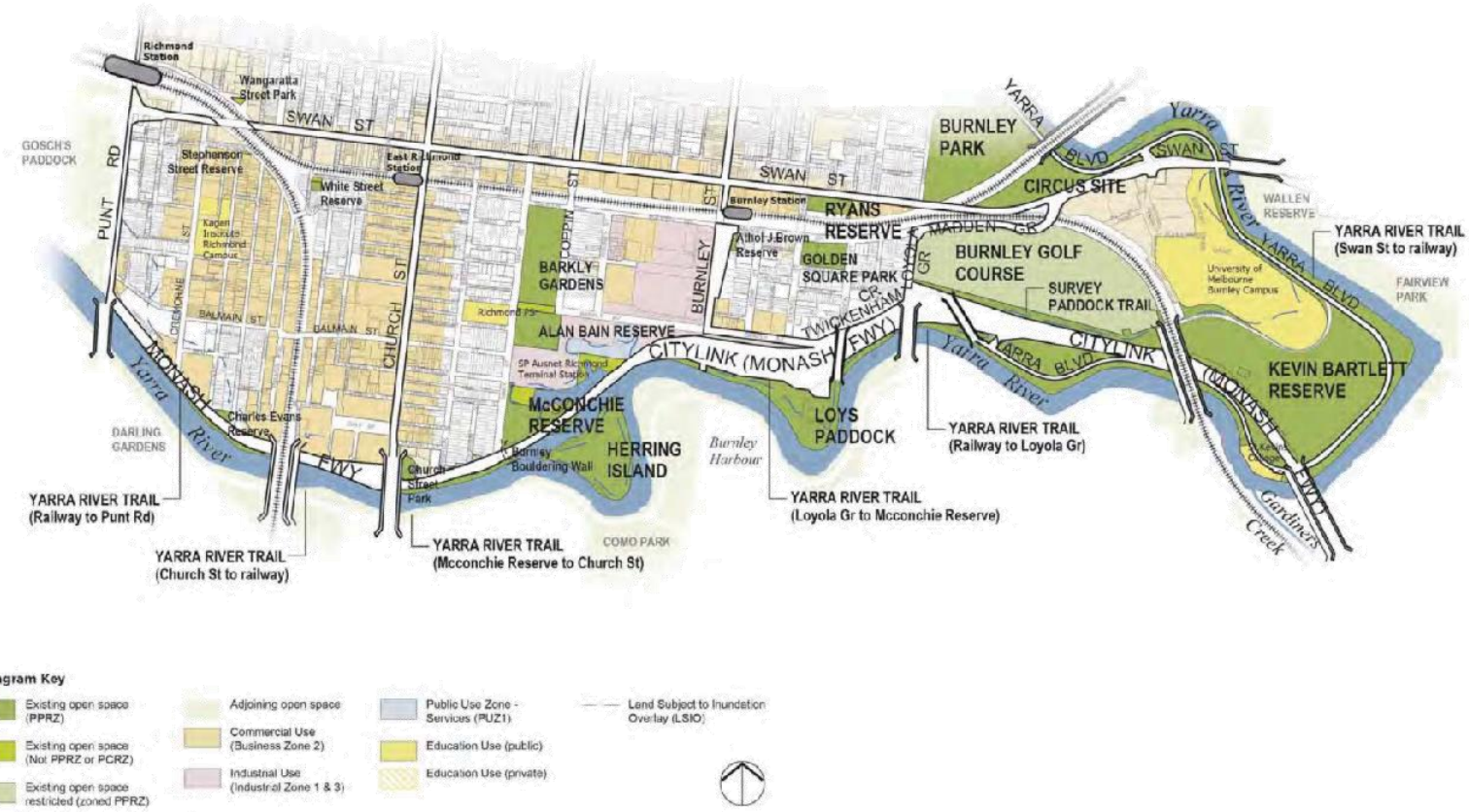


Figure 7.6A Existing open space in Cremorne, Richmond South and Burnley

7.6.2 Existing open space

7.6.2a Sub-precinct Description

Punt Road, Church Street, Burnley Street and Loyala Grove are major north south roads in this precinct and define four open space sub-precincts being Cremorne, Richmond South, Burnley A and Burnley B. These are illustrated in Figure 7.6B

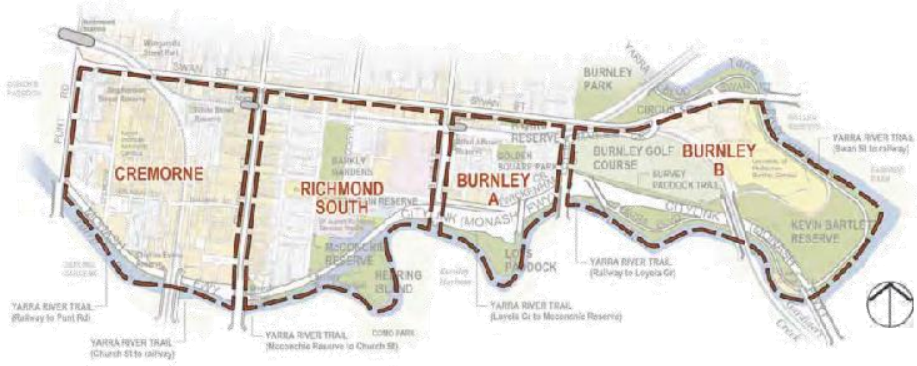


Figure 7.6B Open space sub-precincts for Cremorne, Richmond South and Burnley

Cremorne

- Located between Punt Road and Church Street, from Swan Street in the north to The Yarra River in the South.
- Open space located in this sub-precinct includes
  - Charles Evans Reserve
  - Stephenson Street Reserve
  - White Street Reserve
  - Yarra River Trail (Church Street to Railway)
  - Yarra River Trail (Railway to Punt Road)
- The three Small Local open spaces are located in different parts of Cremorne however there are gaps in open space provision. Stephenson Street Reserve is narrow with seating and a mature tree, while Charles Evans and White Street Reserves are larger and have playgrounds, paths and seats. Charles Evans Reserve is located between the freeway sound walls and apartments with limited natural sunlight access to the reserve and is difficult to access. White Street Reserve on the other hand is set in the heart of a residential precinct and the path is frequently used as a cut through for people accessing the underpass that crosses under the railway line to Swan Street.
- While the Yarra River Trail traverses the southern boundary of Cremorne, it is separated from the precinct by the Monash Freeway. Access into the trail on the north side of the River is via Punt Road and McConchie Reserve in South Richmond. Access to the Main Yarra Trail on the south side of the Yarra River is provided at Church Street.
- The predominantly non-residential land use in Cremorne means there is a significant worker population who use open space and are requesting additional open space be provided.

- The Yarra Housing Strategy (2018) identifies two high change areas. One is in the south west and Moderate Change along Punt Road and Swan Street. The existing residential precincts are identified as minimal change area. The balance of the precinct is non-residential, which is forecast to continue to redevelop and intensify as described in the SEES (SGS, 2018).

Richmond South

- Richmond South is located between Church and Swan Street and the Yarra River.
- Open space located in this sub-precinct includes (in alphabetical order):
  - Alan Bain Reserve
  - Barkly Gardens
  - Church Street Park
  - Herring Island
  - McConchie Reserve
  - Yarra River Trail (McConchie Reserve to Church Street)
- Barkly Gardens is a well-used Municipal open space that is characterised as a Public Garden with heritage values. Directly adjoining it, Alan Bain Reserve provides structured sporting use via the sports field complementing the unstructured recreational use of Barkly Gardens.
- McConchie Reserve is uniquely different Regional open space that directly adjoins the Yarra River with the Monash Freeway separating the reserve from the River. The bouldering walls under the freeway combined with the deeply incised wetland located in the base of a former quarry adds to its character.
- Williams Reserve has been recently upgraded and is characterised as an urban plaza. The Victoria Street frontage is paved with seating and picnic facilities along with open grassed areas, playground and mature trees.
- Herring Island is located in the Yarra River and is only accessible via boat from the river, with a public landing located on the southern bank in Como Park in the City of Stonnington. Herring Island is managed by Parks Victoria.
- The Yarra River Trail provides major east-west connectivity along the north bank of the Yarra River and is accessible from McConchie Reserve via an underpass under the Monash Freeway.
- Church Street Park has been created on what was a former entry ramp to the Monash Freeway. The park incudes an open grassed area, seating, picnic, play and outdoor table tennis.
- Other land use apart from the residential and open space includes a major electrical terminal station, Burnley Tunnel emissions tower, the Metropolitan Fire Brigade, Richmond Primary College, the Yarra Primary School as shown in Figure 7.6B.
- The Yarra Housing Strategy (2018) identifies High and Moderate Change Areas between Swan Street and the railway, while the majority of the existing residential areas are shown as Minimal Change Areas. The balance of the precinct is non-residential, and the area adjoining Church Street is forecast to continue to redevelop and intensify as described in the SEES (SGS, 2018).

Burnley A

- Burnley A is located between Burnley Street and Loyala Grove and between Swan Street and the Yarra River.
- Open space located in this sub-precinct includes:
  - Athol J. Brown Reserve
  - Golden Square

- Loys Paddock
- Ryans Reserve
- Yarra River Trail (Loyala Gr to McConchie Reserve)

- Golden Square, located in the heart of the residential precinct is a Small Neighbourhood open space with mature native and exotic trees, a playground and open grassed area.
- Lloys Paddock is a Regional open space that directly adjoins the Main Yarra Trail. The reserve is impacted by the traffic noise from the on-ramp to the Monash Freeway from Twickenham Crescent and also by the transmission towers and easement. The Yarra River Trail traverses through the reserve and it has natural biodiversity values.
- Ryans Reserve, located between Swan Street and the railway has tennis courts and that are available for use on a fee paying basis.
- Adjacent to Burnley Street, Athol J. Brown Reserve is a long narrow reserve with mature trees and as tree reserve rather than recreational use.
- Land use is a combination of industrial, business, commercial and residential use.
- The Yarra Housing Strategy (2018) includes a High Change Area between Swan Street and the railway. There is a combination of Incremental Change and Minimal Change for the remaining residential areas within the precinct.

Burnley B

- Burnley B is the area east of Loyala Grove and south Swan Street and comprises large open space reserves adjacent to the Yarra River.
- Open space located in this sub-precinct includes:
  - Burnley Golf Course
  - Kevin Bartlett Reserve
  - Survey Paddock Trail
  - Yarra River Trail (Swan Street to Railway) and (Railway to Loyala Gr)
- Managed by the City of Yarra, Burnley Golf Course is an 8 hole public golf course.
- Kevin Bartlett Reserve is a major sporting reserve for the City of Yarra and includes 4 soccer fields, an oval, sports pavilions, car parking and playground.
- The Main Yarra Trail continues adjacent to the Yarra River includes stands of mature remnant River Red Gums. The Gardiners Creek Trail joins to the Main Yarra Trail in this sub-precinct.
- The Capital City Trail that is located south of Burnley Golf Couse in a reserve that is known as the Survey Paddock Trail, after the original land subdivision in the early 1800s.
- Land use is a combination of open space, business and education, with Burnley Business Park and the University of Melbourne Burnley Campus located adjoining the open space.
- The Burnley Business Park is forecast to continue to expand in the SEES (SGS, 2018).

7.6.2b Quantity of open space in Cremorne, Richmond South and Burnley

The 19 existing open spaces in this precinct have a combined total area of 44.32 hectares. This represents approximately 19 per cent of the total land area of the precinct. Additionally there are two restricted open spaces with a combined total of 14.03 hectares. The majority of the restricted open space is Burnley Golf Course being 13.37 hectares with Ryans Reserve at 0.66 hectares. Adding the two restricted open spaces to the other

19 open spaces results in a total of 58.35 hectares and represents 25.1 per cent of the total land area of the precinct.

Table 7.6-1 Number, size and type of open space (excluding restricted open space)

No	Hierarchy	Area (ha)	%
9	Regional	39.59	59%
4	City wide	17.38	38%
1	Small Neighbourhood	0.83	2%
1	Local	0.38	1%
4	Small Local	0.17	0%
19	**TOTAL**	**43.32**	**100%**

7.6.2c Open space hierarchy, character and quality

The open space corridor along the Yarra River is an important habitat and recreational corridor for wider Melbourne. It is therefore designated as a Regional open space and is managed to protect and improve the habitat and recreational values. Access to the Yarra River itself, the bushland and natural qualities of this linear corridor are key reasons people visit this open space. Burnley Golf Course is also defined as Regional open space in recognition of the regional sporting use and also the intention of council to improve its role in the biodiversity values.

Kevin Bartlett Reserve and Alan Bain Reserve have the City-wide hierarchy due to their sporting character classification, providing facilities primarily for people living and working in Yarra. While these reserves are designed primarily for structured sport, people also use them for unstructured recreation and informal uses, including exercising dogs, informal ball sports, walking and jogging. Barkly Gardens has a unique heritage and public garden character is recognised to be of significance to the City of Yarra and has therefore been given a City-wide hierarchy.

The Small Neighbourhood open space, Golden Square Park has an informal character with open grass, scattered trees and a playground and is in need of an upgrade. Church Street Park was established in the last few years and is located in a high density precinct, on a major road and has a more formal layout and context with a diversity of spaces and is characterised as an Urban plaza. The Small Local open spaces in Cremorne are all within a changing urban context, with two of them characterised as play due to the dominance of the play facilities in the open space and Stephensons Reserve is characterised as seating/viewing. Athol J Brown Reserve is informal in character given it contains some scattered trees and grass.

Table 7.6-2 Existing open space, hierarchy and character classification

Name	Area Ha	City of Yarra Hierarchy	Primary Character Classification	Secondary Character Classification
Alan Bain Reserve	1.17	City-wide	Sporting	
Athol J Brown Reserve	0.06	Small Local	Informal	
Barkly Gardens	2.67	City-wide	Heritage	Play, Public garden
Charles Evans Reserve	0.10	Small Local	Play	
Church Street Park	0.27	Local	Urban plaza	
Golden Square Park	0.83	Small Neighbourhood	Informal	
Herring Island	3.19	Regional	Waterway	Nature conservation, Public art
Kevin Bartlett Reserve	12.88	City-wide	Sporting	
Loys Paddock	3.48	City-wide	Linear	Waterway, Nature conservation
McConchie Reserve	2.43	Regional	Seating/Viewing	Water feature, Waterway, Service easement, Linking space, Nature conservation, Play
Stephenson Street Reserve	0.02	Small Local	Seating/Viewing	
Survey Paddock Trail	0.96	Regional	Linear	Linking space
White Street Reserve	0.11	Local	Informal	Play
Yarra River Trail – Church St to Railway	0.16	Regional	Linear	Waterway
Yarra River Trail – Loyala Gr to McConchie Reserve	3.35	Regional	Linear	Waterway
Yarra River Trail – McConchie Reserve to Church St	0.39	Regional	Linear	Waterway
Yarra River Trail – Railway to Loyala Gr	1.80	Regional	Linear	Waterway, Nature conservation
Yarra River Trail – Railway to Punt Rd	0.90	Regional	Linear	Waterway
Yarra River Trail – Swan St to Railway	9.57	Regional	Linear	Waterway, Nature conservation
Total	**44.32**			
Restricted open space				
Burnley Golf Course	13.37	Regional	Restricted sporting	Nature conservation
Ryans Reserve	0.66	City-wide	Restricted sporting	
Total Restricted open space	**14.03**			

7.6.2d Distribution of open space in Cremorne, Richmond South and Burnley

The existing open space has been allocated an appropriate open space hierarchy as shown in Table 7.6-2 above and a corresponding walking catchment appropriate to it, as described in Table 3-1 and 3-5 of this report. The areas of the precinct that are located outside the walking catchments of the different open space reserves are referred to as 'gap areas' and are shown in white in Figure 7.6C on the next page. The assessment of the adequacy of the existing open space network in this precinct is informed by the analysis of the spatial distribution of open space. As one of the key aims of this Strategy is for everyone to live and work within a safe and easy walk of open space, the recommendations will focus on addressing the gaps in the existing open space network.

For this precinct, the major gaps in the existing open space network occur in Cremorne, with the other sub-precincts being well provided for.

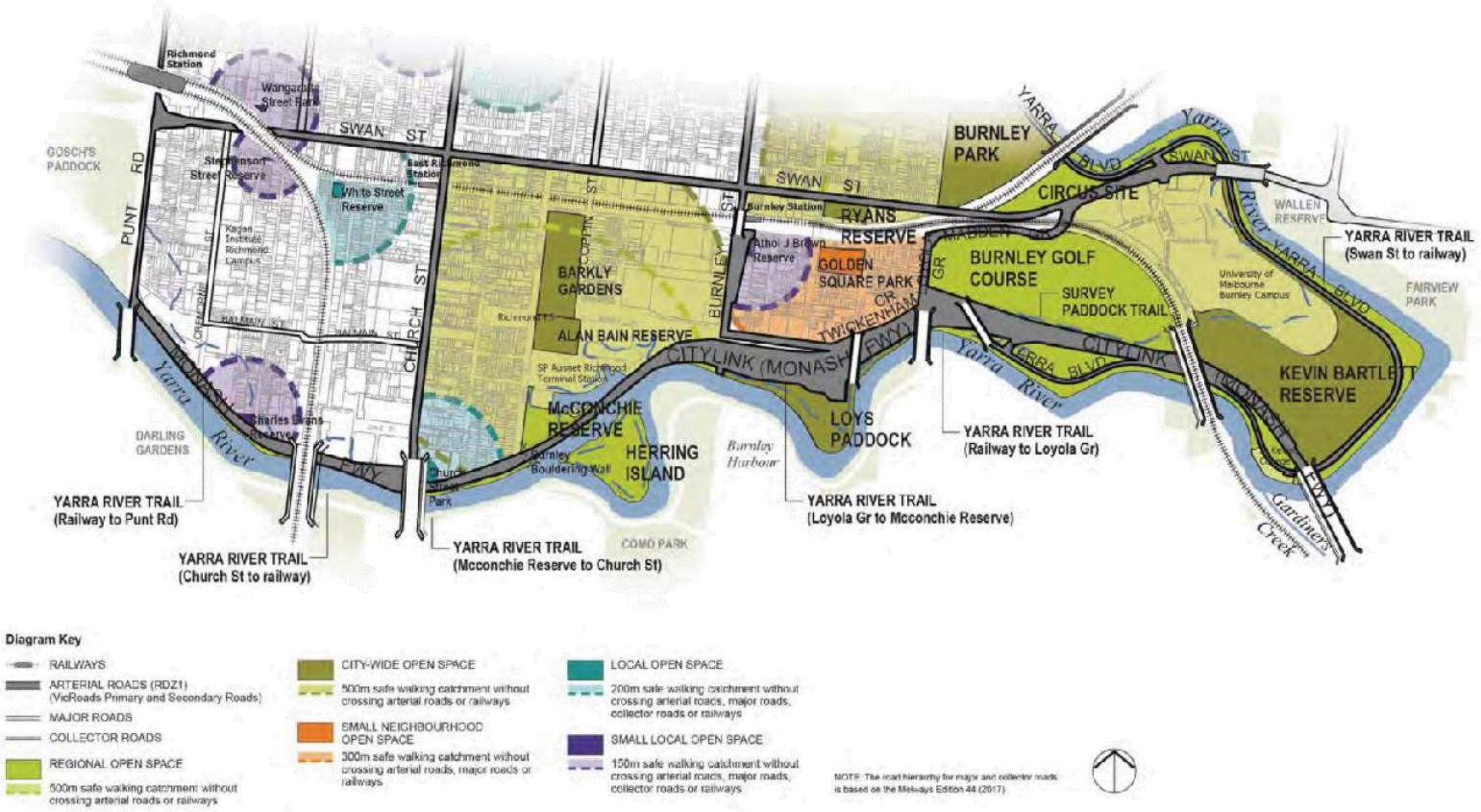


Figure 7.6C Gap analysis for Cremorne, Richmond South and Burnley

7.6.3 How residents use open space

A total of 94 resident surveys were received from the Cremorne, Richmond South and Burnley. Please note that in addition to these, 117 surveys were also completed by workers in the precinct in Swan and Church Streets precinct. A summary of the results of the worker survey is included in the next section 7.6.4.

The 94 resident surveys completed for this precinct represents 7 per cent of the total surveys received. The .id Community Profile identifies that 6 per cent of the City of Yarra's population lives in this precinct.

Table 7.6-3 **Most frequently visited open space**

No.	Name	Reasons to visit	Suggested improvements
Open space within walking distance			
43	Barkly Gardens	• Playground (11) • Picnic facilities – BBQS (8) • Close to home (6) • Socialising with friends/family (6)	• Toilets require maintenance (5) • Picnic facilities – shade required (4) • Playground – shade required (3) • No improvements required (3)
29	Citizens Park	• Sport – junior football including Auskick (8) • Sport – children (5) • Dog walking (5)	• Sporting facilities require upgrade – clubrooms (7) • Dog owners need to clean up dog waste (6) • Sporting facilities – clubrooms need to cater to girls (5)
18	Burnley Park	• Dog walking (4) • Walking (3)	• Improve the Caretaker's cottage (3) • Additional exercise equipment required (3)
11	White Street Reserve	• Sport - informal ball games (2) • Being outdoors in the natural environment (2)	• Upgrade playground(2)
9	Charles Evans Reserve	• Socialising with friends/family (3) • Dog friendly (2) • Close to home (2) • Picnics (2) • Play (2)	• Grassed area requires improvement (4) • Additional open space required(2) • Picnic facilities – BBQ required (2)
8	Golden Square Park	• Close to home (3) • Playground (3) • Dog walking (2)	• Public toilets – additional required (4) • Playground – shade required (3) • Picnic facilities – additional BBQs required (2)
Open space beyond walking distance			
9	Kevin Bartlett Reserve	• Sport (6) • Sport – junior football (3)	• Sporting facilities – clubrooms require facilities for girls (2) • Additional bins (2)
8	Citizens Park	• Sport (3)	

Values of open space (top five)

- 77% Place to relax and unwind
- 73% Trees
- 66% The feeling of space
- 64% Place for children to play
- 62% An escape from the built environment

Types of open space used (top five)

- 89% Open space along Yarra River
- 88% Large parks and gardens
- 86% Local streets for exercise
- 84% Small local parks
- 82% Large sporting reserves

Activities and facilities in open space (top five)

- 78% Drinking fountains
- 77% Open grassed areas
- 71% Walking paths
- 69% Cycle paths
- 67% Public toilets and 67% Seats

General comments

This was an open ended section of the survey where respondents could write any additional comments. The following list are comments made by three or more people:

- Additional open space is required particularly as densities increase and the less private open space (19)
- Open space contributes to liveability (3)
- Open space – provide additional multi-use spaces (3)
- Conflicts between cyclists and pedestrians on shared paths (3)
- Additional sporting facilities are required for girls (3)

For further details on resident survey outcomes refer to the Report on Consultation Outcomes in Appendix B.

7.6.4 How existing workers use open space

117 workers were surveyed in the Swan Street and Church Street precincts about open space.

Frequency of use of open space near the workplace

- 90 per cent of those surveyed visit open space near their workplace.

Reasons to visit open space near the workplace

The four top reasons workers visit open space near their place are:

- 74% to be outdoors as a break from work
- 38% to socialise / meet colleagues / friends
- 30% to eat lunch
- 17% to meet family

Most frequently visited open space

No.	Name
27	Church Street*
22	Parks
15	Barkly Gardens
9	Gardens
4	Dale Street
4	Flagstaff Gardens
4	Yarra Park

*It is unclear from the survey outcome if Church Street includes the park or the streetscape only.

Suggestions for improvements to the open space network
The following list is the comments made by 4 or more people:

- Additional open space required (16)
- Additional seating required (12)
- Additional greening (4)
- Additional trees (4)

7.6.5 Analysis of future change and open space needs

7.6.5a Forecast future population

Quantity

The table below shows the forecast population growth for the resident and worker populations in Cremorne, Richmond South and Burnley. A further breakdown of the residential forecasts in each of the four open space sub-precincts have been prepared by .id Consulting to assist with analysis.

Resident population forecasts are sourced from .id Consulting (2018) and the worker population estimates are calculated from the floor area growth forecasts in the *Spatial Economic and Employment Strategy, SGS, 2018* (SEES, 2018).

The resident population growth is significant with an overall change in residential population of 106 per cent or an additional 4,917 residents between 2016 and 2031. The worker population is estimated to increase by approximately 55 per cent, with an additional 9,160 workers between 2016 and 2031.

The resident population forecasts through to 2041 indicate that the resident population is forecast to continue to grow in Cremorne, Richmond South by approximately 38 and 40 per cent respectively, and only 3 per cent in Burnley A.

Table 7.6-4 Resident population forecasts for North Richmond open space sub-precincts

SUB-PRECINCT	2016	2031	Difference 2016-2031
Cremorne	2,195	6,034	3,839
% change Cremorne			175%
Richmond South	1,546	1,939	393
% change Richmond South			25%
Burnley A	881	1,566	685
% change Burnley A			78%
Burnley B	0	0	0
% change Burnley B		0%	0%
Total Cremorne, Richmond South and Burnley	**4,622**	**9,539**	4,917
Total % Change			106%

Table 7.6-5 Worker population estimates for Cremorne, Richmond South and Burnley open space sub-precincts

EMPLOYMENT/ RETAIL PRECINCT	2016	2031	DIFFERENCE	% CHANGE
Cremorne				
Swan Street Retail Precinct	737	1,054	317	43%
Employment Precinct 9	4,860	8,160	3,300	68%
Employment Precinct 7	4,643	6,915	2,272	49%
Total estimated worker population Cremorne	*10,241*	*16,130*	*5,889*	*58%*
Richmond South				
Swan Street Retail Precinct	1,050	1,502	451	43%
Employment Precinct 7	1,897	2,825	928	49%
Total estimated worker population Richmond South	*2,947*	*4,326*	*1,379*	*47%*
Burnley A				
Swan Street Retail Precinct	447	639	192	0%
Total estimated worker population Burnley A	*447*	*639*	*192*	*43%*
Burnley B				
Employment Precinct 3	3,070	4,770	1,700	0%
Total estimated worker population Burnley B	*3,070*	*4,770*	*1,700*	*55%*
Retail and employment precinct totals				
Swan Street Retail Precinct	2,234	3,195	960	43%
Employment Precinct 9	4,860	8,160	3,300	68%
Employment Precinct 7	6,540	9,740	3,200	49%
Employment Precinct 3	3,070	4,770	1,700	55%
Total Cremorne, Richmond South and Burnley	***16,704***	***25,865***	***9,160***	*55%*

7.6.5b Population change impacts on open space

The additional quantity of people living and working in the precinct will place increased pressures and demands on the existing open space. In Richmond South and Burnley where there are larger open space reserves the additional demands on open space will be less noticeable than in Cremorne. In Cremorne the existing open spaces are small in size and currently comprise just under 2 per cent of the total precinct area. The increased

population use of open space will lead to overcrowding, lack of access to existing facilities and deterioration in the quality of natural features such as grass areas due to compaction from increased use.

The forecast change in demographics with a slight decrease in the number of families and young children and an increase in young adults and older people living on their own means that there will be a likely increase in the demand for facilities that encourage socialising in open space including seating areas and picnic facilities. There will also be a need to promote fitness and exercise by increasing the diversity of facilities that encourage this.

7.6.5c Where change will occur

The forecast resident and worker population increase will be concentrated in Cremorne, Richmond South. The Swan Street spine is forecast to receive high levels of residential change, and it appears the additional worker population will occur in the retail and employment precincts shown in Figures 7.6D and 7.6E below.

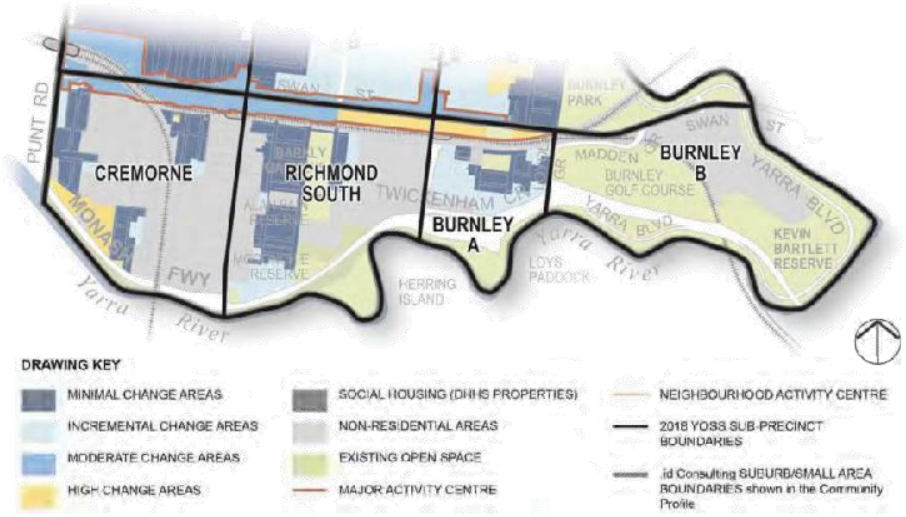


Figure 7.6D Open space sub-precincts and the Strategic Housing Framework (YHS, 2018)

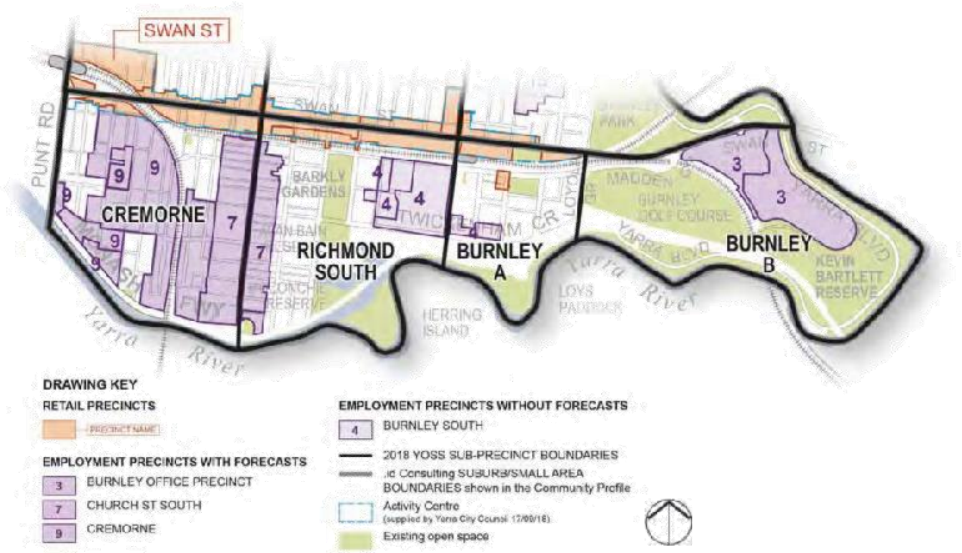


Figure 7.6E Open space sub-precincts and the Employment and Retail Precincts (SEES, 2018)

7.6.5d Open space distribution and future need in Cremorne, Richmond South and Burnley

Within this precinct the major roads form barriers to safe and easy access to open space. The open space sub-precincts are based on the ability of people working or living in this precinct to easily reach open space. The open space survey results confirm that residents travel outside the precinct to visit open space, however this is mainly due to the lack of open space in parts of the precinct.

Sub-precinct	Conclusions
Cremorne Cremorne is located between Punt Road and Church Street, with Swan Street to the north and the Yara River to the south. Refer to Section 7.6.2 for the description of existing open space and character.	• A 175 per cent increase in the resident population is forecast with an additional 3,839 residents by 2031. • A 58 per cent increase in the worker population is estimated with an additional 5,889 workers by 2031. • The existing open space network is limited with only three Small Local open spaces that offer a limited range of recreational uses due to their small size. • Recommend a new Small Local open space between Punt Road and Cremorne Street and north of Kelso Street as shown in Figure 7.6F. This is to provide an open space within a safe and easy walk via the local street network. • Recommend a new Small Neighbourhood open space in the vicinity of the TAFE site between Cremorne Street and the railway and the north of Balmain Street. Currently, the suggested location is on the TAFE site as this is central to this precinct with excellent access. It is large enough to provide a range of unstructured recreational facilities combined with additional greening. Importantly, this open space will be accessible via the local street network to the areas of major growth and change.

Sub-precinct	Conclusions
	• Recommend a new Small Local open space or expand the existing Charles Evans Reserve south of Balmain Street between Cremorne Street and the railway. This is to address both the forecast worker population and the High Change Area identified in the Housing Strategy. • A new Local open space is required in the precinct between the railway and Church Street, north of Balmain Street. This is to cater primarily for the forecast new worker and resident population, along with providing a greater diversity of facilities for the existing population. • A new Small Local open space is required in the non-residential precinct south of Balmain Street, between the railway and Church Street. There are opportunities to convert some existing privately owned open space including converting part of the Dale Street or the car parking area on Electric Street to open space for the existing and forecast worker community. • Upgrade White Street Reserve to include exercise equipment and picnic facilities to improve the character and diversity of age groups that can use the reserve. • Continue to maintain Charles Evans Reserve with minor improvements to the picnic area and playground.
Richmond South Located between Church and Burnley Streets, south of Swan Street. Refer to Section 7.6.2 for the description of existing open space and character.	• A 25 per cent increase in the resident population is forecast with an additional 393 residents by 2031. • A 47 per cent increase in the worker population is estimated with an additional 1,379 workers by 2031. • Given this sub-precinct includes a diversity of open space, no additional opens space is required. • Continue to undertake minor upgrades to Barkly Gardens to cater to the forecast increased levels of use. • Continue to maintain Alan Bain and McConchie Reserves.
Burnley A Located between Burnley Street and Loyala Grove with Swan Street to the north and the Yarra River to the south. Refer to Section 7.6.2 for the description of existing open space and character	• A significant 78 per cent increase in the resident population is forecast with an additional 685 residents by 2031. The majority are anticipated to be located in the Swan Street area, consistent with the *Yarra Housing Strategy 2018*. • A 43 per cent increase in the worker population is estimated with an additional 192 workers by 2031 in the Swan Street area. • Given the majority of the forecast population is going to live and work between Swan Street and the Railway, the Strategy recommends that Ryans Reserve is changed from being a restricted, open space to an unrestricted open space that continues to retain some tennis and/or multi-purpose courts along with an informal garden space that includes open grassed area, picnic facilities and other unstructured recreation facilities. • Undertake a major upgrade of Golden Square Park to increase the diversity of the facilities, its interface to the retail/commercial use to the west of the park and the overall character.

Sub-precinct	Conclusions
	• Review the future use and design of Athol J Brown Reserve as part of the future major upgrade of Golden Square Park to complement the character and facilities in the upgraded Golden Square Park.
Burnley B Located between Loyala Grove and the Yarra River. Refer to Section 7.6.2 for the description of existing open space and character.	• A 55 per cent increase in the worker population is estimated with an additional 1,700 workers by 2031. • Currently there is no existing resident population and no future resident population is forecast for this precinct. • Given this sub-precinct is predominantly open space, no additional opens space is required. • Review the provision of suitable sports facilities at Kevin Bartlett Reserve for female participation. • Undertake a review of Burnley Golf Course to confirm whether there is a need to continue the golfing use or whether there is a greater demand for other structured community sporting uses in the future. • Continue to protect and improve the biodiversity values of the Yarra River corridor.

7.6.6 Cremorne, Richmond South and Burnley Recommendations

7.6.6a Summary of overall intent

Provision and distribution
Barkly Gardens and the system of open space along the Yarra River contribute to the open space character of this precinct. With the forecast substantial increase in the resident and worker population, a key recommendation is to provide new Small Neighbourhood, Local and Small Local open space reserves in Cremorne to cater to the forecast nearly 10,000 additional workers and residents in Cremorne. With the forecast significant increase in urban densities along Swan Street and across the southern part of the Municipality, there is also a longer term opportunity to introduce more diverse golfing options and other sporting uses at Burnley Public Golf Course. Strengthening the natural biodiversity values along the Yarra River corridor will contribute to the character and resilience of Richmond South and Burnley.

Quality and design
There is potential to improve the quality and diversity of facilities in the existing open spaces in this precinct. The additional open space in Cremorne will be designed to provide a diversity of facilities for the existing and future population and contribute positively to mitigating urban heat island effect.

Refer to Figure 7.6F for the spatial location of recommendations for this precinct.

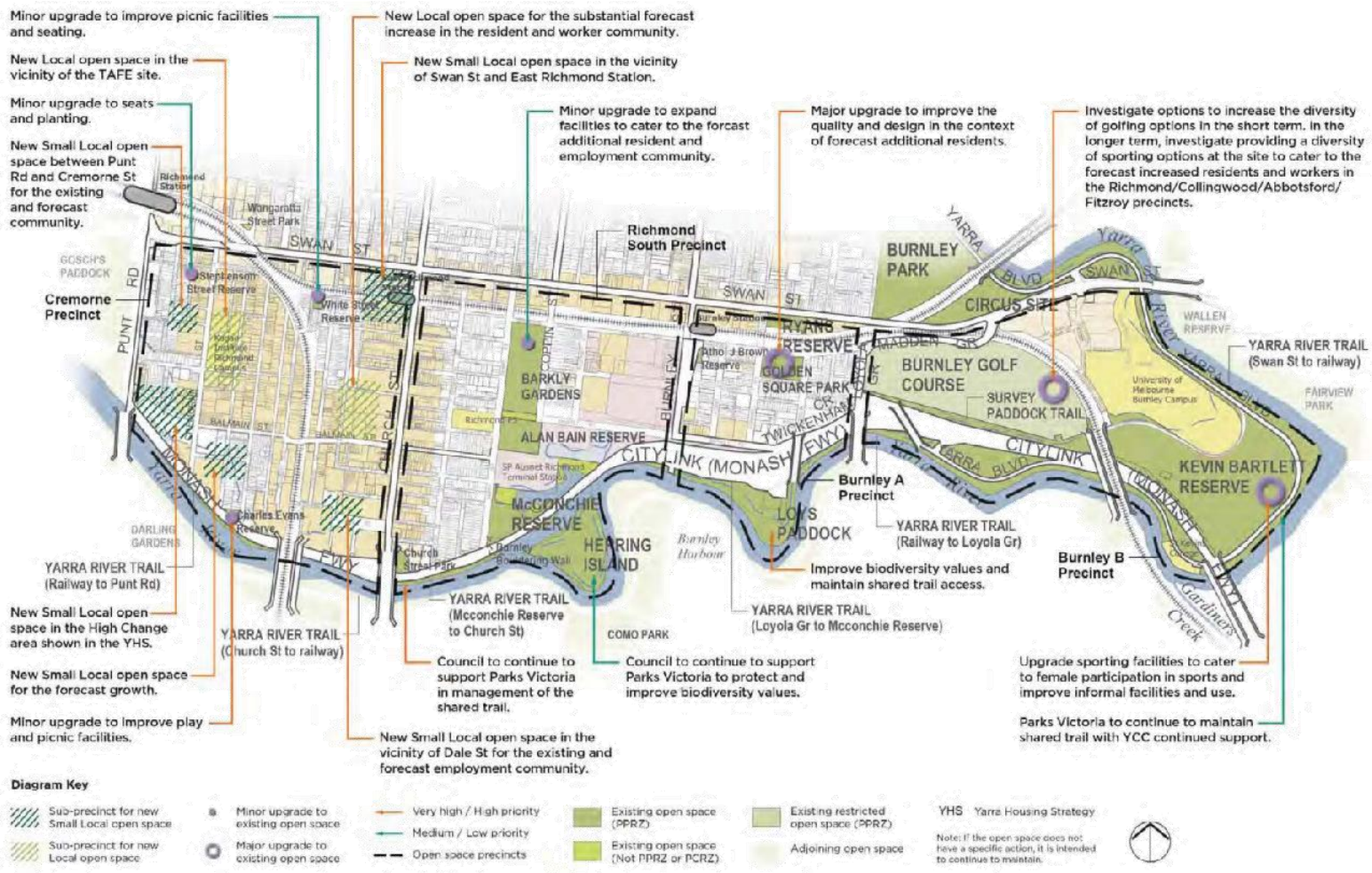


Figure 7.6F Recommendations for Cremorne, Richmond South and Burnley

7.6.5b Precinct Actions for Cremorne, Richmond South and Burnley

A Additional open space

No.	Action	Respons-ibility	Priority
7.6A-1	Provide a new Small Neighbourhood open space in Cremorne in the vicinity of the Kangan TAFE site. There is potential to investigate locating this on the car park and improving east-west connectivity as well. This new open space is primarily for the new population and also for the existing population.	YCC Developer	Very High
7.6A-2	Provide a new Small Local open space in the north-west area of Cremorne between Punt Road and Cremorne Street as shown in Figure 7.6F. This is to cater for both the forecast new and the existing population north of Kelso Street.	YCC Developer	Very High
7.6A-3	Provide a new Small Local open space in the south-west part of Cremorne in close proximity to the High Change Area shown in the *Yarra Housing Strategy 2018*. This is primarily to cater to the forecast new resident and worker population.	YCC Developer	Very High
7.6A-4	Provide a new Small Local open space between Cremorne Street and the railway, south of Balmain Street, as shown in Figure 7.6F. This will primarily be for the forecast new population.	YCC Developer	Very High
7.6A-5	Provide a new Local open space between the railway and Church Street and north of Balmain Street. This will complement the existing White Street Reserve, which is already well used, and cater to the forecast substantial increase in the worker and resident population. Options for future open space include the car park near East Richmond Station and the on the Bryant and May Site. The future open space will preferably be large enough to provide for unstructured active recreation including multi-use court, half courts, exercise equipment combined with urban greening and picnic and barbecue facilities.	YCC Developer	Very High
7.6A-6	Provide a new Small Local open space in the employment precinct south of Balmain Street and between the railway and Church Street. There is an opportunity to investigate changing the configuration of Dale Street to create a public open space and/or the configuration of the square on Electric Street. This will cater to both the existing and forecast worker population.	YCC Developer	Very High
7.6A-7	Provide a new small local open space in the north or south of East Richmond Station primarily for the forecast population in the and Swan Street precinct.	YCC Developer	Very High

B Existing open space

No.	Action	Respons-ibility	Priority
7.6B-1	**Alan Bain Reserve** Continue to maintain.	YCC	Ongoing
7.6B-2	**Athol J Brown Reserve** Continue to maintain.	YCC	Medium
7.6B-3	**Barkly Gardens** Undertake minor upgrades to the playground and other unstructured recreation facilities to cater to increased levels of use for forecast population.	YCC	Medium
7.6B-4	**Burnley Golf Course** Undertake a major review of the future use of this public open space to investigate options to increase the diversity of golfing options at the Burnley Golf Course in the short to medium term. In the longer term, investigate the feasibility to provide a diversity of sporting options offered at this site. This is investigation only, and the space is intended to continue to be primarily used for structured sporting uses.	YCC	Very High
7.6B-5	**Charles Evans Reserve** Undertake minor upgrades including investigating improving the picnic and play facilities.	YCC	High
7.6B-6	**Church Street Park** Continue to maintain.	YCC	Ongoing
7.6B-7	**Golden Square Park** Undertake a major upgrade to better cater to the needs of the existing and forecast population including: • Improve the quality and design of the open grassed area. • Increase the variety of unstructured recreation facilities in the open space to appeal to a more diverse age group. • Activate the interface between the park and the adjoining commercial use to the west of the reserve.	YCC	High
7.6B-8	**Herring Island** Council supports the need for this open space and its contribution to the biodiversity values of the Yarra River Corridor.	PV	Ongoing
7.6B-9	**Kevin Bartlett Reserve** Investigate options to upgrade the sporting facilities to better cater to female participation in sport. As part of the future upgrade improve the passive and informal facilities provided at the reserve primarily for the forecast population as part of the future increased levels of use.	YCC	High
7.6B-10	**Loys Paddock** Continue to improve the natural biodiversity values with appropriate indigenous revegetation while maintaining appropriate access for the Main Yarra Trail.	YCC	Ongoing
7.6B-11	**McConchie Reserve** Continue to maintain.	YCC	Ongoing
7.6B-12	**Ryans Reserve** Continue to maintain as a sporting facility.	YCC	Low

No.	Action	Respons-ibility	Priority
7.6B-13	**Stephenson Street Reserve** Undertake minor upgrade to improve seating opportunities and landscape character with additional planting.	YCC	Ongoing
7.6B-14	**Survey Paddock Trail** PV to continue to maintain.	PV	Ongoing
7.6B-15	**White Street Reserve** Undertake a minor upgrade including provision of improved picnic facilities and review of the play facility and options to improve the seating and other uses. If opportunities arise in the future, investigate expanding the size of this open space to improve its function and use.	YCC	Medium
7.6B-16	**Yarra River Trail – Church St to Railway** Continue to maintain.	PV (YCC)	Ongoing
7.6B-17	**Yarra River Trail – Loyala Gv to McConchie Reserve** Continue to maintain.	YCC	Ongoing
7.6B-18	**Yarra River Trail – McConchie Reserve to Church St** PV to continue to maintain and YCC continues to support the importance of accessibility through this section of trail.	PV (YCC)	Ongoing
7.6B-19	**Yarra River Trail – Railway to Loyala Gr** Continue to maintain.	YCC	Ongoing
7.6B-20	**Yarra River Trail – Railway to Punt Rd** PV to continue to maintain.	PV (YCC)	Ongoing
7.6B-21	**Yarra River Trail – Swan St to Railway** PV to continue to maintain and YCC continues to support the importance of accessibility through this section of trail.	PV (YCC)	Ongoing



7.7 Fairfield - Alphington

7.7.1 Introduction

Fairfield and Alphington are located between the Merri Creek and Darebin Creek with the Yarra River defining its southern boundary and Heidelberg Road its north.

The waterways and open space define the character of these precincts. Yarra Bend Park, Yarra Bend Public Golf Course and Fairfield Park make up more than half of Fairfield. Within Yarra Bend Park is the Melbourne Polytechnic Fairfield Campus and some business/commercial and use to the north along Heidelberg Road, while the majority of the rest of Fairfield is residential. East of Chandler Highway Alphington is a predominantly residential area with the privately owned and run Latrobe Golf Club on the Yarra River, Alphington Park and Wetlands and the proposed future linear open space along Darebin Creek. The area is experiencing significant change with the redevelopment of the former Alphington Paper Mills site into a new residential community with approximately 2,500 dwellings As part of the planning process, the provision of new public open space has been shown in the Development Plan and is illustrated on Figure 7.7A as future open space. The *Alphington Paper Mill Development Plan, Alpha Partners and Glenvill 2016*, is the approved plan for the site. The *Yarra Housing Strategy* (2018) provides direction on the future level of change for residential use within the precinct.

With the mixed land use, there is a significant worker population in Fairfield and Alphington which is about 20 per cent less than the resident population, as follows:

- Existing residential population 2016: 2,894 (*Source: .id Consulting population forecasts, 2018*)
- Existing estimated worker population 2016: Not available.

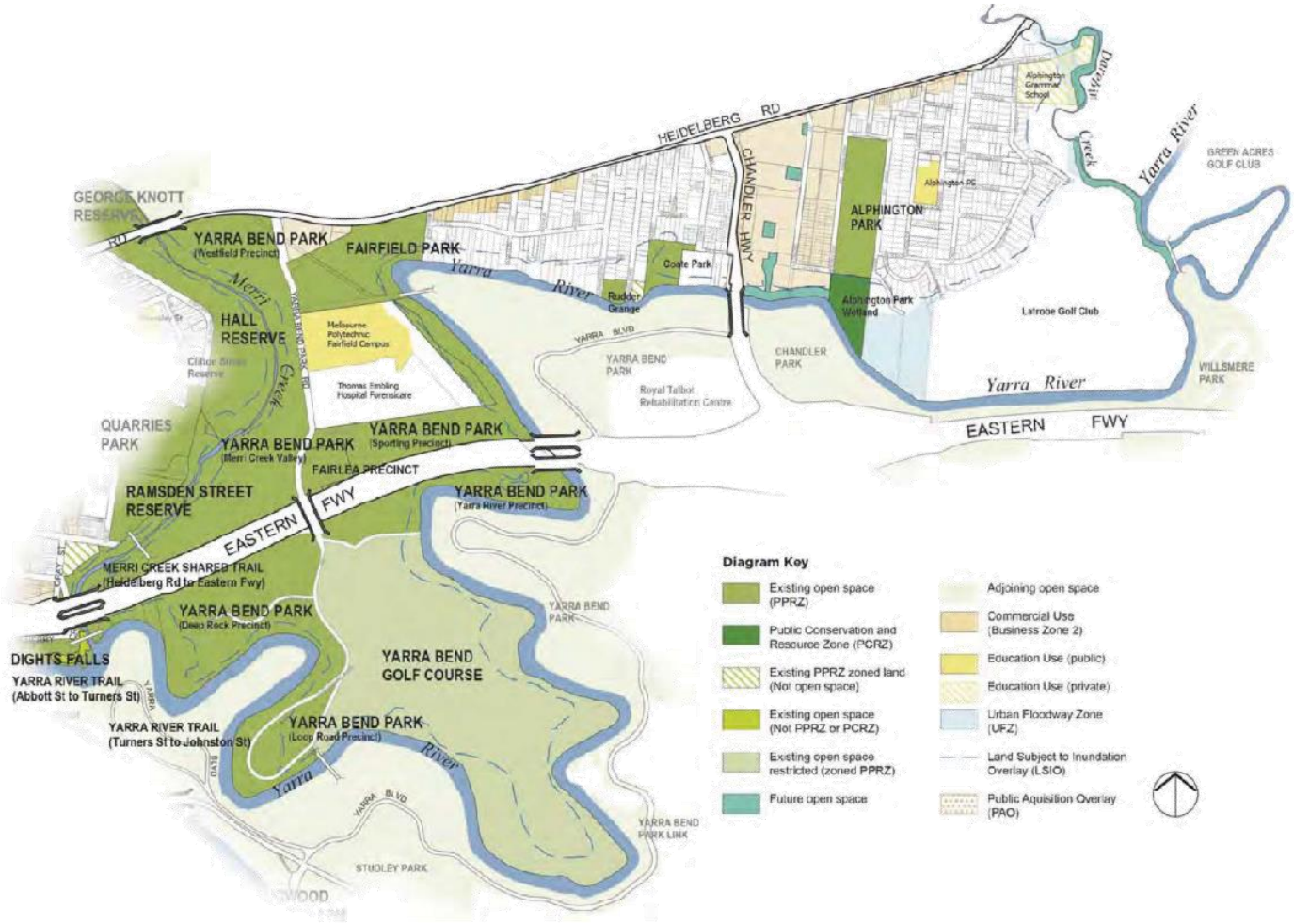


Figure 7.7A Existing open space in Fairfield - Alphington

7.7.2 Existing open space

7.7.2a Description

The two suburbs of Alphington and Fairfield are separated by Chandler Highway and have clear defined boundaries formed by the Heidelberg Road to the north, the Yarra River to the south and Merri Creek and Darebin Creek to the east and west. The extent of the two suburbs are shown in Figure 7.7B.

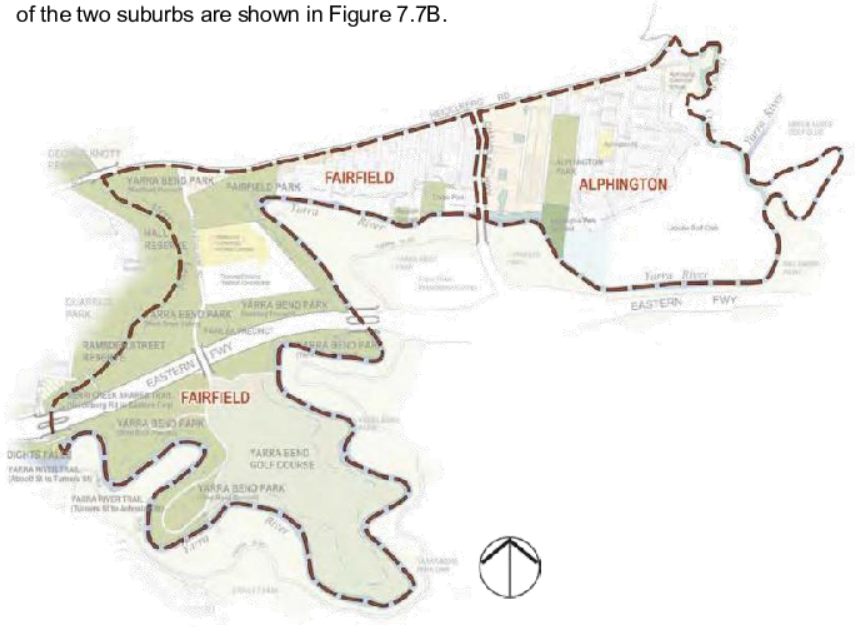


Figure 7.7B Open space sub-precincts for Fairfield and Alphington

Fairfield

- Open space located in this suburb includes
  - Coate Park
  - Fairfield Park
  - Rudder Grange
  - Yarra Bend Park
- Yarra Bend Park is a major regional open space that is Crown Land managed by Parks Victoria. The Parks Victoria Visitor Guide notes that it is the largest area of natural bushland near the heart of Melbourne and is home to the city's famous Flying-fox colony, has steep river escarpments, open woodlands, playing fields and golf courses.
- Fairfield Park directly adjoins Yarra Bend Park and is managed by the City of Yarra. It provides a diversity of facilities and provides access to the Yarra River for the boating including kayak and canoe launch facilities along with the boat hire associated with the Fairfield Boathouse and Tea Gardens. The Ivanhoe Northcote Canoe Club is based at the park and the Fairfield Amphitheatre is located in the park and accommodates up to 350 people at an event and is available for bookings. Fairfield Park Oval provides two soccer fields and a cricket ground along with cricket nets and a sports pavilion. The masterplan prepared in 2010 guides future works in the Park.

- Coate Park and Rudder Grange directly adjoin the Yarra River to the east of the precinct and an informal walking track along the Yarra River connects them both. Coate Park has mature exotic plantings and open grassed area with seats and picnic facilities. The existing masterplan prepared in 2002 guides future works.
- The *Yarra Housing Strategy* (2018) identifies two Moderate Change areas, with one at the corner of Chandler Highway and Heidelberg Road and the other to the north of Fairfield Park. The remainder of the residential area is noted as Minimal Change.
- The non-residential land use forms part of the Fairfield Employment Precinct, however the are no employment forecasts for this area.

Alphington

- Open space located in this sub-precinct includes
  - Alphington Park
  - Alphington Park Wetlands
- Alphington Park provides for the sport and recreation needs of the existing residents and includes a sports field, bowling club, playground, picnic facilities and walking paths.
- Alphington Park Wetlands directly adjoin the Yarra River and are a peaceful location for walking and primarily for protection and improvement of the biodiversity values of the Yarra River corridor.
- Latrobe Golf Club is privately owned and provides a natural unbuilt character even though this area is not open and accessible to the public.
- A future linear open space corridor is proposed along the Darebin Creek as part of the Lower Darebin Creek Shared Trail link to the Main Yarra Trail. People living in Alphington can access the shared trail via Sparks Reserve, which is located in the City of Banyule via Heidelberg Road. Currently there is no direct access onto the trail from Alphington.
- Future open space is proposed within the Alphington Paper Mills development site and the layout shown in the 2016 Development Plan is shown in Figure 7.7A. This is a system of future Small Local and Local open space primarily for the new approximately 2,500 dwellings. The 30 metre wide reserve along the Yarra River will be accessible and will provide an open space link to Alphington Park Wetlands in the future. The land use is a combination of residential use, mixed use (Alphington Paper Mills site), special use for the Latrobe Golf Club, education for the Alphington Primary School and some commercial use along Heidelberg Road.
- The *Yarra Housing Strategy* (2018) includes one High Change area which is the Alphington Paper Mills Site. The area of commercial use on Heidelberg Road is designated as a Moderate Change ara, with the remainder of the residential area being Minimal Change.

7.7.2b Quantity of open space in Fairfield and Alphington

The 6 existing open spaces in Fairfield and Alphington have a combined total area of 96.92 hectares. This represents approximately 28 per cent of the total land area of the precinct. Additionally there is 1 existing restricted open space that is 59.63 hectares in size. Adding the restricted open space to the other 6 open spaces results in a total of 156.55 hectares and represents 45.2 per cent of the total land area of the precinct.

Table 7.7-1 Number, size and type of open space

No	Hierarchy	Area (ha)	%
3	Regional	89.29	92%
1	City wide	5.50	6%
1	Neighbourhood	1.58	2%
1	Small Neighbourhood	0.54	1%
0	Local	0.00	0%
0	Small Local	0.00	0%
6	**TOTAL**	**96.92**	**100%**

7.7.2c Open space hierarchy, character and quality

Yarra Bend Park is noted to be the largest natural bushland area to the Melbourne CBD, being located approximately 6 kilometres form it. It also provides a significant sport and recreation precinct for the residential and working community of the City of Yarra, particularly those living nearby including in Fairfield.

Fairfield Park including the oval is a Regional open space that is managed by the City of Yara directly and provides a combination of facilities that meet local and regional open space needs. Alphington Park on the other had is a City-wide reserve with a predominantly sporting character and caters primarily to the sport and recreation needs of Alphington.

Alphington Park Wetland is the only area of open space that is zoned Public Conservation and Resource Zone and has a Regional hierarchy in recognition of its contribution to the habitat values of the broader Yarra River corridor.

Coate Park is the only Neighbourhood Park due to its size and the range of facilities located in it, while Rudder Grange is a Small Neighbourhood open space with a walking path and seating that currently does not connect to Coate Park as a continuous path.

A walking catchment has not been included for the future open space along the Darebin Creek given that it is fenced though Latrobe Golf Course at the end of Farm Road restricting access to the open space and Darebin Creek Trail for people living and working in Alphington.

Table 7.7-2 Existing open space, hierarchy and character classification

Name	Area Ha	Hierarchy	Primary Character Classification	Secondary Character Classification
Alphington Park	5.50	City-wide	Sporting	Heritage, Public garden
Alphington Park Wetland	2.49	Regional	Nature conservation	Waterway, Informal
Coate Park	1.59	Neighbourhood	Public garden	Waterway, Heritage
Fairfield Park	7.97	Regional	Heritage	Public garden, Sporting, Waterway, Nature conservation, Botanical
Rudder Grange	0.54	Small Neighbourhood	Waterway	Linking space, Nature conservation, Seating/viewing
Yarra Bend Park (Deep Rock Precinct)	19.95	Regional	Sporting	Waterway, Nature conservation
Yarra Bend Park (Fairlea Precinct)	8.87	Regional	Sporting	Public parkland
Yarra Bend Park (Loop Road Precinct)	8.72	Regional	Public parkland	Sporting, Heritage, Waterway
Yarra Bend Park (Merri Creek Valley)	18.31	Regional	Waterway	Linear, Native bushland, Nature conservation, Seating/viewing
Yarra Bend Park (Westfield Precinct)	8.90	Regional	Public parkland	Waterway, Nature conservation
Yarra Bend Park (Yarra River Precinct)	14.09	Regional	Waterway	Nature conservation, Linear
Total	**96.92**			
Restricted open space				
Yarra Bend Public Golf Course	59.63	Regional	Restricted sporting	
Total including restricted open space	156.55			

7.7.2d Distribution of open space in Fairfield and Alphington

The existing open space has been allocated an appropriate hierarchy as shown in Table 7.7-2 above and a corresponding walking catchment appropriate to it, as described in Table 3-1 and 3-5 of this report. The areas of the precinct that are located outside the walking catchments of the different open space reserves are referred to as 'gap areas' and are shown in white in Figure 7.7C on the next page. The only gap area for this precinct is shown on the Latrobe Golf Club land and given this is private open space it is not applicable.

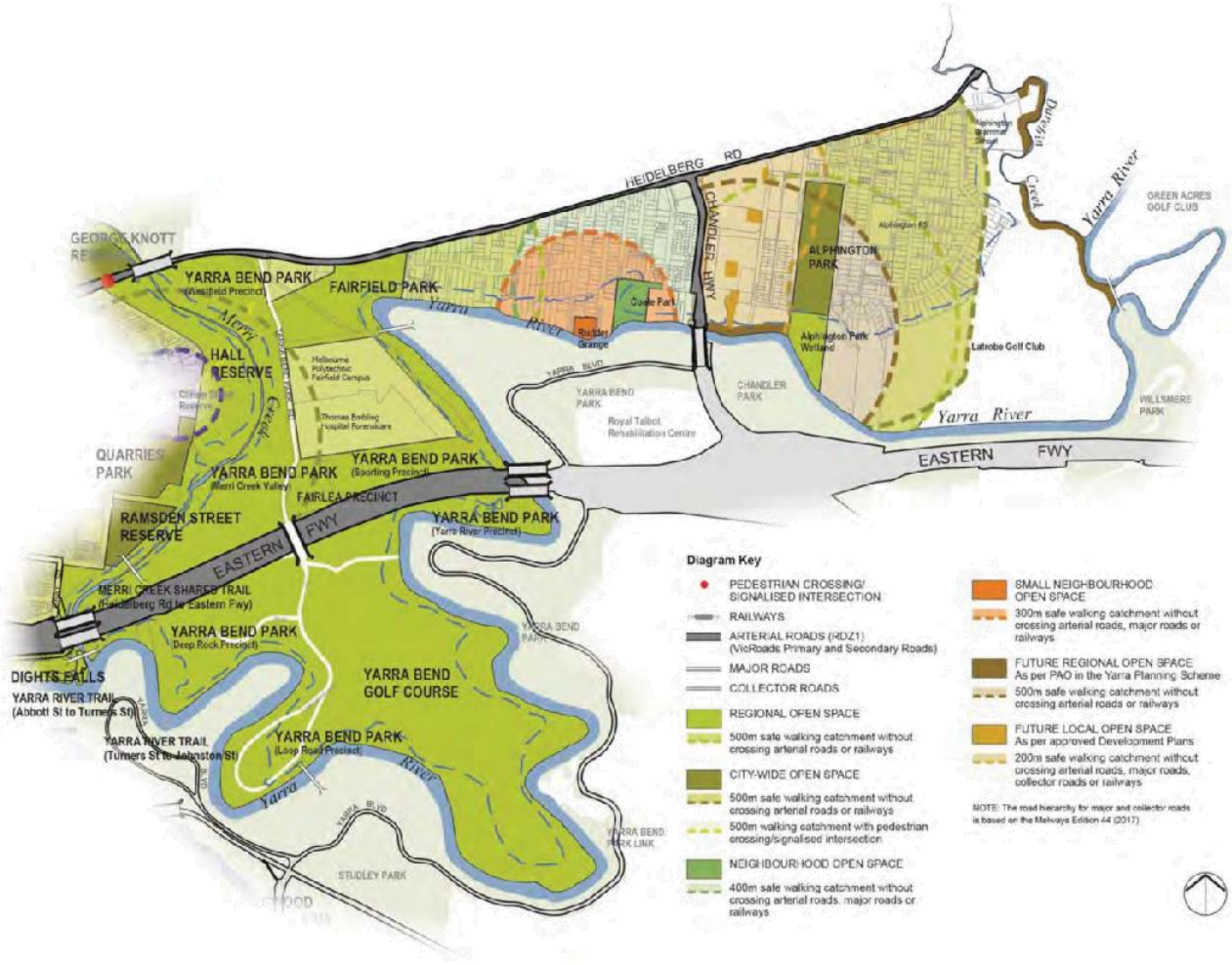


Figure 7.7C Gap analysis for Fairfield - Alphington

7.7.3 How residents use open space

A total of 55 resident surveys were received from the Fairfield Alphington precinct, which represents 4 per cent of the total surveys received. The .id Community Profile identifies that 3 per cent of the City of Yarra's population lives there.

It is interesting to note that despite the close proximity of Yarra Bend Park there are relatively low levels of use of the park.

Table 7.7-3 **Most frequently visited open space**

No.	Name	Reasons to visit	Suggested improvements
Open space within walking distance			
24	Alphington Park	• Dog walking (10) • Close to home (4) • Beautiful open space (3)	• Upgrade the playgrounds (3) • No improvements required (2) • Netball court required (2) • More watering of the open space (2)
13	Fairfield Park	• Dog walking (4) • Walking (4) • Exercising (3) • Playing with children (3)	• No improvements required (3) • Additional bushland required (2)
12	Coate Park	• Dog walking (5) • Close to home (3) • Exercising (2)	• More drinking fountains (2) • Dog waste bags/bins, additional required (1)
9	Darebin Parklands	• Dog walking (4) • Exercising (4) • Walking (4)	• Safer crossing points at major roads for cyclists (1) • Dedicated facilities for womens sport(2)
9	Yarra Bend Park	• Beautiful open space (3) • Dog walking (2)	• Dog drinking facilities required (1) • Prohibit dogs (1)
7	Alphington Park Wetland	• Dog walking (5)	• No improvements required (1) • Wayfinding and educational signage required (1)
Open space beyond walking distance			
10	Edinburgh Gardens	• Walking (2) • Beautiful (2) • Relaxing (2)	• No improvements required (3)
3	Abbotsford Convent Arts Precinct	• Socialising with friends/family (5)	• No improvements required (3) • Regular maintenance and cleaning required (2)
93	Quarries Park	• Exercising (1) • Children playing (1)	• Upgrade playgrounds (1)

Values of open space (top five)

- 84% A place to relax and unwind
- 82% Trees
- 78% Habitat for native animals and plants

- 71% An escape from the built environment
- 64% Health and wellbeing, 64% Natural bushland character

Types of open space used (top five)
- 80% Local streets for exercise
- 78% Open space along the Yarra River
- 64% Small local parks
- 55% Large parks and gardens
- 45% Open space along the Merri Creek

Activities and facilities in open space (top five)
- 85% Walking paths
- 82% Open grassed areas
- 69% Seats
- 58% Cycle paths
- 45% Dog off-leash areas

General comments
This was an open ended section of the survey where respondents could write any additional comments. The following list are comments made by four or more people:
- Open space is valued (6)
- Retain the open space that is already there (4)

For further details on resident survey outcomes refer to the Report on Consultation Outcomes in Appendix B.

7.7.4 Analysis of future change and open space needs

7.7.4a Forecast future population

Quantity

The table below shows the forecast population growth for the residential and worker populations in Fairfield and Alphington. A further breakdown of the forecasts for the each sub-precicnt within Fairfield and Alphington have been prepared by .id Consulting to assist with analysis of where forecast change will occur.

Residential population forecasts are sourced from .id Consulting (2018) and the worker population estimates are calculated from the floor area growth forecasts in the *Spatial Economic and Employment Strategy, SGS, 2018* (SEES, 2018). There are no worker population estimates available for this precinct.

The resident population growth is significant with an overall change in residential population of 214 per cent or an additional 6,205 residents between 2016 and 2031. In reviewing the forecast breakdown, the majority of the change is forecast to occur in Alphington on the Alphington Paper Mills Development site. The resident population forecasts through to 2041 illustrate that there will be an approximately 28 per cent change in Fairfield while Alphington will reduce to a 4 per cent increase. While this Strategy is primarily addressing the open space needs of the existing and forecast population through to 2031, it is useful to understand the context of the magnitude of change beyond the Strategy timeframe.

Table 7.7-4 Resident population forecasts for Fairfield and Alphington open space sub-precincts

SUB-PRECINCT	2016	2031	Difference 2016-2031
Alphington	1,245	7,393	6,148
% change Alphington			494%
Fairfield	1,649	1,706	57
% change Fairfield			3%
Total Fairfield and Alphington	**2,894**	**9,099**	**6,205**
Total % Change			214%

7.7.4b Population change impacts on open space

The additional quantity of people living and working in Fairfield and Alphington will place increased pressure and demand on the existing open space. The pressures will include increased volumes of people in the open space utilising the facilities particularly in the City-wide, Neighbourhood and Local open space. The Alphington Paper Mills Development Plan includes the provision of one new Small Local open space, three new Local open spaces and the 30 metre wide Yarra River corridor. This will assist to reduce the pressure on the existing open space network in Alphington.

The forecast change in demographics results in an increase in young families with children in the pre and primary school age. There is forecast to be a decline in the 12 to 17 year and 50 to 69 age range. With an increase in the number of young children, the future open space designs will need to maximise the diversity of facilities including play areas for young children.

7.7.4c Where change will occur

The forecast resident and worker population increase in Fairfield and Alphington will be concentrated in Alphington on the former Alphington Paper Mill devleopment site along with the areas of Moderate Change as identified in the *Yarra Housing Strategy, 2018* (YHS, 2018). Refer to Figure 7.7E on the next page.

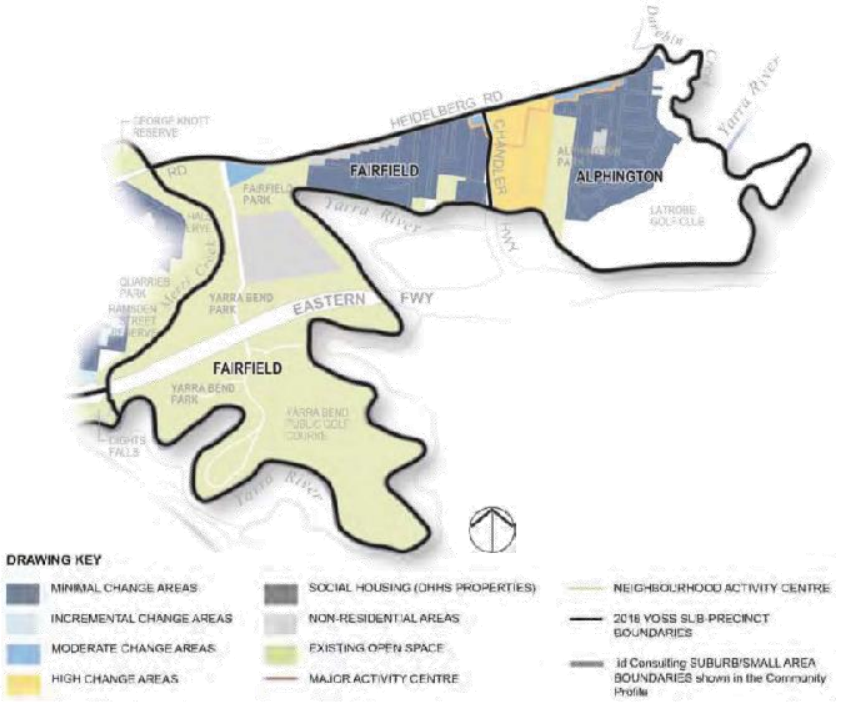


Figure 7.7D Open space sub-precincts and the Strategic Housing Framework (YHS, 2018)

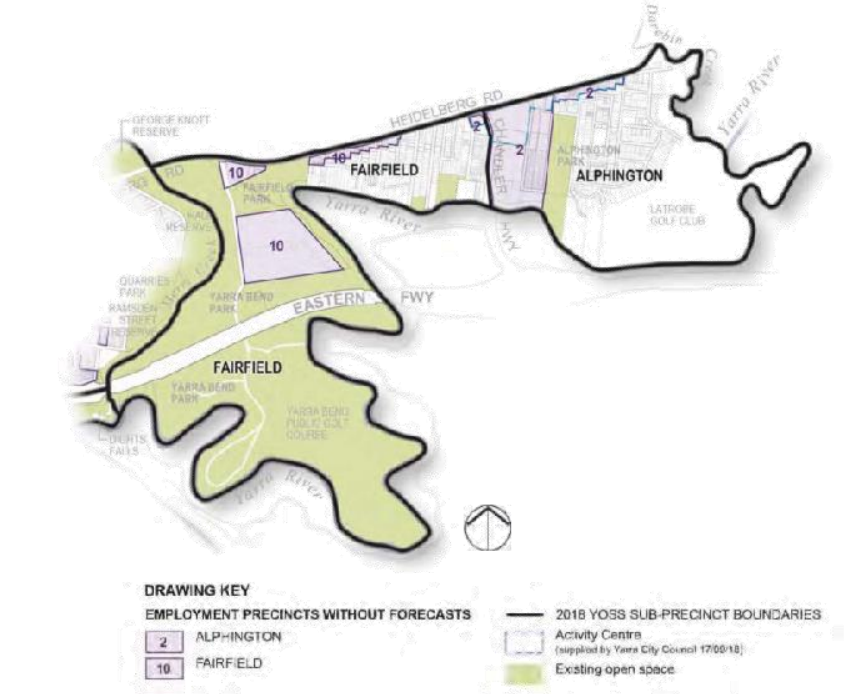


Figure 7.7E Open space sub-precincts and the Employment and Retail Precincts (SEES, 2018)

7.7.4d Open space distribution and future need in Fairfield and Alphington

The suburbs of Fairfield and Alphington are distinct and clearly defined by major roads and waterways.

Sub-precinct	Conclusions
Fairfield Refer to Section 7.7.2 for the description of existing open space and character.	• A 3 per cent increase in the resident population is forecast with an additional 57 residents by 2031. • Looking forward to 2041 a 28 per cent increase in the resident population is forecast with an additional 48 residents by 2041. • There is adequate open space provided for the existing and forecast population. • Minor upgrades to Coate Park and Rudder Grange to provide a bridge or formalised path, additional seating and improve the condition of the open grassed area in Coate Park. • Continue to implement the existing masterplan for Fairfield Park.
Alphington Refer to Section 7.7.2 for the description of existing open space and character.	• A 494 per cent increase in the resident population is forecast with an additional 6,148 residents by 2031. • Looking forward to 2041 the forecast increase slows significantly to 4 per cent. • As part of the approved Alphington Paper Mills Development Plan 2016 additional open space will be provided on the site. This includes 1 Small Local and 3 Local open spaces, with a connection to the standard 30 metre wide reserve adjacent to the Yarra River. • Undertake a major upgrade to the play and picnic facilities in Alphington Park to cater to increased levels of use from the additional population.

7.7.5 Fairfield and Alphington Recommendations

7.7.5a Summary of overall intent

Provision and distribution
Open space is well provided for and significantly contributes to the landscape character of these areas. With the significant levels of forecast growth in Alphington one new Small Local and three new Local open spaces are to be provided on the Alphington Paper Mills Development site as part of the approved Development Plan.

Quality and design
There is potential to expand the play and picnic facilities in Alphington Park to cater to the substantial increase in population, combined with ongoing upgrades to and implementation of the Fairfield Park Masterplan. The new open space designs are recommended to be reviewed in the context of ensuring there are facilities that provide for some active unstructured recreation and that they include greening and passive cooling given the high urban densities so they also contribute to mitigating urban heat island effect.

Refer to Figure 7.7F for the spatial location of recommendations for Fairfield and Alphington.

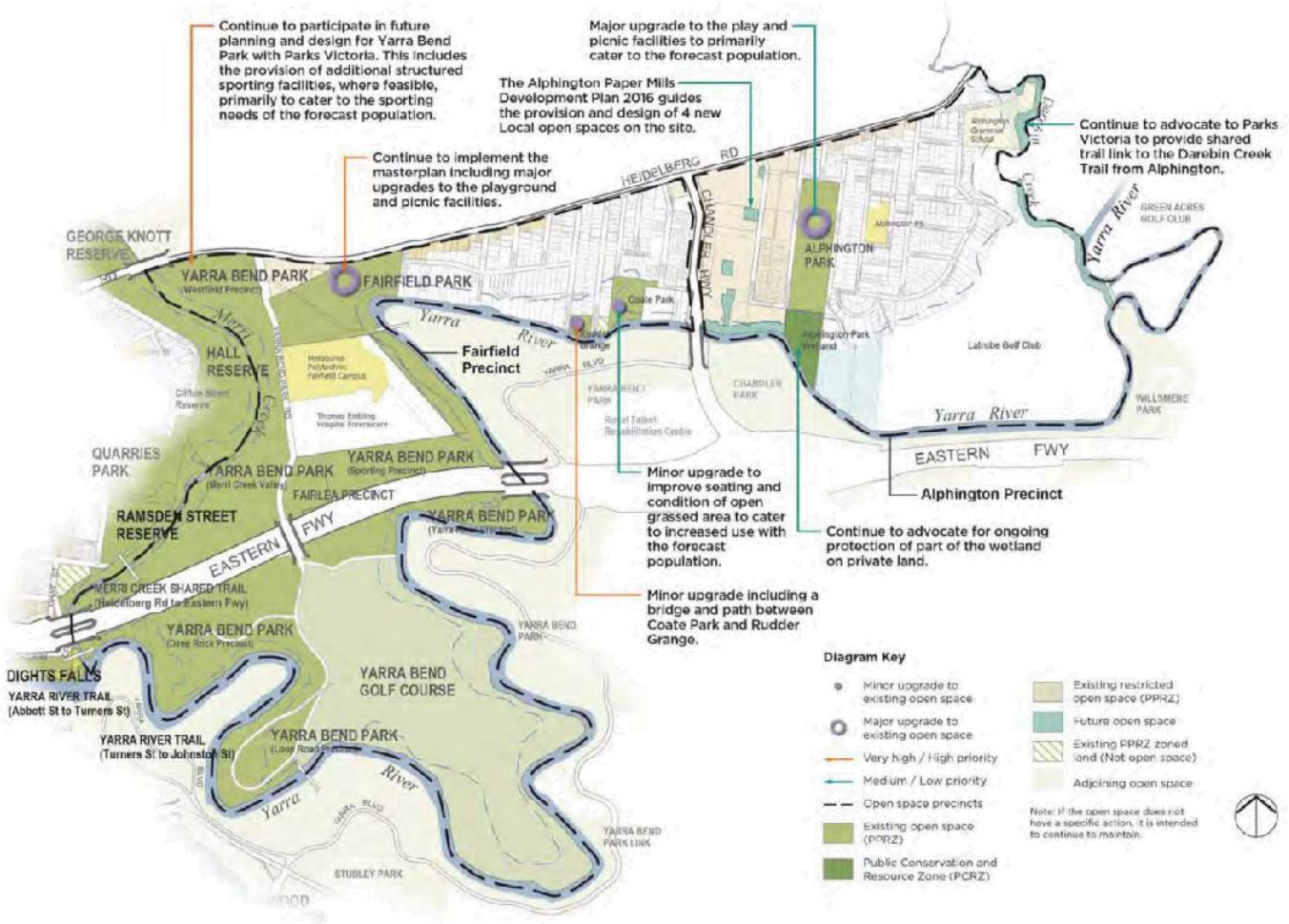


Figure 7.7F Recommendations for Fairfield - Alphington

7.7.5b Precinct Actions for Fairfield and Alphington

A Additional open space

No.	Action	Respons-ibility	Priority
7.5A-1	The Alphington Paper Mills Development Plan 2016 has identified the provision of 1 new Small Local open space in the north of the precinct.	Developer	High
7.5A-2	The Alphington Paper Mills Development Plan 2016 has identified the provision of 3 new Local open spaces on the site including the linking space to the 30 metre wide reserve along the Yarra River corridor.	Developer	High
7.5A-3	Continue to advocate to Parks Victoria to provide a shared trail link to the Darebin Creek Shared Trail from Alphington. Note that no costs have been included for this project as it is the responsibility of the Victorian government to provide access onto the trail.	PV (YCC)	High

B Existing open space

No.	Action	Respons-ibility	Priority
7.5B-1	**Alphington Park** Undertake a major upgrade of the playground and picnic facilities in Alphington Park to primarily cater to the forecast population.	YCC	High
7.5B-2	**Alphington Park Wetland** Continue to maintain and recognise the biodiversity values of the wetland. This includes advocating for ongoing protection for part of the wetland located on adjoining private land.	YCC (Adjoining land holder)	Ongoing
7.5B-3	**Coate Park** Undertake minor upgrade with additional seating, improve the condition of the open grassed areas and continue to improve the biodiversity values of the reserve consistent with the existing masterplan.	YCC	High
7.5B-4	**Fairfield Park** Continue to implement the masterplan including a major upgrade to the playground and picnic facilities at the park. Future upgrades are for both the existing and forecast population.	YCC	High
7.5B-5	**Rudder Grange** Undertake a minor upgrade including a bridge or formalised safe path link between Coate Park and Rudder Grange, along with additional seats and continue to improve the biodiversity values.	YCC	Medium
7.5B-6	**Yarra Bend Park (all precincts)** Continue to participate in the future planning and design for Yarra Bend Park to advocate for provision of additional structured sporting facilities where feasible and required in the context of limited additional space being available to cater to the sporting needs of the forecast population in the City of Yarra.	PV (YCC)	High and Ongoing



7.8 Fitzroy

7.8.1 Introduction

Fitzroy is bounded to the north by Alexandra Parade, to the South by Victoria Parade, the west by Nicholson Street and the east by Smith Street. The land is gently undulating with Brunswick Street on a ridgeline.

The land use of Fitzroy is mixed with core residential precincts combined with the commercial spines running north south and east west along the major roads. There are large pockets of mixed use and an area of social housing known as the Atherton Gardens Estate. Other key land use includes St Vincents Hospital and the Catholic University along Victoria Parade. Brunswick Street, Gertrude Street, Smith Street and Johnston Street are key commercial and retail precincts with cafes and restaurants along with an vibrant art scene including galleries and studios. The *Smith Street Structure Plan*, adopted by Council in November 2008, provides the key direction for the future expansion and change within it. The *Yarra Housing Strategy* (2018) provides direction on the future level of change for residential use within the precinct.

With the mixed land use, there is a significant worker population in Fitzroy which is greater than the resident population as shown below:

- Existing residential population 2016: 11,485 (*Source: .id Consulting population forecasts, 2018*)
- Existing estimated worker population 2016: 17,314 (*Source: SEES, SGS 2018)*

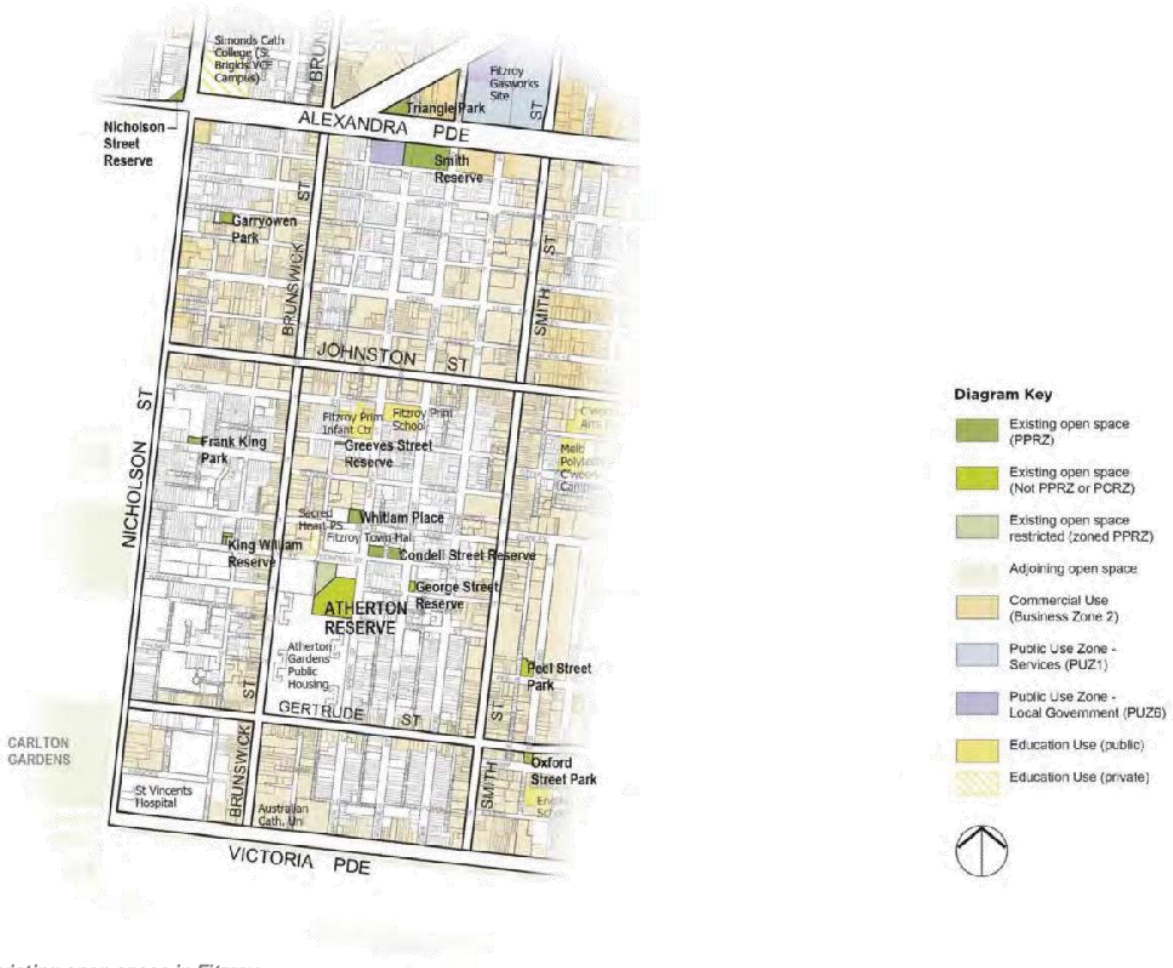


Figure 7.8A Existing open space in Fitzroy

7.8.2 Existing open space

7.8.2d Description

Nicholson, Brunswick and Smith Streets are major north south roads in Fitzroy and Alexandra Parade, Johnston Street and Victoria Parade define four open space sub-precincts, Fitzroy A, B, C and D. These are shown in Figure 7.8B as described below.



Figure 7.8B Open space sub-precincts for Fitzroy

Fitzroy A

- Open space sub-precinct Fitzroy A is located between Alexandra Parade and Johnston Street, and between Nicholson and Brunswick Streets.
- Open space located in this sub-precinct includes
  - Garryowen Park
- This Local open space is located centrally in the sub-precinct and includes seating and play facilities. There are no gaps in open space distribution in this precinct due to its relatively central location.
- The land use includes a combination of mainly residential use to the north and mixed use to the south.
- The *Yarra Housing Strategy* (2018) identifies this precinct to be a combination of minimal change in the north and incremental change in the south.

Fitzroy B

- Open space sub-precinct Fitzroy B is located between Johnston Street and Victoria Parade and between Nicholson and Brunswick Streets.
- Open space located in this sub-precinct includes:

- Frank King Park
- King William Reserve

- Frank King Park is Small Local open space which has a public garden character with seats and planting and appears as a private open space given it is fenced.
- King William Reserve by contrast contains a range of unstructured recreation facilities including a half court and playground along with a seating area.
- The land use is predominantly residential with retail/commercial and higher density residential along Brunswick and Johnston Streets. South of Gertrude Street the land use is predominantly residential area with St Vincents Hospital.
- The *Yarra Housing Strategy* (2018) includes two moderate change areas with the remainder identified as minimal and incremental change.

Fitzroy C

- Open space sub-precinct Fitzroy C is located between Alexandra Parade and Johnston Street and between Brunswick and Smith Streets.
- Open space located in this sub-precinct includes
  - Smith Reserve
- Smith Reserve is a Small Neighbourhood open space located on Alexandra Parade adjacent to the Fitzroy Pool. The open space is informal in character and includes an open grassed area for informal games and dog off-lead exercise, a picnic and barbecue facility and fenced playground.
- Land use is a combination of residential, mainly to the north and then mixed use with higher density residential to the south closer to Johnston Street.
- The *Yarra Housing Strategy* (2018) identifies the mixed use area to the south and east as a high change area. Areas of moderate change are shown along Brunswick Street and also in the south, with the balance shown as minimal change.

Fitzroy D

- Open space sub-precinct Fitzroy D is located between Johnston Street and Victoria Parade and between Brunswick and Smith Streets.
- Open space located in this sub-precinct includes:
  - Atherton Reserve
  - Condell Street Reserve
  - George Street Reserve
  - Greeves Street Reserve
  - Whitlam Place
- Atherton Reserve is a Neighbourhood open space and is popular for informal ball sports with the soccer ground and also for dog walking/exercise and play.
- Condell Street Reserve is a Local open space with some mature shade trees, open grassed areas, path link and a small play facility.
- George Street Reserve is a Small Local open space with mature trees, path and seat and is mainly used as linking space.
- Greeves Street Reserve includes seats with some planting.
- Whitlam Place, located opposite the Fitzroy Town Hall and Library has shade trees, seating, paths and monument and functions as a linking space and a space for relaxing and sitting.
- Land use is predominantly residential with commercial and business use along the major roads bordering the precinct and also along Gertrude Street in the south. Fitzroy Town Hall and Library provides a civic hub along with Fitzroy Primary School and the Sacred Heart Primary School.

- The *Yarra Housing Strategy* (2018) identifies a high change area along Johnston Street in the north and moderate change along Brunswick and Smith Streets. The majority of the remainder of the precinct is identified as minimal change. Pockets of non-residential use include the Australian Catholic University site on Victoria Parade in the south.

7.8.2a Quantity of open space in Fitzroy

The 9 existing open spaces in Fitzroy have a combined total area of 2.27 hectares. This represents approximately 1.6 per cent of the total land area of the precinct.

Table 7.8-1 Number, size and type of open space

No	Hierarchy	Area (ha)	%
0	Regional	0.00	0%
0	City wide	0.00	0%
1	Neighbourhood	1.14	50%
1	Small Neighbourhood	0.58	29%
3	Local	0.43	19%
4	Small Local	0.12	5%
9	**TOTAL**	**2.27**	**100%**

7.8.2b Open space hierarchy, character and quality

Atherton Reserve is the Neighbourhood open space for Fitzroy and while it appears to be well used, the open space survey identified it is slightly less popular than Condell Street Reserve. The soccer field is used as a sports ground for informal and structured sport and is available for other activities including ball sports, jogging and exercising dogs. Other facilities include the cricket nets, a path and two seating areas with picnic tables. Atherton Reserve adjoins the Cubbies Adventure Playground which is a supervised play area. While the reserve is positioned centrally there is a lack of passive surveillance in it which may contribute to the lower levels of informal use. Condell Street is nearby and provides a complementary character with mature exotic trees and a public play facility, however it is poorly located in the open space and there is potential to expand and improve it along with the layout and facilities in the reserve. Whitlam Place is the other Local open space which is located nearby to Condell Street Reserve and has a distinctly different character and functions well without a play facility.

The two Small Local open spaces are limited in size and the there is potential to improve the character of George Street Reserve with additional planting and seating.

Table 7.8-2 Existing open space, hierarchy and character classification

Name	Area Ha	Hierarchy	Primary Character Classification	Secondary Character Classification
Atherton Reserve	1.14	Neighbourhood	Informal	Linking space
Condell Street Reserve	0.20	Local	Informal	Play
Frank King Park	0.05	Small Local	Public garden	Formal
Garryowen Park	0.11	Local	Informal	Play
George Street Reserve	0.03	Small Local	Linking space	Seating/viewing
Greeves Street Reserve	0.01	Small Local	Seating/viewing	
King William Reserve	0.02	Small Local	Urban plaza	Play
Smith Reserve	0.58	Small LNeighbourhood	Informal	Play
Whitlam Place	0.11	Local	Public square	
Total	**2.27**			

7.8.2c Distribution of open space in Fitzroy

The existing open space has been allocated an appropriate open space hierarchy as shown in Table 7.8-2 above and a corresponding walking catchment appropriate to it, as described in Table 3-1 and 3-5 of this report. The areas of the precinct that are located outside the walking catchments of the different open space reserves are referred to as 'gap areas' and are shown in white in Figure 7.8C below. The assessment of the adequacy of the existing open space network in Fitzroy is informed by the analysis of the spatial distribution of open space. As one of the key aims of this Strategy is for everyone to live and work within a safe and easy walk of open space, the recommendations will focus on addressing the gaps in the existing open space network.

For Fitzroy, the major gaps in the existing open space network occur south of Gertrude Street and between Rose and Johnston Streets, between Brunswick Street and Smith Street. These are shown in Figure 7.8C on the next page.

Attachment 2 - Attachment 2 - Draft Yarra Open Space Strategy Summary Report



Attachment 2 - Attachment 2 - Draft Yarra Open Space Strategy Summary Report

Acknowledgements

Acknowledgement of Country

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

The Yarra Open Space Strategy 2019 has been prepared for the City of Yarra by Thompson Berrill Landscape Design Pty Ltd. in association with Environment & Land Management Pty Ltd. and with guidance from the Council Project Working Group led by the Open Space Planning Team, City Strategy.

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Introduction

Purpose of the Strategy

The Yarra Open Space Strategy 2019 provides an overarching vision and direction for the future provision, planning, design and management of open space in Yarra to 2031. It considers the current challenges and pressures of and expanding population and inner city life and how these can be addressed with an expanded and improved public open space network that contributes to a more liveable and sustainable Yarra in the future.

Achievements of the Yarra Open Space Strategy 2006

Since the adoption of the 2006 Strategy, the following key actions have been completed:

- Set a mandatory 4.5 per cent open space contribution rate in the Yarra Planning Scheme for all eligible subdivisions.
- Six new open spaces have been delivered to expand the Yarra open space network in Abbotsford, Collingwood and Richmond.
- Increased the size of the two existing open space reserves in Fitzroy and Richmond South.
- Land contributions on large development sites have been successfully negotiated for the AMCOR redevelopment site in Alphington; a redevelopment site in Reid Street Fitzroy North; and the Gasworks Site on Queens Parade in Fitzroy North.
- Victoria Park was opened to the public.
- Upgrade a range of existing open space reserves which has increased the diversity of facilities and character. This improves the appeal and capacity of the open space network to cater to more people using it as the resident and worker community expands.



Strategy process



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What is open space?

Public open space includes all the publicly owned land that is set aside primarily for outdoor recreation, passive outdoor enjoyment and nature conservation and is open to the sky. It includes public parks, gardens, reserves, waterways and squares. Access may be restricted at certain times or at all times on a fee paying basis. It is generally zoned for public park, recreation or conservation purposes when held in public ownership.

Public open space in this Strategy includes areas which are managed by State Government agencies or their delegates located in the City of Yarra. This includes Yarra Bend Park and the Collingwood Childrens Farm. Restricted open space is land that is only available for use on a membership or fee paying basis and examples include Burnley Golf Course and Richmond Union Bowls Club. Other public land including schools and streets complement the public open space network, however other strategies and plans provide direction and guidance for these.


Waterways


Public gardens


Public parks


Public parks


Public squares


Sporting reserves

Why is open space important?

Overview

Since the existing Yarra Open Space Strategy was prepared in 2006 there has been substantial population and employment growth and change in Yarra. This has included a trend towards more people living in some areas where historically no or very little public open space was provided.

This is combined with better research into the positive influence that open space can have on not only our physical health but also on our mental health and wellbeing. We are being encouraged to exercise more and be outdoors in the fresh air and natural sunlight to balance our indoor lifestyles and increasing reliance on electronic devices. With increased urban densities, more people are living in apartments and alone. Public open space provides a great opportunity to socialise and meet informally outdoors. This also applies to workers in high density settings where it is important they have access to open space as a break from work during the day. Public open space also provides space for large trees, keeps our city cooler and provides habitat for native flora and fauna.

Physical health, fitness and wellbeing







Mental heath and wellbeing





Social connectedness







Why is open space important?

Urban heat island effect mitigation







Biodiversity





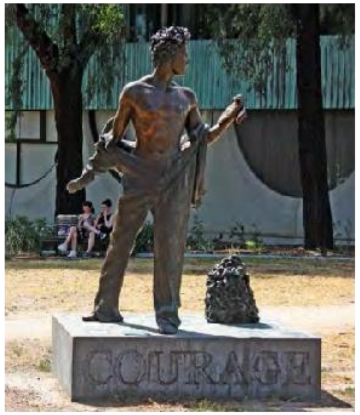
Cultural heritage and character







Events and arts





Yarra's existing open space

Covering an area of approximately 20 square kilometres, 13.5 per cent of the total area of the City is public open space, including areas of significant biodiversity and bushland. Core to the open space system, character and sense of place is the Yarra River. While this has been modified, the river including the confluence with the Merri Creek today provides a tangible connection to the Wurrundjeri people's cultural and spiritual connection to the land.

A linked system of open space along the Yarra River extends upstream along the tributaries of Merri Creek and Darebin Creek. Yarra Bend Park is the largest natural bushland within five kilometres of the Melbourne Central Business District. Managed by Parks Victoria, this parkland spans both sides of the Yarra River and has a significant range of sporting facilities and habitat for native flora and fauna.

This is complemented by Council's extensive network of open space reserves along the Yarra River and Merri Creek. They include a diverse range of informal and structured sporting facilities including the athletics facility at George Knott Reserve, the sports fields at Ramsden Street Reserve, Quarry Park, Kevin Bartlett Reserve and Burnley Park along with the Burnley Public Golf Course. The main Yarra Trail crosses the river a few times as it weaves its way north and connects to both the Merri Creek Trail and the Darebin Creek Trail.

Edinburgh Gardens is the most popular open space in the City and was set out as an integral part of Fitzroy North.



Diagram A Existing Open Space

With major exotic remnant plantings from the mid 1800s, these gardens have a unique blend of sporting and informal recreation facilities appealing to the different sport and recreation needs of our diverse community. Darling Gardens and Curtain Square are two other signature historical gardens in the northern part of Yarra, both with characteristic mature trees and facilities that encourage walking, dog walking, play, picnics and relaxing outdoors. Central to the civic heart of Richmond is Citizens Park, where the central grassed oval is used extensively for both structured sport and informal uses. Barkly Garden combined with Alan Bain Reserve contributes to the historical character and greening of South Richmond.

Complementing these major areas of open space is a network of smaller Neighbourhood and Local open space reserves that are highly valued and well used in the high density precincts through Fitzroy, Collingwood, Cremorne and Central Richmond.

As urban densities increase in the future this Strategy has identified opportunities to increase the local open space network to support and sustainably meet the open space needs of the existing and future community.

The open space framework

Overview

Each open space has a unique role in the open space network based on its location, size, use, character and urban context. In developing the Strategy, the role, character and distribution of each open space has been assessed and mapped. This assessment forms the basis of understanding the existing network, assessing deficiencies in the network and identiifying what needs to change in the future.

Role

Regional open spaces are valued and visited by a broader catchment of people as well as the local community. Generally these are easily accessible to people from adjoining municipalities. Examples include Yarra Bend Park and Collingwood Children's Farm.

City-wide open spaces are visited primarily by the City of Yarra population, providing facilities that include organised sport and recreation activities. Examples include Edinburgh Gardens and Citizens Park.

Neighbourhood open spaces provide a diverse range of facilities that encourage people to spend time in and appeal to the local neighbourhood. Examples include Gahn Reserve and Curtain Square.

Small Neighbourhood are smaller than Neighbourhood open space with some diversity of facilities for the local community within a 300m catchment. Examples include Smith Reserve and Golden Square.

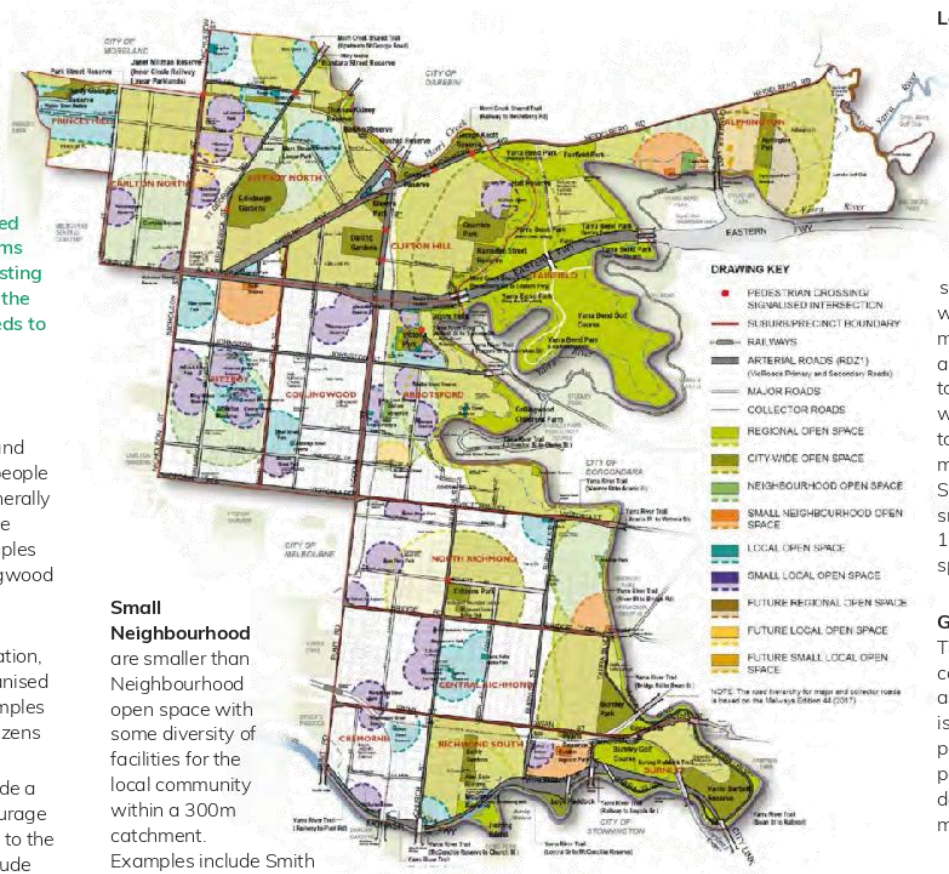


Diagram B Gap Analysis

Local and Small Local open spaces complement the larger reserves and provide smaller more intimate spaces within safe and easy walking distance of the local community.

Distribution

Walking catchments to open space

A key objective in planning the open space network is to provide open space within easy walking distance for the majority of the community. To assess this a 500 metre walking catchment is applied to the Regional and City-wide open spaces while a 400 metre catchment is applied to Neighbourhood open space. A 300 metre walkable catchment is applied to Small Neighbourhood open space, and the smaller 200 metre catchment for Local and 150 metre catchment for Small Local open space as illustrated on Diagram B.

Gap areas

The gap areas are locations where the community lack easy walkable access to any open space. Additional open space is required to address the gaps in the provision and diversity of open space with priorities given to gap areas where urban densities are forecast to increase. These mainly occur south of Alexandra Parade.

What will change?

Character and function

The larger established parks, gardens and reserves across the municipality have a range of characters and purposes. These vary from historical gardens with a predominantly European character to the primarily Australian native character of Yarra Bend Park to the smaller local parks for informal use. Sporting reserves provide space for organised sporting use through to informal play and places of contemplation. A range of character types describe the variety of open spaces in the municipality and the Strategy aims to provide a diversity of character types in each precinct where feasible.





Forecast population growth

Fast facts

Population change

= 20,000

Residents:

- 2016 (93,353)
- 2031 (131,864)

Workers:

- 2016 (83,000)
- 2031 (121,805)

Open space relative to the population

Open space per resident:

- 2016: 30 sqm per resident
- 2031: 20 sqm per resident

Open space per person (resident and workers)

- 2016: 15 sqm per resident
- 2031: 10 sqm per resident

sqm = square metres

Summary of population growth

The forecast development over the next 15 years is significant with a 40 per cent increase in the resident population and a 47 per cent increase in the worker population. This means there will be more people visiting and using open space, thereby increasing demand on the existing space and facilities. The extent of forecast growth changes across different parts of the City. Less than 10 per cent growth is forecast in Princes Hill-Carlton North, compared to 106 percent in Cremorne-Richmond South-Burnley and 214 per cent in Fairfield-Alphington. The locations for where forecast residential growth will occur is based on the *Yarra Housing Strategy 2018* and the population forecasts supplied to the project by .id Consulting. The forecast employment growth and change is based on the *Yarra Spatial Economic and Employment Strategy 2018*.

Increased urban densities

Less private open space

85 per cent of Yarra's population live in medium and high density dwellings compared to 33 per cent in Greater Melbourne. This means that residents have less private open space available to them which increases their reliance on public open space. Typically this adds to the amount of people using public open space and increases the diversity of reasons why they use it. For example, people may sit outdoors in their own garden to enjoy the ambience, however if they don't have one they will use public open space for these informal and incidental uses. When people celebrate occasions with a large gathering of family or friends traditionally this would be in private back gardens but without these they will celebrate them in the park.

Change in land use

Many of the areas in the City that are forecast to change are the former industrial and manufacturing areas. These areas are being redeveloped to mixed use precincts with a combination of residential, commercial and business use. Historically, the industrial areas did not have public open space. With the proposed changes, these areas are being redeveloped with increased building heights and a change to a predominantly office-based professional workforce. The surveys undertaken for this Strategy found that more than 80 per cent of workers visit public open space during the day. With increased numbers of people working and living in the former industrial precincts there is a need to provide new areas of public open space.

Loss of winter sunlight access to open space

With the forecast increase in the presence of taller buildings means there is greater potential for overshadowing of public open space, particularly during winter. Public open space that is overshadowed in winter is less inviting to use and more difficult to maintain healthy vegetation.

Overall directions

Climate change

Extreme weather events

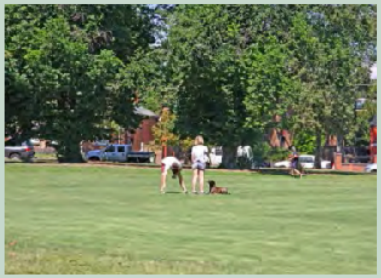
Climate change is predicted to result in more extreme weather events. Forecast extended dry periods combined with more severe storms and intense rainfall events and high winds will make managing vegetation more difficult. The Strategy plans ahead to address these issues by promoting sustainable water harvesting and passive irrigation. Protecting the mature tree canopy cover is a priority in open space due to the numerous beneficial effects of trees on the urban environment.

Mitigating urban heat island effect

Urban heat island effect is the build-up of heat in urban areas. This build up is exacerbated by an increase to urban densities and building heights that trap heat overnight, particularly during periods of extended dry and heat. In planning ahead for the future increase in urban densities, provision of public open space with natural features and retained urban moisture will assist to offset the build-up of urban heat. The retained moisture needs to be sourced sustainably and the use of large, broad spreading trees combined with natural turf and garden beds will create cooler spaces for people to use.

Improve the quality of existing open spaces

There is potential to improve the quality of selected existing open spaces in the City. By quality we mean the type of facilities and its overall condition and management.



This includes undertaking improvements including:

- Increasing the diversity of facilities to appeal to everyone in the community. This includes a greater diversity of age groups and promotes and encourages everyone to exercise, socialise and improve their fitness and health.
- Improving the horticultural quality and maintenance, for example open grassed areas that remain useable all year for informal use, improved care and maintenance of mature canopy trees,
- Identifying opportunities to create multi-use spaces that are shared and adaptable, minimising the provision of single-use facilities. For example, natural turf sports fields that can be used for training and match play and also available for dog off-leash exercise and the other informal uses.
- Activate open spaces that are currently underutilised.
- Strengthen the biodiversity and habitat values of open space.

Provide open space within easy walking distance of everyone

As an established inner urban municipality, the City of Yarra is experiencing significant change and growth. The analysis of the distribution of public open space has identified there are areas of the City where the community does not have any open space within easy walking distance of where they live or work. The Strategy has identified and prioritised a series of new open spaces, with priority given to locations where higher levels of growth is forecast to occur. The need for the proposed additional open spaces is based on a range of factors including:

- Areas where the existing open space is experiencing high levels of use or over-use. This includes providing new open space to take the pressure off existing spaces to meet everyone's needs.
- Where there is a gap in the provision of any open space.
- Medium and high density precincts where the substantial change is forecast and the new community will create a need for additional open space.
- In medium and high density precincts where the provision of well distributed green public open space will assist to mitigate urban heat island effect.



The location of the areas of proposed additional open space is illustrated in Diagram C. The precinct recommendations provide more information about each location.

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Overall directions

Assist to mitigate urban heat island effect

- Where feasible, open space will be well distributed through high density precincts and contain natural features such as large canopy trees and planted surfaces which absorb moisture. This will offset some impacts of increased urban heat, which is exacerbated by higher density development, particularly multi-level buildings.
- Future open spaces within high density precincts will aim to be irrigated from sustainable water sources, for example stormwater harvesting and reuse.
- The existing and future open spaces will be large enough to sustainably grow large broad spreading canopy trees that are effective at evapotranspiration which assists urban cooling.
- Create adaptable open spaces that allow sunlight and warmth during the winter months and excellent shade and cooling in the summer. The cool spaces will provide comfortable, free outdoor spaces for the community to retreat to during periods of extended heat.

Improve community health and wellbeing



Research confirms that a linked and accessible open space network, which people can easily walk to, improves community health and wellbeing. The community is more likely to visit open space if it is nearby and this offers a range of benefits including:

- Physical fitness by participating in informal recreation activities including walking, cycling, jogging, informal ball sports and using fitness equipment.
- Physical fitness by participating in organised sport.
- Places to exercise dogs on and off-leash.
- Social connectedness and sense of belonging to the community by meeting people in the nearby open space . This can include meeting neighbours informally in the open space or catching up with family and friends.
- Children are more likely to visit and play in open space independently of their parents if it is located within 150 to 300 metres of where they live. This improves their self-confidence and physical development.
- Relax and unwind in green open space. Research demonstrates that natural features like trees, natural turf and garden beds contributes to our ability to relax.

Increase urban greening

Links between green space and health have been recognised throughout history and the driving force behind the urban parks movement of the 19th Century. More recently, green spaces in an urban context has the potential to help address social and environmental problems in a preventative way. The United Nationals Sustainable Development Goal 11.7 aims to achieve the following: *'By 2030, provide universal access to safe, inclusive and accessible green and public spaces, in particular for women and children, older persons and persons with disabilities.'*
The Strategy aims to achieve this through:

- Identify gap areas in which new public open space is needed so that everyone can easily reach open space.
- Include design guidelines that encourage natural features in the design of existing and new open space, particularly in medium and high density precincts.
- Include recommendations to achieving good winter sunlight access to public open space.
- Includes design guidelines that promote universal access, diversity and inclusion in the design of upgrades to existing open space and new open space.
- Strengthen the natural biodiversity values of open space including the use of native and indigenous vegetation where it is appropriate to the local context and cultural heritage values.
- Aims to irrigate open space using sustainable water sources to support natural turf, garden beds and mature and new large, broad spreading canopy trees for effective evapotranspiration, shade and habitat purposes.



Overall directions

Proposed additional open space

Summary of population growth

This diagram illustrates the distribution of the areas in which the Strategy recommends additional Neighbourhood, Small Neighbourhood, Local and Small Local open spaces across the City. This is to cater to the forecast growth and also address some existing deficiencies in the provision and distribution of existing open space.

These proposed new open spaces will have a role in increasing the diversity of local recreational and informal facilities for the existing and forecast community.

The additional open spaces shown in Diagram C are indicative of the general location and relative, not actual size. The final location, size and configuration of new open space will be determined during the implementation of the Strategy. It will be influenced by factors such as the rate of population growth and development, land acquisition opportunities, surrounding urban context and available funds.

The precinct recommendations provide more information on the intent and purpose of each proposed additional open space.



Diagram key

- NEIGHBOURHOOD OPEN SPACE
  Indicative area in which a future open space is proposed, minimum size 1 hectare with a 400m walking catchment
- SMALL NEIGHBOURHOOD OPEN SPACE
  Indicative area in which a future open space is proposed, minimum 0.5 to 0.99 hectares in size with a 300m walking catchment
- LOCAL OPEN SPACE
  Indicative area in which a future open space is proposed, minimum 0.26 to 0.49 hectares in size with a 200m walking catchment
- SMALL LOCAL OPEN SPACE
  Indicative area in which a future open space is proposed, minimum 0.03 to 0.25 hectares in size with a 150m walking catchment
- REPURPOSE RESTRICTED OPEN SPACE
  Investigate options to repurpose to increase the diversity of golfing and other sporting uses at the site
- LONG TERM OPPORTUNITY*
  For a future Neighbourhood open space, minimum 1 hectare in size with a 400m walking catchment
- LONG TERM OPPORTUNITY*
  For a future Local open space, minimum 0.26 to 0.49 hectares in size with a 200m walking catchment
- FUTURE REGIONAL OPEN SPACE
  Area included in an existing Public Acquisition Overlay in the Yarra Planning Scheme

* Long term = beyond the 15 year timeframe of this Strategy

Diagram C Proposed areas for additional open space

Precincts

Overview

The open space needs assessment has been undertaken on a precinct basis to take account of the changes in the existing situation and forecast future change across each of them. The precincts are broadly based on the suburbs with some combined and are consistent with those shown in the City of Yarra Community Profile and on the Diagram D Precinct locations map on this page. They are assembled in alphabetical order.

Forecast future growth

Throughout each of the precincts, the forecast growth is based on the following:

- Residential forecasts, prepared by .id the population experts, August 2018 and accessed 10 September 2017.
- *Yarra Housing Strategy,* adopted 4 September 2018.
- *Yarra Spatial Economic and Employment Strategy,* adopted 4 September 2018.

The open space needs assessment and directions are based on these forecasts. The Strategic Housing Framework Plan shown in Diagram D is from the Yarra Housing Strategy.

Additional open space

The additional open spaces are shown symbolically on the precinct plans. the final location, size and configuration of new open space will be determined during the Strategy implementation and will be influenced by such factors as population growth, land acquisition opportunities, surrounding land use, urban layout and community feedback.

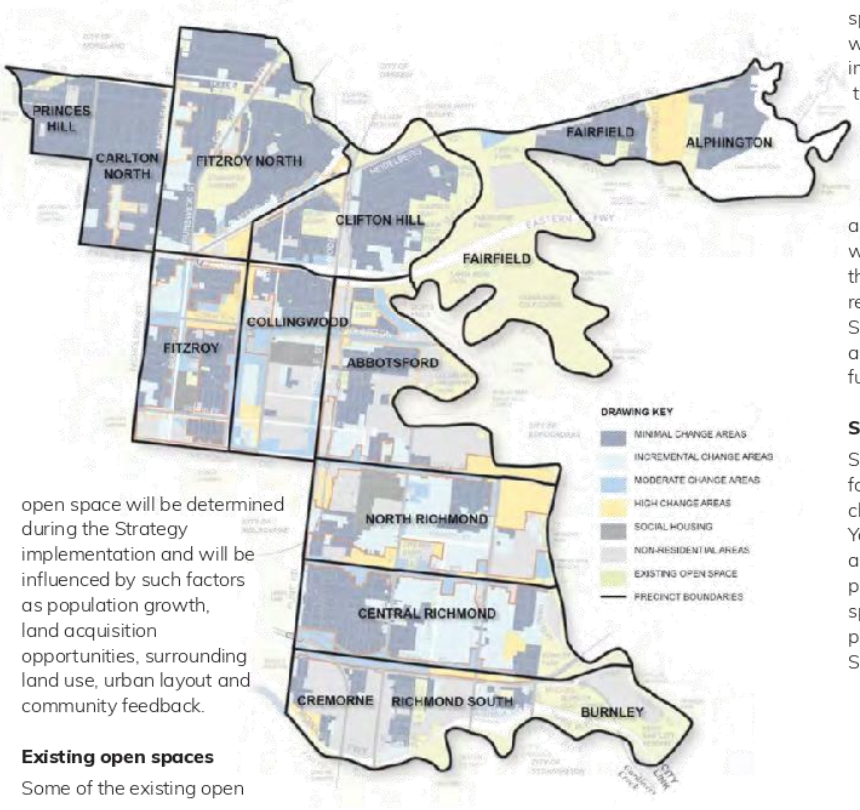


Diagram D Strategic Housing Framework Plan and Precinct location map

Existing open spaces

Some of the existing open spaces are recommended for upgrade as shown on the precinct diagrams. the open spaces not recommended for upgrade will continue to maintained with minor improvements where required maintain their quality and facilities in working order.

Existing master plans

Masterplans are in place for some of the major open spaces in Yarra and there is a progressive program of implementation works and scheduled reviews arising from these plans. When the masterplans are reviewed, the overall directions in this Strategy will be taken into consideration and inform updated masterplans in the future.

Structure plans

Structure plans provide a clear framework for managing the future growth and change in the major activity centres in Yarra. Where structure plans were final and in place these are reflected in the precinct recommendations. The open space component of future structure plans will be informed by this Open Space Strategy.

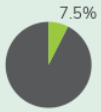


Abbotsford

Fast facts

Quantity of open space

7.5% of the total precinct area is open space



13.39 ha of open space

Forecast in population change

= 2,500

Abbotsford

Residents:

- 2016 (8,849)
- 2031 (12,671)



Workers:

- 2016 (12,057)
- 2031 (15,972)



Precinct summary

Provision and distribution

Victoria Park, Gahan Reserve and the system of open space along the Yarra River including Collingwood Children's Farm and Dights Falls significantly contribute to the open space character of Abbotsford. North of Gipps Street, open space is well distributed in the precinct, however south of Gipps Street there is a lack of open space combined with a forecast substantial increase in the resident and worker population. Key recommendations include to continue to investigate securing a linear open space reserve along the Yarra River between Clarke Street Reserve and Walmer Street Bridge, the provision of a new Neighbourhood Park in the southern part of the precinct where larger land parcels provide the potential for future provision of open space. Combined with this is the recommendation to provide two new Small Local open spaces for the existing and forecast community in the south west part of Abbotsford.

Quality and design

There is potential to improve the diversity of facilities and character in selected Local and Small Local open spaces in Abbotsford north Gipps Street. The new Neighbourhood Park will be designed to include a range of unstructured recreation facilities to encourage the community in the southern part of the precinct to be outdoors. The open space design will also focus on improved greening, particularly in the higher density areas to contribute positively to mitigating urban heat island effect.

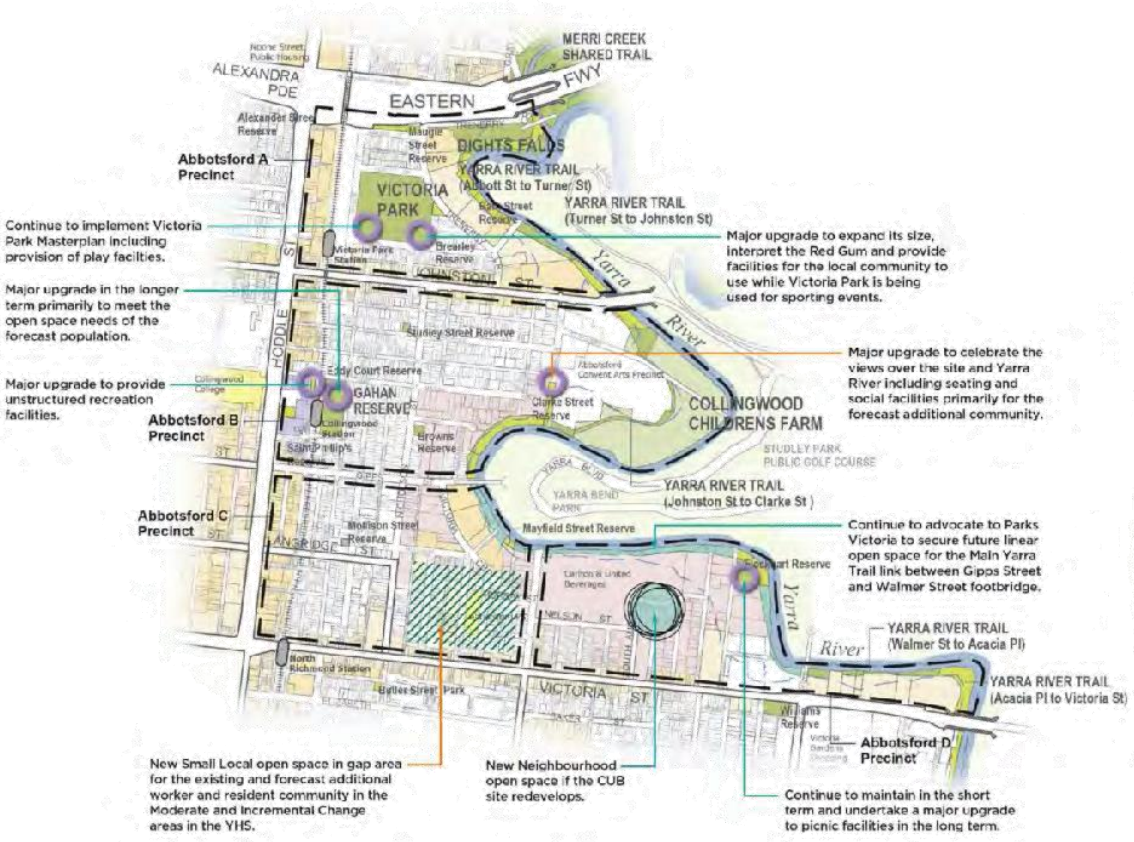








Abbotsford


MERRI CREEK SHARED TRAIL
ALEXANDRA PDE
EASTERN FWY
DIGHTS FALLS
YARRA RIVER TRAIL (Abbott St to Turner St)
YARRA RIVER TRAIL (Turner St to Johnston St)
VICTORIA PARK
Abbotsford A Precinct
Continue to implement Victoria Park Masterplan including provision of play facilities.
Major upgrade in the longer term primarily to meet the open space needs of the forecast population.
Major upgrade to provide unstructured recreation facilities.
Abbotsford B Precinct
Abbotsford C Precinct
Major upgrade to expand its size, interpret the Red Gum and provide facilities for the local community to use while Victoria Park is being used for sporting events.
Major upgrade to celebrate the views over the site and Yarra River including seating and social facilities primarily for the forecast additional community.
COLLINGWOOD CHILDRENS FARM
STUDLEY PARK PUBLIC GOLF COURSE
YARRA RIVER TRAIL (Johnston St to Clarke St)
Continue to advocate to Parks Victoria to secure future linear open space for the Main Yarra Trail link between Gipps Street and Walmer Street footbridge.
YARRA RIVER TRAIL (Walmer St to Acacia Pl)
YARRA RIVER TRAIL (Acacia Pl to Victoria St)
Abbotsford D Precinct
New Small Local open space in gap area for the existing and forecast additional worker and resident community in the Moderate and Incremental Change areas in the YHS.
New Neighbourhood open space if the CUB site redevelops.
Continue to maintain in the short term and undertake a major upgrade to picnic facilities in the long term.
Diagram Key
Sub-precinct for new Neighbourhood open space
Sub-precinct for new Small Local open space
Minor upgrade to existing open space
Major upgrade to existing open space
Very high / High priority
Medium / Low priority
Open space precincts
Existing open space (PPRZ)
Existing open space (Not PPRZ or PCRZ)
Existing restricted open space (PPRZ)
Future open space
Adjoining open space
YHS Yarra Housing Strategy
Note: If the open space does not have a specific action, it is intended to continue to maintain.







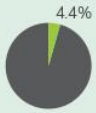


Carlton North - Princes Hill

Fast facts

Quantity of open space

4.4% of the total precinct area is open space



6.23 ha of open space

Forecast in population change

= 2,500

Carlton North / Princes Hill

Residents:

- 2016 (9,010)
- 2031 (8,843)

Workers:

- 2016 (0)
- 2031 (0)

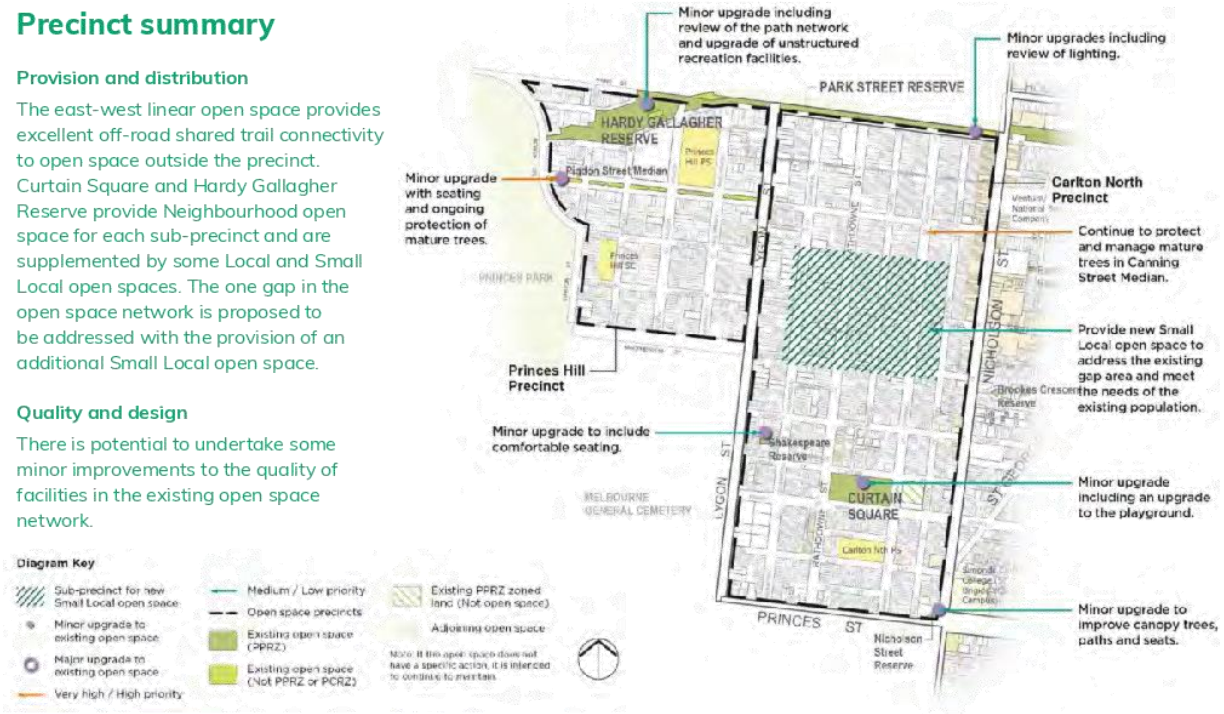
Precinct summary

Provision and distribution

The east-west linear open space provides excellent off-road shared trail connectivity to open space outside the precinct. Curtain Square and Hardy Gallagher Reserve provide Neighbourhood open space for each sub-precinct and are supplemented by some Local and Small Local open spaces. The one gap in the open space network is proposed to be addressed with the provision of an additional Small Local open space.

Quality and design

There is potential to undertake some minor improvements to the quality of facilities in the existing open space network.













Central Richmond

Fast facts

Quantity of open space

12% of the total precinct area is open space



23.46 ha of open space

Forecast in population change

= 2,500

Central Richmond

Residents:

- 2016 (13,888)
- 2031 (17,269)



Workers:

- 2016 (10,140)
- 2031 (13,176)



Precinct summary

Provision and distribution

Burnley Park, the Circus Site and the system of open space along the Yarra River contribute significantly to the open space character of Central Richmond, however these are all located in the east of the precinct. Forecast is for more than 6,000 additional people to be living and working in the precinct, particularly to the western end of the precinct. There is a need to provide new Local and Small Local open spaces to cater primarily to the forecast population and better meet the open space needs of the existing population. The new open space will assist to diversify the active unstructured recreational activities in the west and assist to mitigate urban heat, provide increased urban greening and open space within a safe and easy walk of residents and workers as urban densities continue to increase in the future.

Quality and design

There is potential to diversify the recreational facilities in the western part of Central Richmond. The additional open space can be designed to provide a diversity of facilities for the existing and future population and contribute positively to mitigating urban heat island effect.

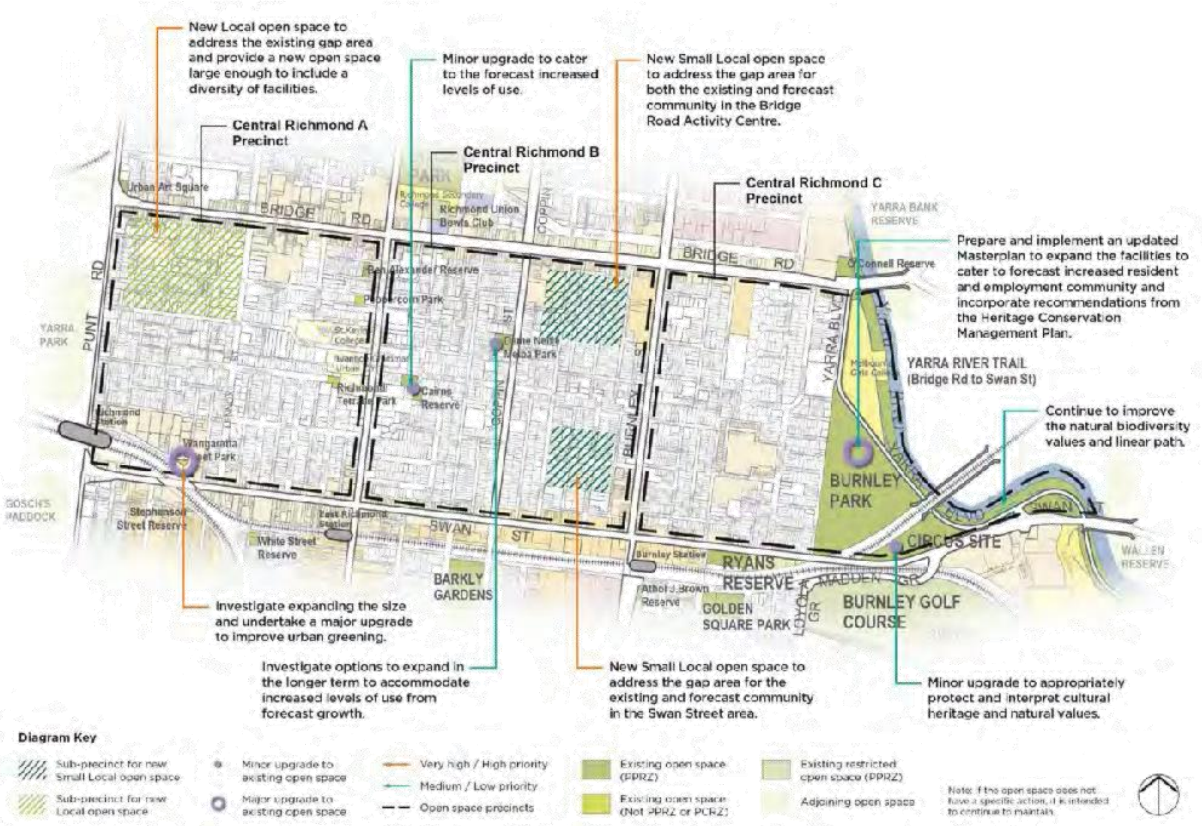








Central Richmond









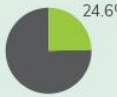


Clifton Hill

Fast facts

Quantity of open space

24.6% of the total precinct area is open space



41.18 ha of open space

Forecast in population change

= 2,500

Clifton Hill

Residents:

- 2016 (6,792)
- 2031 (7,432)

Workers:

- 2016 (921)
- 2031 (1,266)

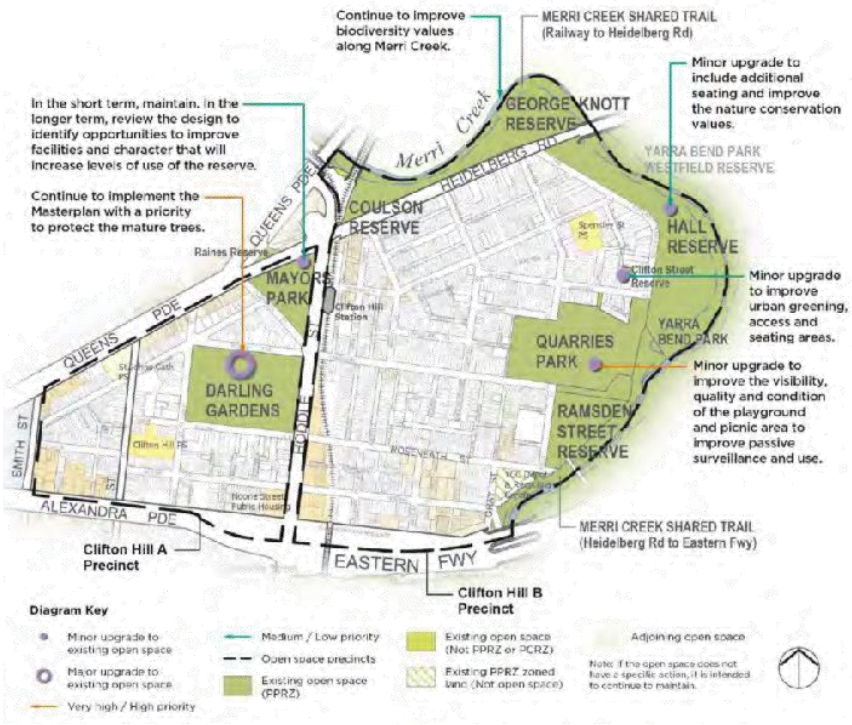
Precinct summary

Provision and distribution

Clifton Hill is well provided for with open space, with only one small gap area between Hoddle Street and the railway. An additional Small Local open space would only be required in the long term if the employment population in the gap area is estimated to substantially increase.

Quality and design

There is a need to improve the diversity of facilities that appeal to a range of age groups, particularly the older age groups who are forecast to grow over the planning period. Additionally, the open space designs need to encourage social activity in open space with the forecast increase in lone person households.





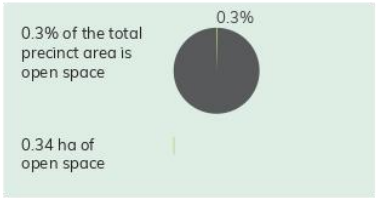





Collingwood

Fast facts

Quantity of open space



Forecast in population change

= 2,500



Precinct summary

Provision and distribution

The majority of the Small Local open spaces in Collingwood are experiencing high levels of use. With the forecast substantial population increase of approximately 15,000 people by 2031, there is a need to provide additional open space in Collingwood, including new Small Neighbourhood, Local and Small Local open spaces The recommendations include expanding the size of selected existing Small Local open spaces to allow inclusion of a greater diversity of facilities. The additional distributed open spaces will also assist to mitigate urban heat, provide increased urban greening and open space within a safe and easy walk of residents and workers as urban densities continue to increase in the future. This will positively contribute to the health and wellbeing of residents and workers.

Quality and design

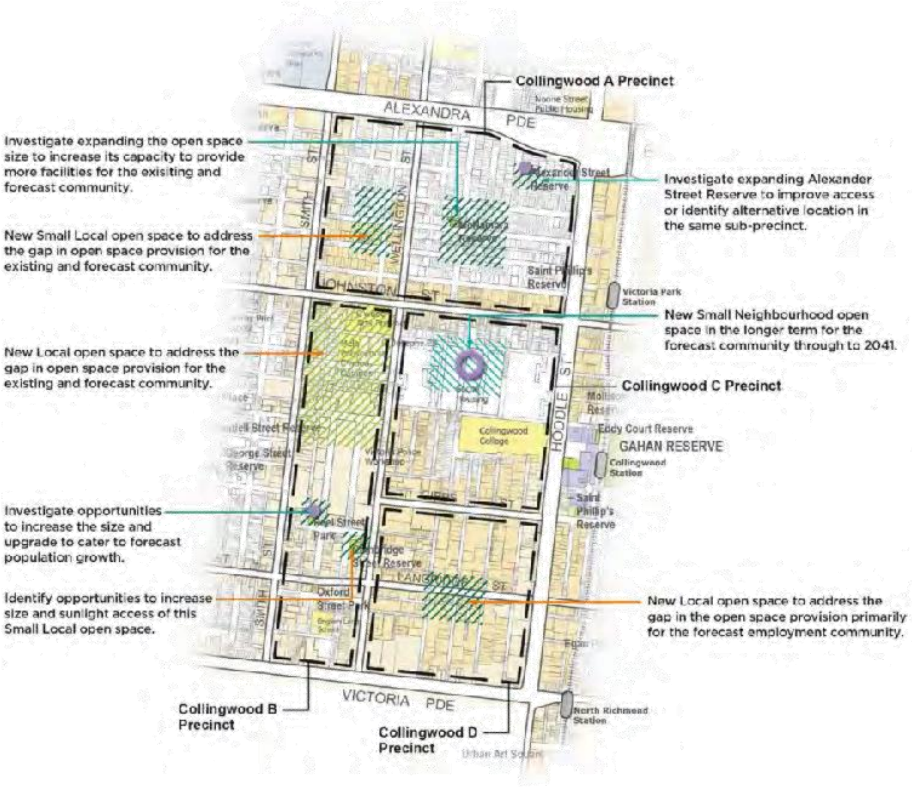
There is a need to increase and improve the recreational quality and diversity of facilities in the Small Local open spaces in Collingwood. The additional open space can be designed to provide a diversity of facilities for the existing and future population and contribute positively to mitigating urban heat island effect.







Collingwood









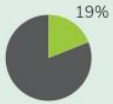


Cremorne, Richmond South and Burnley

Fast facts

Quantity of open space

19% of the total precinct area is open space



43.32 ha of open space

Forecast in population change

= 2,500

Cremorne, Richmond South and Burnley

Residents:

- 2016 (4,622)
- 2031 (9,539)

Workers:

- 2016 (16,704)
- 2031 (25,865)

Precinct summary

Provision and distribution

Barkly Gardens and the system of open space along the Yarra River contribute to the open space character of this precinct. With the forecast substantial increase in the resident and worker population, a key recommendation is to provide new Small Neighbourhood, Local and Small Local open space reserves in Cremorne to cater to the forecast nearly 10,000 additional workers and residents in Cremorne. With the forecast significant increase in urban densities along Swan Street and across the southern part of the Municipality, there is also a longer term opportunity to introduce more diverse golfing options and other sporting uses at Burnley Public Golf Course. Strengthening the natural biodiversity values along the Yarra River corridor will contribute to the character and resilience of Richmond South and Burnley.

Quality and design

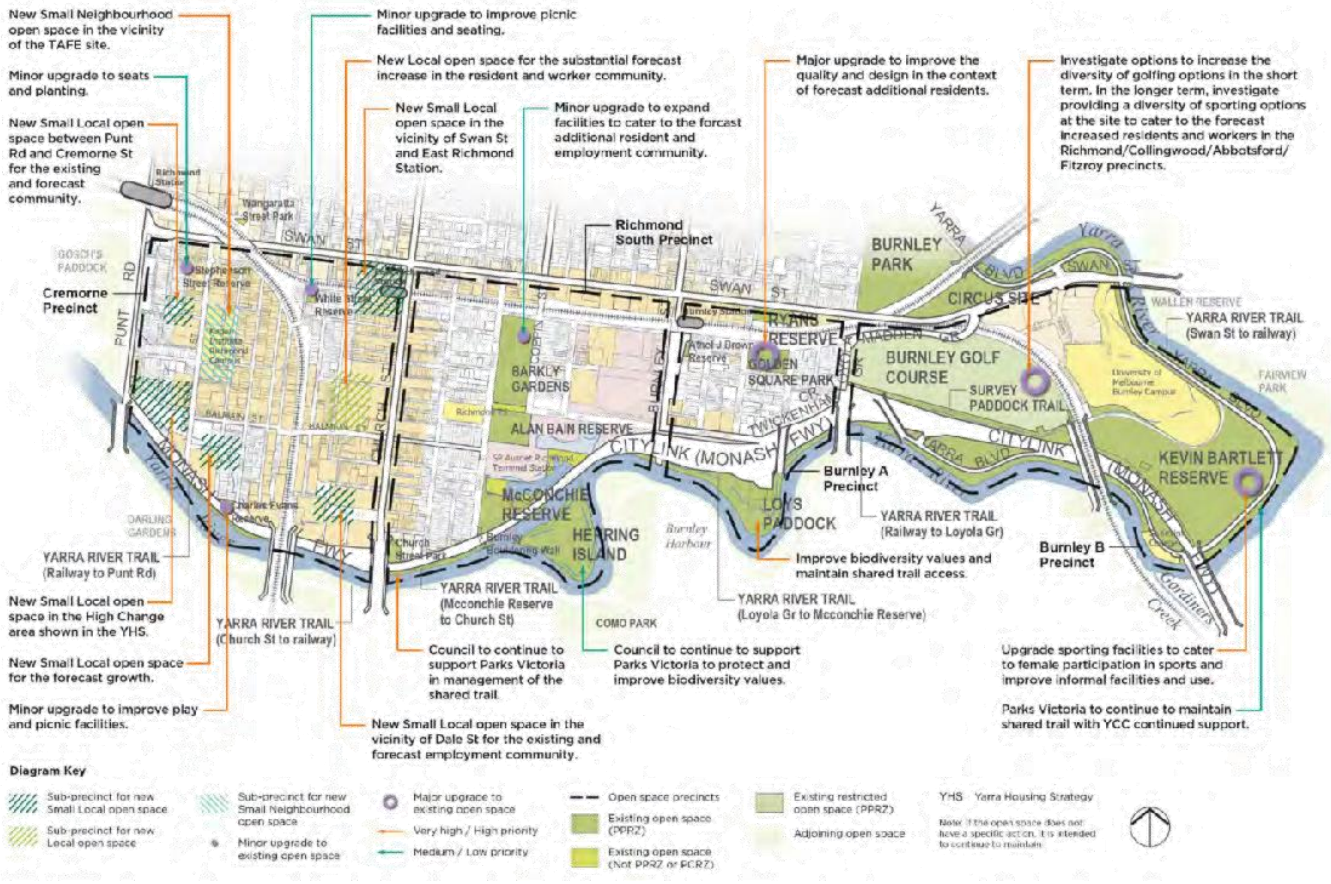
There is potential to improve the quality and diversity of facilities in the existing open spaces in this precinct. The additional open space in Cremorne will be designed to provide a diversity of facilities for the existing and future population and contribute positively to mitigating urban heat island effect.







Cremorne, Richmond South and Burnley









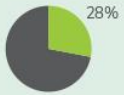


Fairfield - Alphington

Fast facts

Quantity of open space

28% of the total precinct area is open space



96.92 ha of open space



Forecast in population change

= 2,500

Fairfield / Alphington

Residents:

- 2016 (2,894)
- 2031 (9,099)



Workers:

- 2016 (0)
- 2031 (0)

Precinct summary

Provision and distribution

Open space is well provided for and significantly contributes to the landscape character of these areas. With the significant levels of forecast growth in Alphington one new Small Local and three new Local open spaces are to be provided on the Alphington Paper Mills Development site as part of the approved Development Plan.

Quality and design

There is potential to expand the play and picnic facilities in Alphington Park to cater to the substantial increase in population, combined with ongoing upgrades to and implementation of the Fairfield Park Masterplan. The new open space designs are recommended to be reviewed in the context of ensuring there are facilities that provide for some active unstructured recreation and that they include greening and passive cooling given the high urban densities so they also contribute to mitigating urban heat island effect.

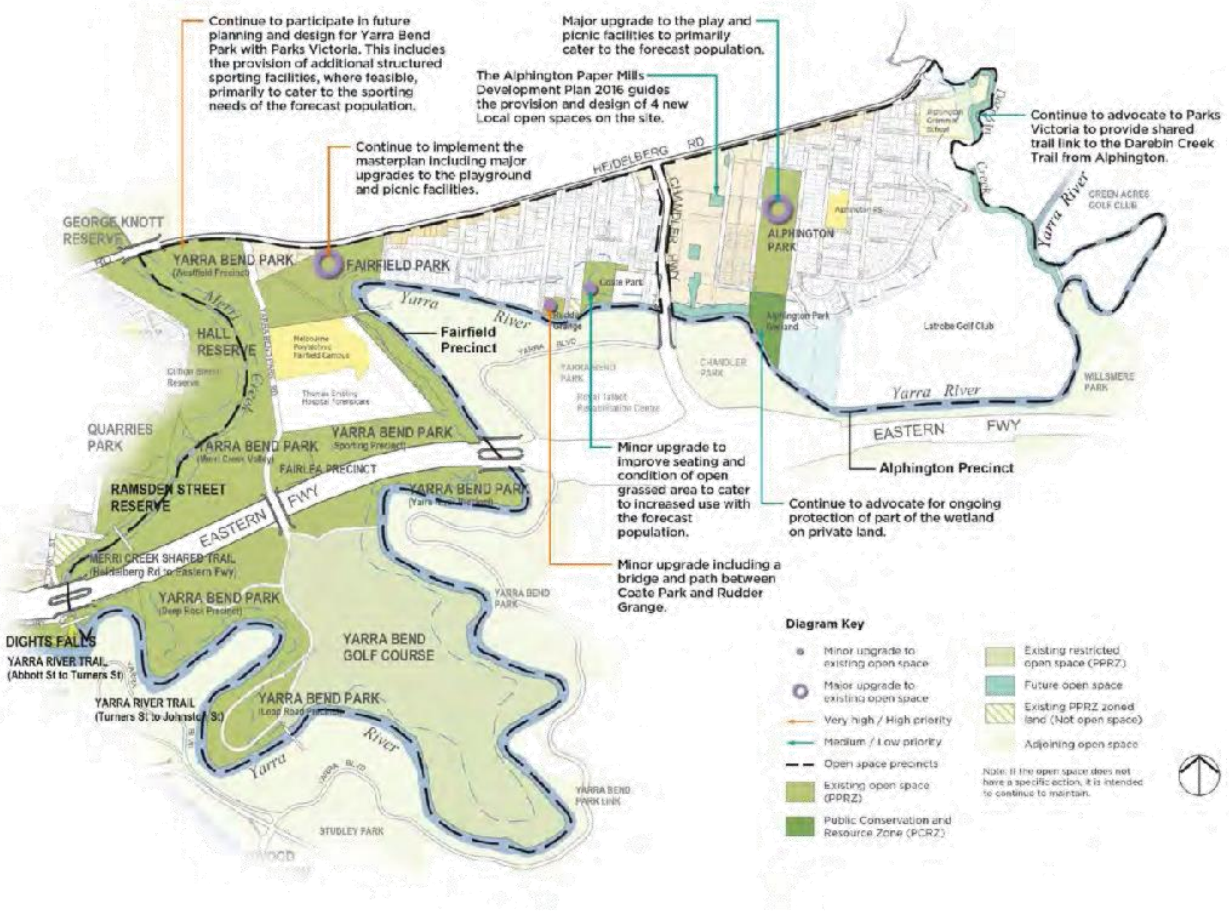








Fairfield - Alphington









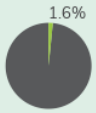


Fitzroy

Fast facts

Quantity of open space

1.6% of the total precinct area is open space



2.27 ha of open space

Forecast in population change

= 2,500

Fitzroy

Residents:

- 2016 (11,465)
- 2031 (15,798)

Workers:

- 2016 (17,014)
- 2031 (25,216)

Precinct summary

Provision and distribution

Atherton Reserve is the largest open space in Fitzroy and will continue to be improved by strengthening its role for informal ball and sports and large open space. It will be complemented by a major upgrade to Condell Street Reserve to create a community park with updated and expanded play and picnic facilities along with improvements to the trees, and garden beds and greened areas. Combined with Whitlam Place which has a distinctly different character, it will create a quality hub of open space around the civic heart of Fitzroy Library and Town Hall. A series of new open spaces are proposed to address existing gaps in the open space network and to meet the significant forecast population growth, along with the expansion to selected existing Small Local open space. Given the framework of the existing open space and the fine grain of development a series of new Small Local open spaces are proposed so that the existing and forecast community live and work within a safe and easy walk of green open space.

Quality and design

There is potential to improve the recreational quality and diversity of facilities in the existing and proposed open space network. Given the urban densities, increasing the quality of these green spaces including maximising moisture absorbing surfaces will assist to mitigate urban heat island effect the future. The additional open spaces will be designed to complement the existing network that combined will provide a diversity of facilities for the existing and future population.







Fitzroy

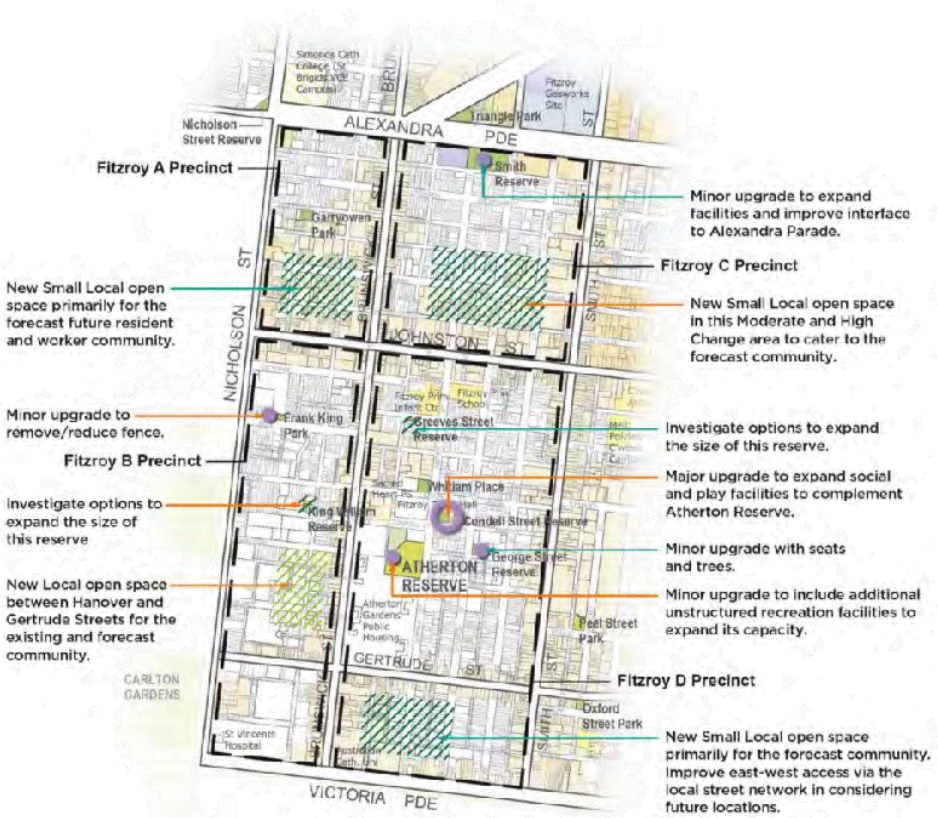


Diagram Key

- Sub-precinct for new Small Local open space
- Sub-precinct for new Local open space
- Major upgrade to existing open space
- Very high / High priority
- Medium / Low priority
- Open space precincts
- Existing open space (PPRZ)
- Existing open space (Not PPRZ or PCRZ)
- Existing restricted open space (PPRZ)
- Adjoining open space

Note: If the open space does not have a specific action, it is intended to continue to maintain.







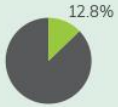


Fitzroy North

Fast facts

Quantity of open space

12.8% of the total precinct area is open space



29.56 ha of open space

Forecast in population change

= 2,500

Fitzroy North

Residents:

- 2016 (12,357)
- 2031 (15,112)



Workers:

- 2016 (0)
- 2031 (0)

Precinct summary

Provision and distribution

With Edinburgh Gardens, Merri Creek and the Inner Circle Railway Linear Parklands Fitzroy North has a diverse and connected open space network. The network will be strengthened with the additional of one Small Local open space so that everyone living in Fitzroy North can easily walk to open space nearby in the future. This includes expanding Edwards Place Reserve near Edinburgh Gardens so that the local community can use it when the gardens are busy given they are the most popular open space in the City.

Quality and design

There is potential to improve the recreational quality and diversity of facilities in the Small Local open spaces in Fitzroy North so that they appeal to all age groups. The additional open space can be designed to provide a diversity of facilities for the existing and future population.

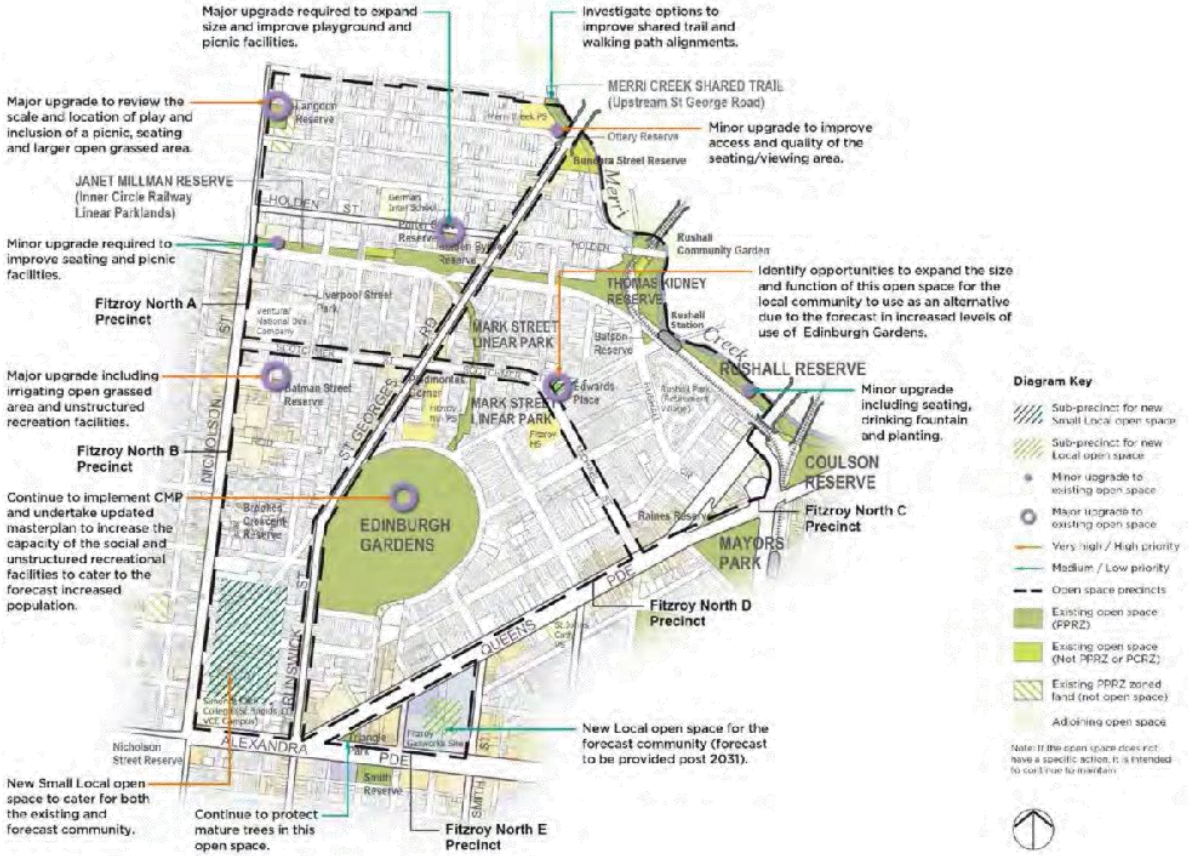








Fitzroy North









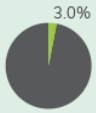


North Richmond

Fast facts

Quantity of open space

3.0% of the total precinct area is open space



5.81 ha of open space

Forecast in population change

= 2,500

Abbotsford

Residents:

- 2016 (14,335)
- 2031 (21,754)



Workers:

- 2016 (13,179)
- 2031 (17,444)



Precinct summary

Provision and distribution

Citizens Park and the system of open space along the Yarra River contribute significantly to the open space character of North Richmond. With the forecast substantial increase in the resident and worker population in North Richmond, a key recommendation is to provide a new Neighbourhood Park to cater primarily to the forecast population and better meet the open space needs of the existing population. Combined with this is the recommendation to provide three new Small Local open spaces to support the existing local open space network across North Richmond. This will assist to mitigate urban heat, provide increased urban greening and open space within a safe and easy walk of residents and workers as urban densities continue to increase in the future.

Quality and design

There is potential to improve the recreational quality and diversity of facilities in the Small Local open spaces in North Richmond. The additional open space can be designed to provide a diversity of facilities for the existing and future population and contribute positively to mitigating urban heat island effect.

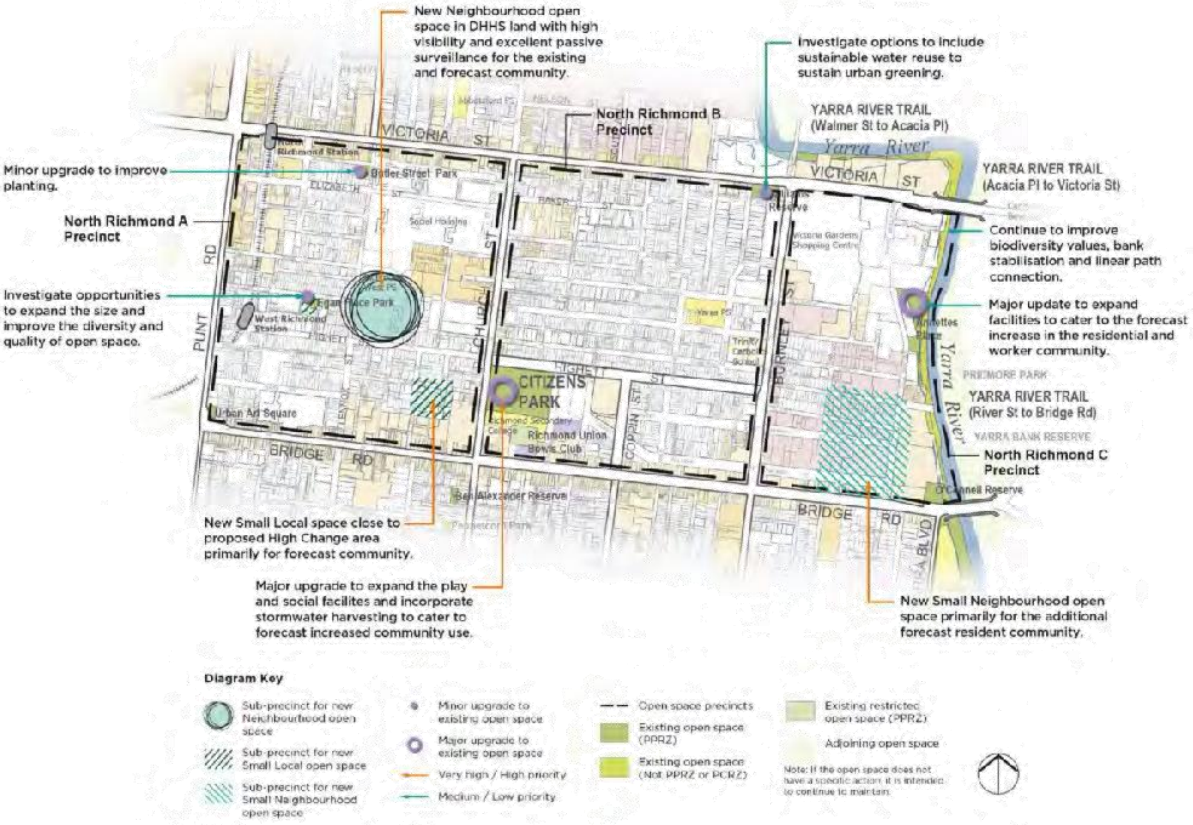




Attachment 2 - Attachment 2 - Draft Yarra Open Space Strategy Summary Report



North Richmond









Attachment 2 - Attachment 2 - Draft Yarra Open Space Strategy Summary Report

Implementation

Overview

The projects in this Strategy will be implemented over a 15 year timeframe. The planning for the proposed new public open spaces will occur early in the timeframe to ensure opportunities are sought to achieve these through the planning process. These projects will be achieved through a combination of securing land area on large redevelopment sites, conversion of government owned land and land acquisition where required. Upgrades to existing open space will be achieved through the capital works budget process.

Responsibilites

The Open Space Planning Team at the City of Yarra will take the lead implementation role. Successful implementation will require coordination with the following areas of Council

- Open space capital works team to design and deliver improvements.
- Strategic and statutory planning to ensure the Yarra Planning Scheme and other strategic documents are consistent with this Strategy
- Financial services regarding appropriate allocation of public open space contributions to the open space project budgets in accordance with this Strategy.
- Recreation and leisure to determine the appropriate sport and recreation facilities.
- Traffic and civil engineering to improve pedestrian and bicycle links via the road network.
- Urban design to integrate open space provision in future structure plans.
- Open space maintenance team and Local laws regarding the ongoing management and maintenance.

Funding

Funding the land acquisition and capital works required for the projects identified in this Strategy will be sourced from a combination of:

- Council revenue.
- External grants from other State and Federal government agencies.
- The open space contribution rate will be updated in Clause 53.01 of the Yarra Planning Scheme to change from 4.5 per cent to a rate that will be in the order of up to 10 per cent pending finalisation following consultation on the Draft Strategy. These contributions will be required as a land and/or cash contribution at Council's discretion.

Next steps

- Implement the updated open space contribution rate/s in the planning scheme.
- Undertake detailed investigations into the provision of additional open spaces identified in the Strategy.
- Continue to implement Masterplans for major parks.
- Plan for and upgrade existing open spaces identified in the precinct recommendations.

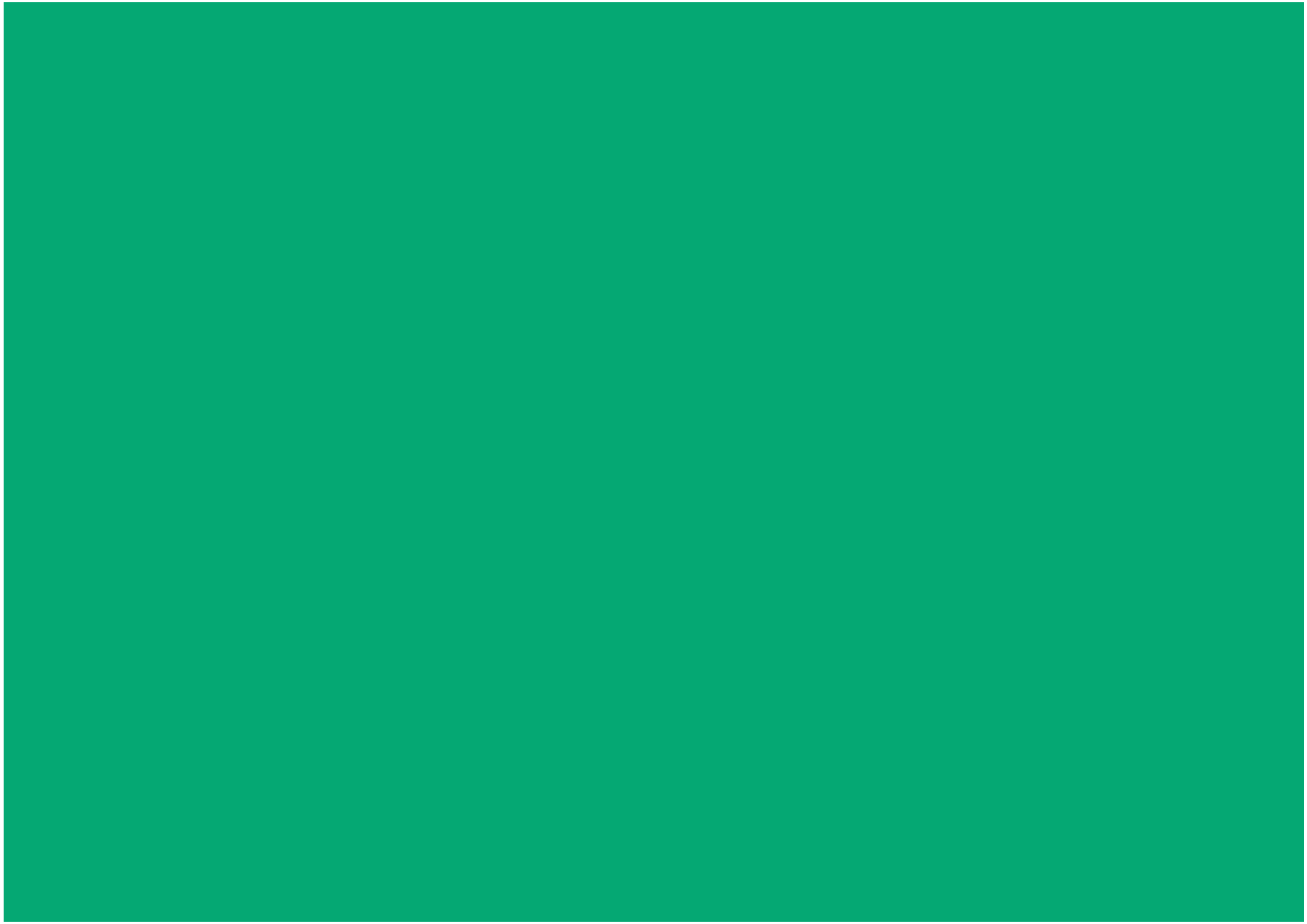






Attachment 2 - Attachment 2 - Draft Yarra Open Space Strategy Summary Report

Attachment 2 - Attachment 2 - Draft Yarra Open Space Strategy Summary Report



Attachment 3 - Attachment 3 - Yarra Open Space Strategy - Community Engagement Overview

Draft Yarra Open Space Strategy 2019 – Community engagement overview

Background

We have prepared a Draft Open Space Strategy ('the Draft Strategy') following the distribution of a community survey where we received more than 1,800 responses. We are proposing the second stage of consultation runs from January 20 to March 15 2020,

Objectives

- Promote the availability of the Draft Strategy and encourage feedback from all relevant stakeholders;
- Share the high-level principles and place-based recommendations of the Draft Strategy in engaging and accessible formats; and
- Highlight the ways the initial round of consultation informed the Draft Strategy to demonstrate the authenticity of the process.

Level of engagement

The initial round of consultation took place at the 'involve' level of engagement, and helped us understand the community's values and priorities around open space.

This second round of engagement will take place at the 'consult' level as we are asking our community to review proposals based on their earlier feedback. In essence, asking them if we got it right.

Inform	Consult	Involve	Collaborate	Empower

Stakeholders

This is a brief overview of the key stakeholder groups and main methods of engagement:

Stakeholder	Methods of contact
General community	Yarra News, Yarra Life, Sustainability and Business email newsletters, paid social media, bright signs at town halls, leisure centres and libraries, signs
Participants from phase 1 of consultation	Direct email campaign
Participants from past consultations on open space projects	Direct email campaign
Community groups (e.g. resident associations, 'friends of' groups, environmental groups)	Direct email campaign
Aboriginal and Torres Strait Islanders	Aboriginal Advisory Group, Local Aboriginal services
CALD residents	Dedicated sessions at Carringbush (Richmond), Fitzroy Learning Network and Carlton Learning Network
Older people	Active Aging Advisory Group

Attachment 3 - Attachment 3 - Yarra Open Space Strategy - Community Engagement Overview

Stakeholder	Methods of contact
People with disability	Disability Advisory Committee
Rough sleepers	Liaise with St Mary's House of Welcome
Sport and recreations groups, clubs	Direct email campaign
Young people	Liaise with Yarra Youth Services
Schools	Direct email campaign, school newsletters
Neighbouring Councils	Direct email campaign
Agencies; Parks Victoria, Melbourne Water, Department of Health and Human Services and other	Direct email campaign

Engagement methods

We will be using a mix of online and face-to-face methods to gather feedback.

Online

The heart of our online engagement will be a map-based, visually appealing Your Say Yarra page. Visitors will be encouraged to:

- Review our proposed high level principles for Yarra's open space network;
- Select a precinct from the map to learn about our proposals for that area; and
- View a 1-page snapshot of the Draft Strategy and respond to questions.

Community members wishing to take a deeper dive into the material will be able to download a full copy of the Draft Summary Strategy, relevant plans in the Strategy and Draft Technical Report from this page.

Face to face

We will be hosting information and feedback sessions at the same locations as the first round of consultation:

- Citizens Park, Richmond
- Edinburgh Gardens, North Fitzroy
- Peel Street Park, Collingwood

The sessions will feature family-friendly activities, as well as an opportunity to view a 1-page summary of the Draft Strategy and respond to questions.

Other methods

Community members will also be able to provide feedback via email or post if that is their preferred method.

Reporting

Following the consultation period, we will share a high-level snapshot of feedback received with participants. We will also provide Councillors and the general community with a more detailed analysis as part of the formal Council Report process before adoption of the Open Space Strategy is sought at a later date.

11.9 Car Share Implementation Plan

Reference: D19/160495
Authoriser: Director Planning and Place Making

Purpose

1. For Council to consider adopting the Car Share Implementation Plan (Attachment 1).

Background

2. Car Share has a number of benefits and is encouraged in the *Yarra Strategic Transport Statement*, which includes an action requiring that Council develop a car share policy.
3. In 2016 there were nearly 33,000 car share bookings in Yarra. There are currently 152 car share bays in Yarra (including 27 off-street bays) which are provided by three Car Share Providers (CSPs).
4. The Car Share Policy (the policy) was adopted as part of a Council Resolution made on 16 July 2019.

1. That:

(a) Council note the report of officers on a proposed Car Share Policy;

(b) Council note the responses to the exhibition of a draft policy as outlined in Attachment 2;

(c) Council note the revised draft Car Share Policy as shown in Attachment 1;

(d) Council, having noted the submissions and the officer report, adopt the Car Share Policy (2019 – 2024) as outlined in Attachment 1, with the following additions:

(i) A new 7.3 (and subsequent re-numbering), "7.3 - The figures in Table 1 are targets. The targets for on-street spaces will be reviewed if they are reached before the expiration of this policy. The maximum number of off-street car share spaces is not controlled by Council and is wholly within the control of car share providers";

(ii) A new 7.7 in the policy: "A mid-policy review shall be commenced should the number of bays reach 85% of the number of target spaces";

(iii) throughout section 10, replace wheelchair accessible with "electric-wheelchair accessible"; and

(iv) Amend 1.1.5 to read: "Average emissions for passenger vehicle fleets of 175 grams of carbon dioxide equivalent emissions per kilometre in 2019, reducing by 5 grams per kilometre annually until 2021."

(e) officers commence implementation of the Car Share Policy;

(f) submitters be informed of the Council decision;

(g) Officers report back to Council with a proposed implementation plan prior to the designation of any proposed car share sites for 2019/20 , and that the implementation plan include a plan for the provision of the electric wheelchair accessible vehicles; and

(h) Councillors to receive an annual report on the quantity and location of car share bays, data on their usage, the future pipeline of bays and any other relevant information.

5. Adoption of the policy followed extensive work on the car share policy question and public consultation on a draft policy over a 24 month period. Over 300 responses and over 15,000 words of comment on all aspects of car share were provided to Council as a result of the public consultation.

6. The Policy proposes to manage the further introduction of more car share bays in the municipality. This comprises 131 additional car share bays to be deployed in Yarra over the next five years to encourage people to use car share. This includes up to 85 on-street car share bays and a minimum of 46 off-street car share bays.

7. For context there are approximately 48,000 on street car parks in Yarra and tens of thousands of off street parking bays, with the number of off street bays increasing year on year as a result of new development. On this basis, over 99.9% of existing on street car parking spaces would not be impacted in anyway by the deployment of up to 85 additional on street car share spaces.

8. Global research has shown that car share reduces parking demand as it encourages people to live car free, this would make it easier for those members of the community that do wish to own a car to find a parking space. The policy also contains a requirement for operators to provide a wheelchair accessible car after a single operator has deployed 40 additional car share cars in Yarra.

9. The Council Resolution requires Council Officers report back to Council with a proposed implementation plan prior to the deployment of any new car share bays. A copy of the Draft Car Share Policy Implementation Plan is provided as Attachment 1.

10. The proposed Implementation Plan is an addendum to the Car Share Policy. It is 14 pages in length and should always be read in conjunction with the main policy which provides 11 pages of guidance and context regarding car share.

11. The draft Implementation Plan does not seek to repeat content in the main text so it is as concise and user friendly as possible. The two documents would be presented on the Council website as a single PDF document to ensure it is read as one consistent policy.

12. The Yarra Car Share Policy has been developed to consider the approaches set out in Car Share Policies produced and actively being implemented by other neighbouring Councils in Melbourne.

13. The draft Implementation Plan provides a clear framework to deliver the policy in a time efficient, transparent and consistent manner.

14. Both the Car Share Policy and the Implementation Plan are operational documents providing a detailed implementation framework to be strictly followed by officers. It sets out the procedures and responsibilities for bay deployment, permit renewal and other processes.

15. Specifically, the draft Implementation Plan covers:

    (a) bay siting and location criteria;

    (b) application process;

    (c) CSP qualification process;

    (d) consultation processes;

    (e) permit and installation fees;

    (f) provision of disability access parking bays for electric wheelchair accessible vehicles;

    (g) conversion of informal spaces;

    (h) permit renewal process; and

    (i) CSP reporting requirements.

16. A key objective of the draft Implementation Plan is that it is clear, consistent, workable and practical for Council officers and car share operators.

17. During discussions on the policy two key areas were of particular interest to Councillors. These were:

    (a) the criteria used to locate car share bays; and

    (b) the consultation process to be used.

18. It is important to note that it is not appropriate or practical for Council to plan and predetermine where each specific car share bay will potentially be located across thousands of streets in Yarra. Car share operators have highly developed methodologies, dedicated staff and business specific skill sets regarding judgements on where car share bays should be proposed. The role of Council therefore is to provide strategic guidance to inform car share operator judgements, and to check that bays as nominated by the car share operators are aligned with Council guidelines.

19. In this regard, the onus is to minimise the impact of car share bays on the community as much as possible. This approach is consistent with other established Council Car Share policies across Melbourne.

20. It is not interests of Council officers, Councillors, car share users or the CSPs to place bays needlessly in locations which are more likely to draw complaints from residents. An example of this would be placing a car share bay directly outside someone's front door on a busy street where parking is a highly contest commodity.

21. In many cases there will be opportunities to provide bays in less contentious locations nearby in any given suburb and the bay location criteria in the draft implementation plan provides a clear framework for guiding decision making in this area. Following the Council resolution, further detail has been added to this criteria to make the bay location process as clear as possible.

22. The consultation process, and the role of consultation in bay deployment, is explained in more detail in the draft Implementation Plan.

23. A concern flagged was to avoid residents not being notified of any new car share bay provision in their area until the car is deployed in the street. This is not the intention and, hence the draft Implementation Plan provides a clear notification process to avoid such a scenario as much as possible.

24. Some concerns have also been raised that the adopted car share policy would have significant impacts on on-street parking availability in Yarra. Global studies have consistently shown that car share reduces car ownership and therefore reduces car parking demand.

25. The Implementation Plan would form part of the Car Share Policy as an Addendum. In this regard, it should always be read in conjunction with the main policy which is comprehensive and provides 11 pages of guidance and context regarding car share. On this basis, the draft Implementation Plan does not seek to repeat content in the main text so it is as concise and user friendly as possible.

External Consultation

26. External consultation on an addendum to a detailed operational policy document was not required and was not undertaken. A significant pubic consultation process was undertaken for the car share policy itself.

Internal Consultation (One Yarra)

27. The development of the proposed Implementation Plan included consultation with the following Council Units: Compliance and Parking, Traffic, IS, Aged and Disability Services and City Works.

28. A number of discussions have been required across Council to produce an Implementation Plan that is workable and aligns with standard Council procedures where appropriate.

Financial Implications

29. The Implementation Plan outlines the permit and installation fees for car share bay applications. Deployment of car share bays would be cost neutral.

Economic Implications

30. None specifically associated with the Implementation Plan.

Sustainability Implications

31. An ongoing roll out of car share bays (in a managed way) is consistent with a number of sustainable transport objectives and also likely actions in the emerging Climate Emergency Plan.

Social Implications

32. Convenient access to car share bays, for persons without a car, enables mobility for longer trips as required.

Human Rights Implications

33. The Implementation Plan refers to a managed approach to the supply of car share spaces for specific cars to service persons with a disability.

Communications with CALD Communities Implications

34. None specifically associated with the Implementation Plan.

Council Plan, Strategy and Policy Implications

35. An Implementation Plan is required to operationalise the adopted Car Share policy.

Legal Implications

36. None specifically associated with the Implementation Plan.

Other Issues

37. No known other issues.

Options

38. The options available to Councillors are:

    (a) adopt the draft Implementation Plan as it is;

    (b) adopt the draft Implementation Plan subject to minor changes agreed in principle in the Council Chamber; or

    (c) defer adoption of the draft Implementation Plan pending further work or more significant revisions.

39. The officer recommendation is for Council to pursue option A, and adopt the draft Implementation Plan as it is in Attachment 1.

40. Option C, deferment of the Implementation Plan is not advised as it would further delay implementation of the Car Share Policy which has been in development for three years and been subject to extensive internal and external consultation.

Conclusion

41. The Car Share Policy was adopted as part of a Council Resolution on 16 July 2019. The Resolution requires Council Officers to report back to Council with a proposed Implementation Plan prior to the further rollout of additional car share bays in the municipality.

42. The proposed Implementation Plan is an addendum to the Car Share Policy and provides a clear framework to deliver the adopted Car Share Policy in a time efficient, transparent and consistent manner. It sets out the procedures and responsibilities for implementation and supports other technical and operational detail provided within Car Share Policy.

RECOMMENDATION

1. That Council:
   (a) note the officer report on the Car Share Implementation Plan;
   (b) note that car share is encouraged in the Yarra Strategic Transport Statement, which includes an action requiring that Council develop a car share policy;
   (c) note that rollout of car share has been suspended pending the introduction of a car share policy and that the further car share bays cannot occur until an Implementation Plan is adopted by the Council so that officers can process applications lodged by car share providers;
   (d) adopt the Implementation Plan as attached; and
   (e) authorise officers to implement the Car Share Policy.

CONTACT OFFICER: **Simon Exon**
TITLE: **Unit Manager Strategic Transport Planning**
TEL: **9205 5781**

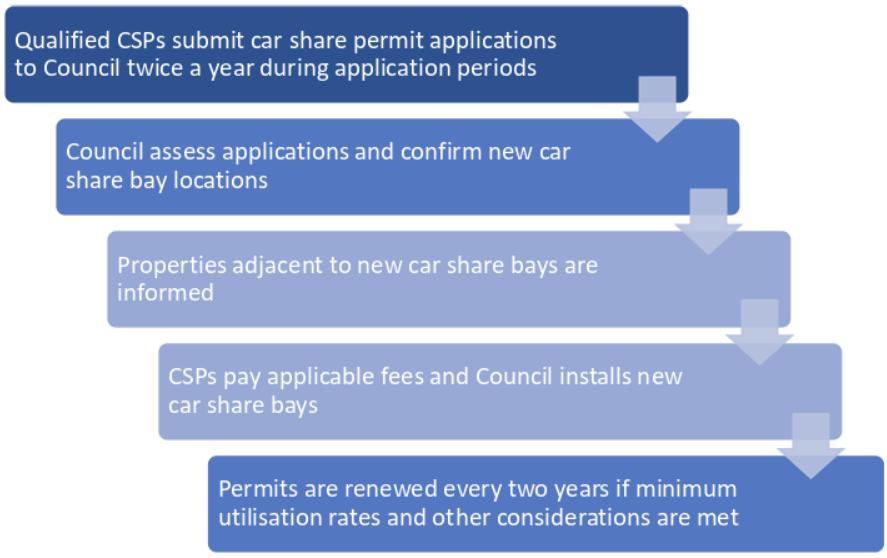
Attachments
1 Final Draft Addendum A - Car Share Implementation Plan

City of Yarra Car Share Policy 2019-2024

Addendum A - Implementation Plan

Introduction

1. This is an addendum to the Car Share Policy 2019 - 2024 (the Policy) and should always be read in conjunction with the policy.
2. The Implementation Plan sets out a managed approach to implement the adopted Council Car Share Policy.
3. It outlines the procedures and responsibilities for implementing up to an additional 85 on-street car share bays and 46 off-street car share bays in Yarra over the next five years.
4. The plan covers:
   - (a) siting and location criteria;
   - (b) application process;
   - (c) car share provider (CSP) qualification process;
   - (d) consultation;
   - (e) permit and installation fees;
   - (f) provision of disability access parking bays for electric wheelchair accessible vehicles;
   - (g) conversion of informal spaces;
   - (h) permit renewal process, and
   - (i) car share provider (CSP) reporting requirements.
5. The general process for a Car Share Provider (CSP) to install a new car share bay is shown below.



Siting and location criteria

6. The criteria for siting on-street car share bays is outlined in section 8 of the Policy and set out in more detail below. The purpose of the criteria is to minimise the impact of new car share bays on the community and encourage car share as per the adopted Strategic Transport Statement. CSPs and Council officers will follow the criteria in determining the appropriate locations of car share bays to maximise the car share vehicle utilisation and benefits of car share to the community.
7. Car share bays will not be located in:
   (a) residential permit zones;
   (b) paid parking bays;
   (c) disabled bays;
   (d) taxi bays;
   (e) bus stops, tram stops;
   (f) loading zones;
   (g) emergency vehicle bays;
   (h) any parking bays with time a restriction less than 1 hour, and
   (i) clearways or no stopping zones
8. CSPs must demonstrate the siting criteria has been considered as part of a car share permit application.
9. Council officers will review applications against the criteria to determine whether the proposed location is appropriate. If not, Council officers will work with the operator to find a more suitable location nearby.

Car Share Spaces on or near Shopping Strips.

10. The following criteria must be used when locating and siting a new on-street car share bay on or near a Shopping Strip:
    (a) metered parking spaces are not to be converted to car share spaces as these spaces are in high demand. Suitable locations in nearby unmetered parking areas are to be instead considered;
    (b) bays should be placed near intersections where possible to maximise the access catchment;
    (c) spaces that are no longer required and can be repurposed should be considered where possible (e.g. redundant loading zones or taxi bays);
    (d) locations where works have created new space, for example redundant vehicle cross-overs or relocated street furniture should be utilised where there is an opportunity to do so;
    (e) ideally bays should be located at the beginning or end of a parking row;
    (f) spaces should not be located outside business frontages in public spaces unless other options are not available. For example, spaces could be located adjacent to public open space or a municipal building. Where appropriate, officers will liaise with businesses in such instances to understand any impacts if for some reason no other option can be found regarding the location, and

(g) co-location (multiple bays in the same location) of car share bays is not encouraged unless warranted by user demand, or another specific reason deemed acceptable to Council officers.

Car Share Spaces on Other Streets.

11. The following criteria must be considered when locating and siting a new on-street car share bay on Other Streets not covered by the Shopping Streets category; these streets are predominantly residential streets:

(a) consideration will be given to existing car parking demand when siting a bay on a residential street. A bay will be located on a nearby residential street if the existing car parking demand on the street nominated by the CSP is deemed to be excessively high by Council officers;

(b) bays will ideally be placed no closer than 200m from another bay to provide a reasonable level of cover;

(c) bays will be placed near intersections where possible to maximise the access catchment;

(d) ideally bays should be located at the beginning or end of a parking row away from property frontages;

(e) where possible bays should be located adjacent to parks or the non-activated side of a building;

(f) if there are any existing car share bays that are no longer in use (e.g. because an operator has left the market) then these bays should be reutilised where possible;

(g) bays should not be located outside the front door of any residential property unless no other practical alternative option exists;

(h) where practically possible utilise spaces that are no longer required and can be repurposed, for example cross overs;

(i) make use of locations where works have created new space, for example redundant vehicle cross-overs or relocated street furniture;

(j) co-location (multiple bays in the same location) of car share bays is not encouraged unless warranted by user demand or deemed acceptable to Council officers, and

(k) any bays provided for use by cars with wheelchair accessibility must be able to safely accommodate this need by having clearance around the car particularly to the side and/or rear depending on the design of the car that is being deployed.

Other safety and access criteria:

(a) orientation of bays must not block sightlines from access ways, pedestrian crossing points (formal and informal) or crossovers, and

(b) provides clearances from service covers, drainage pits and conduits;

New Car Share Bay Application process

12. Council will accept car share permit applications from qualifying car share providers (CSPs) twice a year. The application periods will be open for one calendar month and are shown in the table below.

13. Council will notify CSPs of the exact application dates two months prior to the application period.

Table 1: Application periods

Year	Application periods
2020	March
2020	September
2021	January
2021	July
2022	January
2022	July
2023	January
2023	July
2024	January

14. The number of maximum new car share bays (on street) distributed across the Small Census Areas in Yarra per year, is shown in Figure 1 and Table 2 below. Under no circumstances will more on street bays be permitted than the number shown. If operators wish to provide more bays in off street car parks then there is no upper limit on this.

Figure 1: Small Census areas in Yarra

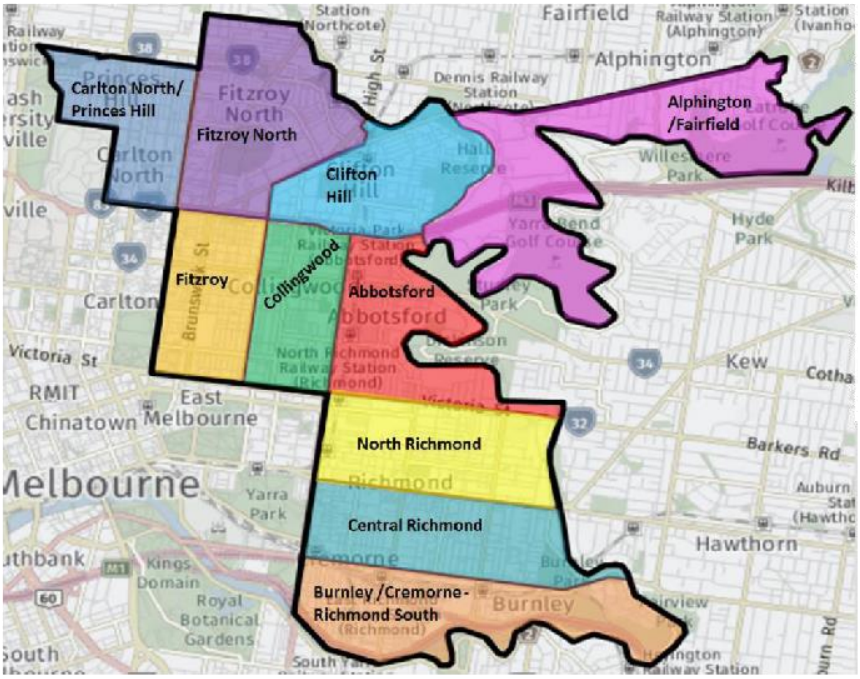


Table 2: Distribution of car share bays by small census area and year. (Note: on street bays are shown as maximum numbers, there is no upper limit on off street bays).

Small Census Area		2020	2021	2022	2023	2024	TOTAL on & off street	TOTAL
Abbotsford	On-street	3	2	1	1	2	**9**	**14**
	Off-street	1	1	1	1	1	**5**	
Alphington / Fairfield	On-street	2	2	1	1	2	**8**	**13**
	Off-street	1	1	1	1	1	**5**	
Burnley / Cremorne	On-street	2	1	0	1	1	**5**	**6**
	Off-street	0	0	1	0	0	**1**	
Carlton North / Princes Hill	On-street	3	3	1	1	2	**10**	**15**
	Off-street	1	1	1	0	2	**5**	
Clifton Hill	On-street	2	1	1	0	3	**7**	**11**
	Off-street	1	1	0	1	1	**4**	
Collingwood	On-street	1	2	1	0	1	**5**	**7**
	Off-street	1	0	0	1	0	**2**	
Fitzroy	On-street	0	0	0	0	0	**0**	**0**
	Off-street	0	0	0	0	0	**0**	
Fitzroy North	On-street	3	3	1	1	2	**10**	**15**
	Off-street	1	1	1	1	1	**5**	
Central Richmond	On-street	2	4	2	2	3	**13**	**21**
	Off-street	1	1	2	2	2	**8**	
North Richmond	On-street	4	4	3	3	4	**18**	**29**
	Off-street	1	2	3	3	2	**11**	
TOTAL on-street		22	22	11	10	20		**85**
TOTAL off-street		8	8	10	10	10		**46**
TOTAL		**30**	**30**	**21**	**20**	**30**		**131**

15. A copy of the car share permit application form is included at Attachment 1. As part of an application, CSPs are also required to provide evidence of new off-street car share bays installed to demonstrate the required net proportion of off-street bays has been provided.

16. CSPs are encouraged to nominate at least one additional location and prioritise their applications so an alternative location can be can considered if a proposed location is deemed unsuitable.

17. On-street bays that are not allocated within a period will automatically roll over to the next period. Council officers will keep track of this and notify CSPs of the total number of available spaces within small census areas at least 2 months prior to the application periods.

18. The application process is outlined in the table below. Applications for a disability access parking bay for electric wheelchair accessible vehicles will differ from the standard application process and is noted in Table 3.

Table 3: New car share bay application process

Step 1: Submit application	CSPs complete a car share permit application form for each car share bay they wish to apply for and submit to Council's Compliance and Parking services within the application period.
Step 2: Assessment of applications	Council officers assess the application and the suitability of the proposed car share bay location. Once a new car share bay location is confirmed, Council will notify the property owners immediately adjacent and either side the proposed bay location. Applications for a disability access parking bay will be subject to additional requirements as per Section 6 of the Implementation Plan.
Step: 3: Payment of fees	Council will require payment of the permit and installation fee for each approved car share bay. An invoice will be issued to the CSP payable within 14 days. Applications for a disability access parking bay will not incur the permit or installation fees.
Step 4: Bay installation	Once payment has been received, Council will arrange signage and line marking for the new car share bays. Council will endeavour to install infrastructure within six to eight weeks of receiving payment, subject to weather conditions and resource capacity. As per Attachment 2 of the Policy, CSPs must supply a vehicle to the approved bay within two working days of installation. If CSPs require additional time to supply an electric wheelchair accessible vehicle to the approved disability access parking bay, this will be up to the discretion of the relevant Council Manager depending on the specific circumstances.
Step 5: Updating Council records	Once new bays have been installed, Council will update the new locations in GIS.

19. Certain locations may attract a high level of interest for installing new bays, and Council will need to manage this in a fair and transparent way. Applications from CSPs will be processed in a rotational order to ensure a fair process for allocating new car share spaces.

20. The procedure for establishing the order is as follows:

    (a) Council seeks expressions of interest from CSPs to apply for new car share bays in Yarra for 2019 – 2024;

    (b) a starting order is determined through a ballot;

    (c) applications are processed according to the order of the ballot;

    (d) the order determined for the first application period in 2020 will continue to be used in rotation for future application periods up to 2024 i.e. the order for each

application period will follow on from the last application processed from the previous application period;

(e) if a company is not ready to submit an application, they are skipped over until the next application period, and

(f) if a new company wishes to join, they automatically join the end of the queue.

21. Applications for disability access parking bays for electric wheelchair accessible vehicles will be given priority over the rotational order.

22. If a CSP decides to withdraw from the market or existing car share bays are no longer utilised for other reasons, these spaces will become available for use by other CSP's as per the standard application process. Any reallocated bays will be treated as existing bays and not 'new' bays in the context of this policy.

CSP qualification process

23. Prior to applying for a new car share bays over the life of the Policy, CSPs must submit documentation to Council to become a qualified CSP.

24. CSPs must demonstrate compliance with the criteria detailed in Attachment 1 of the Car Share Policy to apply for car share bays within the City of Yarra to include requirements relating to insurance, car share vehicles, car share membership and minimum level of service. This information is to be submitted to Council for review prior to CSPs applying for new car share bays.

Community consultation for new car share bays

25. Council officers will assess applications and confirm a new car share bay location proposal.

26. Officers will then notify the property owner adjacent to the new bay, as well as the two property owners either side of the bay.

27. The purpose of this process is to inform the adjacent property owners of the change being made to a parking bay and to understand any specific issues or matters that need to be considered that are not apparent to officers.

28. It is noted that Council wants to encourage people to use car share and recognises that encouraging car share requires car share bays to be provided. Officers will implement the policy in accordance with this Implementation Plan and its requirements.

29. On this basis, it is important to note that the consultation process is not seeking to ask individuals if they agree with car share generally or on their street, or if they think there is enough car parking in Yarra or on their street; but rather it is about understanding any site specific matters that need to be considered when locating an individual bay and to inform residents of change.

30. This process is consistent with Council's consultation approach for installing loading zones and disability access parking bays.

Permit and Installation fees

31. The below permit and installation fees will be incurred for a car share permit application.

32. The permit and Installation fees are not applicable for disability access parking bays for electric wheelchair accessible vehicles.

Permit fee:

33. Car share bay permits are $300 per year.
34. As per 12.2 of the Policy, CSPs are required to apply for permit to continue to use existing car share bays in Yarra.

Installation fee:

35. The car share bay installation fee is $650.
36. This fee is a lump sum which includes the total cost of new signage and line marking, as well as traffic control required to install the new bay.
37. Car share bays proposed at existing parking bays with appropriate line marking and sign posts may incur a lower fee. This will be determined during assessment of the car share bay application.
38. Once an application has been submitted and the location of a new bay is confirmed, Council will calculate the relevant fee and invoice the CSP.

Provision of disability access parking bays for electric wheelchair accessible vehicles

39. The Policy requires that every 40th additional car share car provided by any single CSP from August 2019 be electric wheelchair accessible and capable of transporting a passenger in an electric wheelchair. CSPs are responsible for providing the electric wheelchair accessible vehicles as per this requirement.
40. Council will keep a record of the number of car share bays installed by each CSP in Yarra via GIS and a master spreadsheet. CSPs will be notified when they are approaching their 40th car share bay, to ensure there is sufficient time to progress planning for provision of an electric wheelchair accessible vehicle.
41. When siting a disability access parking bay, CSP's should consider a number of priorities to maximise ease of access for people with a disability and their family/carers. This includes, but is not limited to:
    (a) Proximity to shopping strips, activity centres and other key services (i.e. hospitals, education facilities);
    (b) Near intersections and interchanges with accessible transport routes, and
    (c) Adjacent to footpaths that comply with DDA access requirements.
42. The siting and location criteria for car share bays on Shopping Strips and Other Streets is applicable to electric wheelchair accessible spaces.
43. A proposed location for an on-street disability access parking bay must be suitable for the installation of a disability access parking bay as per AS2890.5 On-Street Parking Facilities section 4.5 Parking for People with Disabilities.
44. A proposed location for installation of an off-street disability access parking bay must consider the Australian Standards AS2890.5 On-Street Parking Facilities section 4.5 Parking for People with Disabilities and/or AS/NZS 2890.6 – 2009 Off –Street Parking for People with Disabilities.

Conversion of informal car share bays

45. All car share cars in Yarra are required to be located in an allocated bay.

46. There are currently 12 informal car share bays in unrestricted parking areas in Fitzroy North and Clifton Hill i.e. no signage or line marking to mark the bay. These spaces will be formalised and processed separately on an incremental basis from applications for new car share bays over the life of this policy.

47. The Policy requires CSPs to submit permit applications for all existing car share bays over the life of the policy. CSPs will be required to pay the installation fees at the time of submitting an application to formalise a bay.

48. As shown in Table 5 below the infrastructure required at each bay will be installed incrementally over 5 years.

Table 5: Proposed annual rate to formalise existing 'informal bays'

Financial Year	2020	2021	2022	2023	2024
Bays formalised	2	3	3	2	2

Renewal of permits

49. On-street car share permits are to be renewed every 24 months. The permit renewal fee is $600 ($300 per year).

50. Permits will be reviewed prior to being renewed, to confirm that a car share bay meets a minimum utilisation rate of 5% per day averaged over one month. Streets with a parking occupancy greater than 80% require a minimum utilisation rate of 15% to be renewed.

51. The following will also be considered during the review of a car share bay:
    (a) eligibility requirements;
    (b) records of complaints,
    (c) land use and road network changes in the vicinity of the car share bay.

52. Council will notify CSPs of permits that are due to expire 3 months ahead of the expiration date.

53. CSPs are responsible for submitting a permit renewal application to Council, including usage data to demonstrate the utilisation rate of a car share vehicle.

54. A copy of the permit renewal form is included at Attachment 2.

55. Electric wheelchair accessible bays are exempt from utilisation requirements and permit fees.

CSP reporting requirements

56. CSPs are required to collect usage data on individual car share vehicles and bay locations, as well as general membership characteristics as per Attachment 2 of the Policy. This data is to be submitted to Council annually at the end of each financial year. Further, Council can also request this information at any time.

57. A template of the data required and key dates for submitting data will be provided to the CSPs operating in Yarra.

58. The data CSPs are required to submit to Council includes (but is not limited to):
    (a) total hours booked per month;
    (b) total trips per month;

(c) utilisation rate per month;

(d) total distance travelled per month;

(e) average trip distance per month;

(f) number of trips over 50km/h per month;

(g) number of trips undertaken on weekdays per month, and

(h) number of trips undertaken on weekends per month.

59. Each car share bay will be given a unique ID number in order for Council and CSPs to identify and keep a consistent record of car share bays in Yarra.

60. CSPs are also required to conduct an annual survey of Yarra members' travel habits and car ownership levels, and share the results with Council. The survey is to be jointly developed by CSPs and Council and conducted at the end of each financial year.

Governance

61. The roles and responsibilities of CSPs and Council is outlined below.

Obligations of CSPs

62. CSPs are responsible for service delivery and complying with the car share policy:

(a) adhering to the obligations set out in Attachment 2 of the Policy, which includes requirements for reporting, maintenance of car share bay locations, parking restrictions;

(b) providing car share vehicles, car share membership and minimum levels of service that meet requirements outlined in Attachment 1 of the Policy;

(c) submitting documentation to Council that demonstrates compliance with the criteria detailed in Attachment 1 of the Policy;

(d) submitting documentation to Council in the event of a vehicle being temporarily or permanently replaced due to operational reasons;

(e) submitting applications for car share bay permits within the biannual application periods. Applications must be properly completed, including all required attachments and supporting information;

(f) provision of an electric wheelchair accessible vehicle according to the Policy requirement amend, and

(g) adhering to the specific requirements of the car share policy generally.

Obligations and Role of Council

63. The Compliance and Parking Services team is generally responsible for operational arrangements specifically:

(a) overseeing the CSP qualification process;

(b) notifying CSPs of the biannual applications periods, and the number of bays available for each period, two months prior to the application period;

(c) establishing the starting order for the allocation of bays;

(d) assessment and approval of car share bay applications using the siting and location criteria;

(e) approving the make and model of car share vehicles to be supplied by CSPs;

(f) notifying properties immediately adjacent to proposed bay locations, and the two properties at either side;

(g) preparing an Invoice Request Form to invoice CSPs for the applicable installation and permit fees;

(h) updating the Car Share Bay master spreadsheet and GIS map;

(i) arranging for Council's City Works to install new car share bays (line marking and signage) and to refresh signage and line marking of existing bays as deemed necessary by Council;

(j) serving as the point of contact for CSPs regarding enforcement of car share bays;

(k) responding to requests to issue parking infringement notices to non-car share vehicles parked in car share bays, and

(l) responding to requests to issue parking infringement notices to non-car share vehicles parked in car share bays.

64. Strategic Transport is generally responsible for planning and report writing specifically:

(a) maintaining the Car Share Policy and Implementation Plan;

(b) working with CSPs to develop an annual survey of car share member travel habits;

(c) monitoring performance of car share bays based on data received from CSPs;

(d) recommending any changes to car share bay locations based on the performance and utilisation of bays;

(e) undertaking a mid-policy review of the Policy, Implementation Plan and fees and charges, if deemed necessary, to consider the progress, operation and alignment with policy objectives in practice;

(f) working with Strategic Planning to progress the inclusion of car share provision, location and design requirements in the planning scheme, requisite research and planning scheme amendment preparation. This will include determining the ideal approach and mechanisms to facilitate greater car share provision within developments;

(g) working with Communications to promote car share and increase memberships in car share schemes through promoting the concept of car share through Council's sustainable transport and parking compliance communications, and

(h) ensuring that strategic policy consistently promotes car share.

65. City Works is responsible for capital works and maintenance specifically

(a) installing infrastructure at new car share bays, and

(b) maintenance of existing car share bays as required (i.e. refreshing line marking or replacing signage).

66. Traffic and Civil Engineering

(a) assessing proposals for new car share bay locations that are not within an existing designated parking bay (i.e. newly redundant crossovers) to ensure new bays meet traffic safety requirements.

67. Statutory Planning is responsible generally for facilitating off street car share going forward by:

    (a) seeking the inclusion of car share bays that are well located and designed in new developments to enable convenient access and ease of use within planning applications and providing information about car share to developers during pre-application meetings, and

    (b) ensuring that planning permits include installation of off-street car share bays where appropriate.

Attachment 1 - Final Draft Addendum A - Car Share Implementation Plan

Attachment 1: application form for on-street car share bay permit

Application car share bay permit

Parking in Yarra 2019/2020

CITY OF YARRA

Important information about this application

Please complete all sections of this application form and return together with supporting documentation to the Yarra City Council.

This application form is for new car share bay permit applications only. Please refer to Council's Car Share Policy and Implementation Plan for further information, including siting and location criteria.

Council reserves the right to refuse any incomplete applications, or ask for further information where required. By submitting an application, the Applicant agrees to comply with the terms and conditions of the Car Share Policy 2019 – 2024.

For further information please visit **yarracity.vic.gov.au/parking**

Car Share Provider Qualification

Prior to submitting an application Car Share Providers must demonstrate compliance with the criteria listed in Attachment 1 of the Car Share Policy 2019 – 2024.

Payment and how to submit

A tax invoice will be issued within 14 days of receiving an application. Relevant fees are outlined in the Car Share Implementation Plan.

Instructions for methods of payment will be included the tax invoice.

Applicant details All applicable sections must be completed

First name*	Last name*
Company name*	ABN*
Address*	Suburb*
State*	Postcode*
Contact phone*	Email*

Vehicle details All applicable sections must be completed

Registration*	State of Registration*
Colour*	Make/model*

Accompanying documentation

Proposed Car Share Bay Location

Provide the address, clear photo/s of the proposed location and a plan, including the following details:

- ☐ North point
- ☐ Street numbers and distinguishing landmarks
- ☐ Existing parking restrictions at the proposed bay location
- ☐ Proximity to the nearest car share vehicle(s)
- ☐ Name of street and intersecting streets
- ☐ Suburb
- ☐ Land use abutting the proposed bay location
- ☐ Proximity to public transport stops or train stations (if applicable)

☐ **Siting and location criteria**

As an attachment, include a statement addressing how the proposed location meets each of the criteria set out in Section 8 of the Car Share Policy 2019 – 2024 and Section 1 of the Car Share Implementation Plan.

Declaration All applicable sections must be completed

I/we have:

1. Read, understand and agree to comply with Yarra Council's Car Share Policy 2019-2024 and Implementation Plan.
2. Received authorisation to sign on behalf on the applicant company.

Signature*

Print name* Date*

Yarra City Council PO Box 168 Richmond VIC 3121
T 9205 5555 E info@yarracity.vic.gov.au W yarracity.vic.gov.au
TTY 133 677 then ask for 9205 5555 Interpreter Services 9280 1940

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Attachment 2 – permit renewal form

Car share permit renewal application form

APPLICANTS DETAILS

Car Share Bay ID:	
Company name:	
Contact Person:	
Phone number:	
Email:	

UTILISATION RATE OF CAR SHARE BAY

Provide details of utilisation of car share bay

PRIVACY INFORMATION

The personal information requested on this form is being collected by Yarra City Council for the purpose of assessing your permit application in accordance with the Local Government Act 1989. The Council will use this information only for that purpose or for directly related purposes. You may apply to Council for access to your personal information or to amend the same. If you do not provide this information your permit application cannot be processed.

DECLARATION

I have read and agree to Car Share Policy 2019 – 2024 and Implementation Plan. A copy can be obtained at www.yarracity.vic.gov.au or by calling 9205 5555.

Signature	
Print name	
Date	

PAYMENT

A tax invoice will be issued within 14 days of receiving an application. Relevant fees are outlined in the Car Share Implementation Plan.

Payment can be made by cash, eftpos or credit card at one of our Customer Service Centres, Monday to Friday 8:30am to 5pm.

Alternatively, payment can be made by mail or by internet. Instructions for methods of payment will be included on a Tax Invoice.

Before posting or attending a Customer Service Centre, please ensure you have:

Provided all supporting documentation		
Read and sign the declaration		

11.10 Burnley Park Cottage Review

Reference: D19/203875
Authoriser: Group Manager Chief Executive's Office

Purpose

1. To consider and determine on the future role and use of the premises known as - Burnley Park Cottage, more particularly identified as 150 Yarra Boulevard, Richmond.

Background

2. Council will recall its resolution:

"*That in relation to the building in Burnley Park, known as Burnley Cottage:*

(a) Council note:

(i) the building's status on the Victorian Heritage Register as part of the "Richmond Park" precinct and its history as one of the oldest park-keeper residences remaining in Victoria and dating back to the 1860s;

(ii) the poor state of repair of the building and the $45,000 allocated in the 2019/2020 budget for works to the building;

(iii) that the cost of bringing the building up to appropriate standards for a community or other use, is significantly more than $45,000;

(iv) the high level of local community interest in both the state of repair and in the future role of the historic building; and

(v) that there has been no formal consideration of the future of the building since 2017;

(b) Council receive a report in the October meeting cycle which includes:

(i) a recommended process to involve park users, community members, Councillors and officers to co-develop an expression of interest process for possible future use of the building;

(ii) an update on the 2019/2020 budgeted capital works;

(iii) an estimate of the cost of works required to the building to both:

a. restrict further deterioration of the structure; and

b. bring it up to the minimum standard required for use;

(iv) funding sources which could be used to support the necessary works to the building; and

(v) any options (other than an expression of interest process) for Council use of the building which officers consider worthy of Council consideration."

3. Several years ago there was an expression of interest lodged with Council proposing to establish a restaurant in the Cottage facility. During the formal advertising period, the proposal met with strong opposition from sectors of the community and the proposal was subsequently not proceeded with.

4. From time to time, the Office receives a community inquiry about the future intentions for the Cottage facility, including such comments as the deteriorating condition of the building, reference to vandalism issues, suggestions as to why cannot it be used to establish a restaurant or similar function for the benefit of park users, cyclists, etc.

5. The purpose of Council's resolution is to move to undertake a comprehensive community consultation to subsequently provide Council with a range of community views as to a preferred future purpose of the Cottage.

6. In response to the resolution above, the following key points are now addressed:

A. Heritage Considerations:

(a) Heritage status under the Yarra Planning Scheme:

Heritage Overlay No. & Precinct:	*HO299 - Former Park Keeper's Cottage, The Boulevard Richmond, The Boulevard Parklands.*
Level of significance:	*Individually significant (within HO299) constructed 1838-1930s (Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007- updated Sep 2015)*

7. The most recent Heritage advice provided to Council included the following extracts: *(refer **Attachment 1** for full copy of the referenced Heritage Advice).*

(a) *Former Park Keepers Cottage.*

- *One of few elements of hard landscape located within Richmond Park is the former Caretaker's Residence, built in the 1870s, although the exact date of construction has not been finally established.*
- *A Ranger, Caretaker, Park keeper, Bailiff or Curator, as the incumbent was variously known, of the Survey Paddock, and later Richmond Park, was first appointed in 1852. This was considered necessary for the security of the Surveyor's horses, as Melbourne was virtually deserted of males, following the discovery of gold in 1851, and protection of government land and property by police was considered essential.*
- *The former caretaker's cottage is of historical significance as one of the earliest designed elements to be incorporated into Richmond Park and one of the oldest extant buildings in Burnley. It contributes to an understanding of the history of the park and its development from Survey Paddock to park in the middle decades of the nineteenth century; and more broadly to an understanding of caretakers' residences in parks and gardens.*
- *The former caretaker's cottage is of aesthetic/architectural interest. While it is an important historic building within the park, alterations and additions have impacted on the architectural form and legibility of the original 1862 building. Within the context of caretaker's residences across the State, the subject building is also a modest and rudimentary example. It does however make an aesthetic contribution when combined with stands of early trees and other early elements, to reinforce the early character of the park.*

(b) *Context Description:*

- *The former Caretaker's Cottage is a four roomed structure which was clearly built in three stages, which according to the CMP were c.1862, c.1890 and c.1986. The south-eastern portion (constructed c.1862) has a hipped roof, masonry walls and quoining around windows that is evident under unsympathetic paint. To the south-west of the original cottage is a weatherboard structure with a brick chimney, located under a gabled roof (constructed c. 1890). The gabled roof has been extended to the north of both these sections, creating an L form under a separate hipped roof (constructed c.1986).*

(c) Of particular note, if Demolition was proposed, Council's Planning Office advise that the process would be:

(i) Council required to formally apply for a Planning Permit to demolish the structure;

(ii) Planning Application would be publicly advertised as per usual process;

(iii) Council as the Planning Authority would be required to consider the planning application together with any submissions received thereon;

(iv) Council as the Planning Authority would have to determine on the planning application; and

(v) Submitters would have the usual recourse to a VCAT appeal should they not concur with the Council's planning determination.

B. Consultation Process: the Communication's Unit proposes the following:

(a) "…*a recommended process to involve park users, community members, Councillors and officers to co-develop an expression of interest process for possible future use of the building*." Importantly, prior to formulating the engagement process there would need to be a clear understanding of:

(i) what is possible/negotiable (*i.e. on the table*) in order that the community/park users can provide feedback on (e.g. types of use, access etc.) and what is non-negotiable/not possible (i.e. *off the table*) and community feedback will not assist, (e.g. demolishing the cottage if this is in fact not supported under the planning scheme/heritage guidelines); and

(ii) any limitations governed by availability of funding;

(b) having established what is on/off the table, Communications could then craft questions to commence the community engagement;

(c) Communications would then promote the engagement widely to ensure input/comment from a diverse cross-section of the community. This would include:

(i) through social media, website, Yarra Life (and depending on when the engagement is planned Yarra News);

(ii) tapping into existing stakeholder groups / advisory groups;

(iii) building a Your Say Yarra page that would be the primary point of engagement – something similar to this: https://yoursayyarra.com.au/chas-farquhar;

(iv) a best practice approach by holding some engagement pop-ups at the site;

IMPORTANT NOTE:

(d) Having regard to point B (b) above: "having determined what is on/off the table, Communications could then craft questions to commence the community engagement"…it is therefore suggested that Council may wish to first determine if indeed the question of demolition should be on/off the table in terms of the proposed community consultation.

(e) Council as the Planning Authority is charged with determining on planning applications which seek demolition of "heritage structures". Such applications frequently attract significant opposition and Council has in general, strongly supported the retention of heritage properties. Council may therefore wish to consider its position on potential demolition of the Burnley Cottage, a property under its direct control, prior to pursuing a community consultation which may lead to that suggestion.

C. Financial/Budget Implications:

(a) an update on budget impositions:

Q. (a) (i) the 2019/2020 budgeted capital works;

A. (a) (i) As referenced to the Mayor and Melba Ward Councillors on 16 September, Officers advised of the recent works provided for in the current budget and to removal of the temporary fence from around the Cottage and to the boarding and painting of the windows as a measure against vandalism and to thus ensure the property is visually presentable. (*Refer **Attachments 2 and 3** for photos of the completed works*).

Q. (a) (ii) cost estimates of works required to the building to both:

- restrict further deterioration of the structure; and
- bring it up to the minimum standard required for use;

A. (a)(ii) Officers commissioned a quantity surveyor's report in August 2017 for the remediation and refit of the entire building (*comprising the original masonry cottage (circa 1862) and later weatherboard additions*) to a standard that was safe, compliant with regulations and that would allow occupation for an unspecified usage.

The project cost, allowing for escalations through to a construction finish in June 2021 and allowances for items excluded from the cost plan, was approximately $960k.

This was a preliminary cost estimate. Determination of the intended usage of the building, the building features and area required, would allow for a more refined estimate. The project cost would be significantly lower if:

- Only a portion of the building was retained, for example just the original 1862 masonry cottage; and/or
- The building retained was as a heritage object in the park, with no internal activation or occupation.

Q. (a) (iii) funding sources which could be used to support the necessary works to the building;

A. (a) (iii) Potential funding sources would include:

* Council budget allocation;
* Potential leasee contributions toward any capital improvements required for use of the Cottage should it be leased.

D. Other Options:

Q. any options (other than an expression of interest process) for Council use of the building which officers consider worthy of Council consideration."

A. There have been no identified Council uses of the Cottage.

External Consultation

8. The resolution requests:- a recommended process to involve park users, community members, Councillors and officers to co-develop an expression of interest process for possible future use of the building. In this regard it is proposed that Council:

   (a) Consider and adopt the process outlined in ***Section B. Consultation Process*** referenced above.

Internal Consultation (One Yarra)

9. Communication has occurred with Statutory Planning Unit re the heritage status of the property, with Engineering re the budget estimates for repair/maintenance of the premises and communications re the manner of arranging for a comprehensive consultation with interested parties and the wider community.

Financial Implications

10. The financial implications will be determined on the preferred option for future use/role of the cottage and will include consideration of such as:

    (a) the 2019/2020 budgeted capital works;

    (b) the estimate of the cost of works required to the building to both:

        (i) restrict further deterioration of the structure; and

        (ii) bring it up to the minimum standard required for use; and

    (c) funding sources which could be used to support the necessary works to the building.

Economic Implications

11. There are budget implications relative to the security, maintenance and/or modifications to the structure.

Sustainability Implications

12. Having regard to the heritage status of the Cottage premises, there are budgetary implications re sustainability of the structure. Also there are formal processes required of Council under the Planning Scheme, prior to any determinations on modification to the structure, removal of the structure and potentially, some maintenance aspects.

Social Implications

13. There is community interest in the Cottage structure and its potential for possible future use for “community interest” projects.

Human Rights Implications

14. There are no human rights implications relating to this report.

Communications with CALD Communities Implications

15. The above proposed consultation process with park users and the community will also include communication with CALD communities.

Council Plan, Strategy and Policy Implications

16. The Council’s adopted Property Strategy seeks that Council progressively review its property holdings as to the most appropriate future use and management of those properties.

Legal Implications

17. The undertaking of the proposed consultation does not have any legal implications. In the event that Council determined to pursue a formal Expression of Interest or Occupancy arrangement, it will be necessary to follow prescribed statutory procedures.

Other Issues

18. None apparent.

Options

19. To consider the above report and assess/determine if Council wishes to:

    (a) include **all** potential options in the Community review/assessment of the property; or

    (b) exclude elements such as “demolition” of the property.

Conclusion

20. To enable discussion on the above items.

RECOMMENDATION

1. That Council:
   (a) note the report;
   (b) approve the undertaking of a community consultation process to involve park users, community members, Councillors and officers to co-develop an expression of interest process for possible future use of the building; and
   (c) having regard to the heritage status of the premises, determine that demolition of the structure is non-negotiable / not possible and therefore is not to be included as an option for community consultation.
2. That Officers report back to Council on the outcome of the community consultation process, including recommendations for Council consideration.

CONTACT OFFICER: **Ivan Gilbert**
TITLE: **Group Manager Chief Executive's Office**
TEL: **9205 5110**

Attachments
1 PLN16 0755 - 150 Yarra Boulevard Richmond - Heritage advice
2 Burnley Cottage Renovation Image 1
3 Burnley Cottage Renovation Image 2

Attachment 1 - PLN16 0755 - 150 Yarra Boulevard Richmond - Heritage advice

City of Yarra
Heritage Advice

Application No.:	*PLN16/0755*
Address of Property:	***150 Yarra Boulevard, Richmond***
Planner:	*Nish Goonetilleke*
Yarra Planning Scheme References:	*STATE POLICY:* • *Clause 15.03 Heritage* *LOCAL POLICY:* • *Clause 21.05-1 Built Form (Heritage)* • *Clause 43.01 Heritage Overlay* • *Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay*
Heritage Overlay No. & Precinct:	*HO299 - Former Park Keeper's Cottage, The Boulevard Richmond, The Boulevard Parklands.*
Level of significance:	*Individually significant (within HO299) constructed 1838-1930s (Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007-updated Sep 2015)*
General description:	*Alterations and additions to existing building for new restaurant.*
Drawing Nos.:	*Set of 12 x A3 drawings prepared by MIM Design, received by Council and date stamped 23 January 2017*
Reference information:	*"Conservation Management Plan: Former caretaker's cottage Burnley Park, Burnley" Lovell Chen, 30 April 2015.* *John Patrick Pty Ltd and Allom Lovell & Associates. "Richmond Park Conservation Management Plan", 2007. Available: http://vhd.heritagecouncil.vic.gov.au/places/103863*

WHY IS THE PLACE INDIVIDUALLY SIGNIFICANT?

THE BOULEVARD PARKLANDS

Richmond Park, Burnley Park, and Yarra Boulevard are of local historic and aesthetic significance to the City of Yarra.

The Boulevard Parklands are historically significant as one of the oldest reserves in Victoria and demonstrates how large areas of land were set aside for parkland as part of the first surveys of Melbourne. The surviving nineteenth century fabric including the buildings and plantings associated with the Horticultural Society gardens, the remnants of the Dutch Elm Avenue, mature Sugar Gums and the **park keeper's cottage** are of particular significance as evidence of the development of the park during the nineteenth century. (Criterion A)

It is significant as an example of the large informal reserves created during the nineteenth century park, that contain sections of naturalistic landscapes with remnant indigenous vegetation combined with introduced plantings and hard landscape elements. (Criterion D)

It is historically and socially significant as **the oldest park within Richmond** and as a place of passive and active recreation that has been in continuous use for over 150 years. (Criterion A & G)

Yarra Boulevard is historically significant as an example of the major public works projects undertaken to provide unemployment relief during the Great Depression. It is an example of the roads constructed along 'scenic' routes during the interwar period and is associated with the increasing use of private motor cars for sightseeing and leisure. (Criteria A & D)

Aesthetically, it is significant for its semi-naturalistic and highly picturesque landscape, which combines remnant indigenous trees with semi-formal plantings of exotic species. Yarra Boulevard is notable as a fine example of an interwar public landscape with a distinctive character created by the rock walls and garden edging, and mature exotic trees and shrubs. (Criterion E)

PARK KEEPER'S COTTAGE (FORMER)

One of few elements of hard landscape located within Richmond Park is the former Caretaker's Residence, built in the 1870s, although the exact date of construction has not been finally established.

A Ranger, Caretaker, Park keeper, Bailiff or Curator, as the incumbent was variously known, of the Survey Paddock, and later Richmond Park, was first appointed in 1852. This was considered necessary for the security of the Surveyor's horses, as Melbourne was virtually deserted of males, following the discovery of gold in 1851, and protection of government land and property by police was considered essential.

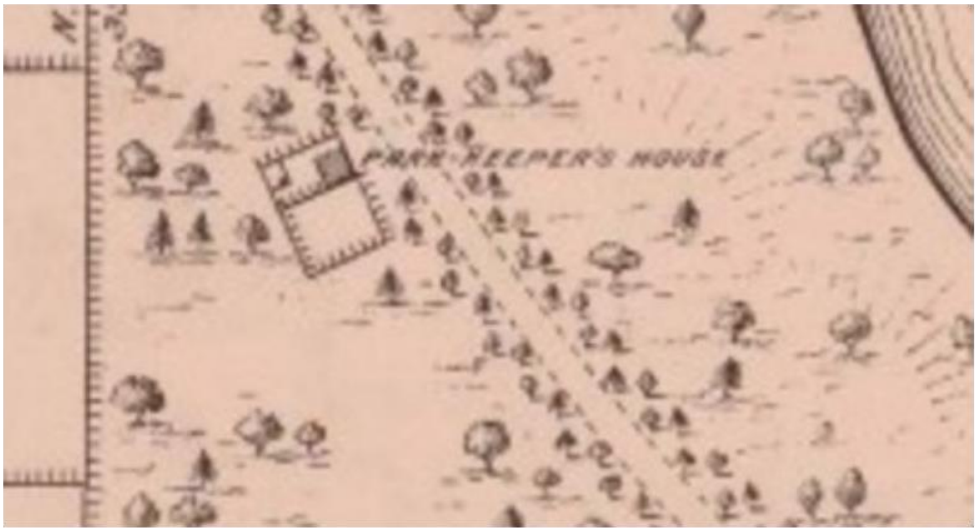
The former caretaker's cottage is of historical significance as one of the earliest designed elements to be incorporated into Richmond Park and one of the oldest extant buildings in Burnley. It contributes to an understanding of the history of the park and its development from Survey Paddock to park in the middle decades of the nineteenth century; and more broadly to an understanding of caretakers' residences in parks and gardens.

The former caretaker's cottage is of aesthetic/architectural interest. While it is an important historic building within the park, alterations and additions have impacted on the architectural form and legibility of the original 1862 building. Within the context of caretaker's residences across the State, the subject building is also a modest and rudimentary example. It does however make an aesthetic contribution when combined with stands of early trees and other early elements, to reinforce the early character of the park.

CONTEXT DESCRIPTION:

The subject site is a large parkland located north-west of the Yarra River over some 70+hectares. The caretaker's cottage is located at the north-west of the parklands, at the culmination of Bellevue Street, Richmond, and is visible from all elevations. The cottage is surrounded by a number of intersecting paths and significant landscaping.

The former Caretaker's Cottage is a four roomed structure which was clearly built in three stages, which according to the CMP were c.1862, c.1890 and c.1986. The south-eastern portion (constructed c.1862) has a hipped roof, masonry walls and quoining around windows that is evident under unsympathetic paint. To the south-west of the original cottage is a weatherboard structure with a brick chimney, located under a gabled roof (constructed c. 1890). The gabled roof has been extended to the north of both these sections, creating an L form under a separate hipped roof (constructed c.1986).



Above: Extract from Plan of Richmond Park, AL Martin, Surveyor, 1872. The 1862 lodge is shown centre left of plan

In essence, the original part of the cottage is the masonry section that had a very early timber addition at the rear (west). A number of substantial weatherboard additions have been made over the life of the building, some of which survive. Extensive remodelling was undertaken in 1916/17 which explains fenestration details in the masonry part of the building which clearly are not from the Victorian-era.



Above: Extract from CMP showing general construction history of the site.

ASSESSMENT OF PROPOSED WORKS:

Summary of recommendations from CMP ("Conservation Management Plan: Former caretaker's cottage Burnley Park, Burnley" Lovell Chen, 30 April 2015, Section 5.4.2, pp.3.

5.4.2 Form and fabric generally

In summary, the potential for changes to the form and fabric of the cottage group is as follows:

- The external form and appearance of Building 1 (1862) should be retained; to a lesser degree this also applies to Building 2 (c.1890). Additions or substantial alterations which would alter the broad form of the building group should generally be confined to Building 3.
- For Building 1 (1862) there are no opportunities for substantial works or change to the south and east elevations, with more flexibility to the north elevation. No original windows survive. Nonetheless, new openings should be made with regard for the early character of the building. Consideration should be given to reinstating the original entry located near the centre of the east elevation.
- Building 2 (c.1890) to the west of the caretaker's cottage offers some opportunity for change, although the simple gable-ended form of the building should be retained. Alterations or simple additions to its west side, to an appropriately understated design would raise no substantial heritage issues.
- Demolition or substantial alterations or additions to Building 3 should have regard for their impacts on Building 1 and to a lesser degree Building 2. However works of this type are unlikely to raise any substantial heritage issues.

<u>Comments regarding proposed demolition:</u>

The extent of demolition proposed by this application includes removal of internal fabric and windows along the western elevation.

The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building or the broader heritage precinct.

There are no internal controls on the building. A curved wall has been identified as potential contributory internal fabric, but no demolition works affect this wall.

The existing windows and doors along the western elevation are later additions from c.1917 and onwards.

In accordance with the recommendations of the Conservation Management Plan, alterations to the western side of Building 2 raise no substantial heritage issues. Therefore, the extent of demolition proposed is considered acceptable.

Comments regarding new development, alterations and additions:

The extent of new works proposed by this application includes development of a new bin storage area, landscaping, undercover deck and façade treatments to accommodate a café/restaurant.

The majority of works are within the envelope of the existing building and new structures extend to the decking area and bin storage.

The key consideration for assessing this aspect of the works is whether the proposed development will adversely affect the significance, character or appearance of the heritage building or the broader heritage precinct.

Regarding the bin storage area

The new structure for the bin storage will be attached to the northern side of the building – the least significant portion which was constructed c.1986. The overall height of the storage area is 2.7metres and meets the underside of the existing roof.

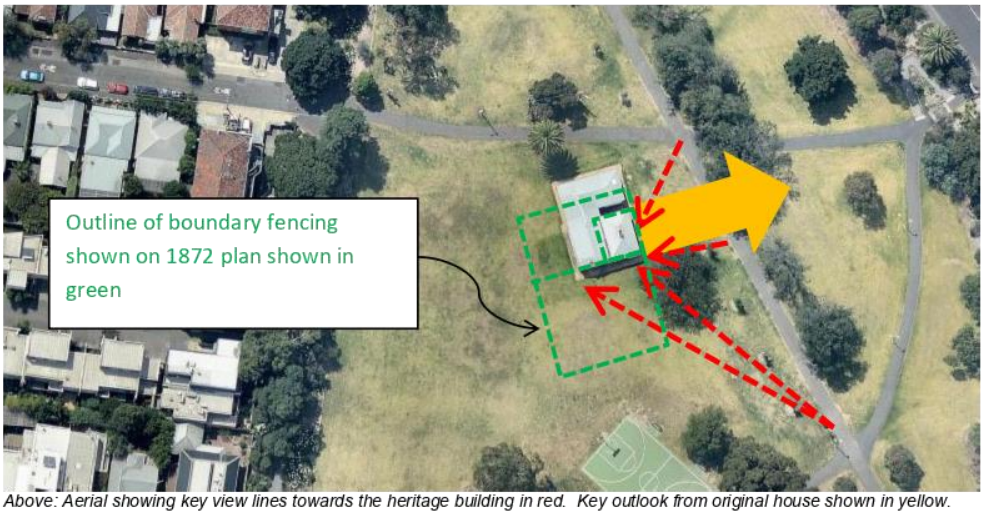
The addition and overall height of the bin storage area is supported as being recessive to the contributory elements of the building.

The bin storage area is to be clad in perforated panels. The same panels are to be utilised for a 1200mm high garden bed. No colour has been specified for the screening but it is strongly recommended that the screening be finished to match the adjacent wall colour so it blends in with the existing building, rather than contrasting with the more significant surrounding landscape.

The rendered planter box is of no heritage concern, as it is located against non-contributory fabric, which might be damaged as a result of water from the boxes.

Regarding the undercover deck area

The proposed undercover deck area will be attached to the north-eastern corner of the existing house. The proposed location for the deck is one of two identified in the CMP that will have the least visual impact on the setting of the original 1860s house. The diagram below demonstrates the key view lines towards the heritage building. The proposed deck will be fully concealed along these view lines by the existing building. It is therefore considered that the location of the proposed deck is appropriate.



Above: Aerial showing key view lines towards the heritage building in red. Key outlook from original house shown in yellow.

The appearance of the undercover deck, which will include bi-fold doors, is more like an addition to the building. Again, the overall height of the addition is to the underside of the eave, making it recessive against the existing building. No colour has been specified for the 'louvered panel, bi-fold doors', but again, these should be a recessive colour that matches the main wall.

Regarding the new ancillaries and exhaust flues

The proposal includes a number of solar panels and exhaust flues, to be located on the roof of the western addition (c.1890). Whilst not ideal, the CMP does note that this roof is of little significance in and of itself and that the most important objective here is to retain the appearance of a secondary "utility" area behind the masonry cottage. The proposed ancillaries will have little impact on the eastern (more principal) façade of the elevation and are thus supported.

Bike racks, pizza oven and new ramp

The proposed bike racks and pizza oven to the south and west (respectively) of the 1890's addition are supported as being minimal interventions that will not adversely affect the significance of the site. The new access ramp (to replace existing) is also supported as being timber framed and easily removed in the future.

External works

The extent of external works proposed includes:

- "Restore existing windows and make good";
- "Patch and paint as required" ;
- "Make good to all window frames"; and
- "Patch cracks and paint as required to original condition".

Clause 22.02-4 of the Yarra Planning Scheme states as objectives:

- To encourage the preservation, maintenance, **restoration** and where appropriate, reconstruction of heritage places.
- To ensure the adaptation of heritage places is **consistent with the principles of good conservation practice**.
- To ensure that additions and new works to a heritage place respect **the significance** of the place.

These works, while acceptable, will do nothing to enhance the character and appearance of the original building. The external paint scheme for the finished building should adopt colours that are consistent with the mid-Victorian period of the heritage building. The rendered walls should be painted natural cement grey or lime washed in colours that resemble natural stone colours.

RECOMMENDATIONS:

On heritage grounds, the works proposed in this application may be approved subject to the following conditions:

1. That the heritage building must be repainted in colours that are consistent with the mid-Victorian period. The proposed colours must be submitted and approved prior to the commencement of works;
2. That the proposed bin enclosure and deck structure must be painted to match the main wall colour of the original house;

OTHER COMMENTS:

The former caretaker's house was originally enclosed. As part of the proposed works, consideration could be given to the introduction of a natural timber simple picket fence along the lines of the original allotment as shown in the 1872 plan. An example of the typical fence is shown below:

Use of a fence like this may also provide partial screening of the proposed new deck area in a manner that is in keeping with the original setting of the former cottage.

Attachment 1 - PLN16 0755 - 150 Yarra Boulevard Richmond - Heritage advice



SIGNED:

Ruth Redden

DATED: 15 March 2017

Attachment 2 - Burnley Cottage Renovation Image 1



Attachment 3 - Burnley Cottage Renovation Image 2



11.11 Report on Assemblies of Councillors

Trim Record Number: D19/217634
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 Assemblies of Councillors Report - December 2019

Attachment 1 - Assemblies of Councillors Report - December 2019

Record of Assemblies of Councillors

Report cut-off	2 December 2019
Council Meeting	17 December 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
Heritage Advisory Committee 10 October 2019 6.00pm	**Councillors** • Cr Danae Bosler • Cr Jackie Fristacky • Cr James Searle **Officers** • Ivan Gilbert • Richa Swarup • David Walmsley	1. Smith and Brunswick Streets Built-form review 2. Update on Heritage Strategy 3. Process and items for budget 2020-21 4. VHRF – Nicholson Village shop verandahs	Nil
Disability Advisory Committee Meeting 15 October 2019 4.30pm	**Councillors** • Cr Danae Bosler • Cr Stephen Jolly **Officers** • Adrian Murphy • Cheryle Gray • Laurice Younge • Marta Rokicki	1. Redevelopment of Gas and Fuel site 2. Brunswick Street Masterplan consultations 3. Access and inclusion program review 4. Regional Assessment Service (RAS) 5. Priority Precincts for UD upgrades	Nil

Attachment 1 - Assemblies of Councillors Report - December 2019

Assembly	Attendance	Matters considered	Disclosures
Councillors Briefing 21 October 2019 6.30pm	**Councillors** • Cr Danae Bosler • Cr Misha Coleman • Cr Mi-Lin Chen Yi Mei • Cr Jackie Fristacky • Cr Daniel Nguyen • Cr James Searle • Cr Amanda Stone **Officers** • Vijaya Vaidyanath • Ivan Gilbert • Bruce Phillips • Chris Leivers • Diarmuid McAlary • Lucas Gosling • Gracie Karabinis • Michael Oke • Malcolm Foard • Ange Marshall • Cristina Del Frate • David Walmsley	1. Yarra Energy Foundation Update – Presentation 2. Provision of youth services on the Richmond and Collingwood housing estates 3. Finance Report – September 2019 4. Draft Homelessness Strategy 2020-2023 5. Development of the Yarra Open Space Strategy 6. Amendment C245 Heritage Overlay and Zone Fix Up – Consideration of Submissions 7. Yana Ngargna Plan 2020-2023 8. Draft Social Justice Charter for Yarra 9. Unrestricted Parking Response to Council Resolution item 6320 10. Yarra Riverbank Update 11. Agenda Review 12. Confidential Matter 13. Confidential Matter 14. Annual Seniors Christmas Lunch 15. Update on Status of Pitfall Traps in Yarra 16. The potential to amend signage in parks to include emergency contacts for injured wildlife 17. Confidential Matter 18. Issues raised by the Roughies Swim Group	Nil
Bicycle Advisory Committee (BAC) 23 October 2019 6.30pm	**Councillors** • Cr Jackie Fristacky **Officers** • Simon Exon • Peter Eckersley	1. Brunswick Street Streetscape Masterplan 2. Wellington Street Stage 2 3. Bennett Street priority crossing 4. Carlton North LAPM 5. Melbourne Bike Share 6. We Ride Study Tour	Nil

Attachment 1 - Assemblies of Councillors Report - December 2019

Assembly	Attendance	Matters considered	Disclosures
Councillors Briefing 29 October 2019 6.00pm	**Councillors** • Cr Danae Bosler • Cr Mi-Lin Chen Yi Mei • Cr Jackie Fristacky • Cr Daniel Nguyen • Cr Amanda Stone **Officers** • Vijaya Vaidyanath • Ivan Gilbert • Bruce Phillips • Chris Leivers • Michael Oke • Richa Swarup • Indy Lingam • Kelly Heffer	1. Draft Consultation Climate Emergency Presentation 2. Supporting Update of Electric Vehicles 3. Heritage Strategy – response to Public Exhibition and an amended Strategy for Council consideration and adoption	Nil
Yarra Community Awards Committee 7 November 2019 4.00pm	**Councillors** • Cr Danae Bosler • Cr Daniel Nguyen • Cr Bridgid O'Brien **Officers** • Nikki Avery • Jessica Matrakis	1. Winner of Citizen of the Year Award 2. Winner of Young Citizens of the Year Award 3. Winner of Community Initiative of the Year Award 4. Winner of each 'Contributions to Categories'	Nil

Attachment 1 - Assemblies of Councillors Report - December 2019

Assembly	Attendance	Matters considered	Disclosures
Councillors Briefing 11 November 2019 6.30pm	**Councillors** • Cr Danae Bosler • Cr Misha Coleman • Cr Mi-Lin Chen Yi Mei • Cr Jackie Fristacky • Cr Daniel Nguyen • Cr Amanda Stone **Officers** • Vijaya Vaidyanath • Ivan Gilbert • Bruce Phillips • Chris Leivers • Bill Graham • Mark Montague • Shane Looney • Sally Jones • David Walmsley	1. Cremorne Precinct Implementation Plan Update – Presentation 2. Proposed Discontinuance of Road between 5 and 7 Brunswick Street Fitzroy 3. Q1 2019 Forecast and Q1 Budget Review 4. 2019/20 Annual Plan Quarterly Progress Report – September 5. Confidential Matter 6. Brunswick and Smith Streets – request for interim DDO's 7. Brunswick Street Streetscape Masterplan 8. Amendment C269 – Rewrite of local policies 9. Alpha Partners Affordable Housing 10. Yarra Riverbank Update 11. Agenda Review 12. 345 Bridge Road Update 13. Live Streaming of Council meetings 14. Climate Emergency Plan 15. Safe Travel Strategy 16. VCAT Activity Report – first quarter 2019-2020	Nil
Active Ageing Advisory Group (AAAG) committee 13 November 2019 1.00pm	**Councillors** • Cr Amanda Stone **Officers** • Fran Moloney • Adrian Murphy • Julie Bird • Cheryle Gray	1. Business Arising – information exchange and request for further work on some items 2. Review of outstanding actions from the AHA and Action Plan 3. Information provided on support for Carers in LGTI community 4. Asset Based Community Development program 5. Dementia Alliance 6. Reviewing Open Space and building through an Aged Friendly Lens 7. Assessment Options 8. Members Reports 9. Other – thank you and acknowledgement of Cr Stone for involvement over the year	Nil

Attachment 1 - Assemblies of Councillors Report - December 2019

Assembly	Attendance	Matters considered	Disclosures
Councillors Briefing 25 November 2019 6.50pm	**Councillors** • Cr Danae Bosler • Cr Misha Coleman • Cr Mi-Lin Chen Yi Mei • Cr Jackie Fristacky • Cr Amanda Stone **Officers** • Vijaya Vaidyanath • Ivan Gilbert • Bruce Phillips • Chris Leivers • Lucas Gosling • Diarmuid McAlary • Gracie Karabinis • Michael Oke • Mark Montague • George Vass • Simon Exon • Patrick Orr • Peter Moran • Rhys Thomas	1. Presentation – Yarra Climate Emergency Plan 2020-2024 2. Finance Report – October 2019 3. Confidential Matter 4. Confidential Matter 5. Confidential Matter 6. Potential for Yarra to support Environment Upgrade Finance 7. Micromobility (bike, e-bike and e-scooter share) proposals 8. Elizabeth Street Trial and Bike Lane Upgrade 9. Options and Implications for ceasing the use of Glyphosate 10. Confirmation of Advisory Committee Terms of Reference 11. Agenda Review 12. 5-7 Brunswick Street Discontinuance 13. Planning scheme amendment C269	Nil

Attachment 1 - Assemblies of Councillors Report - December 2019

Assembly	Attendance	Matters considered	Disclosures
Councillors Briefing 2 December 2019 6.30pm	**Councillors** • Cr Misha Coleman • Cr Mi-Lin Chen Yi Mei • Cr Danae Bosler • Cr Jackie Fristacky • Cr Daniel Nguyen • Cr James Searle • Cr Amanda Stone **Officers** • Vijaya Vaidyanath • Ivan Gilbert • Bruce Phillips • Chris Leivers • Lucas Gosling • Diarmuid McAlary • Gracie Karabinis • Michael Ballock • Danny Millican • Dennis Cheng • George Vass • Simon Exon • Joe Agostino • Jessica Matrakis • Ann Limbrey • David Walmsley • Malcolm Foard • Adrian Murphy • Stewart Martin • Patrick Orr • Matthew Veale	1. Update to the community engagement for the Gasworks site redevelopment (433 Smith Street, Fitzroy North) 2. Management Policy in relation to laneways, passageways and right of ways in Yarra 3. Holistic Waste Trial 4. 30km/h trial evaluation 5. Studley Street and Yarra Street, Abbotsford – Parking Amendments 6. Update on the progress of draft community engagement policy 7. Brunswick Street Oval Precinct Community Consultation Report 8. Heidelberg Road corridor – Local Area Plan and program building and heritage protection – Amendment C272 (interim controls) and C273 (permanent controls) 9. Preparing for 3 year old kindergarten 10. National Aged Care Reforms – Future Directions 11. Access and Inclusion Future Directions 12. Burnley Park Cottage Review 13. Car Share Implementation Plan 14. Car Parking 15. Yarra Riverbank Update 16. Omibus Report on key issues 17. Agenda Review 18. LGPRF Survey	Nil